

## THE GRAIN MARKETS.

The cash market is doing the most active trade on the Winnipeg Exchange. The Government as well as private buyers were in the market and a good business was done. Cash oats was in an indifferent state and there was very little movement during the early part of the week, however on Saturday some big lots changed hands, the Government and shippers being the takers.

A small 1917 crop according to the U.S. Government report caused wheat to take a jump at the end of the week. The official estimate is only about 16,000,000 bushels more than the quantity harvested in 1916 and as a result there were no offerings in futures, operators having to bid away up before they could induce sellers into the market.

The feature of the local cash market was the heavy demand for Manitoba barley for export. Manitoba feed wheat was also being asked for and several cars changed hands for both export and local requirements. The trade in oats has been slow and somewhat unsettled but the stronger feeling displayed by the Winnipeg market on Saturday puts local closing prices up 1c to 2c per bushel.

The local cash grain situation is as follows:

Grains: (Wheat prices are nominal).	Per bushel.	
Spring wheat, Manitoba No. 1	2.77	2.79
Do., No. 2	2.66	2.66
Do., No. 3	2.41	2.41
Do., No. 4	2.34	2.34
Winter wheat, Ontario No. 2	2.43	2.47
Feed wheat, Manitoba	1.35	1.65
<b>Oats:</b>		
No. 2 C. W.	0.79	0.80
Do., No. 3 C. W.	0.77½	0.78½
Do., Extra No. 1 feed	0.76½	0.77½
Do., No. 2 feed	0.73½	0.74½
Ontario Oats, No. 2 white	0.71	0.73½
Do., No. 3	0.70	0.72
Barley, No. 4 C. W., Rejected	1.30	1.35
Do., feed	1.19	1.24
Corn, American, ex-track	1.72	1.78

## HER SORROW.

President Howard Elliott, of the New Haven lines, pleading at a dinner in New York for fairer public opinion toward the railways, said:

"Public opinion about the railways makes me think of the farm girl.

"A young farm girl asked to have Saturday off in order to go and see a man hanged. Permission was given her, and she set out before daybreak, having twenty miles to walk.

"When she returned that evening she was in tears. "Why, Milly, what's the matter?" said her mistress.

"Oh, dear!" sobbed the girl. "Oh, dear! The man's been reprieved!"—Wall Street Journal.

## NEWS OF THE WEEK.

(Concluded from page 16).

Another successful British air raid was carried out in Belgium.

Col. Winston Churchill was appointed head of the Air Board.

The Entente allies will ask Japan for greater aid in the anti-sub war.

## SATURDAY, JUNE 9.

Additional reports of the British victory of Thursday show that its importance has not been exaggerated. Over 6,400 prisoners have been taken by the British and nearly three miles of trenches.

Southeast of St. Quentin and on the Aisne front German artillery bombards the French lines with great violence.

The number of French victims of plungers has greatly decreased.

The Republic of Salvador was completely wrecked by an earthquake.

General Pershing and his staff were greeted in London by notable Britons.

More American destroyers were expected to arrive soon in the submarine zone.

## MONDAY, JUNE 11.

British attack Germans south of Souchez River, on a front of more than two miles, inflicting heavy casualties and driving enemy back.

British airmen carry out successful raid over Belgium.

British troops have gained further on the front to the southward of Ypres.

French inflict serious losses on Germans in attack on left bank of Moselle.

Italians repulse Austrians in Gorizia sectors.

Hon. Mr. Patenaude, Secretary of State, resigns his post in the Borden Government because of the adoption of conscription.

## CANADIAN GOVERNMENT RAILWAYS.

## Summer Time Table, Effective Sunday, June 10th.

The Canadian Government Railways announce that on Sunday, June 10th, the Summer Time Table, becomes effective and on and after that date trains will leave and arrive Bonaventure Union Station, Montreal, as follows, viz:

## DEPART.

7.15 A.M., daily, except Sunday, Local Express for St. Hyacinthe, Drummondville, Levis and Quebec. Equipment—First and second class coaches.

9.25 A.M., (daily as far as Mont Joli and daily except Saturday for Halifax), MARITIME EXPRESS, for St. Hyacinthe, Drummondville, Levis, (Quebec) Riviere du Loup, Cacouna, Bic, Mont Joli, Campbellton, Bathurst, Moncton, St. John, Amherst, Truro and Halifax.

Equipment—Standard sleeping car Montreal to Halifax; Dining Cars Montreal to Mont Joli and Moncton to Halifax; Buffet Parlor Car Montreal to Mont Joli; first class and colonist cars, Montreal to Halifax.

3.55 P.M., daily, except Sunday, Local Express for St. Hyacinthe, Drummondville and Nicolet.

Equipment—First and second class coaches. 7.00 P.M., daily, OCEAN LIMITED, for St. Hyacinthe, Drummondville, Levis, Quebec, Mont Joli, Campbellton, Moncton, St. John, Halifax, with direct connection for the Sydneys.

Equipment—Standard sleeping cars, Montreal to Moncton, and Montreal to Halifax; Dining cars Montreal to St. Leonard Jct. and Mont Joli to Halifax; first class and colonist cars, Montreal to Halifax.

8.10 P.M., (commencing Friday June 15th), ST. LAWRENCE SPECIAL, Monday, Wednesday, and Friday, for Seaside Resorts of Lower St. Lawrence.

Equipment—through standard sleeping cars, Montreal to Riv. Ouelle Wharf, (with boat connection for Murray Bay); Montreal to Riv. du Loup and Cacouna and Montreal to Metis Beach. First class car.

## ARRIVE.

7.40 A.M., (commencing Tuesday June 18th) ST. LAWRENCE SPECIAL, Monday, Wednesday, and Friday, from the Seaside Resorts of the Lower St. Lawrence.

Equipment—through standard sleepings cars, Metis Beach to Montreal; Cacouna and Riviere du Loup to Montreal and Riv. Ouelle Wharf (Murray Bay) to Montreal. First class car.

8.55 A.M., daily, OCEAN LIMITED from Sydney, Halifax, St. John, Moncton, Bathurst, Campbellton, Mont Joli, Riviere du Loup, Levis, (Quebec), and St. Hyacinthe.

Equipment—through standard sleepings cars, Halifax to Montreal and Moncton to Montreal; Dining cars, Halifax to Mont Joli and St. Leonard Jct. to Montreal.

10.15 A.M., daily, except Sunday, Local Express from Nicolet, St. Leonard Jct., Drummondville and St. Hyacinthe.

Equipment—First and second class coaches.

7.20 P.M., (daily, from Mont Joli and daily except Sunday from Halifax), MARITIME EXPRESS, from Halifax, St. John, Moncton, Bathurst, Campbellton, Mont Joli, Riviere du Loup, Levis (Quebec), Drummondville and St. Hyacinthe.

Equipment—through standard sleeping cars, Halifax to Montreal; buffet parlor car, Mont Joli to Montreal—dining cars Halifax to Moncton and Mont Joli to Montreal. First class coach and colonist car.

10.25 P.M., daily, except Sunday, Local Express from Levis, (Quebec) Drummondville and St. Hyacinthe.

Equipment—first and second class coaches.

Full information about the new train service will be cheerfully given on application to City Ticket Offices, Transportation Building, 122 St. James St., phone Main 8700, Bonaventure Station, Windsor Hotel, and No. 9 St. Lawrence Blvd., Montreal.

## NO BETTER SERVICE THAN GRAND TRUNK, SAYS DR. JOHNSTON.

The Rev. Dr. Robert Johnston, of the American Presbyterian Church, Montreal, has written the following letter to the Grand Trunk:

"I have just returned from a trip to Texas on which I was able to avail myself of the most widely advertised trains of the different lines over which I travelled. Permit me to say that on none of these did I find greater comfort or more efficient service than on your International Limited. Indeed the comparison might be stated in stronger terms. The comfort of your road between here and Chicago makes travel in all its details a pleasure. Once more I was proud of Canada and of the Grand Trunk that has done so much to develop our land."

## BUILD STEEL SHIPS.

Bernard N. Baker, a United States marine authority, says that every dollar spent in wooden ships is thrown away. "We are in the steel and electric age," he said, "and it would be a step backward to start building wooden ships again."

## ANCHOR-DONALDSON LINE

## PASSENGER SERVICE

## Between

## MONTREAL AND GLASGOW

For information as to rates and sailings apply to Local Agents or The Robert Reford Co., Limited, General Agents, 20 Hospital Street and 23-25 St. Sacramento Street, Montreal.

## CUNARD LINE

## PASSENGER SERVICE

## BETWEEN

## MONTREAL and LONDON

(Calling Falmouth to land Passengers)

## AND

## MONTREAL and BRISTOL

For particulars of sailings and rates apply to Local Agents or to The Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacramento Street, Montreal.



## LEAVES C. N. R.

Mr. L. C. Fitch, who has been General Manager of the Canadian Northern Railroad for four years, and who came to the road from the Chicago & Great Western Railway, has been appointed General Manager of the Seaboard Air Line.

## TO BUILD WOODEN SHIPS.

United States Department of Labor registered 10,000 shipwrights in three or four days, when it mobilized labor for building wooden ships, says Secretary of Labor Wilson.

## THE STREET RAILWAY NICKEL.

To street railway owners the five-cent piece must be the most detested coin in our currency system. Usage of years has taught the public to consider the nickel the proper unit of fare, and there has thus been built up a widespread prejudice against six-cent fares or any increase above the familiar nickel.

In the meantime the cost of operating street railways has persistently advanced. It is undoubtedly a sudden realization of the inability of a stationary fare to cope with climbing expenses that precipitated the recent selling of traction securities.

Practically every industry in the country, with the exception of the street railway, has been able to obtain an increase in the price of its product fairly commensurate with the increased cost of doing business. Steam railroads have had rate increases. Even such standard food products as the trade-marked brands of the National Biscuit Co. no longer sell for the customary nickel or dime. But street railways with very few exceptions must struggle along with a fixed and rigid five-cent fare.—Boston News Bureau.

## THE SUBMARINE MENACE.

The "barred zone" has been in operation for three full months for which British foreign trade returns have been published. Here, despite the losses of nearly 275 ships in March and April, the impress upon British cargo movements has not been in the least serious. In fact, imports in those two months in 1917 are larger than for the same period a year before, though some slight allowance for higher prices may be here due.