

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.

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

Trustees are empowered 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

THE GREAT DROP OF THE CANADIAN WEST

Over 90,000,000 Bushels of Wheat of Which Nearly 20,000,000 Bushels is Still in the Elevators—A Record Year in the Cattle Trade.

WINNIPEG, Man., Jan. 19.—The year 1906 was one of splendid achievement along all lines of agriculture in Western Canada, and the record on the whole is one to be proud of. With the close of December four months of the crop year 1906-7 was completed, and it is possible to gain some idea of how nearly correct have been the estimates of the yield of wheat for the three western provinces. The account stands about as follows:

	Bushels
Wheat marketed	62,618,800
Needed for seed	2,000,000
For flour at interior mills	7,000,000
Shipped out in bond over G. N. R.	500,000
In transit	800,000
Marketed at Winnipeg without inspection	150,000
Still in farmers' hands for market	20,021,231
Total	90,250,000
Amount of wheat now in interior elevators	19,265,501

A disappointing feature about the wheat so far inspected was the very large percentage rejected for smut and wild oats. On the other hand, there is a gratifying increase of No. 1 hard.

The crux of the grain situation in the west is transportation, which has certainly fallen far below the requirements this season. With a much larger crop than 1905, and with increased elevator capacity, 5,000,000 bushels less wheat has been shipped than during the same period in 1905. The Manitoba crop has been fairly well cleaned up, but that of Saskatchewan has hardly more than made a start. Points where there are 20,000 and 30,000 bushels to be marketed have not got out less than 10 per cent. of their marketable wheat. This means loss at the present time, and a dragging unsatisfactory season when navigation re-opens, in fact, the crop of 1906 will not be marketed before the crop of 1907 is ready to come forward. The increase in coarse grains is gratifying, as it indicates a widening market. The big inspections of barley are due to the increased demand for barley for malting.

There were 141 elevators erected last year, putting the elevator capacity at 30,000 bushels per month. It would mean an increase of 20,000 bushels or a total interior capacity of 50,000,000 bushels. Flat warehouses did not increase last year. The points served by elevators now is 550, as against 413 the previous year. The majority of the elevators have been erected along the new Great

Northern roads or the Canadian Northern. There are 103 on the C. P. R., and 280 on the C. N. R.

The trade in flour has been a heavy one this year, and manufacture has been increased by the 4,000 barrel per day mill of the Western Flour Mills, in St. Boniface, Man. The export trade has been fair, though prices in the early part of last year were too low for profit.

It is in the cattle trade, however, that 1906 will stand out on the record of western farming operations. Over 30,000 head have arrived and been distributed from the Winnipeg yards, and of these 90,000 have been exported to Great Britain, an increase of 20,000 head for the year. The prices during the year were steady and fairly satisfactory, except in September, when the bottom figure was reached.

The price of export cattle at point of shipment is \$7 per head, giving a value of over \$2,000,000 to the ranchers. An average of over \$47.72 was paid for over 60,000 head, or considerably more than the export. The cattle received were in better condition than they have been for many years, owing to the rains in Alberta and luxuriant grass. Shipments were better spread over, and that helped to keep the prices steady. About 8,000 cars were required to move the cattle from the ranges to Winnipeg, and over 5,000 were required for export. The average time it takes to get the cattle to the coast is 10 days, and the sea and back is a month. All export cattle go out over the C. P. R., and the bulk for Winnipeg comes in over that road, over 50,000 head having been carried by the C. P. R. during the past season.

In hogs there has been a slight increase in receipts over 1905, a mere bagatelle when the packing capacity of Winnipeg is considered. Less than 83,000 pigs reached Winnipeg during the season, and the yearly receipts of these 1,000 were fedders going to the lake ports. The west is not meeting its own needs in the particular matter of hogs, and prices for both the meat and the wool ruled high.

Manitoba poultry has improved considerably and dealers report a larger percentage of Manitoba raised turkeys and also an improvement in the stock offered.

THE FINANCIAL SITUATION

REVIEWED BY J. S. BACHE & CO.

The Problem of New Mileage—A Prosperity Problem—Money Market—The Stock Market—The Bond Market.

NEW YORK, Jan. 18.—The "greatest business problem" has been forcibly presented by Mr. Hill this week. It may be condensed in the statement that while passenger and freight business has increased in ten years over 100 per cent, railroad mileage to care for it has increased only twenty-one per cent. In other words, railroad mileage is over 80 per cent. behind the business to be done; hence enormous freight blockades, tying up millions' worth of products. There are two remedies: one is to stop doing business—the other, to raise the money and build the mileage. The railroads are taking the latter course, and the enormous offerings which have been staged for the money market are the result. Each week adds to the amount asked for, as one road after another presents its request, hand in hand. By the first of June, stockholders will have paid out for new securities on rights, \$135,000,000, and short term notes and other borrowings will increase the amount. This certainly does not promise easy money at any time during the year.

A PROSPERITY PROBLEM.
It is a problem, but after all, it is a prosperity problem. When the Southern Railway asks for money for the equipment, it means building tracks, through arid wastes, but past fields teeming with products that must find a market, and to communities thriving with

new industries, producing added and enormous tonnage. Under normal money conditions, these happenings would be hailed with satisfaction. As it is, each new demand is a signal for ten point drops in the particular market which makes the request. Nevertheless, the country is very rich. It will gradually work out of the dilemma. The enormous blockades at terminals, tying up vast amounts of money in products held from their market, will be straightened out and the money turned into use again. The west and south are rich, and money has lately had a surplus for security investment.

MONEY MARKET.
The week marks the end of the acute money strain, which has lasted so long. The emergency six per cent. rate of the Bank of England has been taken off, and Germany shows further increases in cash holdings. The Bank of France, which has been supporting the situation liberally, has advanced its rate, evidently to stop the gold export, and to replenish its own stock, now the case manifests itself elsewhere. Our own call money has ranged from 2-1/2 per cent to 4 per cent, and time money for the first time has eased off from 6 per cent.

THE STOCK MARKET.
It appears to have created some amazement in certain quarters that the stock market has not immediately responded

to these favorable factors, with high and yet higher prices. It must be borne in mind, however, that the tendency of long sustained pressure is to produce numbness, and after its protracted restraint under the money strain, expectation of immediate resiliency is unwarranted. The treasury withdrawals are still ahead, and a boom in stocks might arouse paternal disapproval. Then, too, the continuous announcements of future railroad requirements day by day, accompanied by plans offering to absorb all the money in sight and much more, have had a sobering effect. Pending investigations, and new attacks, have also their influence. All of these things probably enter into the deliberation of those leaders who are supposed to be able to conduct a successful bull campaign, and the subject is evidently being regarded by them as a matter needing the utmost deliberation in its accomplishment.

THE BOND MARKET.
The fact that bonds are cheap and also that a first-class bond is a desirable member of the investment family, even if there are more dully equipped proposals to be had with more attractive yield, is beginning to impress itself on investors. There is quiet buying consequently, and this may increase among conservative people who do not allow themselves to be misled by temporary chances for fortune making.

J. S. BACHE & CO.

FEATURES OF THE MARKET

The Railways Are Having a Bad Time All Round—The Money Situation.

(Montreal Weekly.)
The reduction in the Bank of England rate from six to five per cent, the expected good showing of the New York reserve banks in tomorrow's weekly statement; the enormous production of all kinds of commodities of farm and factory, and the growing consumptive demand for the same and the recent gradual but very certain liquidation and consequent reduction in the range of marketable securities, are the chief points of favorable import in the stock markets of this continent.

On the other side is a reluctant return of funds from interior points and a falling off in the net receipts of many of the big railroads that have found themselves practically incapable of raising such a great volume of produce with their now limited facilities. Traffic congestion is disastrous to economic operations, owing to the great delays that trains and train-crews are subjected to, to say nothing of the loss entailed in the mishandling of the large quantity of perishable freight that is a factor of such considerable moment to railways of today. Such car or traffic congestion has necessitated a call upon the people for more capital, which has not been very favorably received by stock market interests, as no matter how necessary such capital may be, the holders of stock, cannot have their positions improved for some time, at least, due to increased interest claims on profits. The Harriman investigation has also left its mark on investors in railway stocks, and has shaken public confidence to even a greater extent than did the insurance investigation of a year or two ago.

The Times is in receipt of a very handsome wall calendar from The C. A. Edgerston Mfg. Co., of Shirley, Mass. The design is supposed to represent the four seasons and is certainly a very beautiful piece of work.

The Times has received two very handsome Vienna art plates from the Anheuser-Busch Brewing Association, of St. Louis, Mo. These are certainly a work of art and would be an adornment to any house. While there is no advertisement on any of these plates, they come from a very popular and well-known house; their product, "Budweiser," being sold by all of the dealers in this city.

The Times has received a very handsome wall calendar from the Abbey Effervescent Salt Co., of Montreal. This popular company has been noted in the past for sending out to their friends and customers some of the handsomest calendars to be seen anywhere; but they have certainly excelled in their calendar for 1907. The title is taken from the original painting of Suzanne, by Philip Boileau, the famous painter, and is a fine piece of work.

CALENDARS
The Times is in receipt of a very handsome wall calendar from The C. A. Edgerston Mfg. Co., of Shirley, Mass. The design is supposed to represent the four seasons and is certainly a very beautiful piece of work.

WALL STREET
NEW YORK, Jan. 21.—The first prices of stocks showed violent rebounds from last week's depression. Business was on a large scale and widely distributed. Gains ran from a fraction up to a point throughout the list and were wider in many cases. Reading, Minneapolis, St. Paul and Soo, Northern Pacific and Southern Pacific, Canadian Pacific, Southern Pacific, Canadian Pacific and Penna. 1 to 1 1/4.

DEATHS
PRICE.—In this city on the 20th inst. at 8 p. m. Sadie, infant child of Charles and Jennie Price.
Funeral this evening at 8 o'clock from 23 Victoria street.

BARBOUR.—his late residence, No. 3 Wright street, city, on the 19th inst. Moses C. Barbour, in the 86th year of his age. Funeral tomorrow (Tuesday) afternoon at 2:30 o'clock.

Funeral Notice
SONS OF ENGLAND.
The members of Lodge Marlborough, No. 207, Sons of England, will please assemble in a body at 78 High street on Tuesday, 22nd inst. at 2:30 p. m., from which place the funeral of their brother, member, W. R. Brown, will take place. Dress, black clothes and tie with reverse blue badge and bouquet, which can be procured from F. E. Campbell, florist, German street.

R. I. CARLOS, President, Secretary.
Portland Lodge, No. 246, will please attend.

ROYAL INSURANCE CO.
of Liverpool, England.
Total Funds Over \$65,000,000
KAYE, TENNANT & KAYE,
Agents 85-1-2 Prince William St.
St. John, N. B.

FRONIE ON KINGSTON, ISLAND OF JAMAICA

The Great Historian's Description of the Place When He Visited It in 1887—Interesting Word Pictures and Historical Memories.

(From "The English in the West Indies," by J. A. Froude, 1887.)

The dawn was breaking in the east when I came on deck in the morning. The Blue Mountains were hanging over us on our right hand, the peaks buried in white mist which the unrisen sun was faintly tinting with orange. We had passed Morant Bay, the scene of Gordon's rash attempt to imitate Toussaint l'Ouverture. As so often in the Antilles, a level plain stretched between the sea and the base of the hills, formed by the debris washed down by the rivers in the rainy season. Among cane fields and cocoa-nut groves we saw houses and the chimneys of the sugar factories; and, as we came nearer, we saw men and horses going to their early work. Presently Kingston itself came in sight, and Up Park Camp, and the white barracks high up on the mountain side, of which one had read and heard so much. Here was actually Tom Cringle's Kingston, and between us and the town was the long sand spit which incloses the lagoon at the head of which it is built. How the island had been built had been deposited I could find no one to tell me. It is eight miles long, rising but a few feet above the water line, in places not more than thirty yards across—where, except at the extremity, more than sixty or a hundred. The thundering swell of the Caribbean Sea breaks upon it from year's end to year's end, and the waves wash it thinner. Where the island is dry, beyond the reach of the waves, it is planted thickly all along with palms, and appears from the sea a soft green line, over which appear the masts and spars of the vessels at anchor in the harbor, and the higher houses of Kingston itself.

To reach the opening of the lagoon you have to run on to the end of the sand bank, where there is a peninsula on which is built the Port Royal, so famous in West Indian story. Half-way down among the palms the lighthouse stands, from which a gun was fired as we passed, to give notice that the English mail was coming. Treacherous coral reefs rise out of the deep water for several miles, some under water and visible only by the breakers over them, others forming into low wooded islands. Only local pilots can take a ship safely through these powerful natural defence works. There are but two channels through which the lagoon can be approached. The eastern passage, along which we were steaming, runs so near the shore that an enemy's ship would be destroyed by the batteries among the sandhills long before it could reach the mouth. The western passage is less intricate, but that also is commanded by powerful forts. In old times Kingston was unattackable, so strong had the position been made by nature and art combined. It could be shelled now over the spit from the open sea. It might be destroyed, but even so could not easily be taken.

I do not know that I have ever seen any scene more interesting than that which broke upon my eyes as we rounded the point, and the lagoon opened out before me. Kingston, which we had passed half an hour before, lay six miles off at the head of it, now inside the sand ridge, blue and hazy in the distance. At the back were the mountains. The mist had melted off, standing in shadowy gray masses with the sun rising behind them. Immediately in front were the dockyards, forts and towers of Port Royal, with the guardship, gunboats and tenders, with street and terrace, roof and turret and glistening vane, all clearly and sharply defined in the exquisite transparency of the air. The associations of the place no doubt added to the impression. Before we left the harbor yesterday's storm could not rise till his creole cousin slipped a petticoat over his head. All the arrangements are made to shut out heat and light. The galleries have sofas to lounge upon—everybody smokes, and smokes where he pleases; the draught sweeping away all residuary traces.

THE WORLD OF SHIPPING

MINIATURE ALMANAC
1907
January
Rises Sets High Low
1 Jan. 5.00 5.10 8.30 11.51
2 Jan. 5.00 5.10 8.30 11.51
3 Jan. 4.59 5.09 8.29 11.50
4 Jan. 4.58 5.08 8.28 11.49
5 Jan. 4.57 5.07 8.27 11.48
6 Jan. 4.56 5.06 8.26 11.47
7 Jan. 4.55 5.05 8.25 11.46
8 Jan. 4.54 5.04 8.24 11.45
9 Jan. 4.53 5.03 8.23 11.44
10 Jan. 4.52 5.02 8.22 11.43
11 Jan. 4.51 5.01 8.21 11.42
12 Jan. 4.50 5.00 8.20 11.41
13 Jan. 4.49 4.99 8.19 11.40
14 Jan. 4.48 4.98 8.18 11.39
15 Jan. 4.47 4.97 8.17 11.38
16 Jan. 4.46 4.96 8.16 11.37
17 Jan. 4.45 4.95 8.15 11.36
18 Jan. 4.44 4.94 8.14 11.35
19 Jan. 4.43 4.93 8.13 11.34
20 Jan. 4.42 4.92 8.12 11.33
21 Jan. 4.41 4.91 8.11 11.32
22 Jan. 4.40 4.90 8.10 11.31
23 Jan. 4.39 4.89 8.09 11.30
24 Jan. 4.38 4.88 8.08 11.29
25 Jan. 4.37 4.87 8.07 11.28
26 Jan. 4.36 4.86 8.06 11.27
27 Jan. 4.35 4.85 8.05 11.26
28 Jan. 4.34 4.84 8.04 11.25
29 Jan. 4.33 4.83 8.03 11.24
30 Jan. 4.32 4.82 8.02 11.23
31 Jan. 4.31 4.81 8.01 11.22

The time used is Atlantic Standard.

VESSLS BOUND FOR ST. JOHN.

Steamers.
Canada Exp., 278, Sydney, G. B. Jan. 18.
Evangeline, 1477, Queensway, Jan. 18.
Ionian, 3357, Liverpool, Jan. 17.
S. J. H. 484, Liverpool, Jan. 16.
Manchester Shipper, 2542, Manchester, Jan. 5.
Montezuma, 5338, Antwerp, Jan. 9.
S. J. H. 484, Liverpool, Jan. 16.
London City, 1509, London, Jan. 11.
Monmouth, 3669, Avonmouth, Jan. 13.
S. J. H. 484, Liverpool, Jan. 16.
Parisian, 6385, Liverpool, Jan. 13.
Sardinian, 2788, Havre, Jan. 13.
Sardinian, 3402, Liverpool, Jan. 13.
Vineyard, 1290, Apalachicola, Jan. 17.

PORT OF SAINT JOHN.

Arrived today
Coastwise—
Tug Springhill, Cook, Parrsboro.
Barge No. 3, Wood, Parrsboro.
Schr. Harry Morris, 98, Loughery, St. Martin.
Schr. Clara A. Benner, 37, Philney, Wilson Beach, and cleared yesterday.
Schr. E. Mayfield, 71, Merriam, Parrsboro.

Cleared today.
Tug Springhill, Cook, Parrsboro, with barge No. 1 in tow.

Sailed yesterday.
S. S. Parthenia, 2554, Stitt, for Glasgow.
Robert Reford Co., general cargo.

DOMINION PORTS.
Halifax, N. S. Jan. 19—Ard, strmr Montreal.
St. John: 20th, strmr Tunisian, Liverpool; 21st, strmr Shipman, Manchester; 22nd, strmr 20th—Stmr Montreal, Bootby, London.

BRITISH PORTS.
London, Jan. 19—Sid, strmr St. John City, Halifax and St. John.
Torr Head, Jan. 19—Passed, strmr Manchester Importer, St. John via Manchester.
Sid—Stmr Duane, Head, St. John.

FOREIGN PORTS.
Boston, Jan. 19—Sid, schr Alpine, Garson, Liverpool.
City Island, Jan. 19—Bound out, schr Manuel R. Caza, Sackville.
Mass., Jan. 19—Ard, schr Lois V. Chapin, New York; Wm L. Elkins, do; Jennie A. Stubbs, St. John for Port Chester; Alaska, N. S. Jan. 19—Ard, strmr Mount Temple, St. John.
Philadelphia, Jan. 20—Ard, strmr Cimbric, Sydney (O. B.); schr Mayflower, Mattland (N. S.).
Buenos Ayres, Jan. 17—Sid, strmr Usher, Perry, for Rio Janeiro.
Mobile, Jan. 12—Sid, schr Char'voix, for Halifax.

in stores, or refit when shattered by engagements. Here Nelson had been, and Collingwood and Jervis, and all our other naval heroes. Here prizes were brought in for adjudication, and pirates to be tried and hanged. In this spot more than in any other, beyond Great Britain herself, the energy of the Empire once was throbbing.

The "Urgent," an old two-decker, and three gunboats were all that were now floating in the once crowded water; the "Urgent," no longer equipped for active service, imperfectly armed, inadequately manned, but still flaunting the broad white ensign, and grand with the houses which lay behind her. There were batteries on the point, and batteries on the opposite shore. The morning bugle rang out clear and inspiring from the town, and white coats and gold and silver lace glaced in and out as men and officers were passing to parade. Here, at any rate, England was still alive.

The channel at the entrance is a mile in width. The lagoon the open part of it may be seven or eight miles long and half as many broad. It forms the mouth of the Cobre river, one of the largest in Jamaica, on which, ten miles up, stands the original seat of government established by the Spaniards, and called after them Spanish Town. The fashion of last times, as old as the times of Thucydides, and continued on till the cables of the last century, was to choose the sites for important towns in estuaries at a distance from the sea, to be out of the reach of pirates. The Cobre, running down from Spanish Town, turns the plain through which it flows into a swamp. The swamp covers itself with mangroves, and the mangroves fringe the shore of the lagoon itself to two-thirds of its circuit. As Jamaica grew in wealth and population the trade was carried from Port Royal deeper into the bay. Another town sprang up there, called King's Town, or "Kingston." The administration was removed thither for convenience, and though fallen away from its old consequence, Kingston, with its extended suburbs, its churches and warehouses, and large mansions overhung with trees, looks at a distance like a place of considerable importance. The lagoon, on the other hand, wharves, or anchored a few cables' distance off. Among them are a couple of Spanish frigates, which remain there in permanence on the watch for refugees from Cuba. On the slopes behind the town, as far as the eye could see, were the once splendid estates of the sugar princes of the last century. One of these was pointed out to me as the West Indian home of the author of "Tom Cringle."

All the large houses in Jamaica—and this was one of the largest of them—are like those in Barbadoes, with the type more completely developed, standing on blocks, hollow underneath for circulation of air, and approached by a broad flight of steps. On the three sides which the sun touches, deep verandas or balconies are thrown out on the first and second floors, closed in front by green blinds, which can be shut either completely or partially, so that at a distance they look like houses of cards on great pillars, made pretty by the trees which shelter them or the creepers which climb over them. Behind the blinds run long airy darkened galleries, and into these the sitting rooms open, which are, of course, still darker, with a subdued green light, in which, till you are used to it, you can hardly read. The floors are black, smooth, and polished, with loose mats for carpets. The reader of "Tom Cringle" will remember Tom's misadventure when he blundered into a party of pretty laughing girls, slipped on one of these floors of air, and approached by a broad flight of steps, and could not rise till his creole cousin slipped a petticoat over his head. All the arrangements are made to shut out heat and light. The galleries have sofas to lounge upon—everybody smokes, and smokes where he pleases; the draught sweeping away all residuary traces.

The Harry Morris waited for an hour for the return of the crew and at last as the weather was very threatening, Capt. Loughery stood out to sea. Those in the small boat were: Captain McLean, of the R. A. Carson, Leonard Carter of Tynemouth Creek; George Lewis of St. Martin, and William York of Gardner's Creek. Parks and York belonged to the schooner Harry Morris.

Captain Loughery at once made sail on the vessel and ran for this port, assisted by the boy and Captain Walsh of the Carson. During the passage the main sheet and blocks were carried away.

The Morris is now at the North Market wharf. York and Parks had a hard row of it to reach shore and as soon as they got on shore, started for this city to secure assistance for the Morris, but found that the vessel had arrived here ahead of them.

VESSELS IN PORT

(With their Tonnage and Consignee.)

Not Cleared
Steamers.
Giltia, 1,427, Wm Thomson & Co.
Marina, 322, Robert Reford Co.
Bark.
Mary Barry, 506, J. Spence & Co.
Schooners.
Abbie Keast, 55, W. Watson.
Anna Booth, 165, A. W. Adams.
Calabria, 431, J. Spence & Co.
Comrade, 77, J. M. Driscoll.
D. W. B., 12, J. Spence & Co.
E. Merriam, 331, P. C. Beattie.
Elma, 280, Master.
Eric, 119, G. Scott.
F. and E. Givan, 99, P. Tufts & Co.
Fanny, 51, P. Tufts & Co.
George Pease, 118, J. W. Adams.
Harold B. Cousins, 300, P. McIntyre.
Harry Lewis, 257, J. W. Smith.
Harry Miller, 248, A. W. Adams.
Jessie Lena, 278, R. C. Elkin.
Lizzie H. Patrick, Master.
Lucia Porter, 234, P. McIntyre.
Myrtle Leaf, 256, J. W. Adams.
Nora, 229, J. Spence & Co.
Noreen, 266, R. C. Elkin.
Ola Miller, 288, J. W. Smith.
Pardon G. Thompson, 165, A. Cushing & Co.
Pansy, 76, Master.
Phoenix, 23, Master.
Rebecca W. Huddell, 210, D. J. Purdy.
Rena, 122, D. J. Purdy.
Robert Purdy, 37, R. C. Elkin.
Sallie E. Ludlam, 199, D. J. Purdy.
Three Sisters, 275, J. E. Moore.
Virginia, 99, J. Spence & Co.
Walter Miller, 118, N. C. Scott.
Wandrian, 311, J. A. Likely.
W. P. W., 38, A. Gregory.
W. H. Waters, 120, A. W. Adams.

EXPORTS

For South African ports per strmr Wyandotte—

Canadian Goods—21983 sacks flour, 9 boxes meat, 2 cases vehicles, 187 bbls doors, 2275 pigs rolled oats, 24 boxes roofing, 6 cases cheese, 16 cases corn, 10 rolls canvas, 38 boxes plows, 240 cases rolled oats, 585 bag peas, 11255 pigs timber, 803 boxes cheese, 125 pigs furniture, 400 drums carbide, 6 organic carboys, 3 cases boots, 8 crates wheelbarrows, 14 rolls dupe, 75 boxes newspapers, 100 bbls rolled oats, 60 bbls apples, 60 bbls glucose, 25 bales, 94 rolls paper, 22 cases brass, 10 cases silk, 19 cases food, 15 cases metal sheathing, 6 cases furniture stock, 15 cases sections, 5 cases stationery, 961 bbls.

Foreign Goods—5330 sacks flour, 201 boxes poultry, 65 pkgs cottons, 250 sacks salt, 85 cases machinery, 674 pigs hard, 4 bbls pork, 4 cases candles, 62 pkgs wadings, 14 cases carriage poles, 5 crates wagonmills, 5 cases beef, 70 cases milk, 618 pigs lumber, 100 bbls glucose, 331 pkgs boilers, 1447 drums carbide.

For London and Antwerp per strmr Montreal—

Canadian Goods—4235 sacks flour, 21 cases seats, 45 cases lawn mowers, 3625 sacks flour, 1200 sacks oats, 600 sacks rolled oats, 450 sacks oatmeal, 190 pkgs bags, 37 cases rim, 37 cases lumber, 22 bales pork, 172 bbls apple waste, 70 boxes starch, 1957 bags of corn, 502 cases, 775 bags feed and cornmeal, 455 boxes potato, 476 boxes cheese, 706 bbls apples, 232 pkgs wash boards, 145 bbls corn, 107 cases paper, 51072 bushels wheat, 5045 bushels oats, 136 cases chair stock, 22 bales dupe, 86 cases machinery, 9 bales vesture, 181 boxes furniture stock, 288 boxes alumina, 100 bbls 234 boxes apples, 63 tons timber, 260 bags seed, 60 boxes cheese, 6835 ft. deals, 127,500 ft. box shooks, also 255,779.

Foreign Goods—5702 sacks flour, 60 cases are, 10 cases lumber, 1000 boxes lard, 2 cases effects, 15000 cases grape nuts, 25 bales hog hair, 28 chests tea, also 964,262.

Total value of cargo, \$323, 928.

N. Y. STOCK MARKET

Monday, Jan. 21, 1907.
New York Stock Market and Chicago Market Report and New York Stock Market. Furnished by D. C. Cline, Banker and Broker.

Saturday's Today's

	Closing	Opening	Close
Amalgam Copper	112 1/2	113 1/4	113 1/4
Anacostia	27 1/2	27 1/2	27 1/2
Am Sugar Refs	121 1/2	121 1/2	121 1/2
Am Smelt & Refg	146 1/4	148 1/4	147 1/4
Am Corn Foundry	41	41	41
Am Locomotive	71 1/4	71 1/4	71 1/4
Brook Rd Trst	117 1/2	117 1/2	117 1/2
Balt & Ohio	116 1/4	117 1/4	117 1/4
Ches & Ohio	50 1/4	50 1/4	50 1/4
Canal St	157 1/2	157 1/2	157 1/2
Chl & G West	16 1/4	16 1/4	16 1/4
Colo P & Iron	61 1/4	62 1/4	62 1/4
Consolidated Gas	14 1/4	14 1/4	14 1/4
Nipissing	13 1/4	13 1/4	13 1/4
Brie	28 1/4	28 1/4	28 1/4
Hill Co	38 1/4	38 1/4	38 1/4
Kansas & Texas	37 1/4	38 1/4	37 1/4
L & Nash x d 3 p	141 1/4	138 1/4	139 1/4
Mexican Consol	21 1/4		