

GRAND TRUNK RAILWAY SYSTEM.**Montreal-Portland Service.**

Through sleeping car between Montreal and Portland on the Grand Trunk leaving Montreal daily at 8.20 p.m., arriving Portland 7.30 a.m. Leaves Portland 7.30 p.m. daily arrives Montreal 7.25 a.m. Parlor and dining car service on day trains leaving Montreal daily 8.30 a.m. arriving Portland 7.45 p.m. and leaving Portland 7.35 a.m. daily arriving Montreal 6.50 p.m. No change between Montreal and Portland and baggage may be checked through to destination. Good connection for Old Orchard, Kennebunk, Biddeford Pool, etc. Illustrated descriptive publication of Portland, Casco Bay, and Atlantic Coast resorts, giving list of hotels and all information free at the Grand Trunk City Ticket Office, 122 St. James St., Montreal.

GRAND TRUNK PACIFIC.

Mr. Howard G. Kelley, President of the Grand Trunk and Grand Trunk Pacific Railways, upon the conclusion of an inspection trip over the lines of the system in western Canada, extending as far north as Skagway, Alaska, the northern terminal of the Grand Trunk Pacific Steamship Lines, says:—

"I found the physical condition of the Grand Trunk Pacific excellent, and traffic is increasing in an eminently satisfactory manner. New land is being broken in the prairie sections, particularly in the Touchwood Hills district of Saskatchewan, and many settlers are also going into the rich valleys served by the Grand Trunk Pacific in central British Columbia."

In regard to crop conditions, Mr. Kelley states that the yield along the Grand Trunk Pacific line would be good. "We drove northward from Edmonton, and saw remarkably fine crops, standing with wheat up to our vest pockets and timothy up to our shoulders. Crops in certain districts have without doubt suffered, but, taking one district with another, it is safe to predict that there will be a fair yield for 1918 along the Grand Trunk Pacific line, while the live stock production is much greater than ever before."

LESS GRAIN CARRIED IN JULY.

The cargo carried on the Lachine Canal during the month of July showed a marked decrease on the whole as compared with the corresponding month in 1917. Less than half the amount of grain was carried, although, with the exception of eggs, more produce of other kinds was brought down. Coal also showed an increase, 9,520 more tons being brought down.

In July, 1917, 2,998,051 bushels of grain were brought down by the lake vessels into Montreal. Last month, however, only 1,130,932 bushels were brought, a decrease of 1,867,119 bushels. Last year during the month of July 1,500,518 bushels of wheat came through to the city, but this year only 461,000 bushels arrived. Only 662,655 bushels of oats came down last month, as compared with 1,309,738 bushels during the corresponding period of last year. Barley showed an increase, 297,177 bushels being carried last month, while 177,795 bushels were brought down in 1917. No flaxseed or buckwheat came down the canal last month.

During the months of May, June and July, 4,817,757 less bushels of grain were brought down the Lachine Canal than during the same period last year. For the three months in 1917 8,559,351 bushels were carried, while only 3,741,594 were carried this year.

Coal carried down the Lachine Canal last month totalled 344,559 tons as against 335,039 tons during July, 1917. Of this amount, 58,731 tons consisted of hard coal.

All other produce which were brought down the canal, with the exception of eggs, showed an increase. Almost 60,000 more sacks of flour were carried this year during July than last year, or a total of 80,976 sacks, as against 21,000 sacks for 1917. Cases of eggs numbered 754, as against 846 cases in July of the preceding year. There were 2,366 cases of butter this year, while 952 cases arrived last year, an increase of 1,414 cases. Cheese was another produce to show an increase, 49,835 boxes being carried down last month as compared with 43,512 during the same month in 1917, an increase of 6,323 boxes.

Among the other interesting statistics contained in the monthly report of traffic passing through the canal for July, 1917 and 1918, were the following: Number of trips, 1,386 and 1,230 respectively, a decrease of 156; tonnage operated, 722,170 and 659,369 tons respectively, a decrease of 62,801 tons; passengers carried, 23,986 and 16,657 respectively, a decrease of 7,329; cargo tonnage, 587,666 and 511,159 tons respectively, a decrease of 76,507 tons.

SHORTEST RAILROAD.

Speaking of shortest railroads, off-hand one would grant the prize of Missoula, Ont. It has a railroad only 100 feet long. It connects the Northern Pacific with the C. M. & St. P., and is used as a transfer. It has no equipment, no employees, and no stations, yet the company that owns it gets 50 cents for every car that passes over its rails. Sixteen thousand have done so thus far.—Popular Science Monthly.

LICENSING SHIPMENTS.

Washington, August 2.

Revised procedure for licensing shipments for exportation to or through the United Kingdom, France, Italy and Belgium were issued to-day by the War Trade Board. They are designed to carry out the recent agreement reached between the War Industries Board, the food administration and the war missions of the Allied governments to prevent the manufacture of articles which may not be exported or which the government of the country of destination does not want imported.

Hereafter no goods for export to these countries can be manufactured until a license for its exportation has been secured with the approval of the war mission of the country to which the goods are to be shipped. The purpose is to save ship tonnage, and prevent the useless consumption of material and labor.

FULLEST ECONOMY IN FOOD CONSUMPTION NECESSARY.

That rigid economy and the elimination of waste in the consumption of all food stuffs must be continued throughout allied countries to guard against harvest failure and the possibility of having to feed larger military drafts from America to Europe, forms the substance of a resolution passed by the food controllers of Great Britain, United States, France and Italy and forwarded to the Canada Food Board at Ottawa. The allied food controllers assembled in London on July 22nd. After full consideration of the food resources of the allied countries, on hand, in transit and in prospect, it was decided that increased food production and conservation were still vital to the successful prosecution of the war. The text of the resolution follows:

"Resolved, that while the increased production of the United States and Canada rendered it possible to relax some of the restrictions which have borne with peculiar hardship upon all our people, yet it is absolutely necessary that rigid economy and elimination of waste in the consumption and handling of all food stuffs, as well as increased production, should be maintained throughout the European allied countries and in North America, that it is only by such economy and elimination of waste that the transportation of the necessary men and supplies from North America to the European front can be accomplished and stocks of food stuffs can be built up in North America as an insurance against the ever present danger of harvest failure and the possible necessity for large emergency drafts to Europe; and further, that we cannot administer the food problems on the basis of one year's war, and that we must prepare for its long continuance if we are to ensure absolute victory."

ENGLISH CROP SETBACK.

The Canada Food Board's statement in releasing the above message from the conference of Food Controllers in London refers to the crop situation in England as being one of anxiety. Drought, early frosts and labor shortage will cut home production in Britain below previous estimates. The drought particularly affected the light soils and continued for six weeks. Barley and oats suffered greatly, as well as root crops; even potatoes have been retarded by cold weather and lack of rain. Although the weather in Great Britain has latterly improved, nevertheless early optimism about the wheat crops in the United Kingdom had to be modified, owing to difficulties of newly broken ground and lack of labour. It is true that women and children were recruited for the coming harvest, but even with the help of holiday workers from the cities and German prisoners, British farmers are doubtful whether they will be able to harvest all they have produced. Early frosts and insect pests have decreased the production of fruit, and jam production for the army has been seriously affected. There is still a shortage of cheese. Lard has had to be apportioned according to ration scale, and the authorities have been disappointed, so far at the results of the hog raising campaign on the other side of the Atlantic.

SEE CANADA NOW.

It is safe to say that but a small percentage of the people of Canada have ever visited any of the many resorts in the "Highlands of Ontario," notwithstanding the fact that they are right at their door, and are unsurpassed in America for loveliness and variety. Write to any agent of the Grand Trunk Railway System for handsomely illustrated literature, descriptive of Muskoka Lakes, Lake of Bays, Algonquin Park, 30,000 Islands of Georgian Bay, etc. These booklets are replete with information, give list of hotels, the character of the different resorts, where to go for fishing, canoeing, camping or where to find a choice hotel retreat for a quiet week or month. Full information from M. O. Dafeo, 122 St. James St., Montreal.

THE GREAT LAKES.

From Sarnia to Duluth via the Northern Navigation Company-Grand Trunk route, is one of the finest fresh water trips in the world. The palatial steamers of this line leave Sarnia 4.45 p.m. every Monday, Wednesday and Saturday, occupying one week in making the round trip of over 1600 miles. The boats of this company are the largest passenger boats on the Great Lakes, they are magnificently equipped and the service afforded is unsurpassed. This trip gives the tourist the opportunity of seeing Sault Ste. Marie, Port Arthur, Fort William and Duluth, at which places personally conducted sight-seeing side trips are made, all of which is covered in the cruise ticket. Also a delightful way to reach Western Canada. Ask any agent of the Grand Trunk for illustrated folder giving full particulars, or call on or write to M. O. Dafeo, 122 St. James St., Montreal.

Throughout Manitoba
Saskatchewan and Alberta—
FARM LAND APPRAISALS
Land bought and
sold on behalf of
clients.
**UNITED GRAIN GROWERS SECURITIES
COMPANY, LTD.**
Winnipeg Regina Calgary



ANCHOR-DONALDSON

PASSENGER SERVICE

Between
MONTREAL and GLASGOW

Apply to Local Agents or
THE ROBERT REFORM CO. LIMITED
General Agents
20 Hospital Street and 23-25 St. Sacrament Street,
Montreal.

CUNARD
PASSENGER SERVICE
Between
MONTREAL and GREAT BRITAIN
Money sent by Mail or Cable
Apply to Local Agents or
THE ROBERT REFORM CO. LIMITED
General Agents
20 Hospital Street and 23-25 St. Sacrament Street,
Montreal.