

Montreal Light, Heat and Power Company

To Gas and Electric Light Consumers :-

NOTICE OF REDUCTION IN RATES:

In pursuance of its adopted policy to sell its products at minimum rates, consistent with the best possible service, THE MONTREAL LIGHT, HEAT & POWER COMPANY has pleasure in announcing to its patrons its seventh consecutive annual reduction in gas and electric service rates. The reduction based on present net rates represents over 2 1/2% in the price of gas and 6 1/2% in the price of electric light.

RE ELECTRIC LIGHTING:

The present reduction applies to aerial or overhead service only. Underground service, owing to the relatively large investment costs, will be charged present rates, where underground service has been established, from aerial or overhead service to underground service rates.

GAS SERVICE:

PRESENT RATE: \$1.00 per 1,000 c.f., less 10%

REDUCED RATE: \$1.00 per 1,000 c.f., less 15%

ELECTRIC LIGHTING SERVICE--5 Year Contracts.

PRESENT RATE: 8c. per K.W.H., less 20%

REDUCED RATE: 8c. per K.W.H., less 25%

EXPLANATORY

Discounts apply only for 10 days' payment, after rendering of accounts; otherwise gross rates will be collected. The reduced rates are effective from July, 1914. Meter Readings and will apply automatically to existing contracts.

RE ELECTRIC LIGHTING SERVICE:

All 5 year contracts are subject to cancellation by Consumer without indemnity, in the case of Commercial Houses in the event of Consumer giving up business, and, in the case of Residential in the event of Consumer giving up housekeeping or removing to territory beyond the Company's limits of supply.

RE GAS SERVICE:

Prepayment Meters—Owing to the impracticability of altering the mechanism of prepayment (slot) meters, cash relates for service supplied through this class of meter will be allowed by the Company from time to time, when the accruing rebates have aggregated \$1.00.

MONTREAL LIGHT, HEAT AND POWER COMPANY

Montreal, June, 5th, 1914.

BASEBALL RESULTS

INTERNATIONAL

Providence, 1; Baltimore, 1. Other games postponed—rain.

NATIONAL

All games postponed—rain.

AMERICAN

Chicago, 2; Cleveland, 0. Other games postponed—rain.

FEDERAL

Indianapolis, 7; St. Louis, 6. Kansas City, 5; Chicago, 4. Other games postponed—rain.

INTERNATIONAL STANDING.

Team	Won	Lost	Pct.
Buffalo	24	11	.686
Rochester	22	14	.611
Baltimore	23	15	.603
Providence	19	17	.528
Newark	18	17	.514
Toronto	16	18	.471
Jersey City	12	24	.333
Montreal	11	27	.289

AMERICAN LEAGUE STANDING.

Team	Won	Lost	Pct.
Philadelphia	31	15	.674
Washington	26	16	.619
Detroit	25	18	.581
St. Louis	21	19	.525
Boston	19	22	.463
Chicago	17	24	.415
New York	17	24	.415
Cleveland	14	28	.333

NATIONAL LEAGUE STANDING.

Team	Won	Lost	Pct.
New York	23	12	.659
Cincinnati	22	16	.577
Pittsburg	21	17	.555
Brooklyn	21	22	.488
St. Louis	21	24	.466
Philadelphia	17	29	.367
Boston	11	26	.297

FEDERAL LEAGUE STANDING.

Team	Won	Lost	Pct.
Baltimore	22	15	.595
Chicago	19	18	.514
Indianapolis	17	17	.500
Brooklyn	17	17	.500
Pittsburg	19	20	.487
Buffalo	18	19	.486
Kansas City	20	22	.476
St. Louis	17	25	.405

AROUND THE CITY HALL

Mayor Martin Doesn't Care About \$350, but Will Maintain Principle or Quit.

Mayor Mederic Martin threatens to go out on strike. He warned the Controllers and the city officials yesterday that if he did not receive pay for his election and inauguration between his first day which elapsed between his election and inauguration he would resign. He had paid former Mayor Lavallee a mere bagatelle of \$350—the principle of the thing he is contending for. What seemed to annoy Mayor Martin was that ex-Mayor Lavallee was paid for the ten extra days, and the difficulty for the board is to decide how the city can pay two mayors at one time.

As the city charter was amended last winter the retiring mayor should remain in office until his successor was sworn in, this is the first time the difficulty has arisen.

At first the members of the board took the matter humorously, but at last point, summarizing the City Attorney and the assistant City Clerk for information.

When the City Comptroller said that he had paid former Mayor Lavallee for the ten days during which he had filled the duties of the Mayor's office, Mayor Martin declared bluntly that his predecessor had been paid money he was not entitled to have. He also said: "If I don't get my money you will write to Lavallee to reimburse the city."

Mayor Martin will not accept any subscriptions from city employees for the limousine motor car which his friends are to present to him in honor of his election as chief magistrate of Montreal.

A considerable discussion took place regarding the siding of the Montreal Tramways Company in Sherbrooke street between Cadieux and St. Lawrence, at the meeting of the Controllers yesterday. When Controllers Cote and Hebert moved that the track be allowed to remain in the street in view of the request of the Montreal Tramways Company that the company would require the track, Controllers McDonald and Ainey moved in amendment that as the company had discontinued service and as the city engineers were of the opinion that no line should be allowed along Sherbrooke St. that the city give instructions to have the track removed.

This was lost by 2 to 2. Mayor Martin voting with Messrs. Cote and Hebert. It was then proposed by the latter Controllers that he main motion be adopted by adding the words that as the company had the right to the line which connects with the line in Cadieux street, that Sherbrooke be paved with asphalt, the line of track

NEWS OF WORLD TOLD IN BRIEF

Daring Suffragette Forces Her Way to Very Foot of King NOT FORMED YET

Viviani is Waiting for Bourgeois Answer—Andrew Carnegie Adds \$2,000,000 More to His Institute's Funds, Total is Now \$24,000,000.

The King and Queen held court at Buckingham Palace last night, and in spite of all precautions a militant suffragette gained access to their presence and caused an interruption to the presentations.

The woman was attired in court dress, and her action caused profound astonishment. She continued to admonish the King, but her words were inaudible, as the conductor of the band in the gallery, quick to observe the incident, signalled to the band to play louder, and the woman's voice was drowned.

A disastrous storm has swept over western and southern Japan, and several hundred boats have been wrecked, and hundreds of people are believed to have been drowned. The steamer Mongolia rescued many seamen. A hundred houses in Nagasaki have been blown down.

The hearing of the proceedings taken by the C. P. R. against the owners of the tug, Storstad was again postponed yesterday afternoon, owing to the unavoidable absence of counsel for the railway claimant.

The French ministry to replace that of Premier Doumergue, which resigned June 2, has not been formed. Rene Viviani, the former Minister of Public Instruction, who has been requested by President Poincare, to organize a cabinet, was unable to submit a list of names to the President yesterday, but promised a definite answer this afternoon.

The delay is understood to be due to a strong desire to have Leon Bourgeois accept a portfolio of the Foreign Office, but he at first declined to do the same, and as he refused to do so, the President recommended the resignation of both President Poincare and M. Viviani, he agreed to take the matter under advisement.

Governor Glynn, of New York State, must decide before to-night, whether to go out on strike. He is expected to gather in Albany to-morrow.

The sub-marine boat tender Fulton, the first of her type, is to be launched at the yard of the Fore River Ship Building Company at Quincy to-morrow. Her sponsor will be Mrs. Alice Cary Shuttle, a great-granddaughter of Robert Fulton, the steamboat inventor, for whom the new vessel is named.

A large party from New York will attend the launching. The Fulton is propelled by oil burner engines. She is designed to convey sub-marines.

Mr. Andrew Carnegie has added \$2,000,000 to the many millions he has already given to support and endow institutions in Pittsburgh. This gift was announced last evening at a special meeting of trustees of the Carnegie Institute by Colonel Sam, president of the board.

The \$2,000,000 which brings Mr. Carnegie's total up to \$24,000,000 in gifts to the Carnegie Institute is to be equalized by divided between the institute and the schools of technology.

It was decided to send a report to the City Council recommending the paving of St. Francois Xavier Street from Craig to St. James street, at the cost of \$1,563.

The board increased the amount of salaries in the incineration department, though at the same time it was observed that with the exception of other improvements on the same scale, no money was to be spent for other departments. Supt. Nantel was granted an increase of \$500, making his salary \$2,500. The assistant, Mr. Rippe, who has just been appointed at \$1,076, was left at that amount. The other men in the department were increased \$100 a year.

That the Sunday observance law applies to all classes regarding the prohibition of manual labor was the gist of a legal opinion submitted to the Board of Control yesterday by the City Attorney, who had been requested by the Controllers to advise them on the matter.

ST. JOHN STATISTICS

More Money Withdrawn Than Deposited in Branch of Government Savings Bank.

(Special Correspondence.) St. John, June 5.—The May figures at the St. John Branch of the Dominion Government Savings Bank still show withdrawals much in excess of deposits. The figures were: Withdrawals, \$95,089.36; deposits, \$56,330.15. The customs receipts here for May were \$12,457.74, a slight decrease from those of May, 1913.

During May the building permits here totalled value of \$79,700, compared with \$71,500 for May, 1913. From January this year the total is \$244,200, as compared with \$1,152,000 for the same period last year, but the latter include some big propositions like the sugar refinery. The May 1914 figures are all for residence work except \$33,000 for brick car barns for the St. John Railway Co.

A Boston dispatch tells of the death of Daniel W. McCormick, for years proprietor of the Victoria Hotel in King street here. He was about 86 years old.

7,200 MOTOR CARS IN 1913.

Canada imported 7,200 motor cars from the United States in 1913, value of which was \$9,231,631. In 1908 Canada bought only 385 cars, worth \$700,000, from American makers. There are today 40,000 to 50,000 cars in use throughout the Dominion, with an average price between \$1,500 and \$1,600. This takes into account the many assembled in Canadian branch factories and not included in customs returns. Cars of Canadian manufacture average above \$2,000 each. British makes in Canadian trade are probably not more than 2 per cent, against United States sales of between 70 per cent and 80 per cent. The small demand for the British car is due partly to lack of aggressive selling methods, but also to the low clearance, which is not satisfactory on Canadian roads.

HAPPENINGS IN SPORT WORLD

The Greys with \$10,000 Comstock in the Box Defeat Orioles 2 to 1

GAME IS PROTESTED

Dunn Takes Exception to Umpire's Ruling. Fabre Ruling to be Given To-night—Resolute Beats Vanitie in Trial Race.

There was only one game in the international league yesterday; this was the meeting of Providence and Baltimore, Comstock, a \$10,000 finger, put out by Detroit, opposed Ruth, who has been doing great box work for the Orioles.

It was a pitchers' contest. At the conclusion of the 8th, when the game was called on account of darkness Providence had 2 runs and 5 hits to Baltimore's 1 run and 3 hits. A few minutes after the game was called the weather cleared, making it easily possible to finish the game, and on the strength of the umpire's failure to issue such an order, Dunn protested the game.

Scott, Chicago's great pitcher, allowed two men to reach first in the game with Cleveland yesterday. Jackson, Cobb's rival as a speed king, made the only hit credited to his club. Chicago won 2 to 0.

The Kansas City Federals have served notice on Blanding, now pitching for Cleveland, to appear before the court.

The Quebec branch of the A.A.U. of C. met to-night, and among other things the Fabre case will come up for consideration. It is rumored that the punishment meted out to the French-Canadian Marathoner will be so severe that he will be forced into professionalism.

MILLS IN ACTION

Operative Millers Have Original Exhibit at Convention in Buffalo. Buffalo, June 4.—Upwards of 1,800 members of the Fraternity of Operative Millers of America and other visitors are attending the 19th annual convention, in the Broadway auditorium, with welcoming speeches by John Styles, representing Mayor Fuhrmann, and Henry E. Saunders, representing the Chamber of Commerce.

The remainder of the morning programme included the reading of the annual reports of the Fraternity of Operative Millers of America, and Treasurer, F. Mueller, of Chicago, and Treasurer, C. G. Brantingham, of Toledo. This afternoon reports were given on "Moisture in Flour" by Manchester, England, and "Chemistry in the Manufacture of Flour" by Dr. J. A. LeClere of St. Louis, Mo. The entire floor is covered with exhibits, including two flour mills in operation, a complete bakery, and milling machinery of all kinds.

Two other addresses were: "Relation of Mill Owner to the Miller," by Frank Kell of Wichita Falls, Tex., and "How the Mill Can Best Serve the Baker," by Mark Bredin of Toronto, President of the National Association of Master Bakers.

DISCRIMINATION IN FREIGHT RATES

Problem Which Prompted Sending of Delegation to Ottawa not a New One FLOUR AND WHEAT

Difficult to Find the Differential in Rates For These Two Commodities—Risen During Year From Five to Twelve Cents.

(By Professor W. W. Swanson.) A deputation of millers, recently asked for some favorable consideration of their case with respect to the discrimination in ocean freight rates which militates strongly against the interest of the Dominion Canada miller whose rates vary for a steamship by the government in such a way that the millers could be assured of a square deal. The deputation has asked for a statement of the case in its entirety, and has promised to give it its earliest and best attention.

Not a New Question.

The problem is a most difficult one, and has faced the millers for some time. In November, 1912, another deputation consisting of representatives from the four largest milling companies of the Dominion—The Canadian Milling Co., Ogilvie's, Western Canada and Maple Leaf) waited on the government in regard of having these conditions remedied. The government, therefore, cannot claim in any sense to be ignorant of the pressing nature of the problem.

During the past year ocean freight rates have advanced in general, at different periods, all the way from fifty to one hundred per cent. As a result our flouring flour export trade is threatened in some extent, one who knows anything about the matter is not likely to doubt that the business has been hurt. The volume of exports may not have decreased, but the high rates have cut deeply into profits.

If rates had been advanced proportionately upon flour and wheat the millers, at least, would have had no chance to change their position. The failure to make commensurate advances in both these commodities, as we shall show, has been the hardest blow which the miller has received. It must not be gathered, however, from this that the remedy lies in raising the rate on wheat, for that would work out to the detriment of the Canadian farmer. The remedy lies rather in lowering the rate on flour, so that our millers may compete on more equal terms with their foreign rivals.

Naturally, as the steamship lines have pointed out, the transportation charges on flour ought to be somewhat higher than on wheat. For one thing, flour costs more than wheat to handle. The problem is to find the proper differential in the rates for the two commodities. For many years it averaged only slightly over two cents per hundredweight; but during the past year it has risen to from five to twelve cents per hundredweight.

Effect on Milling Industry.

The effect on the milling industry is obvious. A differential of two cents is nothing short of ruinous to our export trade in flour. The difference when figured out shows an advantage in favor of the foreign miller of three cents per barrel in favor of the 'British miller. Needless to say, a competition of these conditions must result in the loss of our Canadian millers from foreign markets.

In recent years our millers have been laying down their products in London, Liverpool, Glasgow, and other ports at absolutely the lowest price possible if they are to meet expenses and secure a small profit. If British millers are now entering the market and undersell us in flour made from our own wheat, to the extent of even ten cents per barrel, our millers might better give up the struggle without continuing to fight a losing battle.

British Millers Protected.

Free trade or no free trade, the present arrangement results in giving British millers an effective import duty. The report of the Chairman of the Dominion Railway Commission would indicate that little real help can be expected from government intervention. To tell the truth, the federal authorities who have received the deputations of our millers have not given the serious and earnest consideration to this subject that it deserves. The government ought either to build and control a line of steamships of its own or else subsidize a line over which it can maintain an effective control. The net cost would not be great, and the venture would be thoroughly justified if it served to prevent one of our largest and soundest interests from being placed in the hands of arbitrary transportation companies.

This brings us down to the subject of "free wheat." This includes also the question of free flour, the two being inseparable as the United States Government will not admit our wheat unless we admit American flour. This problem we shall discuss in our next article.

INCREASE IN SULPHURIC ACID OUTPUT.

According to annual returns made to the United States Geological Survey the production of sulphuric acid in the United States in 1913 was 3,538,595 short tons of 50 per cent acid, valued at \$22,566,482. This output does not include a small amount of fuming acid, but does include by-product acid—that is, acid obtained in the smelter industry. The acid produced at copper and zinc smelters in 1913 amounted to 786,298 short tons of 50 per cent acid, valued at \$4,846,272. The year 1913 is the third for which statistics of sulphuric acid have been collected by the Geological Survey. The 1913 output of 59 per cent sulphuric acid was 4,324,893 short tons rather than that of 1912.

WEATHER: FAIR

Vol. XXIX. No.

GREATER MONTREAL Municipal Debentures

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LOOKING FOR MORE THAN OIL SUPPLY

Proposal to Spend \$2,000,000 to Control Anglo-Persian Oil Co. RISE OF MESOPOTAMIA

Irrigation Plans Have Made Erstwhile Sterile Country a Source of Considerable Grain Supply—New Business Making.

(Special Cable to Journal of Commerce.)

London, June 6.—The proposed purchase by the government of a 22,000,000 acre interest in the Anglo-Persian Oil Company, whose production is about one-third of the Persian Gulf, continues to be very actively discussed in the financial district, and a good deal more at the back of the city. The step taken by the admiralty only to the most immediate question of securing control of a big oil supply for the navy, but also to relate the general development of Mesopotamia the irrigation works on the Euphrates and Tigris.

Quite apart from the interest the British government is acquiring in the Persian Gulf, there are many reasons why important developments may be expected before long in the Persian Gulf trade.

One thing that the irrigation schemes of had into cultivation for grain, fruit, and other crops, at present have a large share of the trade, but it is understood that in one of the development which may be expected shortly, only English but also German and French financiers will participate. The Navigation Company are well represented in the ports of the Persian Gulf, and in well informed circles the name of Lord Incheape, the chairman, has been associated with the new scheme.

In reply to an inquiry, Lord Incheape declined to make any statement on the subject. No doubt an official answer will be forthcoming in due course. It is interesting to note that the Hamburg-Amerika has already a Persian Gulf and in France the possibility of a subsidized steamship service has long been discussed.

FIRST THROUGH CANAL.

Panama, June 6.—When the Alliant, the Panama Canal ship, passes through the Gatun locks on next Monday, she will be the first passenger vessel to use the locks of the canal, since its opening.