MC2289

POOR DOCUMENT

CANADA PERMANENT MORTGAGE CORPORATION

Prudent investors look first to SECURITY. We combine a security that is ABSOLUTE with a 4 p. c. rate to our depositors.

$25,200,000.00 Carefully Invested Assets
6,000,000.00 . . Paid up Capital
2,200,000.00 . . Reserve Fund

Trustees are empowered by Order-in-Council to invest in the Securities of this Corporation.

MARITIME PROVINCES BRANCH:
Prince William Street and Market Square, St. John, N. B.

EDMUND B. LeROY, Manager.

Financial and Commercial

A RAILROAD CRISIS IN THE UNITED STATES

Attacks Prevent Capitalizing Urgent Improvements---Country Has Overtaken Its Railroad Facilities and Large Sums are Necessary to Place the Railroads Upon a Modern Basis---Rolling Stock, Bridges and Roadway Improvements Necessary.

(N. Y. Journal of Commerce).

One of the best known trunk line railroad men in New York discussed at some length yesterday with a representative of this journal the current demand for restrictive railroad legislation. He took the ground that conditions had admittedly gradually reached a stage where action at Washington was justified in the way of making the transportation lines of the country in fact, as well as in name, common carriers. "There is no question whatever," he said, "and I think every railroad man will agree, that the question of rebates and unfair rates and discrimination in favor of large shippers as against small shippers—all these were matters that could only be remedied by means of the Elkins law and the strong position taken by President Roosevelt. But when these evils had been corrected, Washington had completed all that it could do to benefit the American people so far as railroad transportation is concerned.

"The current agitation is merely a matter of starting at the wrong end to secure most desirable results. The country has been passing through a period of economy in railroad building—in building new lines and branch lines and terminals — and the traffic of the country has far more than caught up with the facilities. The railroad people fully realize this and are anxious, as practical business men, to correct it and correct it at once. But they find themselves utterly helpless as a result of the blind and antagonistic attitude at Washington towards railroads as a whole. Railroad improvements must mean the expenditure of immense sums of money, for it is not merely a matter of cars and locomotives, but it is a matter of the construction of bridges that will accommodate modern rolling stock and the reconstruction of roadbeds for the same reason. A very few years ago freight cars were so small that they could be moved along with a pinch-bar from place to place; and still later a team of horses could readily transfer them as needed. Today nothing but a locomotive can move the freight cars, and in order to compete it is necessary for all roads to have this tremendous, modern form of equipment.

IMMENSE CAPITAL NEEDED TO THOROUGHLY MODERNIZE RAILROADS.

"It will readily be seen that immense sums are needed, therefore, to place all railroads of the country, and especially the comparatively small ones who have been backward in recognizing the demands of traffic, on a modern and efficient basis. Now, then, the point I would like to make is that neither congress nor the president can by legislation attain any practical result in the way of promoting efficiency either of plant or operation. This country has the lowest railroad rates in the world, so low that our nearest competitor is not in the same class. Whatever restraints or liabilities may be placed upon the railroads in the form of legislation must, of course, be paid by the merchandise that is shipped; and so far as that is concerned, my experience convinces me that shippers do not care how low a rate is providing a competitor is not receiving a still lower one. It does not matter, for instance, to a shipper of grain if he pays 18 cents per hundred from Chicago instead of 14 cents, providing all his competitors are paying the same rate. Therefore, if practical results could be attained as a result of the current agitation against the transportation companies, I am quite sure no protest would be made on behalf of the transportation companies. But railroad men throughout the country are in a position where they are the best practical judges in this respect; and I think they will be found unanimously of the opinion that the cure—and the only cure—of the present congested and deplorable situation is the immediate commencement of an era of excessive railroad construction. This cannot be commenced unless enormous sums can be raised to finance the improvements which is tantamount to saying that under current conditions of governmental antagonism they cannot be begun at all.

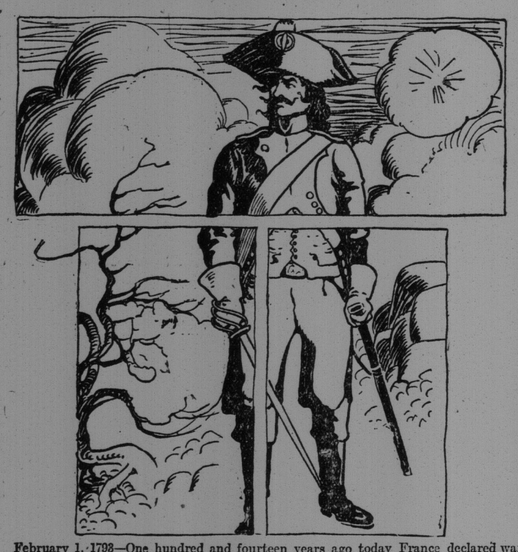
RATES JUSTIFIED ONLY WHEN COST OF OPERATION WAS 10 PER CENT LOWER.

"You must not forget that the railroads are attempting the almost impossible feat of maintaining rates of transportation that were justified only when the cost of operation of maintenance and of construction was possibly 40 per cent lower than it is today. The railroads have not in a broad sense advanced their rates, and I think that the real reason for this may be said to be that they did not and do not wish, in the face of the current agitation being so studiously aimed at them, to provoke public outcry in this respect. Labor alone has participated in the advance cost of operation to an extent that I am sure, the public has no conception of. It has not been merely an advance in wages, but has been the uniform and general curtailment of the working day, so that the candle has burned at both ends, and the railroads find themselves compelled to pay much more for a shorter day. This, of course, means a great increase in the number of railroad employes at the higher rates of pay, so that, in addition to the inadequate supply of rolling stock to meet the unprecedented demand for transportation facilities, the railroads are also handicapped by a severe famine of labor. This, for instance, is something that I can hardly see can be cured by legislation.

"What are chiefly needed are facilities for handling the present equipment more rapidly than is possible under the present congested condition, which means tremendous increases in terminal facilities. In other words, cars must be loaded promptly and unloaded just as promptly. An example of how difficult it is even to take this first step may be instanced in the case of the Reading yard at Philadelphia, where there is accommodation for, say 300 cars. The Reading should certainly have facilities for handling 800 cars at that point, and yet the land necessary for the enlargement has been bought up by shrewd Pennsylvania capitalists, and it would require an investment of something like, say, $4,000,000 for the land alone. Now on a short line like the Reading, whose proportion on a car from Chicago, for instance, would be about $15, an investment of $4,000,000 can hardly be considered a profitable transaction, while in the case of the Vanderbilts, who receive practically the entire haul from Chicago, a similar investment could not be questioned. But reverting once more to the old idea of investment, it is hardly worth while talking of necessary improvements while the public mind is being fanned into such an antagonistic attitude by the condition existing at Washington."

Dr. W. H. Steeves, of Fredericton, is in the city visiting his mother at 4 Wellington Row.

TIMES DAILY PUZZLE PICTURE



February 1, 1793—One hundred and fourteen years ago today France declared war against England and Holland.

Find a soldier.

ANSWER TO YESTERDAY'S PUZZLE.

Left side down, head against arm-

SHIPPING

MINIATURE ALMANAC.

1907 January	Sun Rises A. M.	Sun Stes P. M.	Tides High A.M	Tides Low P. M.
31 Thurs	7.50	5.24	1.13	7.33
February.				
1 Fri	7.50	5.26	1.49	8.11
2 Satur	7.49	5.27	2.27	8.55

The time used in above table is Atlantic Standard.

VESSELS BOUND FOR ST. JOHN.

Steamers.

Athenia, Glasgow, Jan. 26.
Bengore Head, 1619, Belfast, Jan. 21.
Dunmore Head, 1,059, Bristol Channel, Jan. 19.
Halifax City, London, Jan. 27.
Inishowen Head, 1,988, Bristol Channel, Jan. 19.
Lake Manitoba, 6,275, Liverpool, Jan. 30.
Manchester importer, 2538, Manchester, Jan. 26.
Mount Temple, 6661, Antwerp, Jan 23.
Montcalm, 3506, Bristol, Jan. 29.
Sardinian, 2,786, Havre, Jan. 18.
St. John City, 1,411, London, via Halifax, Jan. 17.

PORT OF ST. JOHN.

Arrived today.

Stmr Empress of Britain, 8,024, Murray, from Liverpool, via Halifax; C P R Co, pass and mdse.

Stmr Dunmore Head, 1,458, McFarren, from Swansea; Wm Thomson, ballast.

Arrived yesterday.

Schr Perry C., 287, Roberts, from New York, master, ballast.

Cleared today.

Schr Harold B. Cousens (Am), 360, Williams, for New York; John E Moore, 1,344,600 spruce laths.

Coastwise:—

Tug Springhill, with Barge No 3, Wood, Parrsboro, in tow.

Sailed today.

Stmr Montezuma, 5,357, Birchman, for London and Antwerp, via Halifax; C P R Co, gen cargo.

Stmr Ionian, 5,323, Nunan, for Liverpool, via Halifax; Wm Thomson & Co, pass and mdse.

DOMINION PORTS.

LIVERPOOL, N S, Jan. 30—Cld, schr New Era, Fafuse, Bath, Me.

Halifax, N S, Jan 31—Ard stmrs Dahome, from Liverpool via St John (Nfld); Empress of Britain, from Liverpool, and sailed for St John; Ocamo, from St John; St John City, from London.

BRITISH PORTS.

BERMUDA, Jan 31—Sld, stmr Olenda, for St. John.

Manchester, Jan 30—Ard stmr Manchester Trader, from St John.

Glasgow, Jan 31—Ard stmr Parthenia, from St John.

Liverpool, Jan 31—Ard stmr Cairntorr, from Halifax.

Liverpool, Jan 30—Ard stmr Lake Champlain, from St John; Majestic, from New York; Pretorian, from St John and Halifax.

Queenstown, Jan 31—Sld stmr Baltic, from Liverpool for New York.

Table Bay, Jan 13—Sld bark Lawhill, Jarvis, for New York.

St. Michaels, Jan. 30—Ard previously stmr Cunaxa, from Huelva for Boston.

Liverpool, Jan 31—Sld stmr Parisian, Halifax and St John (N B.)

BRITISH PORTS.

YOKOHAMA, Jan 30—Ard, stmr Athenian, Cooper, Vancouver.

Boston, Jan 31—Ard stmrs Dominion, from Louisburg (C B); A W Perry, from Halifax; Boston, from Yarmouth (N S); schr Latooka, from Bridgewater (N S.)

Cld—Schr Hugh G, for New York.

Portland, Me, Jan 31—Ard schrs William Keene, Hatheway, from Read Beach; Corinto, from Boston for Parrsboro (N S.)

New York, Jan 31—Cld Alma Nelson, for Lunenburg (N S.)

City Island, Jan 31—Bound south stmr Silvia, St John's (Nfld), and Halifax.

Bound east—Stmrs Ragnarok, New York for Bridgewater (N S.); tug Gypsum King, New York for Halifax; towing barges Plymouth for Halifax, and Newburgh for Boston.

Philadelphia, Jan 30—Ard stmr Mantinea, from New York.

Boston, Jan 30—Ard stmr Pandosia, from Montevideo.

Manila, Jan 15—Sld stmr Cape Breton, Warden, for Newcastle (N S W.)

New London, Jan 29—Sld schr Maunel R Cuza, Henderson, from Port Reading for Stonington (Me.)

New York, Jan 29—Cld bark Emma R Smith, Foote, for Forchados, West Africa.

Huelva, Jan 25—Sld stmr Cunaxa, Starratt, for Boston.

Rio Janeiro, Jan 24—Ard stmr Usher, Perry, from Buenos Ayres.

Gulfport, Miss, Jan 25—Cld ship Kings County, McBride, for Rio Janerio.

Vineyard Haven, Mass, Jan 31—Sld schrs Ann Louisa Dockwood, from St John for New York; Almeda Willey, from do for do; Orozimbo, from Calais for do; Sarah A Read, from Calais for Greenport (L I); Lois Y Chaples, from Bear River (N S), for Rondout.

RECENT CHARTERS.

Stmr Vileland (Nor), 1,299 tons, from St. John, N B, to Glasgow, deals, private terms.

REPORTS AND DISASTERS.

Rockland, Me, Jan 29—The mainmast of wrecked schooner Helen B Crosby was towed here today.

Schooner Addie, before reported ashore on Turtle Island, near the entrance to Winter Harbor, is a total loss.

Sandy Hook, Jan 29—Captain of steamer Ordnance, while coming into the dock this a m picked up a flat bottom boat, painted green.

Vineyard Haven, Mass, Jan 29—The rudder of schooner Lena Maud has been repaired and reshipped and the vessel will sail first favorable wind for destination.

SPOKEN.

Bark Zanita, McDonald, Antwerp for Portland (O), Dec 31, lat 48 S, long 54 W.

DANGER TO NAVIGATION.

Jan. 7th, 1907, at 10.30 p m in lat 33.37 N, lon 67.40 W, passed close to a vessel bottom up, apparently about 150 to 200 feet long, floating four to five feet out of water.

J. GRUNDMARK,
Master of Schooner E. M. Roberts.

VESSELS IN PORT

Not Cleared

(With their Tonnage and Consignee.)

Steamers.

Canada Cape, 2795, Wm Thomson & Co.
Cacouna, 861, R P & W F Starr.
Evangeline, 1,417, Wm Thomson & Co.
Ionian, 5,337, Wm Thomson & Co.
Kastalia, 2,562, Robert Reford Co.
Lake Erie, 4814, C P R Co.
Lakonia, 3,046, R Reford Co.
Nordpol, 2,428, J H Scammell & Co.
Vileland, 1299, J H Scammell & Co.

Bark.

Mary Barry, 506, J Splane & Co.

Schooners

Abbie Keast, 95, W Watson.
Annie A Booth 165 A W Adams.
Clayola, 123, J W Smith.
Comrade, 77, J M Driscoll.
D W B, 130, D J Purdy.
E. Merriam, 331, F C Beatteay.
Elma, 299, Master.
Eric, 119, N C Scott.
F and E Givan, 99, F Tufts & Co.
Fanny, 91, F Tufts & Co.
Georgie Pearl, 118, A W Adams.
Harold B. Cousens, 360, P McIntyre.
Harry W Lewis, 297, J . W. Smith.
Harry Miller, 246, A W Adams.
Ida May, 119, D J Purdy.
J Arthur Lord, 138, F C Beatteay.
Jessie Lena, 279, R C Elkin.
Lizzie H Patrick, Master.
Laura C Hall, 99 master.
Lavonia, 266, J W Smith.
Lucia Porter, 284 P McIntyre
Myrtle Leaf, 336; A W Adams.
Mona, 299, Alex Watson.
Norembega, 266, R C Elkin.
Onward, 92, J W McAlary.
Otis Miller, 98, J W Smith.
Pardon G Thompson, 162, A Cushing & Co.
Pansy, 76, Master.
Perry C, 287, master.
Phoenix, 306, Master
Priscilla, 101, A W Adams.
R Bowers, 573, R C Elkin.
Rebecca W Huddell, 210, D J Purdy.
Rewa, 122, D J Purdy
Roger Drury, 397, R C Elkin.
Romeo, 111, P McIntyre.
Sallie E Ludlam, 199, D J Purdy.
Three Sisters, 275, J E Moore
Virginian, 99, J W Smith.
Walter Miller, 118, N C Scott
Wandrian, 311, J A Likely.
Witch Hazel, 235, F C Beatteay.

CLOTHING BARGAINS AT M. R. A's.

Genuine Price-Reducing on Superior Apparel for Men and Boys.

WHEN M. R. A. LTD., DECIDE TO REDUCE PRICES, prices are most certainly reduced. This announcement is one of the Annual February Bargain offers in the Clothing section, and every patron of this house knows full well that only the most reliable merchandise will be sold. No old styles, no shop-soiled suits or overcoats; no misfits, no clothing that would not be agreeable to a particular shopper.

BARGAINS IN MEN'S SUITS.

For $7.50 Single-breasted in Cheviots and Tweeds—some of the well-known Moncton Tweeds among them. Good style, properly tailored, in Mixed Greys and Browns.

For $9.00. In Single and Double-breast styles. Fancy Cheviots, Tweeds, Worsteds, and Blue and Black Worsteds. Superior workmanship the best of trimmings. Each suit an individual bargain.

This Lot Includes some splendid values in Blue and Black Worsteds, wide wale and hard finish. Both single and double-breasted cuts.

For $12.00 Single and double-breasted Fancy Mixtures, Cheviots, Tweeds and Worsteds. All good patterns and colors. An exceptionally fine line of smart, dressy suits.

OVERCOATS, ULSTERS, REEFERS.

PRICE REDUCTIONS ON EVERY ONE.

$6.60 to $22.80 For this Seasonable Overcoat in Black, Melton, Beaver, Cheviots, Fancy Cheviots and Tweeds. Real swagger models, best tailoring, reliable cloths.

$7.20 to $9.00 Men's Storm Ulsters in best of Grey Frieze, with storm collar and heavy Tweed linings. Big, strong, well-made outer garments.

$12.00 For Genuine Irish Frieze Ulsters, in extra heavy weight Grey in color, large storm collar, very heavy linings. Our Standard Coat.

$3.30 to $4.80 For Frieze Reefer, in Grey. Good warm garments with Tweed linings and storm collars Will stand roughest usage.

$5.15 and $4.05 For Blue Beaver Reefers, nice dressy goods, with velvet collar and fine trimmings.

EVERY PRICE GREATLY REDUCED.

Boys' Norfolk Suits, $2.70, $3.30, $3.90. At these prices we have grouped an extensive range of excellent Norfolk Suits in Fancy Tweeds, Cheviots, etc., in mixed greys and browns. Stripes, Checks, etc., single and double-breasted patterns. No old styles, but every suit stylishly cut and finished.

Bargain Overcoats and Reefers for Boys. Fancy Russian Overcoats, in Royal and Navy Blue, Browns and Mixed Greys. $3.30 to $6.90.

Regular Style Overcoats, in long pattern, velvet collars, etc., $3.75 to $8.50.
Boys' Reefers, $2.40 to $3.20, in Friezes and Naps, with big storm collars.

300 Pairs Boys' Pants, 73c. Pair, In Tweeds, Homespuns, etc.

ABSOLUTELY REAL BARGAINS.

MANCHESTER ROBERTSON ALLISON, Ltd.

MARINE NOTES

West India steamer Olenda sailed from Bermuda yesterday at 2.30 p .m. for St. John direct.

C. P. R. steamship Athenian, Captain Cooper, arrived at Yokohama last Wednesday from Vancouver.

The C. P. R. steamship Montezuma, which sailed this morning, took away about 1,300 head of cattle for London and Antwerp.

The Donaldson liner Marina, which sailed from Halifax last Wednesday for Glasgow, loaded 300 standards deal and 955 barrels apples.

Battle line steamer Mantinea, Capt. Grady, arrived from Philadelphia last Wednesday to coal for British West Indies, probably St. Thomas.

The new Nova Scotia schooner Perry C., Captain Roberts, arrived yesterday afternoon from New York, in ballast. She was recently purchased by north end parties for $18,000.

The Halifax and Canso Steamship Company are about giving a contract to build a new steamer to replace the Strathcona. The new craft will be faster and more powerful than the Strathcona.

Thursday's Boston Post says: Captain Chas. W. Crocker, commander of the Maine Transportation Co.'s steamship Mohawk, died at his home in Hyannis yesterday of neuralgia of the heart. Captain Crocker was one of the best known captains along the coast. He was 59 years old and is survived by a wife.

IMPORTS

From London, ex stmr Evangeline:

2,241 boxes tea, Anglo-American Tea Co; 50 cases brandy, 25 cks, 30 brls mdse, Brandon & Henders; 25 cs straw hats, 1 cs dry goods, Brock & Paterson; 20 cs tea lead, H W De Forest; 50 cs tea lead, T H Estabrook; 10 cs dry goods, London House; 179 pkgs dry goods; M R A Ltd; 1 cs dry goods, Macaulay Bros & Co; 6 cs straw hats, D Magee Sons; 1 pkg dress stands, Miss Morarity; 1 case books, J & A McMillan, 125 bxs currents, Hall & Fairweather; 250 boxes currants, J H H & Co; 100 bxs currants, Bowman & Cole; 451 cs currants, F P R & Co; 100 boxes currants, A F Randolph & Son; 240 bxs currants, W F Hatheway; 200 bxs currants, J & S; lot scrap iron, order; 50 cks beer, J O'Regan; 20 cs pickles, P B C; 20 cs pickles, St J M; 96 pkgs tea, H De Forest; 1 cs pictures, Col Sturdee, 25 pkgs oil stoves, S; 100 cases brandy, R Sullivan & Co; 1 csk, 1 cs mdse, E A Smith, 183 ingots spilter, 91 pkgs cartridges, etc, W H Thorne & Co; 2 cases, 1 bale dry goods, Vassie & Co.

For Newcastle, N B — 4 bales, 1 cs carpets, J D Creghan.

For Shediac, N B — 6 chests tea, O U Melanson.

Also goods for other points.

LIVERPOOL OF PACIFIC

(Bradstreet's).

Out in British Columbia they are calling Vancouver the Liverpool of the Pacific Ocean. The shipping of that part is certainly showing steady increase both in volume and importance. In 1902 seagoing vessels entering and clearing port represented 1,081,560 tons register. In 1906 the tonnage reached up to 1,339,375. The coasting trade has also grown. For the years 1903-04-05 the average tonnage received at or leaving this port washrdh received at or leaving this port was 1,469,393 and in 1906 it was 1,716,112. The greatest growth has been in the export trade of lumber. During the last year 85,000,000 feet were sent out to South America, Australia, Japan, Europe and South Africa. It is said the Grain Commission, which was in that city a few weeks ago will recommend that national granaries be built on Burrard Inlet for the facilitating of wheat exports. The port will gain very greatly by the completion of the Panama Canal, which will save the long trip from Vancouver to the Atlantic around Cape Horn.

While being shunted in the I. C. R. yard this morning a freight car ran off the track near Mill street and some difficulty was experienced in getting it on again.

N. Y. STOCK MARKET

Friday, February 1.

New York Stock Market and Chicago Market Report and New York Stock Market. Furnished by D. C. Clinch, Banker and Broker.

	Yesterday's Closing	Today's Opening	Noon.
Amalg Copper	112¼	112½	111⅝
Anaconda	274¼	274	272¾
Am Sugar Rfrs	130¼	130⅞	130¼
Am Smelt & Rfg	144¼	144¼	141⅝
Am Car Foundry	42½	43⅛	42½
Am Woollen	31½		
Atchison	101⅝	101⅝	100¾
Am Locomotive	72		
Brook Rpd Trst	73¾	74	71⅞
Balt & Ohio	116	116½	115½
Chesa & Ohio	50¼	50	50
Canadian Pacific	183	183	180⅞
Chi & G West	16¾	16⅞	16½
Colo F & Iron	48	49	47¼
Erie	35	35¼	34
Nipissing	12⅛b	12⅛b	12⅛b
Kansas & Texas	36½	36⅝	36
Louis & Nashville	135½	136	136
Mexican Central		23½	23⅞
Missouri Pacific	87	86⅞	86¾
Nor & Western	85½	85½	85½
N Y Central	126⅞	127¼	125½
North West	181¾		
Ont & Western	43¾		
Pacific Mail	35		
Peo C & Gas Co	96½		
Reading	122⅛	122¾	120¾
Republic Steel	35	35	34⅝
Sloss Sheffield	71	71	71
Pennsylvania	131¼	131¾	130
Rock Island	26¼	25¾	25¾
St Paul	148⅝	148¾	146⅞
Southern Railway	26	26⅞	25⅞
Southern Pacific	93	93½	91⅞
Northern Pacific	154⅝	155¾	153⅜
National Lead	68⅝	66	66
Twin City	103		
Union Pacific	172⅛	172⅝	170¾
U S Steel	44¼	44¾	43½
U S Steel, pfd	105¼	105½	105

Total sales in New oYrk yesterday, 1, 127,700 shares.

CHICAGO MARKET REPORT.

May Corn	46¾	46⅝	46¾
May Wheat	78⅞	78¾	78⅝
May Oats	39¼	39⅛	39¼
May Pork	17.35	17.35	17.35
July Corn	46⅝	46¼	46¼
May Wheat	78⅝	78½	78⅜
May Oats	36¼	36	36

MONTREAL QUOTATIONS.

Dom. Coal	68½	68	60
Dom Iron & Steel	18	18⅛	18¼
Dom I & S, pfd	50	54	54
N S Steel	68	68½	68½
C P R	181¼	182	180⅞
Twin City	103	103¾	103⅜
Montreal Power	87⅞	88	88
Rich & Ont Nav	78¼b	78	78
Detroit United	77¾	78	73

NEW YORK COTON MARKET.

March Cotton	9.19	9.20	9.24
May Cotton	9.36	9.38	9.44
July Cotton	9.45	9.47	9.50
October Cotton	9.73	9.75	9.78

MONTREAL STOCKS

MONTREAL, Feb. 1. — (Special). — The stock market was feverish today. The determined effort which was made to rally the market towards the close yesterday, combined with the buying of shrewd traders always ready for such emergencies, had a beneficial effect, and prices were much stronger today, although the e was evidently still some liquidation to reckon with. The range for the most active issues was as follows: MacKay, 72½; Montreal Street Railway, 218 to 217½; Detroit, 73; Nova Scotia Steel, 68½; Toledo, 27; Dominion Iron, 17¾ to 18⅝; pfd., 54¼; bonds, 76; Montreal Power, 88 to 87¾; Toronto Railway, 110 to ¼; Twin City, 103¾; Dominion Coal, 68; Soo common, 112.

"At least the lawyers can't split hairs over that case." "How do you know they can't?" "Because there's nothing in it but bald ..."

Wanted A Jap

"Do you supply Japanese servant girls here?" anxiously inquired the old lady at the intelligence office.

"No, madam," was the reply, "There are no Japanese servant girls to be had."

"Then could I get a Japanese man to do general housework?"

"I have none on the books. Wouldn't a German or Norwegian girl suit you?"

"N-o-o-o."

"I have several Scotch and Irish girls."

"But I want a Japanese."

"Sorry, ma'am. You might come in a few days from now."

Three or four days passed and the old lady made her appearance again to say

"Could I get a Japanese man tot do general housework?"

"I hope you have got a real nice Japanese man servant for me."

"Sorry to say, I haven't," was the answer. "Perhaps I could get you a Chinaman."

"No, he wouldn't do."

"You seem very particular, ma'am."

"Yes. I suppose I do, but, you see, the matter is just this: I have been reading the newspapers."

"Well?"

"And they say we are going to have war with Japan."

"I hope not."

"So do I. You see, I have a summer residence on the Pacific Coast. If I had a Jap in my employ and war broke out I'd ask him to please ask his government not to bombard my summer house and "knock the cupola off and break all the windows, and I guess they'd be kind enough not to do it."

JOE KERR.

Bible in Favor of Women

Wife—The Bible says much in favor of women, John. I thought that the Israelites kept their women in the background, but if they do, the Bible, which is their history, doesn't.

Husband — Humph! The Israelites did well by keeping their women in the background, that's where women should be.

Wife—But still the Bible says that—

Husband—Oh, I know there are a few women mentioned in the Bible—there was Jezebel, she was a woman.

Wife—Yes, and there was Ahab, he was a man. And there was—

Husband—It's no use talking, Mary. The Bible is a history of men. Women are mentioned only incidentally, as they had influence on the action of men. The Book says very little about women compared to what it does about men.

Wife (musingly)—You may be right, John, now, when I come to think of it. There is one thing at any rate it says about men that it does not say about women.

Husband (smiling)—I thought you would come to your senses, Mary. What is it the Book says about men that it does not say about women?

Wife (placidly)—It says all men are liars.

Then the Husband arose and put on his hat and went out.

AT THE OPERA HOUSE

Wednesday next the Boston School of Music are to hold their first public recital at the Opera House. There will be about one hundred and fifty players on mandolin, banjo and guitar as well as vocal selections and readings. The entertainment promises to be one of the best of the season and no lover of good music should fail to attend. The sale of seats opens on Saturday at ten o'clock.

Something worth seeing will be the three-act tragedy by the Italian Tragedy Co., at the Opera House on Thursday and Friday next, Feb. 7th. and 8th. Popular prices will prevail. This is the first time this class of entertainment has ever been seen in Canada, although it is popular in New York and the larger cities of the United States.

WALL STREET

NEW YORK, Feb. 1—First prices of stocks showed an extension of the rally on progress yesterday with the demand quite active. Great Northern preferred rose 1 1-2 and Northern Pacific and Minneapolis, St. Paul and S. S. Marie about a point. Large fractional gains were scored by Reading and Southern Railway.

CONDENSED ADVERTISEMENTS

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