

Witness—"It would be according to the weather."

The Sheriff—"But a vessel to be seaworthy must be seaworthy in all reasonable weather, must she not?"

Witness—"Well, it would depend upon the day."

Captain Fletcher's departure from the witness box caused much regret in court, and it was some time before due solemnity prevailed.—Scottish American.

LIVED TO BE DOCTORED.

When the new boy got into the school-room, he was, of course, pestered with numerous questions by the other scholars as to his name, his parents' profession, the amount of his pocket money and various other matters about which boys are curious.

"Who's your family doctor?" asked a big lad.

"Ain't got none," was the prompt, if ungrammatical reply.

"How jolly!" responded the questioner. "Why, you don't have no medicine to take."

"Don't I!" was the sarcastic reply. "That's all you know. Why, my father's a homeopath, mother's an allopath, my sister Maggie's joined the ladies' ambulance corps, grandfather believed in massage, my Uncle Sandy's a horse doctor, and"—with a pathetic sigh—"they all of them experiment on me."

THE SIMEON JONES ASSESSMENT

The appeals committee of the common council is meeting this afternoon to consider the assessment of 1897 on Mr. Simeon Jones. The sum assessed amounts to \$1,827 and is made on personal property. Mr. Jones claims that he is not liable to be assessed on personal property as he is a resident of the State of New York and he owns no real estate in St. John.

Mr. Jones left St. John in 1892 and took up his residence in New York, coming down here on a visit every year. When he removed he sold out his business and all his property here to his sons. He was not taxed in either the years 1894 or 1895. In 1896 the city applied for legislation and a special act was passed, which is spoken of as the Simeon Jones Assessment Act. This Act provided that the city could tax anyone who came here, unless he could prove that his visits were of a temporal character and wholly unconnected with any business.

The city undertook to tax Mr. Jones under this act and the appeals committee having decided against him he carried the matter to the Supreme Court of New Brunswick where the majority of judges sustained the finding of the committee. Appeal was then made to the Supreme Court of Canada and is now pending. That was the assessment of 1896.

Mr. Jones claims that notwithstanding the Act he is not liable to be assessed, as his visits to New Brunswick are solely for the purpose of fishing up north and visiting his family. He owns no property in the city, but the city claims the right to tax him on his personal property in the United States consisting of bonds, railway stock and other securities, on the ground that his real residence is in St. John and his New York residence and office are only temporary, also that his visits to St. John are not wholly unconnected with business.—St. John Gazette.

POLITICAL ECONOMY.

"Neow," queried Uncle Silas Knowsome, the leading politician and chief expounder of political and every other kind of economy of the village of Bungtown, "why can't you fellers that sell for them there wholesale houses in th' city, sell d'rect to the consumer an' save th' mid-

dleman's profit to the poor, hard working agrecultooralist?"

"Well," modestly answered the drummer, as he felt of his chin to see if the shave was smooth, "in my business, I can't sell to the consumer!"

"Don't tell me that!" replied Uncle Silas, as he glanced triumphantly about the barber-shop; "I see you've never stiedied p'liticle 'conomy. Why can't you sell to th' consumer?"

"Because I sell coffins," was the answer, as the commercial agent floated out of the door.

COPPER IN 1897.

According to statistics given in a late issue of The Mineral Industry, the output of copper by the United States for the year 1897 was the largest on record. The total as given was 510,190,719 pounds, an increase of 30,384,536 pounds over the output of 1896. Of the various states contributing to this unprecedented output Montana headed the list with a total of 237,158,540 pounds; Michigan being second with 145,839,758 pounds; Arizona being third from the front with a total of 81,019,922 pounds. The following table gives the figures for both 1896 and 1897 for all states in the union producing copper:

	1896.	Long Tons.
Arizona	73,745,321	32,922
California	1,971,545	880
Colorado	9,539,245	4,259
Michigan	144,058,524	64,312
Montana	228,958,164	102,213
Utah	3,550,050	1,585
East. & South. States.	3,727,939	1,664
All others.....	2,050,000	915
Copper in sulphate...	12,183,210	5,439

Total domestic production 479,806,183 214,148

	1897.	Long Tons.
Arizona	81,019,922	36,170
California	14,129,820	6,308
Colorado	9,437,668	4,213
Michigan	145,839,749	65,107
Montana	237,158,540	105,874
Utah	3,854,821	1,721
East & South. States.	3,727,939	1,664
All others	2,018,929	901
Copper in sulphate...	13,003,236	5,805

Total domestic production 510,190,719 227,763

Prices for the year 1897 scored a higher point than in the previous year, the average in New York being 11.29 cents in 1897, against 10.88 cents in 1896. In the world's production of copper for the past year the United States heads the list with Spain, Japan, Chili, Germany and Australia in succession as named. Other contributing countries of less note and importance are Italy, Japan, Norway, Russia, Mexico, Bolivia, Canada, Africa, Sweden and Austria-Hungary. The total production of all countries is placed at 418,677 metric tons, or 31,470 tons more than in 1896.

The Age of Steel is of the opinion that the demand for copper is showing an encouraging and perhaps remarkable activity. Its uses are being constantly multiplied, and along such lines of service as practically guarantee a steady and strong grip on the market. Europe has been and still continues to be a heavy buyer of the red metal, much of which is due to electrical enterprises. The same cause lies at the root of a strong home demand, though foreign shipments have exceeded home consumption.

—Nearly 1,200,000 pounds of colors is used by the United States Government annually for printing paper money, revenue, and postage stamps.

KLONDYKE BOOM IS OVER.

The Klondyke boom is over. It may not be for all time, but it is over for at least this season. The latest and most conclusive proof of this is the fact that the Canadian Pacific Railway Company has abandoned its water route to the Yukon country. A circular has been issued from the head office of the company here, announcing the withdrawal of the two large steamers, the "Tartar" and the "Athenian," from the Yukon route. Hereafter passengers over the C.P.R. for the Klondyke will be forced to procure transportation by means of some one of the numerous lines still operating in the Yukon. The company found that the Alaska business had dwindled down to such insignificant proportions that the steamers were, of late, being operated at a loss. Both the "Tartar" and the "Athenian" are first-class ocean-going passenger steamers, and a number of rumors have arisen with regard to their disposal. It is said that the "Tartar" will be placed on the China-Japan service of the company. It has also been said that the railway was about to dispose of the two steamers to the Pacific Coast Steamship Company. C.P.R. officials decline to give any information regarding the ultimate disposition of the steamers.

The four Stikine river steamers which the C.P.R. had also placed in Alaskan business have now been withdrawn. In all probability, the steamers will be laid up until Klondyke business once more picks up. In the meantime Klondyke business is a dead letter.—Herald.

FAILURE OF THE FAST ATLANTIC LINE SCHEME.

With the definite announcement that Messrs. Petersen, Tate & Co. have failed to carry out their contract re the Fast Atlantic Line and have been notified to that effect by the Government, another gigantic hasco reaches its final stage and Canada has to bear the brunt of the damage incurred. True, she is richer by the £10,000 which Messrs. Petersen & Co. forfeit, but that is a mere drop in the bucket, compared to the loss she will suffer in prestige, and in a material sense, from the ridiculous manner in which the greatest business Government she ever saw, has engineered the scheme. From the outset the whole thing seems to have been one gigantic bungie, and then as if this was not enough, the unfortunate promoters had to face the strongest kind of opposition. When the last Government resigned the reigns of power everything was practically arranged for a rapid service, but all these arrangements were either knocked on the head or otherwise killed, by its successors, and the vacillating policy that followed has, for the time being, effectually put a stop to all prospects of this project, so dearly cherished by our people, being realized. Incidentally it is interesting to notice Mr. Petersen's denial that he saddled the blame on Mr. Dobell, and this will be gratifying to the latter's friends. Of course it stands to reason that, as Mr. Dobell says, no further tenders will be called for, for the present, for the very good reason that other firms are not likely to try the passage of a broken bridge in a hurry.—Quebec Chronicle.

—The Arkansas volunteers, who are encamped at Chickamauga, have many raw recruits in their ranks, and these furnish lots of fun for all observers. A Pennsylvanian tells of one of their captains who, instead of giving the order, "In two ranks, form company!" shouted, "In two rows, like corn!" and then in place of "Fours right!" commanded: "Now swing like a gate!"