



THE FISHERIES DISPUTE

A Full Statement of the Canadian Case.

The United States Waters Being Depleted—The Tricks of American Fishermen to Get into Canadian Waters—England's View of the Situation—Let Every Canadian Understand the Dispute.

(Toronto World.)

In spite of the magnitude of the interest involved in the present fisheries dispute and the importance of the issue to the people of this country, it is by no means uncommon to hear Canadians express comparative ignorance of what they are really contending for. The dispute has a history and growth, but the majority of newspaper articles on the subject have assumed a prior knowledge on the part of the reader rarely possessed. To meet popular queries, the World herewith presents a full statement of the points at issue, giving the varied contentions of both the United States and Canadian Governments, past and present. The localities on the fishing coasts mentioned are illustrated by a map, and the whole is supplemented with a very close summary of the Canadian case, supplied by a St. John, N.B., correspondent of the London Times, and which was recently published in that journal. The first article giving the question at issue is also briefly summarized from the American correspondence of the same journal.

THE QUESTION AT ISSUE.

Time out of mind the bays and coasts from Massachusetts northwards so far as Labrador have yielded a prolific harvest of valuable fish. In the good old days these waters were fished by French and English fishermen who at first returned to the mother countries to winter. In course of time, however, more permanent settlements came to be established; French colonies struggled along the St. Lawrence, and English and Dutch colonies struck root on the coast line more to the south. Then followed the struggle of the Anglo-Saxons against the French and the complete disclosure of the latter. The broad result was that the British Empire absorbed all the lands bordering on these seas.

Immediately after the Declaration of Independence thousands of residents in the "united provinces" crossed over to New Brunswick and Nova Scotia, in order to retain their citizenship in the British Empire. Thus by blood, although not by actual nationality, the older residents on these coasts still are closely connected. But with the division of sovereignty came the dividing off of rights over "territorial" waters; and the end of last century and beginning of this witnessed much strife and squabble over respective fishery rights. In the end, after mutual seizing of vessels, a Joint Commission was appointed; and after much anxious discussion the United States and Great Britain came to an agreement, and signed the treaty of 1818. It so happens that last year, by the lapse of subsequent treaties and conventions, this treaty of 1818 again came into full force. It is therefore well to bear in mind its salient features. According to its terms, "the inhabitants of the United States shall have forever, in common with the subjects of Her Britannic Majesty, rights of fishing in all waters in the shaded portion of the sketch map. But "the United States renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof to take, dry, or cure fish on or within three marine miles of any of the coasts, bays, creeks, or harbors of Her Britannic Majesty's dominions in North America not included in the above-mentioned limits."

These terms are sufficiently explicit, but they are further defined in the statement, "provided, however, that the American fishermen shall be admitted to enter such bays or harbors for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever."

During the discussions resulting in this treaty other proposals were made by each of the high contracting parties, but none of them accepted. For instance, the United States delegates proposed to add the words "and bait" after the words "purchasing wood." The Commission absolutely declined to accede to this proposal, and that decision has an obviously important bearing on the interpretations of the terms of the treaty at present advanced. The spirit in which this treaty was interpreted is further illustrated by subsequent negotiations. In the Commercial Treaty of 1854 the United States specially stipulated for and obtained fishing rights "in the bays, creeks and harbors," from which their fishermen had been excluded by the treaty of 1818. This arrangement was put an end to in 1859. Immediately the British authorities asserted the rights of exclusion; and American fishermen discovered that without special treaty concessions they had no right to fish in the territorial waters of another nation. Again there were quarrels and seizures and threatened troubles. These were put an end to by the Washington Treaty of 1871, which specifically granted the fishermen of the United States rights to fish in common with British subjects, but only for ten years, and for these rights the United States paid "in cash" £1,000,000, or the equivalent of a rent of £10,000,000 per annum for the ten years' usufruct of those fisheries. These rights were extended for another five years after 1880. But in 1885 the United States Government declined

renew the arrangement, and it became necessary to fall back upon the original treaty engagements of 1818.

As to the fisheries themselves, they are of great value. In the open sea, and chiefly on the Newfoundland and George's Banks, cod and fat mackerel are caught. Nearer in shore and usually within the three mile limit, there are enormous takes of mackerel, cod, herring, halibut, shad and other fish, especially along the shores of the Bay of Fundy, Nova Scotia, Cape Breton, and in all the St. Lawrence waters. The seas of the maritime provinces are a mine of wealth to the residents. There are, as it were, three distinct industries connected with this harvest of the seas. There is the fishing itself, employing boats and crews and gear; there is the providing bait, ice and salt for preserving the catches, stores and provisions for the crews, and carriage for the fish sought; there is also the canning, pickling and preparing fish for the different export trades. It may be as well to tabulate some of the details, exhibiting the present condition of those fisheries:—

Table with 4 columns: Period, Average Tonnage of Boats over 20 tons, Average Imports from Canada, Value, Duty. Rows include 1859-64, 1865-70, 1871-75, 1876-80, 1881-85, 1886, No Treaty.

UNITED STATES AND CANADIAN ATLANTIC FISHERIES.

Table with 4 columns: No. of Boats, Value of Produce, No. of Fishermen, Value. Rows include United States and Canada.

VESSELS.

Table with 4 columns: No., Tonnage, Value. Rows include United States and Canada.

It will thus be seen that the Canadian fisheries and fishermen supply the United States with a very large proportion of the fish there consumed. At the same time it would seem that a very large percentage of Canadian fish is sent elsewhere, only one-third of the fish exported from Canada finding its way into the United States. The actual industry of fishing, it will be observed, is pretty equally divided between the two countries; but it should be remembered that a great proportion of the crews of the United States fishing vessels are natives of the Canadian maritime provinces. A great deal of the pickling and canning of the fish, the necessary "raw material," the fresh fish, being not only caught by American vessels, but also purchased from Canadian vessels. As the Canadian ports are on the coast fisheries, and near to the Bank fisheries and deep-sea mackerel grounds of the St. Lawrence, they do a large trade with American vessels in the supply of bait, ice, provisions for the crews, and gear; while the local railways and steamers secure considerable freights in the carriage of the fish caught by American vessels to American markets.

This year there has been an enormous falling off in the catch of mackerel on the American coasts. There are those who hold that American fishermen are reckless in their modes of fishing, refuse to respect close seasons, and, in short, act on the principle that a fish in the boat is worth two in the sea, and that fish are to be captured at any time and by every means. At all events, Canadians point to the fact that their waters continue to be excellently supplied, although American waters are gradually being deserted by the fish. However this may be, Americans exhibit an extreme anxiety to fish in Canadian waters.

Matters are further complicated by economic considerations. These northern fish are not found in any quantities in American waters, but they are very largely consumed in America. Pickled mackerel, for instance, is the blonk of America, and in almost all districts is considered by good housewives as "necessary" food. Then, again, the 8,000,000 Roman Catholics enjoy their fast days only in proportion to the adequacy of the supply of fresh fish. But the United States has for some time past set up a severe customs tariff, and in it we find that pickled fish has to pay two dollars a barrel, which is equivalent to 20 per cent. ad valorem. It might be said that of every six mackerel a United States citizen pays for his paternal Government only allows him to eat five. It would therefore seem that if the Canadians wish to supply the United States market, either consumers in the United States must pay very much more for their fish or there must be a revival of the previous "reciprocity" arrangements, whereby Canadian fish entered free and United States fishermen enjoyed the right of fishing in the prolific Canadian waters.

The Canadians, under the treaty of 1818, claim the right to exclude all United States fishermen from their ports and harbors and bays and creeks, except they come there for the purpose of shelter or for purchasing wood and water, or for repairs. The Americans, of course, can fish anywhere outside the three-mile limit, but they are for the time forbidden the privilege of making Canadian ports their base of operations. They are consequently obliged to make voyages of from seven to ten days' duration back to American ports each time they may wish to dispose of their catch or to procure bait, stores or provisions. The Canadians hold that the term "fishermen" covers all boats fitted out for fishing. The Americans hold that the term merely covers fishermen arriving for the purpose of fishing within prohibited limits, so far as the treaty is concerned.

(Continued on 5th page.)

ST. PATRICK, BISHOP, APOSTLE OF IRELAND.

If the virtue of children reflects an honor on their parents, much more justly is the name of St. Patrick rendered illustrious by the innumerable lights of sanctity with which the Church of Ireland shone during many ages, and by the colonies of saints with which it peopled many foreign countries; for, under God, its inhabitants derived from their glorious apostle the streams of that eminent sanctity by which they were long conspicuous to the whole world. St. Patrick was born towards the close of the fourth century, in a village called Bonmahon Tibernic, which seems to be the town of Kippatrick, on the mouth of the river Clyde, in Scotland, between Dumbarton and Glasgow. He calls himself both a Briton and a Roman, or of a mixed extraction, and says his father was of a good family named Galphurnius, and a denizen of a neighboring city of the Romans, who not long after abandoned Britain, in 409. Some writers call his mother Conchessa, and say she was niece to St. Martin of Tours.

In his sixteenth year he was carried into captivity by certain barbarians who took him into Ireland, where he was obliged to keep cattle on the mountains and in the forests, in hunger and nakedness, amidst snows, rain, and ice. While he lived in this suffering condition, God had pity on his soul, and quickened him to a sense of his duty by the impulse of a strong interior grace. The young man had recourse to Him with his whole heart in fervent prayer and fasting; and from that time faith and the love of God acquired continually new strength in his tender soul. After six months spent in slavery under the same master, St. Patrick was admonished by God in a dream to return to his own country, and informed that a ship was then ready to sail thither. He went at once to the sea coast, though at a great distance, and found the vessel; but could not obtain his passage, probably for want of money. The saint returned towards his hut, praying as he went, but the sailors, though pagans, called him back, and took him on board.

After three days' sail they made land, but wandered twenty-seven days through deserts, and were a long while distressed for want of provisions, finding nothing to eat. Patrick had often spoken to the company on the infinite power of God, they therefore asked him why he did not pray for relief. Animated by a strong faith, he assured them that if they would address themselves with their whole hearts to the true God he would hear and succor them. They did so, and on the same day met with a herd of swine. From that time provisions never failed them, till on the twenty-seventh day they came into a country that was cultivated and inhabited.

Some years afterward he was again led captive, but recovered his liberty after two months. When he was at home with his parents, God manifested to him, by divers visions, that he destined him to the great work of the conversion of Ireland. The writer of his life says that after his second captivity he travelled into Gaul and Italy, and saw St. Martin, St. Germaus of Auxerre, and Pope Celestine, and that he received his mission and the apostolic benediction from this Pope, who died in 432. It is certain that he spent many years in preparing himself for his sacred calling. Great opposition was made against his episcopal consecration and mission, both by his own relations and by the clergy. These made him great efforts in order to detain him among them, and endeavored to frighten him by exaggerating the dangers to which he exposed himself amidst the enemies of the Romans and Britons, who drew the Saints into great perplexities, but the Lord, whose will he consulted by constant prayer, supported him, and persevered in his resolution. He forsook his family, sold his birthright and dignity, to serve strangers, and consecrated his soul to God, to carry His name to the ends of the earth. In this disposition he passed into Ireland to preach the Gospel, where the worship of idols still generally reigned. He devoted himself entirely to the salvation of these barbarians. He travelled over the whole island, penetrating into the remotest corners, and such was the fruit of his preachings and sufferings that he baptized an infinite number of people. He ordained everywhere, induced women to live in holy widowhood and continence, consecrated virgins to Christ, and instituted monks. He took nothing from the many thousands whom he baptized, and often gave back the little presents which some laid on the altar, choosing rather to mortify the fervent than to scandalize the weak or the infidels. He gave freely of his own, however, both to Pagans and Christians, distributed large sums to the poor in the provinces where he passed, made presents to the kings, judging that necessary for the progress of the Gospel, and maintained and educated many children. The happy success of his labors cost him many persecutions.

A certain prince named Corotick, a Christian in name only, disturbed the peace of his flock. The tyrant, having made a detour into Ireland, plundered the country where St. Patrick had been just conferring confirmation on a great number of neophytes, who were yet in their white garments after baptism. Corotick massacred many, and carried away others, whom he sold to the Infidel Picts or Scots. The next day the saint sent the barbarian a letter entreating him to restore the Christian captives, and at least part of the booty he had taken, that the poor people might not perish for want; but was only answered by raileries. The Saint, therefore, wrote with his own hand a letter. In it he styles himself a sinner and an ignorant man; he declares, nevertheless, that he is established Bishop of Ireland, and pronounces Corotick and the other persecutors and accomplices separated from him and from Jesus Christ, whose place he holds, forbidding any

to eat with them, or to receive their alms, till they should have satisfied God by the tears of sincere penance, and restored the servants of Jesus Christ to their liberty. This letter expresses his most tender love for his flock, and his grief for those who had been slain, yet mingled with joy, because they reign with the prophets, apostles and martyrs. Jocelin assures us that Corotick was overtaken by the divine vengeance. He planted St. Bernard and the tradition of the country testify that St. Patrick fixed his metropolitan see at Armagh. He established some other Bishops, as appears by his Council and other monuments. He not only converted the whole country by his preaching and wonderful miracles, but also cultivated this vineyard with so fruitful a benediction and increase from heaven, as to render Ireland a most flourishing garden in the Church of God, and a country of saints.

Many particulars are related of the labors of St. Patrick, which we pass over. In the first year of his mission he attempted to preach Christ to the general assembly of the kings and states of all Ireland, held yearly at Tara, the residence of the chief king, styled the monarch of the whole island, and the principal seat of the Druids or priests, and their pagan rites. The son of Neill, the chief monarch, declared himself against the preacher; however, Patrick converted several, and on his road to that place, the father of St. Brigid, his immediate successor in the see of Armagh. He afterwards converted and baptized the kings of Dublin and Munster, and the seven sons of the king of Connaught, with the greatest part of their subjects, and before his death smelt the whole island. He founded a monastery at Armagh; another called Donagh Padraig, or Patrick's Church; also a third, named Sabhal Padraig, and filled the country with churches and schools of piety and learning, the reputation of which, for the three succeeding centuries, drew many foreigners into Ireland. He died and was buried at Down, in Ulster. His body was found there in a church of his name in 1185, and translated to another part of the same church.—John Gilmary Shea, LL.D., in Pictorial Lives of the Saints.

HURLED TO DEATH.

FURTHER PARTICULARS OF YESTERDAY'S RAILWAY HORROR.

The Horrifying Scenes at the Wreck—List of Killed and Injured as far as is Known—The Worst Yet Recorded.

BOSTON, March 14.—The bridge on the Dedham Branch of the Providence Railroad, where the terrible disaster occurred this morning, was built in July, 1876. It was 104 feet in length and twenty feet in height and spanned the road, resting on heavy stone walls. The grade of the road is very heavy, and there is a sharp curve where the bridge crosses the highway. The latter runs diagonally under the bridge and the abutment upon which the structure rests are set at sharp angles. The bridge was designed for a double track, but only a single track construction, and the experts cannot understand how both trains were carried down one of the bearing cars upon only one. A Mr. Blaisdell, who was crossing from the first to the second car just as the train struck the bridge, says he observed a broken journal hanging down. This would account for carrying the whole bridge off its abutment. A bad flaw has just been found near the end of a 12 inch iron which rests a few feet above the debris. It shows a diagonal fracture of the iron twelve inches long, of which eight inches is black with rust, while the rest of the fracture is fresh. The flange, which of violence to the ore is upon the woodwork of the second truck of the first car. A violent blow from underneath fractured a 4 x 10 inch timber, the framework of the truck midway between the rails and between the two axles. The blow lifted the truck from the track and jerked the car. The scene at the bridge shortly after the disaster was heartrending. In one place seven bodies, taken out, were placed in a row. All were badly mangled. Large numbers of women were on the train and many were to be seen in the ruins. One woman was cut completely in two, the upper half only being found. Two men, who were saved, had their faces hacked and the lips of one were cut off.

INCIDENTS OF THE HORROR.

It has been impossible up to this evening to obtain a correct and complete list of the killed and wounded. A full list of casualties will be furnished at the earliest possible moment. All day a large and efficient corps of surgeons have been at work attending to the injured, who are more numerous than at first reported. It is now being estimated that nearly seventy persons received severe wounds. Of these, it is said, a number will probably die. A curious feature of the disaster is found in the fact that the centre bridge went down with the wreck. Not a scrap of iron remained attached to the abutments, and but for the chasm and the awful wreck beneath there was nothing to indicate that a bridge had once spanned the abyss. As the work of removing the wreck progressed during the day additional evidences were found of the terrible nature of the disaster. In some places were fragments of flesh or pieces of clothing which had belonged to some victim whose remains had previously been removed to the morgue. There was

BLOOD OVER EVERYTHING, scarcely a splinter being removed that was not red stained with blood of the victims. Most of the pieces of clothing found were from the garments of women, the number of whom on the train was much larger than that of the men, and the fatalities among them proportionately greater. A pathetic sight was that of two girls with arms around one another, clinging together in the embrace of death. Both had been killed by blows upon

the head. In many instances axes and crow-bars were necessary in order to free the persons who were pinned in the wreck. In two cases it was necessary to cut two of the bodies in order to get them out. They were already crushed out of any semblance to human shape, and were so tightly wedged in that they could be removed in no other way. One old lady was taken from a car uninjured, but with her clothing torn to shreds. She said the woman in her car seemed to be panic-stricken at the moment the crash occurred. They all screamed and shouted, prying for release. She saw one woman dying on a seat, while another woman had her head pillowed on the dying woman's breast.

ONE OF THE MOST TERRIBLE SCENES.

at the accident was that presented to those who first hurried to the street under the bridge. The headless trunk of a woman was found lying across a timber with one arm completely gone and the lower limbs all cut and mangled. The head was found among the tangled iron and fragments of a car a few feet away. Some of those who were slightly injured were so dazed after being taken out that they could not realize what had occurred. One man was seen to walk from the wreck in the direction of Rosindale, and when about a dozen yards from the wreck he fell dead, either from excitement or internal injuries.

A WONDERFUL ESCAPE.

Daniel Rundy, of Rosindale, had a most remarkable experience, and his escape from death is considered miraculous. He was in the smoking car and was playing cards with Ed. Snow, Harry Gay and Sergeant Lullor. The crash came and the next thing he knew he was in the muddy street, absolutely uninjured and holding in his hand the blood of diamonds, which was covered with blood. His three companions had all been killed.

THE ONLY EYE-WITNESS.

The only person known to be an eye-witness of the disaster who was not on the train was J. H. Lennon, whose stable was on a hill just below the bridge. Lennon was harnessing his team when the train came along and he turned to see it pass. He was horror-stricken when he saw the train take its fatal plunge. For a moment Lennon says there was perfect quiet and then the cries of the injured were heard issuing from the debris. Seizing an axe from the barn Lennon started for the wreck which he reached in a moment. He climbed into the window of one of the coaches that had landed against a stone wall and set to work to raise those persons who had been pinned down by the broken timbers. Lennon, with his axe released four men who were badly hurt and handed them out of the window to other men who had come to the rescue. He also handed out the bodies of two dead women, one of whom was nearly decapitated and had both arms severed from her body. During all this time Lennon says the shrieks of the wounded and the groans of the dying made a pandemonium around him that was nothing short of horrible. In the meantime other passengers from the coaches that had remained on the abutment, and who had escaped serious injury, had

JOINED IN THE WORK OF RESCUE.

The engine had at once proceeded to Forest Hill station and sent on the alarm by telephone to the city. In a short time a corps of rescuers and surgeons from the city were at the scene. As the dead were removed they were laid in a row on a stone wall, while the wounded were laid on cushions which were hastily gathered together. Arrangements were instantly made for the disposal of both killed and injured. Ambulances and hacks had been sent from the city within half an hour after the disaster had occurred, and as these conveyances reached the scene they at once started back to the city laden with dead, bound to the city morgue, or with injured for the City of Massachusetts general hospital. A large number of injured were also taken to residences in the vicinity to be cared for, while others were sent to depots at Forest Hill and Rosindale. Four dead bodies were also taken to the depot at Rosindale. By the time the regular passenger train from the city had reached the scene laden with anxious or curious people, nothing could be seen but splintered and shattered cars lying on the embankment or on the roadway. All of the dead and injured had also all disappeared. The railroad officials did all in their power to give information. The train was crowded with working people. During the entire morning an immense throng of persons surrounded the wreck, but they were kept at a distance by a large force of city police who had roped off a space around the wrecked cars. The wreck as it lies makes a more appalling ruin than that of any recent disaster. "An adequate description of the shapeless mass is simply impossible. Of the nine cars which formed the train six are in the out.

THE DEATH ROLL.

The following is a revised list of killed and those who have died of their injuries: Conductor Myron Tilden, of Dedham; Alvin Burnett, of Rosindale, aged 16 years; Wm. Johnson, of Rosindale, violinist; Mrs. Hornsaday, of Rosindale; Mr. Clapp, of West Roxbury, 21 years old; Miss Norris, of West Roxbury; E. E. Norris, of Dedham, freight clerk of the Boston & Providence railroad; E. M. Snow, West Roxbury; Waldo B. Lullor, police officer, Spring Street station, Boston; Lizzie Mandeville, of Dedham; Lizzie Walton, of Dedham; William S. Strong, internal injuries, died after removal to the City hospital; Wm. E. Durham, badly crushed, died after removal to the City hospital; Stephen T. Houghton, gasfitter, Rosindale; Harry Gay, clerk, died after removal to the city hospital; Miss M. L. Odiorne, of Dover, N. H.; Miss Ida Adams; Miss Lizzie H. Price, of Dedham; Miss Sarah E. Ellis, of Medford; an unknown woman, about 30 years old. At the Grove street morgue: Albert E. Johnson, 40 years of age, jeweller; Peter S. Warren, 45 years old, tailor; Emma P. Hill, 25 years of age; Hattie J. Dudley; Miss Laura Price,

West Roxbury; Miss Rosabella Welch, 53 years, of West Roxbury.

THE FATALLY INJURED ARE: Jos Moteall, West Roxbury; W. F. Bowman, engineer, Dedham; Henry P. J. Earnshaw, (possibly), West Roxbury; Miss Alice Adams, Rosindale; Cyrus W. Hayes, Rosindale; Mary Murphy, Rosindale; John Murphy (possibly), Rosindale; W. W. Smith, brakeman, West Roxbury; Webster Draken, conductor, Dedham. It is impossible to obtain an absolutely correct account of the number injured, but it will reach one hundred or more. Of these at least twenty-five are quite badly hurt and the remainder received only slight bruises.

ANOTHER SMASH UP.

BRADFORD, N.H., March 14.—The morning passenger train from Claremont railroad, consisting of an engine, combination car, smoker and baggage car and one passenger car, was thrown from the track four miles west of here this morning by an accumulation of snow on the track. The engine went down a twenty feet embankment and is a wreck. The combination car turned over upon its side. There were about forty persons on the train, all of whom escaped without injury.

JOIN THE JUBILEE.

The latest calls say Her Majesty the Queen is endeavoring to promote a national settlement of the Irish question. What more glorious celebration of her jubilee could be imagined than the restoration of freedom, peace and contentment to Ireland? In the following flaming white robe of poetry Ireland attends the Jubilee of Queen Victoria:—

OUR JUBILEE HYMN.

D. BERNARDIN IN THE "DUBLIN NATION."

When breath from every clime is blown In a swelling gale of praise, And incense circles around the throne, And glory brings her wreathed lays From East, from West—shall Erin alone Stand silent, scornful, in these days? Oh, no! we love our Queen too well, To teach the savage the Gospel story; And you were tied to the conqueror's car, And thrived on his war and song of glory. Then, shake your purses, maidens and men; Don't be niggard and scant in your measure; Your rags are foul; but your lutes in the Glen Are known right well to be stocked with treasure. 'Tis honour to honour you give again, And you, Queen, shall thank you, maidens and men. What say you there, my friend in the crowd? I see your white head; speak up—speak loud, Where are your children? God knows, not I; I rhaps in the churchyard still they lie. Your wife? Well, this is a world of sin; Some fall and die, some sing as they sin; But God's white fire has marked us all, And each must go to his own clear call— But what has this to do with our Queen? If child or rot and die on the green Is she to blame? If our roofs be so high, Is this to temper the ruddy sky, And fill the water with the dead and drown? A fire which sin on your heads brings down? You talk like fools. A plague on such speech! I would that her tender words could reach Your hearts of stone. By heaven! I swear She'd rather forfeit one silver hair Than see your children starving and bare, Whipped by Winter's pitiless air; And yet you hold your peace, and say, Against all law of God and right.

When Crime can wanton in cloth of gold, And call on glory to shadow her sin, And fairest pages of earth can hold, 'Tis the devil's own world we're living in, We on all the glory of earthly things, Is claimed by; o'er and o'er and again, The latter'd banner that idly swings In chancel dim is a link to heaven.

The victor flashes a sacred sword, And a holy sign sits on his helm; He goes to do the work of the Lord As regent of this earthly realm; And round the world the trumpets blow For England's pride and for England's power; Bless are the people who kneel and know That God has sent them a faithful doer; And blind the nation that will not see: An angel of light in England's wings, God pity us then, for such we be, Who silent stand while the chorus sings.

But we will stand to another strain, While sorrow pipes with a falling reed, And tears will fall like the winter's rain, And heart-wounds troubled again will bleed Fifty years of a golden reign— Under the stars no prouder station; Fifty years of sorrow and pain— Under the stars no sadder nation.

Fifty years of a sweetened life, Crowned with honor, and blest, with fame— Fifty years of famine and strife, Crushed with iron, and scourged with flame.

A crystal cup of bitterest tears, A golden goblet of noblest blood This is our tribute for fifty years Of a reign so wild, so real, so good. A Buffalo philosopher says that he can invariably tell a newly married man when travelling by watching him give his wife a drink of water on the train. If, after she takes her little sip he swallows what remains in the glass with great relish, then he's a recent captive. If he has been married long he will pour out the water and get a fresh supply for himself.