

The Evening Times and Star

ST. JOHN, N. B., JANUARY 10, 1920

The St. John Evening Times is printed at 27 and 29 Canterbury Street, every evening (Sunday excepted) by The St. John Times Printing and Publishing Co. Ltd., a company incorporated under the Joint Stock Companies Act. Telephone—Private exchange connecting all departments, Main 2417. Subscription prices—Delivered by carrier, \$4.00 per year; by mail, \$3.00 per year in advance. The Times has the largest circulation in the Maritime Provinces. Special Advertising Representatives—NEW YORK, Frank R. Northrup, 303 Fifth Ave.—CHICAGO, E. J. Power, Manager, Association Bldg. The Audit Bureau of Circulation audits the circulation of The Evening Times.

OVER THE TOP.

The action taken by the Commercial Club last evening, and that which will follow as a result of its action and that of the city council and board of trade, will not only make it clear to the management of the Canadian National Railway that the citizens are aroused because they have a real grievance; but it will bring the just claims of this port to the attention of the people of all Canada. That is exactly what is desired. There can be no answer to the pictorial proofs of the congestion of the port, as shown by photographs of the railway terminals, the wharves, and the steamers waiting for berths, which Mr. A. P. Barnhill will be asked to place before the C. N. R. directors. This of course relates only to the C. N. R., but the Commercial Club will also lay before all members of parliament the facts concerning our inadequate port facilities, and later a large delegation representing the city will go to Ottawa to impress the whole matter upon the government, the house and the country.

In dealing so vigorously with this matter the Commercial Club is doing St. John a great service. It is taking hold at the right moment of a question that involves the whole future progress of St. John. In co-operation with the city government and board of trade it will be able to render the city an immense service during the next few months, in this one direction alone. The club has "pep" and "pep" is a quality of the highest value when a critical situation is to be faced and turned to the best account. It was only necessary to look into the faces of those young business men last evening to realize how much in earnest they were and how eager to advance the interests of the city.

THE EIGHT-HOUR DAY.

As was expected, the labor delegation which waited on the government at Ottawa on Thursday requested the eight-hour day for Canada, with also a Saturday half-holiday, making a forty-four hour week. They pointed out that the eight-hour day had been recognized by the peace conference, and by the international labor conference at Washington; and contended that Canada was better able to carry out this plan than some of the other countries represented at both conferences. The government promised every consideration to this and the other requests of the labor men, which included a minimum wage.

The adoption of the eight-hour day will be vigorously resisted on two grounds. One of these is the vital need of increased production. On this point the Montreal Gazette, which is opposed to the eight-hour day, says: "The question of the hours of labor and their relation to production was discussed at the national industrial conference, held in Ottawa last September, and the results of experience in the curtailment of the hours of labor were then stated. Mr. M. P. White, of Toronto, one of the delegates who dealt with this question, stated first that the production of industry is the country's real wealth and its true basis of prosperity, a fact which does not require demonstration. Canada, he said, is at the present time very much under-produced in all essential industries. Yet it is proposed to reduce the hours of labor by six hours per week, or twenty per cent, with a corresponding reduction in output. This would mean a loss of no less than \$525,000,000, at a time when the financial demands of the country required a revenue for other than regular needs greater by \$205,178,000 than was obtained in 1917, the banner year of production. Can there be found, he asked, by any possible stretch of imagination, any real compensating benefit to the people of Canada through an act of legislation which involves such startling consequences as that?"

The Gazette asserts that no one has yet come forward to answer Mr. White's question. In further support of its contention that shorter hours will mean less production at a time when greater production is needed, the Gazette quotes Col. Canby, of the steel industry, as follows:

"Mr. Lloyd George, who, as we all know, for many years took a very deep interest in all social questions and matters of this kind, recently made the statement that, as a result of the lessening of the hours of labor within recent years, it had been demonstrated that the output bore an exact mathematical relation to the reduction in hours. He made the statement that a recent analysis of the facts led him to the conclusion that he was wrong in the view that work is not suitable in regard to the effect of a reduction of hours of work as it affected output."

The Gazette adds: "The observations credited to the British Prime Minister have been substantiated by experience not only in Great Britain, but in the United States, and wherever the application of the eight-hour day has been tried."

The other ground for opposition to the eight-hour day is that what is a suitable period for labor in one class of work is not suitable in another, and in this connection a leader of the farmers has declared that an eight-hour day on

the farm would greatly increase the cost of all farm products. It will thus be seen that whatever legislation the government proposes will be the subject of keen controversy. Not only will the advocates of labor and the employers of labor be heard, but we may assume that the third party, the consuming public, will not be without a voice in the discussion when the question is before parliament.

There has also been raised the question whether Canada with an eight-hour day can compete with countries where there is a longer working day, and this will be featured prominently in the debate.

BUSINESS CONDITIONS.

A review of local trade conditions which The Times-Star prints today does not offer any encouragement to those who would like to see a lower range of commodity prices. Indeed there have been advances in quite a number of staple articles during the past week. One cause of the high prices is the scarcity of supplies. Until production over-takes demand the markets will be firm. Higher wages and shorter hours affect production and its cost. The shortage of goods, however, is world-wide, and cannot be overcome for a considerable period. A satisfactory feature of the case locally is the large buying capacity of the people, and there are very few failures. So long as good times make money plentiful the high prices may be endured with some degree of resignation. It is to be noted that the general scarcity and high prices relate to all classes of goods—groceries, hardware, dry goods and footwear; while flour, grain, meat, eggs, butter, potatoes and other lines of produce also command high prices. This increased production is the first requisite is very clear, and it applies to every one of the necessities of life. Next in importance, and the more valuable because it tends to an increase in supplies, is the avoidance of extravagance and waste in every direction. Conditions now tend toward improvement, and if there are no serious industrial disputes the present year should witness a notable change for the better, although a return to pre-war prices is of course out of the question.

The action of the Commercial Club last evening ensures a new lease of life to the Boy Scout movement in this province. In joining in the demand for a juvenile court the Club gave another evidence of its regard for the welfare of the young.

In December, 1918, the exports of goods from the United Kingdom to Canada were valued at \$2,688,000. Last month they were valued at \$119,000, and the flood still continues. Thank Quebec province and a weak-kneed parliament for that.

Sir William Price, the paper king, goes farther than the American magnate who said: "The people be damned." Sir William says: "The government be damned; and he resists the order fixing the price of newspaper. 'Price on price' promises to be an interesting story.

Hon. T. A. Cresser, who may be regarded as the leader of the farmers, has again declared himself against the existing tariff system and in favor of direct taxation. Between the farmers and the Liberals the high tariff advocates will be driven out of the trenches.

The world may well be disturbed by the report of the success of the Bolsheviks in the near east and even toward Afghanistan, and the British Empire has greatest cause for uneasiness because of the threat against India.

The Board of Commerce regards all building materials as necessities of life and will insist upon no more than a fair profit. So the board says. Now let us see what it does.

British industries are gradually getting back to normal. The export of woolen and worsted goods show a steady increase, and the like is true of other lines.

The farmer's wagon is being converted into a steam-roller to flatten out the girts and torcs.

The Commercial Club did a good night's work. Today it is doing a good day's work.

Sounds With Sound Waves.

By sounding with sound waves instead of a steel cable, a Frenchman has been able to determine the depth of the ocean in a few seconds, where the ordinary process requires minutes and hours. In contrast to the usual equipment of cable reels and donkey engine, he equips himself simply with a quantity of high explosives, a microphone and a chronometer. Detonating a charge of explosive in the wake of his moving vessel, he hears in his microphone both the noise of detonation and the echo produced by reflection from the bottom. Reading the time interval from the chronometer and knowing the speed of sound in water he is able to calculate the ocean's depth at that point. Tests have shown that the method yields sufficiently accurate results for practical purposes.—(San Francisco Argonaut.)



(Copyright by George Matthew Adams.)

THE WEED.

Tobacco prices, too, have soared, in keeping with the price of board, of clothing, books and boots; and now we feel some mental jars when we dig up for punk cigars and cauliflower cheroots. There was an olden, golden time when I could take a hard-earned dime, and buy a pipe, smoke a torch that drove away my care, restored the color of my hair, and made grief seem a joke. But now the torch that costs a dime would drive the purchaser to crime, to arson and the like; it's made of rhubarb leaves and sage, and oft the smoker, in a rage, invokes the shade of Mike. The time has come, I must admit, when it is wiser to quit the habit, once for all; for most cigars are made of tripe, the stuff we purchase for the pipe is ground up overall. And only plutocrats can buy the honest weed, it comes so high, and "higher still" the news; what wonder that the poor man grieves? I'm tired of smoking cabbage leaves and desecrated shoes. I'm tired of throwing coin away for sacks that should be labeled hay, but bear tobacco's brand; and so I say to every toff, "This is the time for swearing off! Let's do it, hand in hand!"

CANADA—EAST AND WEST.

Dominion Happenings of Other Days

CARDINAL BEGIN.

His Eminence Cardinal Louis Nazaire Begin, the head of the Catholic church in Canada, was born in the town of Levis, opposite the city of Quebec on January 10, 1840. After completing his education at the Seminary in Quebec he went to Rome to continue his studies. In that city when he was twenty-five years of age, he was ordained, but after that he continued a special course of studies in the Oriental languages and in church history. As a result, upon his return to Quebec he was appointed a professor in Laval University; then he was prefect of studies at the Little Seminary and later principal of the Laval Normal School. In 1888 he was honored with the appointment of Bishop of Chicoutimi, while three years later he was chosen co-adjutor to Cardinal Taschereau at Quebec with the title of Archbishop of Cyrene. Various church honors were heaped upon the illustrious scholar and church leader, who travelled extensively in Europe and the Holy Land. In his career he has attended many of the largest gatherings of the Catholic Church held in the world, at the unveiling of the Irish monument at Gros Ile in 1909 he was one of the chief speakers. The cardinal has written extensively upon church history and also upon some features of Canadian history and is a fellow of the Royal Society of Canada. In 1914, upon his return from Rome, where great honors had been conferred upon him by the Pope, he was given a wonderful reception at Quebec. He was met at Levis and escorted across the river to the city by a fleet of vessels, while the parade through the streets was a brilliant affair.

IN LIGHTER VEIN.

The Chairman—"Don't you think gentlemen, in view of the high cost of living, we ought to increase our pastor's salary?" Vestryman—"That's all right. But don't pay him over-time on his sermon."—Life.

Mistaken Deference.

(Boston Transcript) "Married couples should yield to one another's opinion as to get along," said the sober-faced man. "I don't want to be married," said the other. "I didn't want to be married. I told my wife I wasn't worthy of her and she declared I was. For the sake of harmony I yield my opinion and said I was worthy of her. And she, not to be outdone in generosity, I suppose, yielded her opinion."—Judge.

Two and Two.

"That 2 and 2 make 4," said Professor Pate, "is as unalterable as were the laws of the Pedes and Merians—mean, of course, the Merdes and Persians—that is, the Pedes and Merians—their—him!" "You doubtless intend to refer to the Merdes and Persians," helpfully interrupted J. Fuller Gloom. "Exactly, thank you!" Now, as 2 and 2 invariably make 4—"But they don't. Arranged tandem, they make twenty-two. What was the rest of your observation?" "Why—er—ah—I declare. I have forgotten."—Judge.

More Water Needed.

A crowd about a rigging attracted the attention of a sad-eyed individual who seemed to be very much affected by the succession of hang-overs that had marked his life before the long dry spell began. "What's a matter?" he inquired. "Oh, we're just watching the work." "What work?" "This is a drilling machine." "What are they drilling for?" "Water." As the shaky individual turned to move away he muttered with fervor most intense: "And to think we've ever come to this!"—Youngstown Telegram.

Why For For It?

The recruiting office was having a slow day. Prospect after prospect had been interviewed, but all seemed to have some fundamental objection to joining up. Finally there appeared a long, clean youth who studied the posters with more than the usual degree of interest. The recruiting officer perked up. "Like to join the service, buddy?" he inquired. "Like to see the world?" "Sure would." "Like to get three square meals a day?" "Sure would." "Like to get your clothes and your rent and your living free?" "Sure would." "And have a chance to save your wages?" "Sure would. Say, how much do they pay?" "Thirty dollars a month." The lean one shrugged away. "Aw," he grumbled. "I knowed there was a trick in it somewhere. I kin borrow that much."—The Home Sector.

TRAMS DESTROY CHARM OF THE LONDON STREETS.

The tramway menace in London is growing rapidly. A \$40,000,000 scheme for linking up the North and South London tramways is being outlined.

London, the most innately beautiful city in the world, gains most of its charm through its sweeping roads, whose glorious sweep is broken by no line of rails in the middle of the shining wooden pavement. Trams have the strange and horrible power of removing individuality from the street. All main roads with trams have the same appearance. Fleet street, Strand, Piccadilly, Regent street, Ludgate Hill, are like no streets in the world. The windings, twisting, untrammeled flocks of motor omnibuses only accentuate their mud-puddled loveliness. Place trams in them—tall, glittering, yellow trams—moving in a staid groove, clanging a hideous bell, inelastic, rigidly going forward—and these essentially London streets might be Eighth Avenue in New York, or a Paris boulevard, or Cliftonville High street.

Trams are essentially un-English. They are German and rather American. They are exact—they can only go one way, and obey a little flange of steel with humility. They cannot, like a young and unsophisticated motor omnibus, run past their corner, and their red face blushing with shame, back slowly and noisily to their right course again.

A SEAPLANE CARRIER.

(Sydney Herald) Many a strange vessel sailed the seas under the British flag between 1914 and 1919, but few stranger than H. M. Seaplane-Carrying Ship Argus. With a level platform extending from the bow to the stern she looked like a portion of a dock wall, which had floated out to sea. The absence of funnels, masts, and other works, the upper works, combined with "dazzle" painting of the hull, rendered her anything like a thing of beauty. She began her career as a first-class passenger and cargo steamer, but before her hull was finished the war broke out, and the Admiralty decided to use her for the purpose of carrying seaplanes.

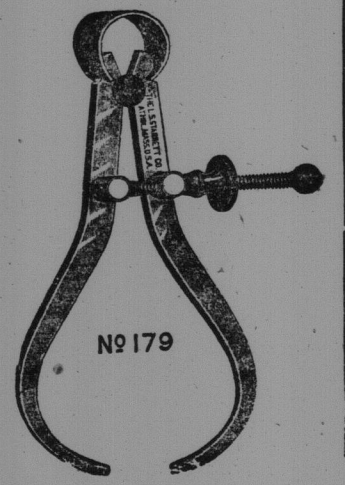
The shelter deck was transformed into a hangar, with the workshops, and above it was erected the flying deck, from which the planes could rise and land, which they could land. Elaborate experiments were made to discover the structure best suited to prevent accidents, which would disturb the planes on landing, and an ingenious system of horizontal funnels, discharging at the stern, had to be designed to carry the flying deck clear of the flying deck. The navigating bridge was placed under the flying deck and near the bow, but the flying deck was placed on a hydraulic lift, so that it could be raised clear of the flying deck in order to command an open view. Electric lifts were installed to raise the planes from the hangar to the flying deck, and at the stern and amidships were placed electric cranes for hoisting planes from the water. At night the flying deck was illuminated by searchlights, and the planes were guided by the pilots when landing. In every respect the ship was a complete success, and reflected great credit on the British engineers and shipbuilders, who improved her under the stress of war.

THE FIRST SILK HAT.

Pittsburg Dispatch: What is it about a hat, the one that is really the excitement of all proportion? A straw hat worn a week or so earlier in the spring than the date on which they are generally adopted? Or a "kewpie" in a frontier community? Why should it make any difference to any one else what a person wears on his head? Every man's hat is, apparently, a matter of public concern, and a small-sized riot can be started almost anywhere by some one wearing an unusual headgear. On Jan. 15, 1797, John Hetherington, haberdasher in the Strand, London, put on a new style hat which he had decided to introduce to the public, and stepped out into the street. Instantly the first silk hat and its wearer were surrounded by an excited crowd, which soon grew to such alarming proportions that the authorities were compelled to take a hand and disperse it. Next day Hetherington was brought before the lord mayor, charged with "walking down a public highway wearing upon his head a tall structure having a shining lustre and calculated to alarm timid people."

Pheasants Caught With Raisins.

Pheasants are devoted to raisins, and poachers knowing this, fasten a baiting hook with a raisin, tie this line to a peg in the hedgerow. Wild ducks are caught in similar fashion, the bait in this case being not raisins but worms. Another fiendish trick is the use of fat balls. These are small balls of suet, in the centre of which is placed a short length of white-bone or some similar substance with the pointed ends bent together. Almost any game bird will pick up a ball of this sort. When swallowed, the fat melts and the sprung white-bone is released, the end sticking in the bird's gullet and choking it. Partridges have regular dusting places like poultry. One poacher hid upon the plan of putting a quantity of pepper into one of these dusting places, thereby blinding the unfortunate birds that came to use it. He was then able to pick them up quite easily.—Pearson's Weekly.



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SHOULD NOT EMPLOY OPEN FLAME TO THAW FROZEN PIPES.

The careless handling of ashes in paper or wooden boxes or barrels, accumulation of waste paper, and unprotected stoves and furnaces, were the principal causes of fire in the city of Montreal during 1919, according to a report issued by the Bureau of Fire Prevention, and submitted by Chief Inspector Jean Nand to the head of the Fire Department, Chief J. C. Chevalier. In view of this finding fire inspectors have been instructed to be very strict in violations of a like nature, and to insist that ashes be kept in metal barrels or cans. Chief Chevalier emphasizes the precautions to be taken in regard to frozen water pipes. A burning match, torch or open flame of any description should never be employed for the purpose of thawing frozen water pipes. The frozen section of the pipe should be wrapped with cotton cloth and hot water poured upon it until the ice in the pipe gives way. Rags on the floor at the base or under the pipe will absorb the waste water. If the freezing is too severe to yield to this treatment, send for a plumber.

A WAITING ROOM FOR PETROGRAD.

Helsingfors, Finland, has attained a remarkable position in the world just now, for it has become what a correspondent describes as the "waiting room for Petrograd." Thousands of Russians who have escaped the misrule of the Bolsheviks help crowd Helsingfors, but the congestion is increased also by men of many nationalities. Heds hold the territory; and now nowadays one can practically say that few may enter and none may leave. Even in Helsingfors nothing is definitely known of what is happening in Petrograd, but rumors, of course, are always plentiful. Houses and houses, room are being rationed; a family is allowed one room for each member with a kitchen for the whole family, but whoever lives alone must live in a single room. For five years Helsingfors has seen no new houses built, and never before did the town need so many. The value of non-perishable goods, from day to day, and varied at the same time in different parts of the city. Of the Russians gathered there some represent the Russian merchant and peasant loving in the Russian manner, while others are taking advantage of opportunity to gamble on the changes in money values and help on their undesirable activity by adding false rumors that will affect the rate of exchange. Meantime all that is really known is that the Heds hold the territory between Petrograd and the Finnish frontier, and that if they should leave that territory must come to Helsingfors in search of food. And Helsingfors, however willing in spirit, has no more room for them.



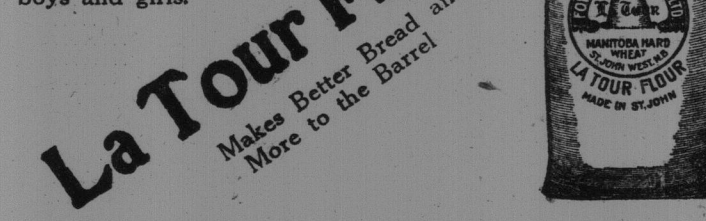
You can line your own stove with FOLEY'S PREPARED FIRE CLAY. To be had of: W. H. Thorne & Co. Ltd., Market Square. T. McAvity & Sons, Ltd., King St. J. E. Wilson, Ltd., Sydney St. Emerson & Fisher, Ltd., Gormain Street. D. J. Barrett, 155 Union Street. Geo. W. Morrell, Haymarket Sq. J. M. Logan, Haymarket Sq. C. H. Ritchie, 820 Main Street. Quinn and Co., 415 Main Street. J. A. Espey, Variety Store, 233 Russell Street. H. G. Enslow, 1 Brussels street. J. Stout, Fairville. W. E. Emerson, 51 Union St., W. E.

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MILK KEPT EIGHTEEN DAYS.

Clean Production and Proper Cooling Accomplished This Feat.

When a bottle of cream shipped from Los Angeles to the National Dairy Show at Chicago was opened and tested eighteen days after it had left the cow it was pronounced in perfect condition by those who examined it. Other samples of milk and cream tested and found to be in perfect condition after fifteen to eighteen days after production were also found to be sweet.

Because of the number of bacteria present, ordinary milk will not remain wholesome for such a long time, even if kept cold. The milk and cream which made such long keeping records were produced under sanitary conditions and every precaution was taken to keep them clean and to keep the bacteria count low. Furthermore, the milk was cooled to a low temperature immediately after it was drawn and held there. The success attained in producing milk of such long-keeping qualities and low bacteria count is due in a large measure to the educational value of the local milk and cream contests which have been especially popular in cities of the Pacific Coast States.

The bottles of milk, which were placed in boxes and surrounded with crushed ice, were kept at a temperature from 32 to 34 degrees F. at all times. The boxes were shipped in baggage cars to Chicago, and most of them were re-cooled along the route. An inspection of the samples on arrival at Chicago showed that of the various methods of packing the insulated boxes filled with crushed ice was the most effective. The bottles of milk in these boxes were entirely surrounded by the ice, which was packed in a tight, airtight container. One or two samples, which were packed in ice and sawdust arrived in a spoiled condition, due to the fact that a low enough temperature had not been maintained. The ice in the insulated boxes lasted well, and one box from Portland, Ore., which was re-cooled at Minneapolis on Tuesday, did not arrive in Chicago until the following Saturday, but was still in good condition.

When milk is produced and handled under the right conditions it can be shipped to almost any point in the United States, or to foreign countries, and arrive in good condition, according to dairy specialists of the United States Department of Agriculture. At present considerable quantities are being shipped to Panama and are used on ocean liners plying between this country and Europe.

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2,000 Yards Cloth suitable for Men's Suits, Overcoats, Ladies' Coats, Boys' Suits, etc. Sale Price \$1.40 yd. Tweeds, Sale Price \$1.40 yd. Vests, Sale Price \$1.40 yd. Silk Popeline, for Skirts and Dresses, Sale Price 95c. yd. Double Width Suitings at \$2.00, \$2.50, \$3.00 yd. This was purchased at auction in Montreal in November last. Prices are still going higher. Here is your opportunity to buy cloth at about half regular price.

GREATEST LANDLORDS

(Philadelphia Ledger.)

The most elaborate and the largest map in the world is the "valuation map" of the city of London, which was some twenty years in the making, and which is more than thirty feet wide and twenty feet from top to bottom. The map is of the metropolitan district of London, embracing an area of 115 square miles, and every house, shop and piece of property in that area is shown. Nearly 40,000 separate estates are listed. Some curious and interesting facts about London landlords are shown by the great map. The worst estate is that of the Duke of Westminster, 400 acres, with a rent roll of \$15,000,000 per year. This is not by any means the largest estate in the world, but it is the most valuable. In South London is one estate which covers four square miles, and there are several exceeding two square miles. Lord Howard de Walden's estate brings in rents to the amount of \$10,000,000 per annum, and the 230 acres belonging to the Duke of Bedford rent for \$10,500,000 per year. Lord Northampton, the Duke of Norfolk, Lord Portman and Earl Cadogan each have rents run from about \$5,000,000 to \$8,000,000 per year each. Not a bad idea to let a city like London grow up around one's farm.

AEROPLANING DAY BY DAY.

Not so much is heard about it all, to be sure, as in those tremendous days last summer, when the Atlantic was being crossed and recrossed in different kinds of aircraft. Nevertheless, records are still being broken in aeroplaning and new achievements are recorded every day. The "warra layest," as Weclum Sprunt would put it, is a new machine for the London-Paris service, capable of carrying "a large number of passengers and heavy loads of cargo." The machine, according to a recent account in the Times, includes a saloon which is entirely free from bracing wires, struts, and struts, and which is fitted with carpets, windows—one for each of the fifteen passengers—electric lamps, clocks, mirrors, wireless apparatus, telephones and lavatories. There are velvet-cushioned armchairs, with receptacles for maps, books and papers, whilst a spacious luggage department is provided between the saloon and the pilot's cockpit. And yet it is not ten years since Blériot first "flew the Straits."

Co-operation

Mr. and Mrs. Newbridge had at last obtained a villa in a suburb of London, and Mr. Newbridge was hanging the pictures. There was a certain photograph of his wife which he decided must go up but which was too small to suspend from the wall by a cord. He thereupon got a substantial nail and hammered it into the wall. There came a knock at the door. "It's Mr. Newbridge," said his wife running to the window. "Your hammering has disturbed him," Mr. Newbridge hastened to apologize. "Oh, I don't mind the noise," replied Mr. Newbridge, cheerily. "I only came to ask if I might hang a picture on the other end of the nail." (The Bells.)

Come High, But We Must Have 'Em Kidder—I don't suppose you'd take his weight in gold for your new baby, would you? Newpup—No, I should hardly like to sell out at cost.