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ONTARIO'S DISMAL CROP OUTLOOK.

The Ontario department of Agriculture, in its weekly report states that the fall wheat harvest is general, and the average yield per acre will be good although harvest results so far are hardly up to the promise of a month ago. Spring grains are not promising, and such low headed fields have not been seen in the province for many years. Late sown oats are so poor that farmers are holding their seed oats for another year. Hay has given a fair cut, and the crop has been cured under most favorable conditions. Wellard reports new hay selling in the field at \$15 a ton. The potato yield will be lightened by the extremely hot and dry weather of the last few weeks, and roots are reported to be almost at a standstill as to growth. Bean acreage is reported less. Rain is much needed for many crops.

THE DOUBLE TRACK ROUTE TO TORONTO.

The direct line of the Grand Trunk Railway System offers to travellers the ideal route between Montreal and Toronto. It skirts the St. Lawrence River and Lake Ontario, affording charming water vistas. It is double tracked all the way, and the splendid train equipment in use makes the journey a pleasure.

The International Limited, which leaves Bonaventure Station daily at 9.30 a.m., is composed of parlor cars, Pullman, drawing room, sleeping cars, dining car and modern coaches, and reaches Toronto at 5.40 p.m. Another morning train leaves Montreal at 9.40, reaching Toronto at 9.05 p.m. The Grand Trunk also operates two excellent night trains, one departing at 7.30 and the other at 11.00, arriving Toronto at 6.00 a.m., and 8.00 a.m. respectively. On the 11 o'clock train there are Pullman drawing room sleeping cars, club compartment drawing room sleeping car, and latest type of coaches, and there are drawing room sleeping cars on the 7.30 train, which may be occupied until 7.00 a.m. at Toronto, and latest type of coaches.

WHEAT PRICE GUARANTEE.

President Wilson last week signed an executive order increasing the guaranteed price of the 1919 wheat crop of \$2.30 per bushel at Galveston and New Orleans.

At the same time a presidential proclamation was issued declaring that in order "to protect the United States against undue enhancement of its liabilities," under the law guaranteeing wheat prices, on and after July 1, no wheat or wheat flour should be imported into or exported from the United States except under prescribed limitations to be fixed by Wheat Administrator Julius H. Barnes.

OBSTACLES TO TRADE WITH GERMANY.

Upon the eve of the resumption of commercial relations with Germany, terminated shortly after the entrance of the United States into the war, American bankers and business men see three principal obstacles to any but the most gradual development of trade between these countries.

First, a basis must be established upon which trade can be built up. Germany's financial position at present makes it impossible that she can pay for the goods which she will require from this country, it is held, while the shipment of goods from Germany to the United States in settlement of the balance depends upon her obtaining needed raw materials. This means that credits must be arranged here for Germany's benefit, and what security she can offer for such advances is at present problematical.

The second and, in a degree, secondary obstacle is the lack of shipping facilities to maintain communication between these two nations. Before the war German-American trade was carried almost entirely in German bottoms and to-day the German merchant marine is to all intents and purposes nil. American shipping has other employment for the time, so that no large supply can be expected from this source.

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