

The Colonist.

MONDAY, JANUARY 3.

Published Every Monday and Thursday.

The Colonial Printing & Publishing Company, Limited.

W. H. KELLS, MANAGER.

TERMS: THE DAILY COLONIST.

Published Every Day except Monday.

For year, postage free to any part of Canada.

For week, 11 delivered.

THE SEMI-WEEKLY COLONIST.

Published on the 1st and 15th of each month.

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Some twelve or sixteen square miles and was surrounded by a thickly populated and wealthy community. The great city consisted of stone houses, with well-paved streets and a complete system of subterranean sewerage. The city was built in a valley, and on the hills surrounding it, so we learn from an article in the Century Magazine for January, were palatial structures and great monuments.

There is not a trace of tradition even as to who the builders of this city were or when they inhabited it. The custom is to speak of these ruins as the relics of Mayan civilization; but all this means is that they are found in a country peopled by the Mayan Indians, who at the time of the Spanish invasion lived in walled cities and had made sufficient progress to be able to preserve written records. They have never been connected with the more ancient civilization and their legends convey the impression that their relation to their predecessors was somewhat the same as that of the Goths and Vandals to the Roman Empire. The Mayans may have been a hardy race from the North, whence their legends say they came, who spread southward and made an easy conquest of nations rendered effete by long centuries of luxurious living in the enervating climate of Central America, and who in turn became themselves so degenerate as to be a comparatively easy prey to the European invaders.

But be this as it may, the discoveries made during the year in Honduras lend a new interest to archeological research. They appeal very strongly to the imagination. There is something fascinating in the obscure, and what greater obscurity can we imagine than that enveloping the ruined city of Copan. We know that once there lived here a people of wealth, high attainments in material art and doubtless with an elaborate social organization. Princes held court amid all that learning and beauty could lend to add to the charm of their surroundings. Dynasties rose and fell. Great deeds were celebrated by monuments inspiring in their ruins and recorded in inscriptions to which we have absolutely no key. The palaces, whose mighty corridors attest a luxury with which we are in these days unfamiliar, were doubtless the scenes of a life before which our most elaborate surroundings would seem insignificant. And all the glory of it has vanished. The men of those days might have been justified in thinking that they would endure for all time, as we think we are. But the name even of this nation is forgotten, their impress upon the life of humanity has been completely effaced, so far as we can judge. Truly, in all the field of romance there is nothing comparable to the facts of archeology.

ARGUING for the wild-goose relief expedition the other day, the Post-Intelligencer said: "It must be remembered that it is the purpose to sell these goods at Dawson. So, considered as a financial scheme, the United States will be out nothing." Can this be true! Was the great profession made in the name of humanity by the United States government simply a cloak for a trading operation? The thing seems incredible; but in view of this statement by the newspaper that has been the most active supporter of the relief project, Hon. Mr. Sifton should explain how he understands the matter. Has the Canadian government consented that the United States government shall import goods into the Yukon for sale without paying duty? Some information is much needed on this point.

THE Roseland Miner says that in a few weeks the Trail smelter will cease to handle Le Roi ore, which will thereafter be sent to Northport. It doubts if the Heinze plant can be kept going by the output of the other Roseland mines, and also if such freight rates can be given as will enable them to send their ore to the Hall smelter at Nelson. This, it thinks, means the depopulation of Trail and great inconvenience to sixteen shipping mines in the Roseland district. We hope our contemporary's anticipations will not be realized.

THE Inland Sentinel tells the things it has said against the government and expresses surprise that no defence has been made. No defence was needed. Suppose we should say that the Sentinel is a dishonest paper because it is always fighting for Kamloops, would it think it necessary to defend itself? Certainly it would not, and no more do members of the provincial government feel called upon to defend themselves against "charges" that are every whit as absurd as that suggested against the Sentinel would be.

SINCE Great Britain showed her teeth in the Orient the way in which Pacific Coast papers in the United States have changed the tone of their comments is noteworthy. To whip a lot of refractory chiefs in West Africa, drive back the Kalifa in the Nile Valley, call a halt to Turkey in Thessaly, subdue the tribesmen in Northwest India and give check to Russia in the Orient is rather good showing in one year for a country that is supposed by our neighbors to be easily set upon.

It was reported in London yesterday morning that Bismarck was dead.

THE Citizens' Klondyke Committee of Tacoma has wired to Washington that it does not believe a relief expedition to the Klondyke necessary, and has expressed the belief that one could not get through in time to do any good under any circumstances. Following is the telegram:

TACOMA, Wash., Dec. 28, 1892. "Hon. Russell A. Alger, Secretary of War, Washington, D.C.: We ask in connection with supplies to be furnished by our government for relief of sufferers in Alaska that all communities be given ample opportunity to bid on same. Meanwhile we must add that we have had as yet no authentic information that any dire necessity exists caused by lack of food supplies in the Klondyke, and if the necessity does exist we fail to see how it is possible for government relief as now proposed to reach the sufferers before death eliminates such necessity. Our observation thus far as to reports of dire need in that they emanate entirely from several localities outside of Alaska and are disseminated for advertising purposes.

"In the interests of humanity Tacoma will do its full share, but we deprecate the spending of the people's money without some authentic evidence of its necessity. "TACOMA CITIZENS' KLONDYKE COM. "By Ed S. Hamilton, Chairman."

A COMPANY has been formed at Skagway to furnish bonds for goods carried through Canada to Alaska. This is in line with the suggestion made the other day in the COLONIST. We recommended the people of Victoria to form such a company to see to the bonding of goods across the strip of territory in possession of the United States at the head of Lynn Canal. The suggestion was not very well received. There seemed to be an idea among the business men that the government ought to look after this matter. We do not believe in looking to the government for everything, but think private enterprise should take care of its own interests to some extent. One reason why our neighbors get ahead of us is that they do not wait for the government but get in and do things for themselves.

THE Portland Oregonian has received some information from L. T. Watson, a member of the Indian council at Suxman, on the southeast coast of Alaska, in regard to the Stickeen route. Mr. Watson says the river affords "a fine road highway," and he believes a good horse road can be easily kept open all winter. He has associated two men with him and they are going to put a lot of horses and sleds on the route. When the Klondyke Mining, Trading and Transport Corporation first talked of this method of reaching the Yukon, some people expressed doubts as to the feasibility of their plans. Now there is a consensus of opinion among those best qualified to judge that it is by all means the best route to be taken.

A CORRESPONDENT complains that in speaking of the Stickeen route the other day the COLONIST did not tell about the means of getting on to the ice and going up the river. We did. We referred readers to our advertising columns, where the desired information can be found. The matter of transportation is a private affair, and we hardly feel like exploiting any private enterprise, however laudable, in the columns of this paper. We may answer one of our correspondent's questions by saying that the government is not doing anything to facilitate winter transportation except to make some expenditure where it is necessary for a sleigh road.

WE chronicle with great regret the death of David Oppenheimer, of Vancouver. The deceased gentleman has been identified with the history of the province for nearly forty years, having lived in Cariboo, Yale and Victoria before taking up his abode in the Terminal City. Everywhere he made friends by his honorable, manly and straightforward career. He was a man of high principles, great energy and shrewd business instincts, and a very useful member of the various communities in which he resided. His death is a loss to the province.

OF course there was a good reason for the failure of the City of Kingston to reach Victoria for two days in succession; but if there is not some way by which such a delay in the transportation of mails from the south can be prevented in the future, the post office department ought to get on its thinking cap and devise one. It is an outrage that this city should be without a mail from the South for two days. If the local post office authorities have not already made representations on the subject to Ottawa, they should do so at once.

THE Times admits the moral responsibility of the Dominion government to make good the sealers' losses, but says it is neither for it nor the COLONIST to say whether there is any legal liability. Nonsense! There is no legal liability. The government cannot be held liable by legal process for damages of this nature. Its obligation is wholly a moral one. But it is none the less binding on that account. A moral responsibility is as binding upon a country as one expressly created by statute. It can, of course, shirk the former, but it can also repeal the latter.

WE are glad to see the Comox News express itself strongly and sensibly against mud-slinging in political campaigns. There has been altogether too much of that sort of thing in the province.

THERE is no longer a 400 in New York, nor yet even a 150. The number is now 75. So it has been decided by Mrs. Ogden Mills and Mrs. Henry Sloane in solemn conclave. They will soon get down to the conditions existing at the lecture which was attended only by a reporter and a friend, the latter weighing 300 pounds. The reporter the next day described the audience as "large and respectable," and when taken to task by his friend explained by saying: "Why, you're large and I'm respectable."

MR. A. J. McMILLAN's lecture on British Columbia and the Yukon, lately delivered before the Imperial Institute in London, has been widely talked of all over the United Kingdom. All the leading papers either printed it in full or made copious extracts from it. Many of them commented upon it very favorably.

THE News-Advertiser says the opening of the legislature has been postponed until February because the Parliament Building will not be ready before that time. This is not the reason and the News-Advertiser has no reason to suppose that it was. Our contemporary has simply gone off at half-cock, as usual.

THE Times in its notice of Mr. Gosnell's Year Book gives credit for the engravings and binding to the wrong company. The Colonist Printing and Publishing Company is entitled to the warm words of praise spoken by our contemporary. We presume the error is purely a mistake.

Nansen has been talking about that reindeer expedition. He says the thing is impossible for one of the reasons for which the COLONIST condemned it, namely that the deer would not survive the voyage to America for lack of their natural food.

W. F. Thompson, of the Trail Creek News, who has just returned from the East, says in his paper that every person he met is talking Klondyke and that the whole world seems inspired by a desire to go there.

WE reprint from the Wellington Enterprise an editorial article referring to Messrs. R. Dunsmuir & Sons, because it brings out some facts with which many of those who have recently come to the province are unfamiliar.

A PAMPHLET entitled "Klondyke Information Bureau" has been issued by J. F. Carruthers, of Vancouver. One page is devoted to decrying Victoria. We do not think that Vancouver people whose opinions are of any value will approve of this.

THE Calgary Herald has the unenviable notoriety of being the first paper in Canada to question William Ogilvie's motives. It does this because he has been unwilling to recommend the Edmonton route to the Klondyke.

WE are glad to see the Times speak out so emphatically in regard to the relief expedition force, and we trust that Senator Templeman has emphasized that attitude of his paper by sending a strong protest to Ottawa.

THE Seattle Chamber of Commerce declines to believe that there is not a scarcity of food at Dawson. The Seattle Chamber of Commerce understands the noble art of advertising.

THE Vancouver World thinks that an Imperial Zollverein cannot come "in our time." Brace up, old friend; you're good for a long time yet!

THE COLONIST congratulates Judge Irving, who receives a New Year's gift to-day of his expected commission. May he long live to enjoy his new honor.

A CONTEMPORARY announces that "the infinity of time now has 1897 in its embrace." That's worse than we thought.

THE Seattle Times thinks war in China would make lively times in Canada. So it would; but let us have peace and we will do first rate.

THE Vancouver World has issued a holiday Klondyke number of 24 pages replete with interesting and valuable matter.

THE capitalization of the companies floated in London last year was \$792,500,000, the greatest since 1889.

BY-WAY OF VARIETY. Yeast—And you say your friend is out for the dust? Crimmonbeak—That's what I said. "Is he running for office?" "No, he's gone to Klondyke." Professor—Science has enabled us to photograph the stars. Softlight—Yaws, by love; and you get one of the pictures with every pack of cigarets, doncher know. Punchop—Water, two eggs, please; boil them four minutes. Waiter—All right, sir. Be ready in half a second. "What do you think of the chainless wheel?" "I'm not thinking about it at all. What I want is a wheel that will stand up right." Plenty of Time.—Witness—Well, judge, I'll tell you all I know. Judge—All right, go ahead; there are two minutes yet before time to adjourn. "I wonder why the dancing masters are trying to shove the waltz," said the society boarder. "The waltz," said the Cheerful Idiot, "is too much of a social revolution." He (tenderly)—When I put my arm around you and clasp your hand in the waltz, what do you think about it? She (very prosaically)—I wonder if you are going to step on my foot. An Expedient Amendment.—Mrs. Enopek—Another mysterious suicide—unknown man thrown himself from cliff. Mr. Enopek (thoughtlessly)—Bet his wife was at the bottom of it. Mrs. Enopek—Sir-r-r. Mr. Enopek (hurriedly)—Of the cliff, my love; not the suicide.

THE CANADIAN PRESS.

A FIELD OF PROMISE. Much more might be written of Boundary creek, but enough has been mentioned to show that its progress has been real and taking into account its isolated position and its limited transportation facilities, satisfactory. Summed up its advances, may be said to have included, the introduction of a considerable amount of outside capital for actual development purposes, the installation of several steam mining plants, the demonstration of the facts that the ore bodies are going down and so may be mined with profit, the wider recognition of the extent and prospective value of the mineral resources of the district, and as a natural result of all these, the general acknowledgment that railway transportation facilities should be provided without further delay.—Midway Advance.

A FIFTH PARTY. We are not aware whether he will at once join the ranks of the Opposition, or like Speaker Higgins form a party of his own. In any case it is claimed by those who ought to know his district that his chances of re-election are not very good.—Vernon News.

A SOLVIEREIN IMPOSSIBLE. To effect a solvieren union, with free trade throughout the Empire, not only must the people of Britain be persuaded to give up the protection of Canada, Australia and the other colonies must be brought to a harmony of opinion at the same time. That this task is insuperable in our time is apparent.—Vancouver World.

AN OPPOSITION SCHEME. There is but little doubt that the ultra Liberal section of the Grit party in British Columbia will put forth every effort to secure the predominance at the coming provincial election. The screw will privately be put on every Liberal to vote against the government, while publicly, in order to secure the help of Messrs. Semlin, Cotton, Sword, etc., there will be a protest against party lines; but Liberal programmes, Liberal clubs and Liberal causes are not called to fight for the Conservative leaders of the Opposition for love of them. All the new candidates will be men with a Bostock string attached to them, and heaven help the country if that honest change pulls the strings.—Kootenai Standard.

MARKET FOR OUR LEAD. In 1896 British Columbia exported \$408,628 worth of lead. On this the United States duty was paid and part of it, no doubt, exported to Japan and China, which is a good market for this mineral, one that could possibly be secured from British Columbia.—Rosslander.

THE CONCEALED ETHIOPIAN. Moreover, there is little doubt that Mr. Kellie had aspirations towards the remunerative post of gold commissioner for the north riding.—Rossland Times.

THE RAILWAY PROBLEM. All Kootenaians are greatly interested in the rapidly approaching session of the Provincial Legislature, and for it remains with that body to say whether the prosperity of Southern British Columbia shall be very materially advanced or irretrievably injured. It is not improbable that at the next meeting of the Legislature the question of the award of the subsidy for railway extension to the Boundary country will be brought up at an early date. In the event of this being done the legislature will be called upon to decide whether it will charter the district is entitled to the provincial grant. The grant is only \$4,000 per mile, but the disposal of it will determine who will build the Boundary railway.—Rossland Miner.

ENOBISSINNESS REVUKED. There are many newspapers in British Columbia, but it is known to the Province, which can fight a square and many fight without considering it necessary to introduce impure and unworthy motives to an opponent. There are many editors who dare stand sturdily for the right without making a childish parade of their work as uncommon or heroic. There are many publishers who would valiantly promulgate the truth and take the consequences manfully, rather than hide behind ramparts of technicalities, or bulwarks of heaped up money bags. They would scorn to loosen purse strings which they had not tightened, and, like indigent wards, receive the doubtful protection of plutocratic patrons. There are numerous editors and publishers who would neither "crawl all over the ground" nor abjectly apologize for words written in truth and soberness, the smobbianness and insincerity of the Province to the contrary notwithstanding.—Kootenaiian.

AN ITEM OF INTEREST TO BOME. The following item is clipped from the editorial columns of the New Westminster Columbian. It may be of considerable interest to those who imagined that the member for South Nanaimo wrote the article which appeared in our columns three weeks ago, was not written by the doughty doctor:

Having, like the News-Advertiser, credited a late article in the Wellington Enterprise to Dr. Walkem, M. P. E., which did not do my doctor any injustice as a fair minded politician, we hasten to publish the following disclaimer, written by Dr. Walkem to the News-Advertiser: "I am not the editor of the Wellington Enterprise, having ceased to write for it some six weeks or two months ago. I have not read the article that has given you the 'high strikes.' I did not know of its having been published until I read your editorial. As a member of the legislature, I am in a position to see a fair and equitable redistribution bill. I know of no conspiracy on the part of the people of the Island to deprive the Mainland of what they are fairly entitled to. Your accusation that I had received a consideration or was about to receive one, for the writing of the article in question, is false and untruthful, and for stating which you had no foundation. I have had no communication with the government on any political subject, except a Kootenai resolution, since the close of last session."—Wellington Enterprise.

If you once try Carter's Little Liver Pills for sick headache, biliousness or constipation you will never be without them. They are pure, reliable, small and easy to take. Don't forget this. The barkentine Wrester is reported ashore in the vicinity of Nanaimo, where she was to complete her cargo. She is not thought to be seriously endangered.

THE KLONDYKE Great THROUGH WINTER ROUTE From VICTORIA TO DAWSON CITY

Under the Direction of the Klondyke Mining, Trading and Transport Corporation, Limited, of London. Capital, £250,000.

HON. SIR CHARLES TUPPER, BART., CHAIRMAN, LONDON, ENG. HON. E. DEWDNEY, CHAIRMAN VICTORIA J. T. BETHUNE, LOCAL BOARD. C. H. LUGRIN, LOCAL BOARD. C. ASHWORTH, LONDON DIRECTOR.

The expedition, which will be accompanied by eighty teams of horses, sleighs, and three trains of dogs, will be in charge of Hon. Edgar Dewdney ex-Minister of the Interior of Canada and ex-Lieutenant-Governor of British Columbia and will be accompanied by Mr. Caldwell Ashworth, of London, a Director of the Corporation. The expedition will proceed to Fort Wrangell on its own X 100 A 1 screw ocean steamer "Amur," or by some other suitable vessel, leaving Victoria about the 15th February. At Wrangell it is proposed to transfer to the Stickeen River and continue the journey on the ice via Stickeen River and the villages of Glenora and Telegraph Creek, thence by snow road to Teslin Lake. At Teslin Lake boats and sleds will be built to convey the party and their outfit to Dawson City as soon as the Hoatlingqua opens; that is, the expedition will follow the ice down that fine navigable stream, thereby avoiding the dangerous White Horse rapids, and arrive at Dawson City at the earliest possible date thereafter in the spring. The plan of the Corporation is to provide shelter and good substantial food for the parties accompanying the Expedition from the day they leave Victoria until they reach the destination. While waiting at Teslin Lake for the ice to break up they will have the opportunity of prospecting the very promising ground in that vicinity. The price of the tickets covers transportation, food, shelter and the free carriage of 400 pounds baggage. Early in January an advance party with horses will be sent up the Stickeen River to build shelters with stoves for cooking and warmth and establish supply depots. After the Coast Range on the Stickeen River has been passed the expedition will go through a country where the snowfall is generally light and along the greater portion of which a white population has been living for some years. The Corporation will establish trading posts at Teslin Lake, Dawson City and other Yukon points and will furnish supplies to purchasers at reasonable prices. The price of a ticket covering the accommodations above mentioned is \$500, one-half of which must be paid into the Bank of Montreal at the time of signing the contract for transportation, the balance to be paid before the sailing of the steamer from Victoria. As the number of persons by this route will be limited, applications should be made at once, and to secure a ticket, each applicant must, with his application forward a Post Office order for \$200 payable to the Bank of Montreal at Victoria. The Corporation reserves the right to select members of the expedition and will return all payments made to unsuccessful applicants.

SPECIAL RATES ON EXCESS BAGGAGE. The provisions included in the 400 pounds of personal baggage can be purchased from the Company before leaving Victoria. After the Coast Range on the Stickeen River has been passed the expedition will go through a country where the snowfall is generally light and along the greater portion of which a white population has been living for some years. The Corporation is agent for Strickland & Co's specially constructed Klondyke Peterborough canoes.

ADDRESS The Klondyke Mining, Trading and Transport Corporation 30 Broad St., VICTORIA, B.C. This corporation must not be confused with a company of nearly the same name, having its headquarters in Spokane.

COLUMBIA FLOURING MILLS CO. Enderby and Vernon Brands HUNGARIAN, PREMIER, XX SUPERFINE AND XXX SPECIAL. R. P. RITHET & CO., Victoria Agents.

E. G. PRIOR & CO., Ld. Ly ESTABLISHED 1859. DEALERS IN Miners, Loggers & Mill Supplies BUILDERS' HARDWARE AND TOOLS, BAR AND SHEET IRON, JESSOP'S STEEL, FARM IMPLEMENTS AND MACHINERY, WAGONS, BUGGIES AND CARTS. Headquarters, Victoria. BRANCH STORES AT VANCOUVER & KAMLOOPS.

A Picture of the Past The old year is fast passing away. We soon will turn over a new leaf; look upon the picture of the past, see the mistakes of a year, and make new resolutions to be broken. Don't break that resolution to buy for cash. You will have no remorse. For New Year's cheer we offer Cruisken Lawn, in pig jugs.