

tinued good and trade in a wholesale jobbing way was active.

In the West receipts show some falling off, though at many points they are still reported higher than a year ago. Prices are practically unchanged. There is an increasing deterioration in quality noticeable and the trade are now quoting prices to country shippers on a loss off basis. The movement into storage continues in Alberta, and also the carlot movement from that province to British Columbia. Cars are also reported rolling east from Manitoba.

Dealers who have been practically out of the market for eggs for storage purposes are now reported to be very aggressive at the lower values. Some operators believe the market will work still lower, but this is doubtful considering the flush of production is past.

The United States situation has been very unsettled. New York developed a very weak tone towards the middle of last week and declined one to two cents and Chicago went off about 1 1/2c. At the lower levels both markets are now reported steady. Storage space for eggs is said to be very scarce at New York and those who have none contracted for are finding it very difficult to obtain any.

**DRIED EGGS.**

The high cost of eggs in England has led to a much greater use of dried eggs and eggs in solution. One large firm selling dried eggs has undertaken an extensive advertising campaign to push these eggs upon the attention of retailers, who in their turn are being enabled by other advertising matter to attract their customers to the goods.

The dried eggs are entirely soluble and take up the water like a lump of sugar and thus give the perfect creamery liquid of a beaten shell egg ready for instant use on mixing. Dried eggs are no longer to be regarded as war food; they have come to stay. The firm predicts that in the near future the properly dried eggs will have become one of the very latest used and most important of our foods.—New York Produce Review.

We quote wholesales jobbing prices as follows:  
 Selected new laid eggs . . . . . 0.44 0.45  
 New laid stock . . . . . 0.42  
 No. 1 stock . . . . . 0.40  
 No. 2 stock . . . . . 0.38

**LOCAL FLOUR.**

During the week the domestic trade in spring wheat flour was quiet as jobbers and consumers were in most cases carrying the full quota of supplies allowed them. Prices remain unchanged, with car lots for shipment to the country quoted at \$10.95 per barrel, in bags, f.o.b. cars, Montreal, and to city bakers at \$11.05 delivered. There has been no improvement in the demand for winter wheat flour, and the market continues dull, but as stocks are light, with practically nothing offering from Ontario millers for prompt or future shipment, the tone of the market is firm, with broken lots quoted at \$11.40 to \$11.50 per barrel, in new cotton bags, and at \$11.20 in second-hand jute bags, ex-store.

A stronger feeling for rye flour was the only change in the market for flour substitutes. The demand continued steady and sales of broken lots were made at \$16.50 to \$17 per barrel in bags. For other grades of flour the market remained unchanged on account of the fact that supplies here are ample to meet all immediate requirements. Barley flour in broken lots sold at \$13.50 per barrel in bags; corn flour at \$12; Graham flour at \$11.05; and rice flour at \$9 per bag of 100 lbs., put up in 220-lb. sacks.

The export business in spring wheat flour was rather more active, as the Flour Department of the Wheat Export Co., Ltd., reports having made larger purchases than the previous week at \$10.64 per barrel, in bags, for all-rail shipment from the West, and at \$10.60 for rail and water shipment, f.o.b. vessel, seaboard ports.

**ROLLED OATS.**

The demand for oats products for export showed marked improvement and purchases amounting to over 10,000 tons of oatmeal were made at \$9.60 to \$9.70 and \$9.80 per barrel, in bags, f.o.b. vessel, at seaboard ports. Dealers are well supplied so the demand on domestic account was not great. Sales of broken lots of standard grades of rolled oats at \$5.10 per bag of 90 lbs., in cotton, and at \$5.15 in jute, delivered to the trade, while car lots were quoted at \$4.85 to \$5, ex-track. A fair trade in a wholesale jobbing way was reported in cornmeal, and prices are unchanged, with sales of Golden grade at \$6.25 to \$6.40, and bolted at \$4.50 to \$4.75 per bag, delivered to the trade.

**MILLFEED.**

Supplies of millfeed are plentiful and a steady trade continues to be done. The market was fairly active with prices unchanged. Sales were made of pure grain moullie at \$72, bran at \$35, shorts at \$40, and other grades of feed at from \$50 to \$80 per ton, including bags, delivered to the trade.

**LOCAL GRAIN.**

In the Winnipeg option market the price of oats showed a downward tendency, during the week, and the May future wound up at the lowest point, closing on Friday at 79 3/4c, a net decline for the week of 3 3/4c per bushel, and the July option sold down to 87c, but towards the close reacted 1 1/2c to 79 3/4c, and finally finished the week with another gain of 1c, closing at 80 3/4c.

Fluctuations in grain on Saturday at Winnipeg were:

**Oats:**

No. 2 C. W. . . . .	0.78%
Do., No. 3 C. W. . . . .	0.75%
Do., Extra No. 1 feed . . . . .	0.75%
Do., No. 1 feed . . . . .	0.72%
Do., No. 2 feed . . . . .	0.69%

**Barley:**

No. 3 C. W. . . . .	\$1.30
No. 4 C. W. . . . .	1.25

**Flax:**

No. 1 N. C. W. . . . .	3.60%
No. 2 C. W. . . . .	3.54%
No. 3 C.W. . . . .	3.32%

**STOCKS OF GRAIN IN STORE.**

The following table shows the stocks of grain and flour in store in Montreal on the dates mentioned:

	June 1, 1918.	May 25, 1918.	June 2, 1917.
Wheat, bush. . . . .	3,669,175	3,954,041	2,730,680
Corn, bush. . . . .	104,811	108,801	1,161,331
Oats, bush. . . . .	2,983,669	2,496,730	3,078,175
Barley, bush. . . . .	700,394	667,694	203,686
Rye, bush. . . . .			204,429
Buckwheat, bush. . . . .	8,222	8,222	
Flax, bush. . . . .	20,198	37,398	12,413
Flour, sacks. . . . .	32,526	32,499	71,529

**BUTTER AND CHEESE RECEIPTS.**

The following table shows the receipts of butter and cheese in Montreal for the week ending June 1st, 1918, with comparisons:

	Butter, pkgs.	Cheese, boxes.
Week ending June 1, 1918 . . . . .	14,587	47,033
Week ending May 25, 1918 . . . . .	10,795	27,720
Week ending June 2, 1917 . . . . .	11,268	44,126
Total receipts May 1, 1918, to June 1, 1918. . . . .	43,710	114,731
Total receipts May 1, 1917, to June 2, 1917. . . . .	38,229	121,069

**C. G. R. BOOSTING GREATER PRODUCTION.**

**Urging Employees to Cultivate Land Along the Right of Way.**

Property Owners Adjoining Will Also be Given the Chance to Raise Greater Crops.

With the idea of encouraging the greater production of food, the Canadian Government Railways is urging all employees who are in a position to do so, to apply for tracts of land along the right of way in various sections, and raise crops of garden vegetables, hay, oats, potatoes, buckwheat or grain.

Hitherto in several favorable localities convenient to stations, it has been the practice for the agents and section men to utilize the land to a limited extent for farming purposes. Near many of the country stations will be seen the small vegetable garden, and between stations the strips of land growing potatoes, or longer stretches with quite luxuriant crops of hay. Last year, in response to the call for greater production, there was a very considerable increase in agricultural activity along the right of way, sufficient at any rate to show that there are tremendous possibilities if only more of the land available for cultivation is utilized. It will easily be seen that there are miles upon miles of good land where good crops can be raised. In many sections the land is distinctly favorable.

Last year 182 permits were granted to persons who cultivated sections of land varying from small garden plots to stretches of over two acres, in District No.

2 alone. In No. 1 District one hundred and forty persons took advantage of the opportunity to raise crops. In a comparatively small section of No. 5 District 41 permits were issued and some really good crops were raised. In District No. 3 only 26 permits were issued, and only 18 on District No. 4. Prince Edward Island being such a fine farming district, there was apparently not much desire to utilize any available land along the railway track, for only twenty permits were issued.

This means that during the summer of 1917 some 243 acres were cultivated. According to returns received, the sections under cultivation were as follows:

District No.	Acres.
District No. 1 . . . . .	100.44
District No. 2 . . . . .	121.74
District No. 3 . . . . .	6.00
District No. 4 . . . . .	9.14
District No. 5 . . . . .	4.35
District No. 6 . . . . .	.80

There are no returns showing the extent of the sections cultivated on the right of way on the Prince Edward Island Railway, but the holders of permits there raised good crops of oats and potatoes.

It will easily be seen that in nearly all sections there is plenty of land available for those who are in a position to make use of it to increase production.

The Railway is thoroughly in earnest in its desire to assist in every way possible this greater production movement, and will place all desirable land at the disposal of those who will give a sufficient guarantee of their intention to properly till the soil and raise suitable crops. Permits for sections of land can be obtained from the Superintendents of the various Districts, who will acquaint the applicants with whatever conditions are required. The time for planting and seeding is now drawing near, and all persons desiring tracts of land are urged to make early application. Preference will be given first to employees of the railway, and then to the owners of property adjoining the right of way. All enquiries addressed to the Railway will be promptly answered.

**RAISING CROPS ON RAILWAY PROPERTY.**

**Canadian Government Railways Urging Employees to Cultivate on Right of Way.**

Employees of the Canadian Government Railways located conveniently near sections of the "Right of Way" where the soil is suitable for cultivation, are being urged to apply for such land as they can cultivate, and do their utmost to boost along the "Greater Production Movement."

In places where it is not feasible for employees to utilize arable land along the "Right of Way," the owners of property adjoining are urged to make proper use of it, not for pasture or grazing, but for the purpose of raising such crops as will materially add to the food supply.

The question of food is vital and pre-eminent. Next to munitions, the Allied countries need food. Everything in the way of food that can be grown is an important contribution to the Empire's needs. Whatever is raised for home consumption releases as much more for export. If our people generally raise their own potatoes and garden truck, the farmers will raise more oats and grain and buckwheat. On comparatively small patches of land enough can be grown to feed several people, and if many individuals make even what might be considered a humble effort, the total result will be of vast importance.

In many sections there is excellent land along the right of way. It has been the practice in some localities for station agents and section men to utilize strips convenient to their neighborhood for garden patches, and for growing oats, hay and buckwheat or potatoes. Last year there was considerable gardening, but when the total acreage of land available is considered, the agricultural attempts were really insignificant. It is felt that many miles of this land could be brought under cultivation, and the railway is showing its earnestness in the matter by offering the use of whatever land is available along the right of way.

Applications for railway land can be made to the Superintendent of the District. Preference will be given first to employees and then to the property owners adjoining. In cases where the right of way is through unoccupied land, any person who will guarantee a bona fide intention of raising crops may make application.

All enquiries regarding land permits addressed to the Railway will be promptly answered and the fullest information given.