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U.S. Exported More Copper
Form Permanent Good Road Body
Figures for Past Six Months Equalled Total for Year 1906
495 MILLION POUNDS
Trend in Sales Abroad Have Mounted Steadily in Recent Months—For Current Year Lower Than in 1913.

(Special Correspondence.)
Washington, May 20.—Exports of copper from the United States in the six months which ended with March, 1914, amounted to nearly a half billion pounds, the exact total being 495 million pounds, or equal to the total for the calendar year 1906, and one and a half times that for 1902.
The trend in sales abroad has been steadily upward in recent months. The quantity of copper pigs, bars, ingots, and plates exported in November was 62 million pounds; in December, 76 million; in January, 72½ million; in February, 76½ million; and in March 85½ million pounds. Copper manufactures of all grades exported in March totaled 14 million dollars, practically equal to that for the entire fiscal year 1905, double that of 1902, and six times that of 1899.
In every instance, as shown by the official reports of the Bureau of Foreign and Domestic Commerce, Department of Commerce, exports of copper pigs and bars have been larger during each of the past six months than in the corresponding period a year earlier. The single month of October last included a total of 67½ million pounds, compared with 59 million in October, 1912; November, 62 million pounds, against 46 million; December, 75 million pounds, against 57½ million; January, 72½ million, against 62½ million; February, 76½ million, against 62½ million; and March, 85½ million, against 83 million in March of the preceding year.
Prices of copper in the current year are considerably below those of 1913. In March, for example, the average whole sale value per pound of copper pigs, bars, etc., exported from domestic ports was 14.4 cents, compared with 14.9 cents in March, 1913; in February of the current year, 14.7 cents, against 18 cents in February of last year; and in January, 1914, 11.2 cents, compared with 16.8 cents in January a year earlier.
The manufacturing countries of Europe take nearly all the copper exported from the United States. Out of 140 million pounds of copper pigs, ingots, and bars exported last fiscal year, 735 million pounds, Germany having taken 350 million pounds, the Netherlands 180 million, Belgium 120 million, and the United Kingdom a little more than a million pounds. Italy, Austria-Hungary, Belgium, Sweden, Russia, and other countries which are the only remaining countries to which the exports of last year exceeded 4 million pounds.
Copper ranks high among the articles exported from the country, being exceeded only by raw cotton and iron and steel. In the last calendar year raw cotton showed a total export of 575 million dollars, and iron and steel of 575 million dollars. The value of steel manufactures (including agricultural implements) 320 million dollars, while copper manufactures in the same year amounted to 145 million dollars. Present indications are that exports of copper manufactures in 1914 will approximate 150 million dollars.

Speakers Point Out Necessity of Having Trained Crews on Road Construction—Maintenance of Equal Importance.
A suggestion made by Ex-Alderman Dandurand that a Dominion Good Roads Association be formed, met with immediate and hearty support at the Congress yesterday and the nucleus of the organization was at once formed. Mr. W. A. McLean, Commissioner of the Department of Public Works in the Province of Ontario, who was asked by Mr. Dandurand to take his place in the address after he had finished the first part of the proposed and make a preliminary report to the Congress the following day, was asked to address the delegates. Mr. George A. McNamee, secretary-treasurer of the Good Roads Congress, Mr. W. J. Johnson, secretary of the Canadian Automobile Federation, Toronto, Ont.; Mr. W. H. Pennington, executive assistant, Washington, D.C.; and Mr. H. W. Pillow, president of the Automobile Club of Canada.

Trained Builders Needed.
The address by Mr. W. H. Pennington on "Important Considerations Entering into the Selection of Pavements for Roads and Streets" was practical and business-like. He insisted throughout his address on the necessity of trained men for the construction and maintenance of highways. Enormous sums of money had been wasted not only by those who had their roads constructed by untrained men, but by those who employed untrained men for the construction and maintenance of the roads. Mr. E. A. James, consulting engineer in charge of the Ontario Highway Commission, Toronto, Ont., was unable to be present, but he sent a paper which was read by Mr. W. Hubert, chairman of the committee on road-making, and the demonstration given by his experience that adequate maintenance is as much needed as good construction.
Major W. W. Crosby, consulting engineer, Baltimore, Maryland, gave an address on "Points to Remember in Road Construction with Road Improvement," and Lieut.-Col. W. N. Penton, honorary president of the Ontario Associated Boards of Trade, Belleville, Ont., in the course of "Good Roads as a Factor in the Progress of Cities and Towns." Colonel Penton suggested that the Congress should be made a committee of influence, and that a consultative committee should be appointed by the Congress to lay before Parliament a well-considered and detailed plan for accomplishing the best work by the best methods. The speaker said that all towns and cities should pay great attention to their roads, and that the roads leading to them were antennae and feeling nerves to knit them up with their source of supply.
Addresses in French were also delivered by Mr. R. Lehmann, engineer in charge of the French Government service on "Organization Administrative des Routes de France." As constant references had been made by the acting chairman, Mr. McLean, and other speakers to the excellent roads in France, the suggestions made by this expert were followed with close attention.
In the evening moving pictures of road-making in various countries and the marvelous changes wrought in districts by the use of the machinery now on exhibition, brought directly home to the large numbers who filled the hall the influences road-making has in the modern community.

Rate Decision Expected Next Month.
Washington, D.C., May 20.—From sources close to the Interstate Commerce Commission it is learned that the first decision in the 5 per cent. advance rate case may be expected before the first and fifteenth of June. Individual members of the commission are giving their spare time to a study of the record and they will be ready to discuss the question at the next conference, during the first two weeks of June.
The first decision is expected to be on the main question of whether the railroads have proved that they need additional revenues. Coupled with that the commission may decide whether such additional revenue, if needed, shall be derived by increasing agricultural rates, or by some means that has been suggested during the hearings. If it is decided that the railroads do need more revenue, an increase in freight rates is favored. It is not believed that the commission will at once approve the rates already filed, but will require further hearings to determine their reasonableness. There are approximately 250,000 new rates in these schedules, and it is generally believed that the commission will require them to be considered in detail before authorizing the roads to put them in force.
So far there has not been any attempt on the part of the Company to prove the reasonableness of the proposed rates. Their arguments have been directed solely to the question of the necessity for increasing the revenues.

DOMINION COTTONS CO.
Dominion Cottons Co. was ex-dividend to-day at 3/4 per cent.

News of World Says Merchants Express Service To Canada Happenings in World of Sport
Told in Brief Are Too Slow To Canada World of Sport
Now Thought that Felix Diaz is in Hiding in Toronto Hotel
British Trade Commissioner to Canada Tell Merchants What to Do
DOUMERGUE RESIGNS TRADE WOULD BE NIL
Rumor That He Will Abandon Premiership Before Opening of Parliament—Marines Protect Brand New Albanian Monarch.

There is every reason to believe that Toronto is at present harboring Felix Diaz, nephew of the former President of the republic, Porfirio Diaz. It is believed that Diaz is a guest at the Westminster Hotel on Jarvis street, where, with six other Mexicans he is living in the utmost seclusion. The party were in Niagara Falls, N.Y., Sunday and came to Toronto Monday morning, registering at the hotel simply as "Auguste del Rio and party."
Their movements have been completely obscured and it was only on advice from the hotel staff that the party was finally located at the Westminster. The leader of the party, on being interrogated, declined to admit the presence of Diaz and refused to discuss the personnel of the party. A member of the group bore a distinct resemblance to published pictures of Diaz. It is significant that five senators every day of their entry into the hotel by the rear door. They have also imposed every precaution upon the hotel staff.
Senor del Rio, the apparent agent of the party, has been in and out of Toronto several times during the past three weeks but returned on Monday with the other members of the party.
Evidence that administration leaders in the Senate do not propose to permit action on the tolls exemption bill, which was passed by the Senate last night, when Speaker Lester Kern announced that he would announce consent for a vote on the bill and the pending amendments on May 27.
Senator Kern said that in case the Senate did not agree to the bill he had in a few days to night would make their speeches. The majority leader was confident that the Democrats will be able to hold the Senate until the next session, and thought that despite the rejection of the bill on May 27, debate might be possible at that date and the vote taken then.
It is reported that Gaston Doumergue intends to resign from the Premiership before the opening of the session in June. He is understood to be in a situation which for new men to handle. No absolute decision will be made public, however, for at least a week.
The recent elections resulted in a considerable defeat for the Socialists. The entire political situation during the three years military service, the Cabinet of the Socialists are opposed. The cabinet is suggested to abandon its attitude against this bill, and thus it would be difficult for Premier Clemenceau to carry on his administration if the Socialists became hostile.

Ontario Incorporations.
Orient Social Club, St. Mary's Cement, Limited—\$1,500,000.
Armstrong and DeWitt, Limited—\$40,000.
The George Taylor Hardware, Limited—\$200,000.
Porcupine Vipond Mines, Limited—\$1,500,000.
The Ontario Textile Laundry, Limited—\$100,000.
The Kingsville Hotel Company, Limited—\$10,000.
Contracting Company Woodworker and City Properties, Limited—\$40,000.
The Milk Products Company of Canada, Limited—\$200,000.
Seaman and Sons Company, Limited—\$70,000.
The Berlin Office and Picture Company, Limited—\$60,000.
American Textile Machine Company, Limited—\$40,000.
British Canadian Import Company, Limited—\$1,000,000.
The Carlton Hotel Company, Limited—\$40,000.
The Hillcrest Park, Limited—\$40,000.
Industrial Organizers, Limited—\$40,000.
Welland Development Company, Limited—\$40,000.
Ontario Storage and Cartage, Limited—\$40,000.
The Bobcaygeon Rural Telephone Company, Limited—\$4,000.
Dunlop and Company, Limited—\$30,000.
The Volcanic Oil and Gas Company, Limited, has been authorized to increase its capital from \$1,000,000 to \$3,000,000.
The undernoted companies have been authorized to change their names: Montgomery and Company, Limited, is now The Standard Financial Agency, Limited.
The Ottawa Motor Transport, Limited, is now Ottawa Motor Transport, Limited.
The Canadian Tap and Die Company, Limited, is now Wells Bros. Co. of Canada, Limited.
Blair Bros. is now B. Blair Company, Limited.

APRIL RAILWAY EARNINGS OFF.
Gross For 50 Roads Shows Drop of \$4,466,000.
New York, May 19.—Preliminary gross earnings of fifty railroads for the month of April show a decrease of \$4,466,000, or 1.5 per cent. The preliminary returns of forty-five companies showed a loss of \$2,191,000. For February, forty-eight reported a decrease of \$4,465,000, while the preliminary returns of forty-five companies for January indicated a loss of \$3,713,000.
The returns of 484 railroads for the month of March were an increase of \$660,000 in gross and a gain of \$3,104,000 in net. That is the first monthly increase in gross reported by all the railroads in the country, and the first monthly gain in net reported since last May.
Ninety per cent. of the railways of Canada were again in the profit column, and that tipping was now optional and should remain so.
Senator Davis said he had some amendments on the same subject, which he would read at the present time.

Express Service Present System Grew Out of Spasmodic Traffic of Convenience
STARTED IN U.S. IN 1839
William Herndon Started Carrying Packages From New York to Boston—In Canada System Has Grown Up Under Control of Railways.

Express service is an expedited freight service carried on passenger trains under the personal care of an express messenger. In addition, in the towns, villages, and cities there is a delivery and a pick-up service. The companies performing the service do not own the means of transportation, the case with ordinary freight carriers. They make contracts with railways for the purchase of space for transporting goods. The express companies are concerned with office space and equipment, and horses, wagons, or motor vehicles for the pick-up and delivery of parcels.
Extent of Business.
Not only domestic, but foreign shipments are handled. In addition many other services are rendered. Commodities of all kinds are bought and transported on orders, and are also sold on orders. To care for, and expand this branch of the business properly, various companies maintain order and commission departments.
Express business is carried on through order and commission departments in four different ways: (1) a patron may deliver a commodity, subject to express shipment, to an agent of the company, to be transported to a certain buyer, and the agreed sale price collected; (2) a patron may deliver a commodity, subject to express shipment, to an agent of the company, who will undertake to sell it through other express agents to the best advantage on shippers' account and transmit the charges; (3) a patron may deliver a commodity, subject to express shipment, to an agent of the company, who will undertake to sell it through other express agents to the best advantage on shippers' account and transmit the charges; (4) a patron may deliver a commodity, subject to express shipment, to an agent of the company, who will undertake to sell it through other express agents to the best advantage on shippers' account and transmit the charges.
In the early days of railway travel in the United States, especially between New York and Boston, there grew up in the case of food supplies a business case of convenience. In such cases a friend in one city would send to a friend in another a package or bundle which some passenger would take to look after on the way. At other times the conductor or baggage man would undertake the service on a commission. Under such conditions, all the risks of loss through lack of transportation, had to be borne by the shipper.
In 1839, the modern express service began in the case of carrying packages, who undertook to carry packages between New York and Boston at fixed rates. He issued receipts for the packages, and assumed the risks in connection with their safe transmission. At first he constituted the whole service, travelling to and fro, carrying the packages in a couple of valises. As his business expanded, messengers were employed, who also travelled in the passenger cars. It was not until the late forties that an exclusive car for express service was put into operation.
The express service, therefore, arose out of Herndon's appreciation of a public need at a time when the railroads were in their infancy and the business with which they were concerned were freight and passenger.

Early History of Express Companies.
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MAPLE LEAF MILLING
Contract Awarded for New Structure for Company at Medicine Hat.
(Special to Journal of Commerce.)
Medicine Hat, Alta., May 19.—The contract for the erection of a \$1,000,000 mill for the Maple Leaf Milling Company has been awarded to Archibald, of Winnipeg, who built the Kenora Mill for the firm.
Work will commence immediately. Mr. Archibald being already on the ground. He expects to have the mill ready for grinding by the New Year.
INCREASE WEIGHT OF REFRIGERATOR CARS
Washington, D.C., May 20.—By a decision announced to-day the Interstate Commerce Commission will permit the Illinois Central and other railroads to increase the minimum weight from 10,000 to 15,000 pounds of special refrigerator cars on shipments of fresh meats out of Chicago.
This increase the Commission held to be reasonable, provided the roads eliminated the element of discrimination by providing a similar minimum weight from St. Louis.
The roads were given permission to file tariffs in accordance with this view by July first.

NEW BRANCH OPENED.
A branch of the Canadian Bank of Commerce has been opened at Rocky Ford, Alberta, under the management of Mr. J. H. Eakin.
actual capital invested. In one sense that is true; but viewed from another standpoint, these companies may be said to be mere extensions of the railroads themselves, and hence earning returns on capital invested. However, that may be the new Parcel Post arrangement will probably furnish the competition for which the public has clamored; and will also serve the express companies to give full service in exchange for the money of the people.

AROUND CITY HALL
Foreman Who Had Tendency to Criticize Mayor Loses His Job.
Foreman Desy, of the eastern division of the roads department, having made some uncompromising remarks about Mayor Martin, lost his job yesterday by the decision of the Board of Control. What Desy said was not reported in his exact words, but the several statements by employees of the controllers (that a change was desired, which was likewise the opinion of Mayor Martin, who suggested that the services of the foreman be dispensed with).
In a letter F. X. Tardiff, former foreman, declared he had been dismissed by Desy because he had taken on men recommended by Mayor Martin.
In enclosing the correspondence to the board, Mayor Martin said that under the circumstances Desy and the board proceeded to the reinstatement of Tardiff. This he "Resolved to approve the report of the board and to give instructions to the Chief Engineer accordingly," was the letter.
The resignation of E. E. Leger, secretary of the sewers department, was submitted to the board and approved. The secretary is leaving to better his position. There was no complaint of any kind made of the resigning officer regarding the retirement of the secretary.

The prospect of a settlement of the difficulty between the Montreal Light, Heat and Power Company and the city respecting the cost of lighting the streets, was held up by the fact that the company yesterday made a proposition to the Board of Control that it be made if the city would grant a contract for sixteen years.
The controllers and the company also practically reached an agreement regarding the lump sum on which the city is to tax the poles, wires and pipes of the concern. The city's contribution figure was \$250,000, which the company, through Mr. J. B. Sturges, its general manager, gave \$1,000,000 as a fair valuation.
The board decided to change the paving material for Sherbrooke street between St. Lawrence and Cadieux from paving blocks to asphalt.
A prominent member of the board stated after adjournment that, now, as two engineers had been for some time of this department this spring for cause, it was hoped the department would benefit thereby. A peculiar matter was then mentioned, which appears the tenders of the Chief Engineer are generally lower for street lighting than those of private contractors, but for some reason or other it has been generally found that private tenders for sewers were lower than those of the Chief Engineer. According to this member of the board, there has been a leak of inside information in the department.
An discussion it was the opinion of the controllers that it would be advisable at all to engage a special engineer for preparing the special reports on the property of the Montreal Water and Power Company. Controller Cote, in compliance with the decision of the City Council, proposed that Mr. Paul Mercier, the deputy chief engineer, and Controller Pelletier be engaged to examine and report on the physical holdings of the company and submit their findings as quickly as possible. Mr. Pelletier is marked for removal as a result of his special work without serious interfering with his own department.

BASEBALL RESULTS
International League.
Rochester, 2; Providence, 1.
Toronto, 4; Newark, 1.
Buffalo, 4; Jersey City, 3.
National League.
Pittsburg, 7; Boston, 5.
Chicago, 6; Philadelphia, 1.
St. Louis, 2; Brooklyn, 2.
New York, 5; Cincinnati, 2.
American League.
St. Louis, 3; New York, 0.
Boston, 8; Detroit, 2.
Chicago, 3; Philadelphia, 0.
Washington, 4; Cleveland, 4.
Federal League.
Buffalo, 11; St. Louis, 3.
Chicago, 4; Pittsburg, 0.
Indianapolis, 15; Brooklyn, 2.
Baltimore, 7; Kansas City, 3.

H. D. McLEOD DEAD.
St. John N.B. May 21.—A telegram has been received by Chief Justice LeDell telling of the death of Howard McLeod in Los Angeles. He formerly was 75 years old.
HILYARD PROPERTY FOR SALE.
St. John N.B. May 21.—The purchase of Hilyard mill property of 330,000 square feet on Strait shore by the St. John Harbor properties, a price list is announced. The new list is said to be about \$125,000.

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BATONS FOR MILITANT
London Police Take Some To Jail Others to Hospital.
(Special Cable to Journal of Commerce.)
London, May 21.—Scenes of the wildest description attended the attempt of Mrs. Emmeline Pankhurst and a group of militant suffragettes to march to Buckingham Palace this afternoon in order to present a petition signed by 100,000 women.
In order to prevent the women from carrying out their project, it was found necessary to mobilize fifteen hundred police who formed a complete cordon round the royal palace grounds.
Immediately on arrival of the procession outside the palace gates, Mrs. Pankhurst, who was in the first line, her followers onward and to overcome any attempt on the part of the police to frustrate their object. A rush was made, and soon the scene resembled a battle field, the police using their batons freely in an endeavor to drive the invaders back. Their efforts were met with a wholesale charge by the women, who also used batons, which they had concealed. Missions of every description were hurled at the police, who were early horsed with rotten eggs, paint and various other sticky substances. Many of the furious women were injured in the melee and had to be removed to the hospital or stretcher, while others were arrested and had to be strapped down, owing to their frenzied behavior, before they could be safely carried to the police station. The roadway was covered with remnants of clothing which had been torn from the women.

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