THE GRAVEDIGGERS.

Oh, the shambling sea is a sexton old
  And well his work is done.
With an equal grave for lord and knave,
  He buries them every one.

Then hoy and rip, with a rolling hip,
  He makes for the nearest shore;
And God, who sent him a thousand ship,
  Will send him a thousand more;

But some he'll save for a bleaching grave,
  And shoulder them into shore—
Shoulder them in, shoulder them in,
  Shoulder them in to shore.

Oh, the ships of Greece and the ships of Tyre
  Went out, and where are they?
In the port they made, they are delayed
  With ships of yesterday.

He followed the ships of England far,
  As the ships of long ago;
And the ships of France, they led him a dance
  But he laid them all arow.

Oh, a loafing, idle lubber to him
  Is the sexton of the town;
For sure and swift, with a guiding lift.
  He shovels the dead men down.

But though he delves so fierce and grim,
  His honest graves are wide,
As well they know who sleeps below
  The dredge of the deepest tide.

Oh, he works with a rollicking stave at lip,
  And loud is the chorus skirled;
With the burly rote of his rumbling throat
  He batters it down the world.

He learned it once at his father's house,
  Where the ballads of eld were sung;
And merry enough is the burden rough,
  But no man knows the tongue.

Oh, fair, they say, was his bride to see,
  And wilful she must have been,
That she could bide at his gruesome side
  When the first red dawn came in.

And sweet, they say, is her kiss to those
  She greets to his border home;
And softer than sleep her hand's first sweep
  That beckons, and they come.

Oh, crooked is he, but strong enough
  To handle the strongest mast;
From the royal bark to the slaver dark
  He buries them all at last.

Then hoy, and rip. with a rolling hip,
  He makes for the nearest shore;
And God who sent him a thousand ship
  Will send him a thousand more;

But some he'll save for a bleaching grave,
  And shoulder them in to shore,—
Shonlder them in, shoulder them in,
  Shoulder them in to shore.

—Bliss Carman.

A PERPLEXED TOURIST.

An Englishman touring through Canada and the United States, went on board a steamer late one night, and on the following morning, after walking on deck and looking round him, he stepped up to the captain and asked him, 'I beg pardon, but would you kindly tell me what lake I am on?'

'The Lake Huron,' replied the captain, and turned away.

The Englishman looked puzzled for a moment, and then following the captain, began again, 'I beg your pardon, you said—'

Its the Lake Huron' roared the captain thinking the man was deaf.

'Yes I know,' persisted the passenger, but what's the name of the lake that I am on?'

'The Lake Huron!' shouted the captain, incensed at what he thought gross stupidity, and he turned away to relieve himself by railing at one of the hands. The Englishman looked more perplexed than ever.

'The lake you're on is the lake you're on. Of course it is! The lake I'm on can't help being the lake I'm on. What impertinence! Let me look in my guide-book; perhaps that will tell me.'

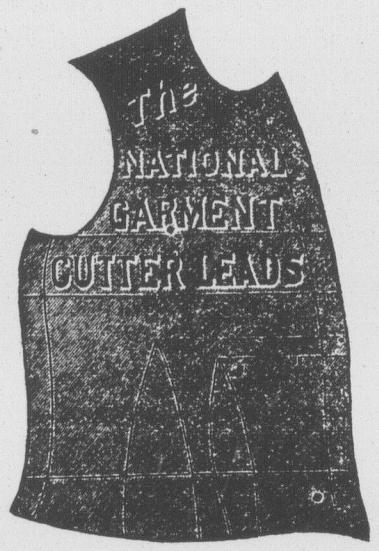
It did tell him; and then the humor of the situation suddenly dawned upon him.

CARLETON CO. DAIRYING.

At the Agricultural meeting at Hillsboro last Saturday T. C. B. Milberry of Wicklow was one of the speakers. Butter making was his theme, and he impressed himself upon his audience as a man who knew whereof he spoke. After securing good dairy cows, making the stable light and comfortable and supplying plenty of feed, the next essential was cleanliness. This virtue must be thorough and complete in the dairy business. Clean stables, clean milkman and tin utensils without crevices were prime necessities. He was able to make his butter at a total cost of 13c. per pound., and so far he had been able to sell it at 20c. at his railway station. What is Mr. Milberry's experience should be that of every farmer who attempts butter making. Great pains and enterprise are the essentials toward producing 20c. butter.

A BETTER ARRANGEMENT.

The C. P. R. telegraphers have won in their deliberations with Manager Tait, and as a result the 1,000 men between St. John and Port Arthur will get a substantial increase in wages, about $8,000 being divided among them. They will stand better chances of promotion; will be paid extra for extra hours, and for attending switch lamps; will not have to shovel snow on the platforms, and in other ways will be better off as a result of their determined negotiations.



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