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Journal of Commerce**

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HON. W. S. FIELDING, President and Editor-in-Chief,  
J. C. ROSS, M.A., Managing Editor.

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Toronto—T. W. Harpell, 44-46 Lombard Street.  
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**The Day of Internment.**

The Prinz Eitel Friedrich was a regularly commissioned ship of the German navy, and as such was entitled to receive the common international courtesies on visiting a port in the United States, a country which was at peace with Germany. This is to be remembered in taking note of recent happenings at Newport News and vicinity. But considering that one of the chief exploits of the German cruiser had been to destroy a magnificent American ship engaged in peaceful commerce, it might have been thought that Americans brought into touch with her officers and crew would have been content to extend to the visitors just such attention as international law and custom required, and no more. It seems, however, from recent reports that some of the American authorities paid more than the necessary courtesies to those who had destroyed the William P. Frye, and rather went out of their way to lionize the German commander. That the American Government desire to honorably maintain the position of neutrals is probably as true as that the sympathy of the mass of the American people is with the Allies in the war. It is well to remember, however, that the "German-American" influence in the States is considerable, and apt to make itself particularly manifest in spots from time to time.

The commander of the German ship seems to have acted from the moment of his arrival in the United States without any definite aim, but with the hope that something might turn up that would give him a chance to take his vessel to sea again. He kept up appearances by making repairs, taking in fuel and provisions and preparing for departure. Just what he hoped for in the way of chance of escape is not easily seen. He apparently did endeavor to cling to the thought that something might happen to the enemy vessels lying in wait off the coast, or some circumstance arise which would give him an unforeseen chance to escape. The pretence put forward at the last moment that he had expected German warships to come to his relief will hardly be taken seriously. He must have known well that, excepting as to the operation of a few submarines making short cruises from German ports to the English coast, Germany's fleet had been securely bottled up by the British navy. The idea that in the naval situation that has existed for several months Germany could send a fleet across the ocean to do battle with the ships of the Allies off Virginia Capes is one that could hardly have been gravely entertained by the commander of the Prinz Eitel Friedrich. His actions while at Newport News seem to have been largely a piece of bluff, mingled, however, with the possibility that something might happen which would give him one chance in a hundred of escape. The chance did not come. That which to nearly everybody from the beginning was a foregone conclusion was accepted by the German commander on Wednesday evening, when he surrendered his ship and crew to the United States authorities, to be disarmed and put out of service until the end of the war.

Whatever may be said of the German commander's attitude at earlier stages. It must be admitted that in the end he took the sensible course. It is not necessary to question the courage of the German officers or crew. It is fairer to assume that if there had been a chance at all of escape, the commander would have taken it. But to have proceeded to sea under the conditions which faced him would have been, as the commander said in his letter to the American authorities, to "deliver crew and ship to fruitless and certain destruction." There are conditions under which it would be madness to engage in battle. Such conditions faced the German commander in this case. He was wise, therefore, in putting his ship for the remainder of the war period into the hands of the American authorities, and preventing the useless sacrifice of the lives of his crew.

The incident is not likely to be without its effect in neutral countries, and even in Germany itself. It is a further reminder, and a very striking one, of the complete command of the seas by Great Britain and her Allies. During the past few years Germany has spent enormous sums in the building of a navy, which, like all other things German, was to prove its superior power. Yet when the day of trial came this navy was found to be so weak that practically it became a negligible factor in the conflict. The sea is broad, and the few German vessels that were on it when the war broke out were for a little while able to keep afloat and do damage. But it was only a question of time with them. Capture or destruction was in every case inevitable. There was no escape from the British ships which searched every ocean where the Germans had been seen. The Prinz Eitel Friedrich is almost the last—and perhaps the very last—of these German vessels. The Kronprinz Wilhelm has not been heard of lately, and may have taken refuge somewhere. There is much evidence that the Karlsruhe, though not officially reported, has met her fate on the rocks off the island of Grenada, in the West Indies. The movements of the Prinz Eitel Friedrich have, on this account, attracted world-wide attention. For a while the German commander kept up a pretence of determination to resume his work on the ocean, just as Germany is trying to keep up the pretence that she believes she will win the great fight. But just as the end of pretence has come to the Prinz Eitel Friedrich, so it must come to the Kaiser and his Government. The bluff will be continued for a while; but the day of internment for Germany is not far off.

The spring drive and house-cleaning predicted by Kitchener is commencing. The French have made marked gains, and it will not be long before there is a forward movement along the whole line. Germany has shot her bolt.

The terms on which Germany is willing to accept peace, outlined in the news columns to-day, indicate that the Allies will have to do a great deal more fighting before the Huns are brought to a reasonable frame of mind. They still have their "nerve" with them.

Mayor Martin is to be commended for his efforts on behalf of the "Clean-Up Week" in Montreal. This city is by no means the cleanest on the continent, so that the efforts on the part of the Mayor and civic officials to clean it up should be supported by all good citizens.

Right Honorable H. H. Asquith yesterday celebrated the seventh anniversary of his premiership. Within a few weeks his term of office will have exceeded that of Lord Salisbury. He will then possess the record for continuous incumbency since the Reform Act was adopted.

Railroads in the United States have debts maturing this year amounting to over \$517,000,000. This is a large sum of money to pay, or else renew, so it is not any wonder that the railroads in the neighboring Republic have been striving to secure an increase in freight rates.

One of the serious problems which remains unsolved relates to the refusal of the unemployed in the cities to accept work in the country. While admitting that many of the out-of-workers in our cities would not make a success on a farm, it still remains a worrying problem. Probably the most satisfactory solution would be to make farm life so attractive that none of the young people now on the farms would leave. Surely there is some solution.

The failure of the International Mercantile Marine, the big steamship merger put through by the late J. Pierpont Morgan, was not unexpected. For one thing, the merger missed the guiding hand of the financial genius who created it. The merger in question was heavily over-capitalized. In fact, sufficient watered stock was injected into the concern to float the entire fleet of boats comprising the company. The failure of the proposition will do much to make the public suspicious of heavily capitalized mergers.

The Osler theory regarding man's period of usefulness is continually being shot to pieces. In this war nearly all the leaders of outstanding importance are men far past the Osler period. In the United States they are advocating that the Honorable Elihu Root be nominated as the next Republican candidate for the presidency of the United States. If he were elected he would be seventy-two years of age. Men everywhere are doing efficient work, although past the allotted "three score and ten" of the Psalmist.

In the seven months ended January 31st, Canada reduced her purchases of American made automobiles by \$4,000,000, and her purchases of bituminous coal by \$7,000,000. This country also purchased a smaller quantity of American made agricultural implements. Altogether our imports from the United States during the seven months show a decrease of \$38,000,000. The latest trade returns, however, show that there is a gradual increase in the amount of goods the Canadian people are purchasing; this applies both to home and foreign made goods.

According to a United States consular report from Petrograd, there has been a very marked increase in savings bank deposits since the outbreak of the war. The deposits in December, 1914, amounted to \$361,000; the deposits in December, 1914, to \$14,987,000. In the first two weeks of January, 1915, the deposits were \$155,000; for the corresponding two weeks in January, 1915, they amounted to \$7,880,000. These figures speak for themselves. The Consul, however, gives the following as a partial explanation:—

"So far as the poorer classes are concerned, the increased savings are undoubtedly due to the absolute prohibition of the sale of vodka, while among the more well-to-do classes a variety of causes may be mentioned. The only two ports that have been open to trade since the beginning of the war—Vladivostok and Archangel—have been occupied almost exclusively with Government consignments, so that the importation of foreign articles of luxury has practically ceased. Further, the business of the restaurants and cabarets and the amount of private entertaining have been greatly curtailed. The severe retrenchment in the imperial theatres has also had its effect."

**THE WORLD'S GREATEST WARSHIP LAUNCH.**

The latest addition to Uncle Sam's Navy, the super-dreadnought Pennsylvania, has taken the water in Hampton Roads. Among her other distinctions she will bear for a time at least, that of being the mightiest ship of war afloat. Of a displacement of 31,400 tons, she outranks in this respect the mighty ships of England's Queen Elizabeth class by 3,000 tons, although these latter are more formidable in both speed and armament. Whereas the Pennsylvania is designed to make twenty-one knots and carried twelve fourteen-inch guns in her main battery—the largest caliber gun that we have yet put afloat—the Queen Elizabeth has a speed of twenty-five knots and carries eight monster fifteen-inch guns in her main battery.

It is interesting to note that the keel of both the Pennsylvania and the Queen Elizabeth were laid down in the same year—1912. England has outstripped us in the work of completion. The British ship is to-day and has been for several weeks with the Anglo-French fleet now pounding away at the forts of the Dardanelles, but it will be several months, at least, before the Pennsylvania is ready to go into commission.—Philadelphia Press.

**STRIKE GERMANY INDUSTRIALLY.**

The principal business of the Allies, Mr. Belloc rightly says, is to defeat the German armies in the field; but if they can strike at the manufacturing provinces they will be dealing a vital blow at Germany's capacity for continued resistance. We think this view is so sound and so important that it must take a prominent place in any speculations about the future course of the war.—London Times.

**HAUGHTY MASTERSHIP.**

"The North Sea is commanded by the German navy," says the Frankfurter Zeitung. Or, as the man under the bed replied to his irate wife's challenge: "I won't come out, I will be master in my own house."—Wall Street Journal.

**MAINE PRISONERS TO WORK ON ROADS.**

For the first time in the history of New England prisoners will be put to work on the roads, probably on Thursday, when about twenty from the Cumberland County jail will be taken to Cape Elizabeth to work on the highways. The men will wear ordinary overalls and jumper suits, with good strong working boots. The prisoners will be taken to and from work for the present in an auto truck, leaving the jail in time to start work on the road at 7 o'clock. They will have an hour for dinner and quit work at 5 o'clock. Two guards will be employed, one for each ten men. Specially good fare is to be the lot of the prisoners working on the roads, and it is doubtful if it will not be considerably better than that which falls to the lot of many a working man. Clothing, transportation, food and working implements will all be furnished by the county, but for this a nominal charge is made to the town or city employing the prisoners, which in the case of Cape Elizabeth is understood to amount to a cost of about \$1 a day for each prisoner.—From the Lewiston Journal.

**SAVE THE BABIES.**

This work of saving baby life is one that is to be commended for patriotic as well as humanitarian reasons. It is better for Canada to rear her own children than to encourage immigration. Every little life saved by the guild is an addition to the national assets.—Hamilton Herald.

**"A LITTLE NONSENSE NOW AND THEN"**

Newport News news takes on a livelier interest since that German cruiser slipped in there.—Southern Lumberman.

Woman (separated from husband in crowd):—I'm looking for a small man with one eye.  
Policeman:—If he's a very small man, may be you'd better use both eyes.—Boston Transcript.

Johnny (in Christian Register)—Mother, my toes are not as hard as leather, are they?  
Mother—No, Johnny.  
Johnny—Then, mother, how do they wear themselves through my shoes?  
"Son, I hear you had a fight with another boy."  
"Yes, dad. He began it."  
"But you must extend the olive branch."  
"And if he refuses to accept it?"  
"Crack him over the head with it."—Louisville Courier-Journal.

"Did she get her \$170,000 damages from the railroad?"  
"No; the jury decided that the accident was due to her extremely tight and fashionable gown."  
"And did she find fault with the verdict?"  
"How could any true woman find fault with a verdict like that?"—Louisville Courier-Journal.

"Lady," said the pilot of the club members who had assisted Horatio Hangover to get home, "here is your husband."  
"But why," she ejaculated as she opened the door, "why did you bring him up the back way?"  
The pilot answered: "Because there's a sign out there that says: 'Deliver All Packages in the Rear.'"  
—Detroit News.

It was never a happy day for Sammy's painstaking father when his young hopeful's school report arrived at his Boston home. As for Sammy himself—well, he was a philosopher. The awful day had come once more, and father was in the lowest depths of misery. "Sammy—Sammy," he groaned, "why is it that you are at the bottom of your class again? 'What does it matter, father, whether I am at the top or the bottom?' queried that wise youth. 'They teach the same at both ends, you know!'"

Mayor Bell, of Indianapolis, said the other day: "The war bulletins, which used to announce the taking of provinces and army corps, announce now the taking of single trenches, or single farm-houses—they announce, like a football game, gains of a few yards."

"It's fine work, very fine work. It reminds me of the jockey who was a trifle overweight—only a trifle, mind; but this trifle was enough to disqualify him."  
"James," said his owner, after the scales had told their tale, "is there nothing more you can do?"  
"No, sir. Nothing."  
"Are you shaved and hair-cut?"  
"Half an hour ago."  
"Nails?"  
"The jockey showed his nails. They were trimmed to the quick."  
"You'd better get your tonsils cut, James."  
"But this, too, had been done."  
"Well, then, James," said the owner, "there's nothing for it but to have your appendix taken out. Hurry off to the hospital now, or you'll be too late!"  
—Washington Star.

**TAKEN AT HIS WORD.**

The crew of the Harpagon, one of the British ships torpedoed off Beachy Head, arrived in London yesterday. Mr. S. Harper, the second officer, describing the experiences of the crew, said the ship was sailing down the channel at the rate of about 1 1/2 knots.

"We had just sat down to tea," said Mr. Harper, "at the engineers' table, and the chief engineer was saying grace. He had just uttered the words: 'For what we are about to receive may the Lord make us truly thankful,' when there came an awful crash."—From the London Times.

**CHILD LABOR.**

A state that puts the children in the mills has to keep on building hospitals and institutions to shelter the results.—Philadelphia Ledger.

**THE DAY'S BEST EDITORIAL**

**CASTING OUT THE DEMON.**

It is Mr. William Jennings Bryan's fate to be always the too early heptic. If it were noticed that fifty years from now men should wear knickerbockers, Mr. Bryan would appear to-morrow in them and catch the frost of stern men's contemptuous opinion. Mr. Bryan, we believe, is always right and always premature, possibly in some things so premature that the suns will cool in their courses before an errant human nature will justify his prognostications.

Nevertheless, behold him sustained again in a radical undertaking. It was radical for Mr. Bryan to banish the fermented juice of the grape from the table of state occasions, even in this plain republic, and when the plight of the diplomatic corps, constrained to be Mr. Bryan's guest and finding the tedium lightened only by grape juice, was considered, men were stern in their disapprobation of the conduct of our secretary of state.

Grape juice became a hissing and a by-word, meretricious as that juice is, which mocks not, neither does it tempt nor betray the tongue nor the reason.

Now there enlists with Mr. Bryan so notable a personage as George V., King of the United Kingdom, and Emperor of India, ruler of the British Empire over the seas, and arbiter of form if not the mold of fashion. The emperor-king will renounce malt, vinous and spirituous liquors if it be needed to set an example to the rum ridden English, whose deplorable state of inefficiency in times of stress proves disastrous to the British Empire in war.

Grape juice will be the drink in Buckingham Palace and on social occasions of high state in England nothing more intoxicating will be served.

We know that the King has suggested a wise and prudent course, one which may have no consequences in the fast set of English society, but which will be wonderfully impressive where its influence is needed the most.

Trying times have searched out the weaknesses caused by the demon rum and the evil that it does stands apparent. From the ignorant Villa in Mexico to the King of England, from the President of the French Republic to the Czar of all the Russias, men of intelligence and concern for their fellow man have recognized the enemy of a sound body and a good mind.

Mr. Bryan is a prophet of admitted astuteness.—Chicago Tribune.

**WHEN A FELLOW IS OUT OF A JOB.**

All Nature is sick from the heels to her hair. She is all out of keder and out of repair. When a feller is out of a job. Hain't no juice in the earth, or no salt in the sea. Hain't no ginger in life in this land of the free, And the universe ain't what it's cracked up to be. When a feller is out of a job.

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When a man has no part in the work of the earth He feels the whole blunderin' mistake of his birth. When a feller is out of a job.

He feels he has no share in the whole of the plan, That he's got the mitten from Nature's own hand, That he's a rejected and left over man. When a feller is out of a job.

For you've lost your hold with the rest of the crowd, And you feel like a dead man without any shroud, And you crawl in a dread, but you are out of the game; Yes, dead with no tombstone to puff up your name, You may hustle about, but you're dead just the same. When a feller is out of a job.

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**CANADA'S TILLED LAND.**

Anticipating high grain prices for several years because of the war in Europe and the consequent shortage in supply, farmers of Alberta have broken more land this season and have done more fall ploughing than on any previous year. The increase of acreage is estimated to be ten to fifteen per cent. Stubble land in many districts, which farmers in the past have left untouched until spring, has all been turned over.

An early snow the first of October, followed by balmy weather, favored fall ploughing and as a result spring seeding in 1915 will be finished early. Heavy snows have fallen during November and December, so the prospects for large crops of wheat and oats in 1915 are promising. This year the total crop harvested in Alberta was 45 to 50 per cent. less than in 1913. This decrease applies to both wheat and oats. The failure was due to a protracted period of dry weather. In 1913 the total crop of wheat and oats was 21,610,233 and 44,078,325 bushels respectively.

Practically no wheat or oats are being exported to the United States this year, in marked contrast to the unusual movement of grain in 1913. The decrease is due largely to the tariff act of October 3, 1913. Rye is the only grain being exported to the United States, the declared value aggregating \$50,000 at the present time. Rye is on the free list of the United States tariff. There is a large importation of Indian corn into Alberta. Canada imposes no duty on Indian corn unless it is imported for distillation.—Boston Transcript.

**A NEW WAY TO STARVE OLD FRIENDS.**

There was a rumor in London last week that the British Government had bought up the whole of this year's Argentine wheat crop. Commenting on this remarkable story the London Statist says: "The transaction would not be so difficult as by many persons it is supposed to be." The wheat trade of the country is in the hands of fifteen persons and the really important ones do not number more than ten, and says the Statist, "if an arrangement could be arrived at with the ten principal dealers, we see no reason why the Government should not succeed in buying up the whole crop."

The estimate of the value of Argentine's surplus wheat crop is fixed at £30,000,000, which would be a mere bagatelle for a government which asks for a single vote of credit of £250,000,000. The transaction, if completed, would bring about lower prices, it being assumed that the British Government would re-sell at a low profit, not only in Great Britain, but all over the world. The Statist goes on to discuss the effect of such a purchase in two columns, and from all points of view.

**JITNEYS IN CANADA.**

Consul-General Mansfield at Vancouver, in a report on jitney operation in that city, says that they made their first appearance about January 1, 1915, and about 350 are now being operated. Average daily receipts of each jitney are reported as \$8 and the traffic of the British Columbia Electric Railway has been severely affected.

In 1915 the railway company carried 1,138,333 fewer passengers than in January, 1914, when the number of passengers carried was 3,364,062. In January, 1914, the company paid the city \$2,766 as its percentage of gross receipts of the railway, while in January, 1915, this payment was but \$1,816, a decrease of 33 1/3 per cent. It is estimated that the city will lose \$30,000 in these payments if the present decrease in electric railway receipts is maintained.—Wall Street Journal.

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**BANK OF MONTREAL**

(Established 1817)

INCORPORATED BY ACT OF PARLIAMENT

CAPITAL paid up - - - - - \$10,000,000.00  
RESERVE - - - - - 16,000,000.00  
UNDIVIDED PROFITS - - - - - 1,232,669.42

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Surplus - - - - - 3,750,000

TO EVERY DOG HIS DAY.

So far as England is concerned, the present is the day of the bulldog. And this is speaking literally, with no attempt at a joke. One of the side issues of the war is a boom in British bulldogs, and few fashionable women in England are now without one of these animals among their canine pets. A London paper says:—"Before last August toy dogs were all the rage, the bulldog being almost entirely ignored by women. The war has brought about a change, and toy Poms, Pekinese and similar breeds are at present under a cloud, while few ladies are showing any inclination for Great Danes or any other large dogs. Nobody now wants that most ungainly of all dogs, the German dachshund. Poodles and Borzois, representatives of our Allies, France and Russia, have many admirers; but the British bulldog is the favorite canine pet of the moment."—Southern Lumberman.

**EWING BUCHAN APPOINTED LIQUIDATOR OF BANK OF VANCOUVER.**

Mr. Ewing Buchan, curator in charge of the Bank of Vancouver for the Canadian Bankers' Association, was appointed by Chief Justice Hunter liquidator of the bank. Under the Chartered Bank Act a bank has ninety days after it closes its doors to meet its obligations before an application for receivership can be applied for. Although considerable efforts had been put forth by the management and directors to get new capital, it was without avail and the Bank of Vancouver now has to be liquidated. While it is expected that ultimately all the creditors will be paid in full, realizing on its assets under the present adverse conditions is naturally a slow process, and a considerable time must elapse before any substantial dividends may be expected.—British Columbia Financial Times.

**"WE ARE STARVING."**

On several occasions recently readers of The Globe have reported the receipt of information from Germany as to the increasing scarcity of food. The latest comes from a Canadian at present in Columbus, Ohio, who says:—"The maid in the house where I was staying last week received a letter from her sister in Germany. In this letter her sister referred to the new stamp on the envelope, and suggested that her sister remove the stamp, as it was rare, and some time might be very valuable. Her sister removed the stamp, and on the envelope over which the stamp was pasted was written 'We are starving!'"—Toronto Globe.

**WAR'S MOST TOUCHING EVENT.**

The sudden revival of the self-respect of the French people; the sudden return of confidence in their ability and their right to hold a place in the world; the most touching event of the great war up to the present time.—Cincinnati Times-Star.

**JUST KNITTING.**

Over the world the war-cloud lies,  
With heavy hearts and saddened eyes  
We scan the news from day to day.  
We read of loss by land and sea  
And marvel that these things can be.  
Yet do we ponder on the woe  
With folded hands and idle—"No,  
We're knitting.

The fingers fly, the needles click,  
An inward voice bids us be quick.  
And as we work we deeply pray—  
"O Heavenly Father, may it be  
This warring world some day shall see  
It is a bond of loving friends,  
Of sympathy that never ends.  
We're knitting."

—Caroline H. Burgess, in the Christian Register.

**STOCKS REACH NEW HIGH**

There was no let up in movements on the New Exchange

**BETHLEHEM STEEL**

Rock Island Became Strong on Interests Would Provide for Requirements.

(Exclusive Leased Wire to Journal)

New York, April 9.—At the opening of the market, trading was active and strong, paying no attention to the drygoods trade or to the collapse as a result of the rather violent movement in Bethlehem Steel. The general market was strong to be influenced by the news that the opening of Bethlehem was 2,000 shares simultaneously down to 107, and a few minutes later large transactions dropped to 103. Bethlehem Steel would soon close in place in the trading and the interest excited by its advance would be the standard stock.

American Can opened with sales for the latter a gain of a point on Thursday stock was helped by rumors of consolidation-trust suit.

Steel gained 3/8 on the first sale its advance by selling at 49 3/4 at 10 minutes. Rubber issues were notable.

New York, April 9.—During the market was very active, and steadily strong, although there was a slight advance by timid speculators that operations in Bethlehem Steel, however, seemed to be confident a new advance was in evidence.

U. S. Steel resumed its familiar advance to 51 1/4, a gain of 1 1/4, and for the present movement. So said about the prosperity of Bethlehem attention has been drawn to the stock, which is the largest factor in which stands to realize the greatest benefit from the expected industrial revival.

U. S. Rubber advanced 1 1/2 to 76, for the present advance, and closed Thursday's high price of 51 1/4 to 34 to 14 1/2, a new high.

New York, April 9.—Trading continued and stocks gained strength up to the hour, creating the impression that the early stages of a big bull market, may have had some effect but the chief re-awakening of public interest and relation which had been dead for a number of U. S. Steel on large trading advance it was predicted a decision in the stock would not be drastic. It was also monthly tonnage figures to be published weekly make a favorable showing. Reading of American Can developed substantial strength also was well bought, both these stocks by the belief that the companies would anti-trust suits now in the courts.

**BRADSTREET'S GRAIN REPORT**

New York, April 9.—Bradstreet's grain report...

**NEW YORK STOCK SALES.**

New York, April 9.—Sales of stocks from 2 p. m. to-day, \$924,165; Thursday, 483,258.  
Bonds, \$8,645,000; Thursday, \$2,999,000; day, \$1,920,000.

**DIVIDEND DECLARED.**

St. Louis, Mo., April 9.—Brown Shoe Co. declared the regular quarterly dividend of 10c on preferred stock payable May 1 to stockholders.

**PRICE OF COPPER ADVANCED.**

New York, April 9.—A large copper selling has advanced price of electrolytic copper to...

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