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

UNCERTAIN CONDITIONS IN THE STOCK MARKET

Thursday's Drop in Montreal --- Review of the Conditions--A Comparison of Prices for January ---Some Issues Suffered Severely.

(Montreal Witness, Friday.)

The Canadian stock markets were startled yesterday from their long repose by a persistent and violent decline in the prices of many of the leading speculative favorites, which was precipitated by the overthrow of a large number of small lots held on margin. The Canadian money market, like that of the United States, has for some time been unequal to the task of meeting all demands, and, as a matter of course, the first to suffer was the market for call loans. Quotations naturally sagged and compelled wholesale liquidation of stocks to prevent further losses. It is very unfortunate that holders should have been subjected to such severe loss, there being no doubt whatever that even before the slump stocks were of a distinctly attractive character from the point of view of investment. The decline has demonstrated nothing more than the fact that money is too scarce to admit of any extensive marginal transactions. It is quite obvious that for an outright purchase the majority of the stocks caught in the eddy of yesterday's slump are as sound as the generally accepted state of business prosperity could make them. On this ground there is, therefore, every reason to anticipate an early recovery. The selling by the weak interests will also have placed the market in a stronger position than was the case previously. It is rather remarkable that such a slump could be in process while the stocks in Wall street were held at a fairly steady level. Canadian Pacific, for instance, a factor on both markets, was about a point stronger during the time of the heavy selling in the other stocks. This is another indication which shows how that stock has been cut adrift, as it were, sentimentally, from its old friends on this market. Two years ago such a local decline as that of yesterday would have been impossible with Canadian Pacific showing an advance in price.

It will be small consolation to recent holders that the market position is now in train for almost any sort of a bull campaign, although it does not follow that there will not be any further falling off in values before the turn. It would be quite possible for even a great decline to take place on this market, if for any of the numerous reasons there should be a slump in the general market on Wall street. In such a contingency, it is impossible to predict when and where the prices of local stocks would halt in their downward course. In the meantime, those who can buy 'outright' will doubtless provide themselves for the advance that is sure to come sooner or later. The consensus of opinion is that there will be considerable activity in the stock markets of Europe and America in the early spring. A table on the financial page will show how fifteen stocks listed on this market have acted since the opening of this year. There has been an average decline of over eight points in the fifteen stocks represented, the greatest falling off being 'Soo' common, with a decline of twenty-seven, Montreal Street, Iron preferred, and Canadian Pacific have declined twenty-one, sixteen and fifteen respectively. Many of the dividend payers were caught in the whirlwind of declines, and from two to five per cent were quite ordinary. There is no particular individual news about any of the stocks, the slump being in every sense of the word a 'slump,' where most things are carried downward even against the dictates of common sense, or in face of favorable earning conditions.

JANUARY SLUMP OF 1907.

Instead of the customary January boom on the stock market there has been a reversal of the happy conditions of advancing prices, and this month, usually so bright in that respect, will be remembered for many a long day by local speculators. A table shows the prices of some fifteen of the local stocks during the first week of this month, together with the low prices of this week, which in the midst of the heavy liquidation of yesterday, shows some exceedingly big declines in the speculative favorites. "Soo" common has taken the deepest dive, the falling off being as much as 27 1-2 points, while Montreal Street Railway is a close second with a loss of 21 points. The Iron issues have suffered severely, the preferred declining from 66 1-2 to 50, or 16 1-2 points. The common fell eight points, and the bonds five points. There are a lot of losses that seem small in comparison with the declines mentioned, but they are, nevertheless, of much interest at this juncture, although the declines of one or two per cent. have not been shown in the list.

The following list will speak for itself in showing the position of teh general market this week when contrasted with the opening week of the c le dar year:

	High. First week.	Low. This week.	Jan. Decline.
C. P. R.	135⅛	180	15⅛
Power	92	86	6
M. S. R.	235	214	21
Toronto Railway	114½	110	4½
Detroit	83¼	76	7¼
Richelieu	82	79	3
Scotia	72½	68	4½
Coal	66	58	8
Iron bonds	81	76	5
Iron preferred	66½	50	16½
Iron common	24¾	16	8
"Soo" common	136½	109	27½
Telephone	144	137	7
Halifax Railway	104½	99	5½
Mexican	55	52	3

FRIDAY'S MARKET.

As we expected, after the few hours of heavy selling of stocks on this market yesterday morning, there was a stronger feeling in those stocks that were most severely handled during the slump, and substantial gains were made in the whole list on the resumption of business today The market certainly had an attractive appearance yesterday afternoon to those who had the ready money to pick up the bargains offering. Perhaps the greatest surprise of all was the altogether unexpected drop in Power. The stock was sold ex-dividend, which made the decline look more serious than it really was, but the friends of the security even in the most pessimistic moments would not look for Power below the 90 level. This morning it recovered a full point on yesterday's close. There was a great rush to get into Iron common at bargain prices. The stock was marked down to below 17, and at that price encouraged extensive purchases. Taken on its speculative merits Iron common should be a good buy, intrinsically it would be spelled 'good-bye,' but the market followers are not usually affected by true values. There were about 2,500 shares bought this morning and the market was strong at 18 1-2 to 18 1-4. Iron preferred made a 4 point advance, while Coal made a two point advance. 'Soo' common sold up at 112 in the early trading, but declined again to 109 1-2 before noon. Iron Bonds were not benefited by the improvement in the market, selling at yesterday's low level of 76. Canadian Pacific opened strong at 182, but lost a point on a weakening of New York prices.

BACHE & CO.'S COMMENT ON NEW YORK STOCK MARKET

NEW YORK, Feb. 2—Our enormous prosperity has created needs for new facilities which we have not the money to provide. If, then, the railroads could go to France with its millions of thrifty small investors who are seeking good securities at moderate income yield, would that not be a solution for the congested high-class offerings which are crowding down prices in the security market? But the Paris opening, once, not so long ago, ready to absorb all our surplus borrowings, has been shut to us through the wide publicity of investigation, insinuation of colossal corporate dishonesty, and, lately, threat of confiscation by means of a whirlwind campaign against over-capitalization.

WASTED EFFORTS.

It is good philosophy to hold, now that we cannot get the money abroad, that it is just as well to curtail some of our projected improvements for a few years, and let the tide of prosperity ebb away for a while, but we must remember that a great legitimate business had been created, needing these new facilities, and that in refusing that business we are throwing over and wasting millions of dollars in profit. It is but another instance of the enormous wastefulness and extravagance of our country, due to crude methods in which business is made subservient to politics, and reforms are brought about by brutal, unskilled force.

REAL EVILS.

The real evil in the railroad situation was rebates, not high rates. This has been measurably corrected, and the fight for lower rates is misdirected. What is needed on railroads is greater safety and better facilities, for passengers; and greater speed in freight deliveries. These things cannot be attained by cutting down rates.

It is to be deplored that the president does not devote some of his splendid energy to bringing about currency legislation. The evils to be corrected here are greater far than any which he has attacked. Secretary Shaw in his last able speech has emphasized this with a few words of warning which mean much. It is to be observed that the secretary is in entire accord with the Bankers' Currency Commission on the subject of credit currency. His only criticism of the proposed bill is that it does not provide enough relief of the kind.

THE MARKET.

Stock market prices are affected by two main considerations. The heavily augmented supply of securities, of which the end does not seem to be yet, and the doubt as to the final outcome of increasing legislative attacks and investigations. For ten days there has been a steady decline, interrupted by slight recoveries lasting only over periods of time that might be reckoned in minutes. There was one slight exception to this on Thursday, when strong interests seemed to enter the market as heavy buyers and a recovery was maintained through the day, giving the market the appearance of real strength. This has, however, again dissipated, and prices continue to climb down to lower levels. Margin speculation at least, on the long side, is attended with dangers which only the most nimble insiders can avoid, but those who purchase now, fully equipped to carry through declines, whether severe or not, will surely reap a benefit. This is, of course, akin to investment purchase, and there is no question that the investor now has an attractive field to choose from and should not wait to buy at the lowest. Many first-class stocks are attractively cheap.

J. S. BACHE & CO.

TIMES DAILY PUZZLE PICTURE



February 4, 1882 — Twenty-five years ago today Giteau was sentenced to be hanged.

Find Giteau.

ANSWER TO SATURDAY'S PUZZLE.

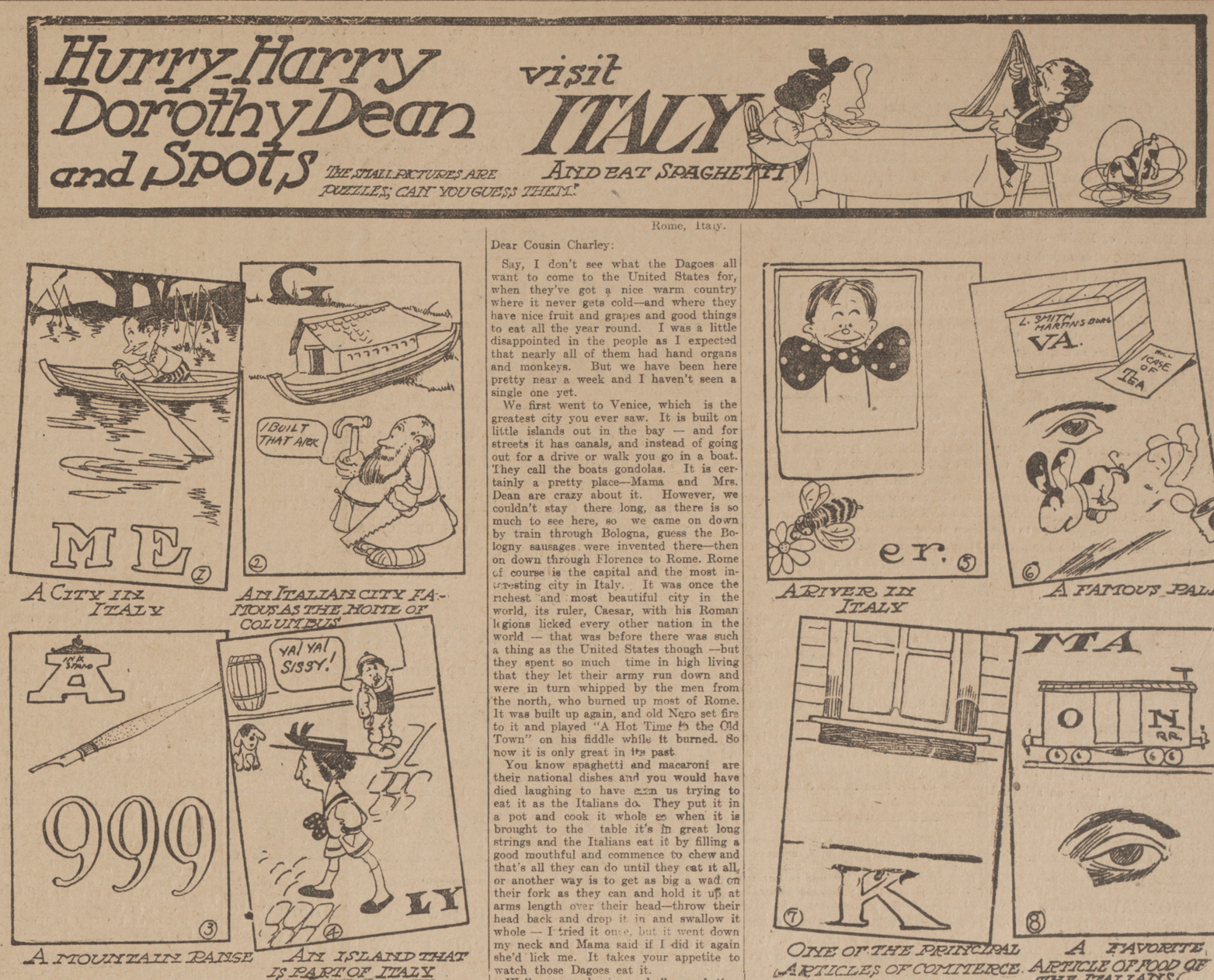
Left side down, under arm.

EXPORTS

For Liverpool, per steamer Tunisian:
Canadian goods—2,582 bxs cheese, 428 pkgs meats, 237,297 feet spruce deals, etc, 12 bales cotton, 50 bags seeds, 360 sacks oatmeal, 1,077 bales hay, 44 pkgs meats, 42,555 bush wheat, 440 pkgs pulp, 466 brls apples, 1,505 bales hay, 512 bales hay, 500 bags oats, 450 bags oatmeal, 3,026 doors, 600 bags flour, 200 bags antimony, 400 brls apples, 68 bales leather, 40 bxs cheese, 106 bales hay and sundries. Value $117,843.
oreign goods—586 bales cotton, 400 brls pork, 500 pkgs lard, 271 pkgs meat, 1,040 bags flour. Value $42,389.
Total value of cargo $162,232.

WALL STREET

NEW YORK, Feb. 4.—Speculation for the week on the stock exchange began with a declining tendency to prices. Sales were, however, all small in volume and were confined chiefly to stocks that had recently been absorbing the floor traders' attention. Great Northern, pfd., fell off 1¾, Canadian Pacific 1⅜, Louisville and Atlantic Coast Line a point, and St. Paul and Union Pacific, Atchison, Reading, Amalg. Copper, Smelting and Interborough Met., ½ to ⅞.



Rome, Italy.

Dear Cousin Charley:

Say, I don't see what the Dagoes all want to come to the United States for, when they've got a nice warm country where it never gets cold—and where they have nice fruit and grapes and good things to eat all the year round. I was a little disappointed in the people as I expected that nearly all of them had hand organs and monkeys. But we have been here pretty near a week and I haven't seen a single one yet.

We first went to Venice, which is the greatest city you ever saw. It is built on little islands out in the bay — and for streets it has canals, and instead of going out for a drive or walk you go in a boat. They call the boats gondolas. It is certainly a pretty place—Mama and Mrs. Dean are crazy about it. However, we couldn't stay there long, as there is so much to see here, so we came on down by train through Bologna, guess the Bologny sausages were invented there—then on down through Florence to Rome. Rome of course is the capital and the most interesting city in Italy. It was once the richest and most beautiful city in the world, its ruler, Caesar, with his Roman legions licked every other nation in the world — that was before there was such a thing as the United States though —but they spent so much time in high living that they let their army run down and were in turn whipped by the men from the north, who burned up most of Rome. It was built up again, and old Nero set fire to it and played "A Hot Time to the Old Town" on his fiddle while it burned. So now it is only great in its past

You know spaghetti and macaroni are their national dishes and you would have died laughing to have seen us trying to eat it as the Italians do. They put it in a pot and cook it whole so when it is brought to the table it's in great long strings and the Italians eat it by filling a good mouthful and commence to chew and that's all they can do until they eat it all, or another way is to get as big a wad on their fork as they can and hold it up at arms length over their head—throw their head back and drop it in and swallow it whole — I tried it once, but it went down my neck and Mama said if I did it again she'd lick me. It takes your appetite to watch those Dagoes eat it.

Well we are having a bully good time any way—but I must close and write you again next week. Yours,

HARRY.

THE WORLD OF SHIPPING

MINIATURE ALMANAC.

1907 February	Sun Rises	Sun Sets	Tide High	Tide Low
4 Mon.	7.46	5.30	3.52	10.23
5 Tues.	7.45	5.32	4.41	11.16
6 Wed.	7.44	5.33	5.35	12.09
7 Thur.	7.42	5.35	6.38	0.56
8 Fri.	7.40	5.37	7.46	2.05
9 Sat.	7.39	5.38	8.51	3.12
10 Sun.	7.37	5.40	9.52	4.15

The time used is Atlantic Standard Time.

VESSELS BOUND TO ST. JOHN.

Bengore Head, 1,619, Ardrossan, Feb. 1.
Halifax City, London, Jan. 27.
Lake Manitoba, 6,275, Liverpool, Jan. 30.
Manchester Importer, 2638, Manchester, Jan. 28.
Mount Temple, 6661, Antwerp, Jan 23.
Montcalm, 3508, Bristol, Jan. 29.
Parisian, 3,385, Liverpool, Jan. 30.
Sardinian, 2,786, Havre, Jan. 15.
St. John City, 1,411, London, via Halifax, Jan. 17.

PORT OF ST. JOHN.

Arrived today.

Stmr Mount Temple, 6,661, Boothby, from London and Antwerp; C P R, pass and mdse.

Arrived Saturday.

Stmr Inishowen Head, 1,988, Pickford, from Dublin via Ardrossan, Wm Thomson & Co, ballast.

Cleared today.

Coastwise:—
Stmr Lord Wolseley, Wiley, St. Martins.
Schr E Mayfield, Merriam, St Martins.

DOMINION PORTS.

Yarmouth, N S, Feb 1—Ard, bktn Hillside, Rafuse, from Providence (R I).

Louisburg, N S, Jan 31—Ard, stmrs Catanoni, from Portland, Feb 1; Hektor, from Portland; Lady Laurier, from Halifax (taking up automatic bell buoy).

Halifax, N S, Feb 3—Ard 2nd, stmr London City, from St John; 3rd, stmrs Montezuma, from St John; Ionian, from St John, and proceeded for Liverpool; A W Perry, from Boston.

Sld—Stmr Ocamo, Buchanan, for Bermuda, West Indies and Demerara.

BRITISH PORTS.

Melbourne, Jan 30—Ard, brk Tasmania, Brands, from New York.

Liverpool, Jan 30—Ard, stmr Lake Champlain, from St John.

Sld—Stmr Parisian, for St John via Halifax.

Brow Head, Feb 2—Stmr Tunisian, from St John and Halifax for Liverpool, 105 miles west at 1.05 p m.

FOREIGN PORTS.

CALAIS, France, Jan 4.—Ard, stmr Cheronia, from Hamburg.

The steamer London City arrived at Halifax yesterday from this port on her way to London.

CITY ISLAND, Feb 1.—Psd, Scmrs Lois V Chaples, Robinson, Digby, N S, for New York; Grypsum Emperor, Crossley, Halifax, N S, for New York; Ann Louisa Lockwood, Card, St John, N B, for New oYrk; Orozimbo, Brett, Calais, Me, for New York, with lumber; vessel to Jed Frye & Co; Gypsum Queen, Salter, New York for Port Greville, N S.

NEW YORK, Feb 1—Cld, stmr Regulus, Wakeman, St John, via South Amboy.

COLON, Jan 19—Ard, schr Carthagena, Cohoon, from Halifax.

In port— Schr Arona (Br), Spurr, and others.

HAVANA, Jan 31—Ard, schr John W Dana, Forsett, from Weymouth, N S.

MADEIRA, Jan 12—Sld, schr Maple Leaf, Shupe, Barbadoes.

BUCKSPORT, Feb 1—Sld, schr Charles L Jeffred, St Thomas.

MOBILE, Ala, Feb 1—Ard, schrs Madeleine, Small, Havana; Prosperare (Br), Somerville, Curacao.

PASCAGOULA, Miss, Feb 1—Ard, schr Zeta (Br), Le Cain, Havana.

New London, Conn, Feb 3—Sld ,schrs John G Walter, for Amherst (N S); Golden Ball.

Boston, Feb 3—Ard, stmr Boston, from Yarmouth (N S).

New York, Jan 31—Cld, schrs Addie & Beatrice, Nickerson, for San Domingo city; Alma Nelson, Backman, for Lunenburg (N S).

Havana, Jan 24—Ard, schrs Clara A Phinney, Semmes, from Mobile; Edna V Pickles (Br), Berry, from Mobile; Delta (Br), Baxter, from Pascagoula; 25th, schr Advance (Br), Milberry, from Pascagoula.

Sld 25th—Schr Zeta (Br), Le Cain, for Moss Point.

Gulfport, Jan 30—Schrs Ronald, Wagner, Carribean; Georgina Roop, Roop, Sagua.

Antwerp, Feb 1—Ard, stmr Lake Michigan, from St John and Halifax via London.

New York, Feb 2—Ard, stmr Silvia, from Halifax.

Vineyard Haven, Mass, Feb 2—Sld, schrs Fauna, from New York for Halifax; Lena Maud, from New London for St John.

Boston, Feb 2—Sld, stmrs A W Perry, for Halifax; Mystic, for Louisburg (C B); schr Hugh G, for New York.

Portland, Me, Feb 2—Ard, stmr Governor Cobb, from St John for Boston.

Highland Light, Mass, Feb 2—Passed south, schrs Wm L Elkins and Ruth Robinson.

Bucksport, Me, Feb 5—Ard, schr John J Perry, from New York.

Portland, Me, Feb 3—Sld, schrs Modoc, for Machias; S S Hudson, from New York for St John.

New York, Feb 3—Sld, stmr Regulus, for St John via South Amboy; brks Emma Smith, for Foscados, etc; Emily, for Rio Grande do Sul; Malwa, for Canary Islands via Fernandina.

REPORTS, DISASTERS, ETC.

BOSTON, Feb 1—Captain Diehl, of steamer Chattahoochee, from Savannah, reports in lat 33.08, lon 78.40, on last outward trip to Savannah, passed a quantity of lumber, apparently the deckload of some vessel. On the same passage, Frying Pan lightship bearing W¼S 1 miles, passed a black painted can buoy adrift, with No 1 painted on the side.

Mobile, Ala, Feb 1—Schr Prosperare (Br), Summerville, from Curacoa, reports had cabin badly burned on Jan 19. The fire was caused by the explosion of a lamp while a gale was blowing.

Jacksonville, Fla, Jan 31—Schr Fannie Prescott, Flinn, from Philadelphia, arrived this a m with loss of mizzentopmast.

Gulfport, Miss, Feb 1—Surveyors from brk D H Morris (Br), ashore at Chandeleur Island, report that the vessel is full of water and a total loss. She is being stripped.

CHARTERS.

Dutch stms Vlieland, 1,293 tons, from St John (N B), to West Britain or East Ireland, with deals ,at or about 37s 6d, prompt.

British stmr Gulf of Ancud, 1,686 tons, from Philadelphia or Baltimore to Tampico, coal, $1.45, February.

British stmr Sellasia, 2,263 tons, from Fernandina or Savannah to the continent with general cargo, p t.

British stmr Mantinea, 1,737 tons, from two ports north side Cuba to New Orleans, Philadelphia or New York, with sugar, 8¼c.

British brk Trinidad, 626 tons, from south side Cuba to New York with cedar and mahogany, $10; British brk Westmoreland, 698 tons, same, option part round logs at $18.

DANGERS TO NAVIGATION.

Delaware Breakwater, Jan 31—Pilot boat Philadelphia reports a dangerous derelict six miles off shore, Cape Henlopen light bearing WNW, Hen & Chicken Shoal buoy bearing SW by S, and Overfalls lightship bearing N by W.

NOTICE TO MARINERS.

Portland, Me, Jan 31—Goat Island Ledge second class can buoy, No 9, reported dragging down the stream about 600 feet in Portsmouth harbor, Jan 18, was replaced Jan 29.

MARINE NOTES

Battle line steamer Cheronea, Captain Liswell, arrived at Calais, France, from Hamburg today.

Captain John Wood is building a wood boat of 50 feet keel at Riverside, N. S. John H. Trohey is master builder.

C. P. R. steamship Montezuma, which sailed from here on Saturday, took away 719 cattle for London.

Donaldson line steamer Kastalia sailed early yesterday morning for Glasgow direct with a large general cargo, including 549 cattle.

D. A. Huntley has the keel stretched for a fishing schooner of about 75 tons register at Parrsboro, N. S. It will be ready for launching early next summer.

The Head line steamer Inishowen Head, Captain Pickford, arrived Saturday afternoon from Dublin via Ardrossan, in ballast, to load for Belfast with a general cargo.

It is recommended that the saved portion of the cargo of bark Star of the East (Br.), from New York for Axim, before reported wrecked off the coast of Africa, be sold at auction.

The valuation of the outward cargo of the Allan line steamship Tunisian, now on her way to Liverpool from this port, is as follows: Canadian goods, $117,843; United States goods$ 42,389. Total, $126,232.

Fishermen are outspoken in pronouncing the new Cape Sable fog alarm "no good." The blast is sharp but the sound travels only in the direction the horn is pointed. It can scarcely be heard at the Marconi station, 500 yards away.—Yarmouth Telegram, Feb. 1.

ST. JOHN'S, N. F., Feb. 1.—Captain Arthur Jackman, a well-known Arctic explorer, died here today. Captain Jackman was 64 years of age and was a native of Newfoundland. He was in command of the ship which carried Commander Rovert E. Peary to Greenland on the later's first expedition in 1886.

Saturday's Boston Post states: That the new turbine steamer Governor Cobb left India wharf, Boston, on Friday night for Portland, taking the place of the Calvin Austin, which has been transferred to the St. John division, lately conducted by the Governor Cobb.

Not.—The Calvin Austin will be here tomorrow afternoon.

A telephone message from Point Lepreaux yesterday stated that there had been a storm all night and that Sunday morning the wind was blowing a hurricane at 67 miles an hour. From the point along to Mace's Bay some 1,500 or 2,000 deals, evidently the deck-load of some schooner westward bound, were washed ashore early yesterday and the fishermen and Indians were kept busy picking up the lumber.

Owing to the enterprise and daring of Captain Herbert G. Calhoun, of the steam tug Patience, Walter J. Tice of Hackensack, N. J., owner of the tug, was awarded $4,500 yesterday by Judge Dodge in the United States District Court for services rendered in assisting the Leyland steamship Devonian off Scituate Beach, where she ran aground in the morning of Feb. 15 last.

Of the award, $3,300 goes to Walter J. Tice, owner of the tug, $500 to Captain Calhoun and $700 to the 13 members of the crew to be divided in proportion to the wages of each.

The value of the Devonian with her cargo and freight at the time of the stranding was estimated at $800,000.

The story of how Captain Calhoun raced with three or four other tug boats down the harbor on their way to assist the Devonian and beat them out by three miles is one of the stories of Boston's water front.

About an hour before Captain Calhoun reached Boston, coming down with a tow from Salem, the news that the Devonian had run aground in a fog of Scituate was common talk along the water front.

It was not until he had come ashore after placing his tow that Ctpainshrdlumhmm ter placing his tow that Captain Calhoun learned of it, and the fact that several tugs had already put out to assist the Devonian.

He had a new $500 hawser aboard and decided to try it on the Devonian.

When he reached the stranded ship the other tugs that had put out before him were three miles behind. After speaking the Devonian he cast his new hawser aboard. It was made fast, and he started to pull the big steamship off the sandy bottom on which her prow was resting.

Less than 15 minutes, the court found, was consumed by the tug when the steamer floated and cutting the hawser steamed to Quarantine.—Boston Post.

N. Y. STOCK MARKET

Monday, February 4.

New York Stock Market and Chicago Market Report and New York Cotton Market. Furnished by D. C. Clinch, Banker and broker:

	Saturday's Closing	Today's Opening	Noon
Amalg Copper	118⅛	110¾	111¼
Anaconda	271½	271½	272¼
Am Sugar Rfrs	130½	130½	130⅝
Am Smelt & Rfg	141½	141	140⅜
Am Car Foundry	42⅜		
Atchison	100½	99¾	100¼
Am Locomotive	71	70½	70½
Brook Rpd Trst	72	72	72¼
Balt & Ohio	115	115	115
Chesa & Ohio	49½		49
Canadian Pacific	180¾	179½	179⅝
Colo F & Iron	47	47	47⅛
Erie	34½	34⅜	34⅜
Illinois Central	157		
Kansas & Texas	36	36	36
Louis & Nashville	133¾	133	132½
Missouri Pacific	86	85¾	85½
N Y Central	125	125	125¼
Peo C & Gas Co	96		
Reading	120⅜	120	120¼
Reading, pfd	33	34	34¼
Reading, 2nd pfd	69		
Pennsylvania	130⅜	129¾	129⅝
Rock Island	25⅜	25⅛	25½
St Paul	146¼	146	146½
Southern Ry	26⅜	26½	26
Southern Pacific	92⅛	92¼	92¼
St Louis & W	153⅜	152¼	153⅛
St L & W, pfd	66		
Union Pacific	171¼	170⅜	171⅛
U S Steel	43⅞	43⅞	44
U S Steel, pfd	105¼	105½	105½

CHICAGO MARKET REPORT.

May Corn	46	46	46
May Wheat	78⅝	78⅝	78½
May Oats	39⅛	39	39
May Pork	17.40		
July Corn	46½	45⅞	45⅞
July Wheat	78½	78½	78
July Oats	36⅛	36⅛	36⅞
July Pork	17.50	17.50	17.50

MONTREAL QUOTATIONS.

Dom Coal	60b	60b	60b
Dominion I & S	19⅝	19¾	20⅛
Dom I & S, pfd	56	56b	57
Nova Scotia Steel	69¼	71	70⅝
C P R	180½b	179	179¼
Montreal Power	89½		
Detroit United	78¼	78	78

NEW YORK COTTON MARKET.

March Cotton	9.12	9.13	9.20
May Cotton	9.30	9.28	9.37
July Cotton	9.42	9.47	9.54
October Cotton	9.68	9.74	9.74

NEWS FORECAST FOR THIS WEEK

The time of both the senate and the house this week will be taken up with the consideration of appropriation bills. In the senate the Indian bill is now under consideration, while the house has the river and harbor bill under way. Several days will be required to dispose of each of these measures and when they shall have been finally voted upon the senate will take up the army bill, and the house the navy bill. These four measures will practically monopolize the time of the two bodies, as there are many points in each of them over which there is a wide difference of opinion. It is expected that the senate amendment to the Indian Territory matters will develope debate concerning the administration of business in that territory, while the question of big battleships will be fought out in the house in connection with the consideration of the naval bill.

Proceedings in the trial of Harry K. Thaw, charged with the murder of Stanford White, have reached the stage where the actual taking of testimony will begin on Monday unless more of the jurors already selected are excused when the court resumes its session. Rumors that District Attorney Jerome was not quite satisfied with one or more of the jurors admitted to the box have been circulating since Friday, when the jury was completed, and this, together with the fact that the talesmen not yet examined were required to report Monday, may mean that the long drawn out process of selecting jurors will be continued for another day. If the jury, as completed, is allowed to stand, there appears to be nothing to prevent the beginning of the trial.

The taking of testimony concerning the conduct of the colored troops at Brownsville, Texas, which resulted in their dismissal by the president, is expected to begin before the senate committee on military affairs in Washington on Monday.

A conference between President Roosevelt, Secretary Root and the San Francisco Board of Education, which Mayor Schmitz will attend, is expected to be held in Washington Friday or Saturday to discuss the Japanese school question. It is understood that the president will endeavor to induce the board of education to rescind its action excluding the Japanese children from the schools.

James Bryce, British ambassador to the United States, is to be tendered a dinner by the Pilgrims of London, at the Savoy, February 6. Several cabinet ministers have accepted invitations and many other notable persons will be present. The American ambassador, Whitelaw Reid, probably will propose the health of Mr. Bryce and the speeches of the two ambassadors are expected to sound the keynote of the friendly relations existing between their respective countries.

Capt. Walter Davis, of steamer Premier, was a sufferer by the earthquake at Kingston to the extent of from $1,000 to $1,500, by the wrecking of his new house.

MARRIAGES

QUIGLEY-SWEENEY — At Montreal, on Jan. 30th, by Rev. Mr. Gates, Miss Maud Sweeney of St. John, to George R. Quigley of Montreal.

DEATHS

FOWLER.—Suddenly, at 31 Garden street, on Feb. 2, Joseph A. Fowler, aged 84 years. Funeral from St. Paul's church Tuesday at 2.30.

TAYLOR—At 93 Pine street, Malden, Mass., suddenly, on Jan. 31st, George Taylor.

LENIHAN—In this city, on the 4th inst., John Lenihan, in the 73rd year of his age, leaving three daughters and two sons to mourn their loss.

Funeral on Thursday at 8.30 a. m. from his late residence, 214 Union street, to St. John the Baptist church. High mass of requiem.

CONDENSED ADVERTISEMENTS

(Too late for classification.)

TO LET — A FINE STORE, NO. 11 KING square, north side, now occupied by Robert Garnett. Apply to LOUIS GREEN. 2-4—6t

WANTED—TO BUY, A LARGE SIZE second hand safe. Write with particulars as to size, price, etc., to Post Office box 348. 2-4—1t

FOUND — A FOUNTAIN PEN, ON SATurday. Owner can have same by applying at 81 Union street, west end, and paying for this advertisement. 2-4—1t

WANTED AT ONCE—A GOOD KITCHEN girl. ST. JOHN HOTEL. 2-4—6t

KITCHEN GIRL WANTED — APPLY CARVILL HALL. 2-4—tf

WANTED — WORKMEN AT THE PROvincial Chemical Fertilizer Works, Crouchville. Steady work for good, steady men. Apply at once to the superintendent. 2-4—tf

LOST — SUNDAY, BETWEEN PORTLAND Parks streets, via Rockland Road, lady's open-face gold watch, with fob attached. Advise Times office. 2-4—tf

METAL POLISHER WANTED — APPLY J. GRONDINES, 24 Waterloo street. 2-4—tf

LOST — JAN. 31ST, NEAR THE GOLF links, a gent's open-faced silver watch, with leather fob attached, American-Waltham movement. Initials, T. H. B., enameled on face, and L. E. B. engraved on back. Reward on return to Clifton House. 2-4—1t