

a freight train; or allowing only half the land under wheat, it would raise the necessary number to ten farmers. Taking, therefore, an average of ten farmers to an ordinary train, 100,000 farmers would be able to supply 200,000 car loads of wheat, equal to about 32 trains a day for twelve months, leaving out Sundays. This would mean more than double what any one line of railway can comfortably do with a single track, leaving out of the question all other descriptions of freight, which only goes to prove what I said in the previous part of this paper, that it is much more likely that in a few years the Canadian Pacific Railway will be unable to handle the freight offering, instead of not having sufficient to carry. My paper has, however, spun out its length much longer than I intended, and I am therefore unable to go into further details; but I think I have shown enough to satisfy the most confirmed sceptic—first, that Canada has no reason to feel any dread of Indian wheat competition in the European markets; second, that instead of the lands of the Northwest deteriorating in value they are likely to become more and more valuable as settlement progresses and the export in wheat increases; and thirdly, that the railway carrying trade of the Canadian Northwest is much more likely to outstrip the railway than the railway the carrying trade. Last year the surplus wheat of the Canadian Northwest amounted to two million bushels; this year it is estimated at over seven millions. If the same ratio of increase holds good next year, the surplus will amount to from 15 to 20 millions, and at this rate of increase the Canadian Pacific Railway in less than three years will have more wheat to carry than it is able to handle. The great point, however, in my opinion, is for Canadian producers and exporters to pay particular attention to the quality and condition of the wheat exported; and if this is done, and Canadian wheats are fully recognised on their merits in foreign markets, there is no fear but that Canada will hold her own against all comers.

Those who have followed the remarks and figures already brought forward in these columns under the above head cannot but have read with much gratification the high opinions expressed by millers last month upon the No. 1 hard wheat of the Canadian Northwest, with which the growth of India and other countries would have to compete. Thanks to the energy and enterprise of THE MILLER, an essential step has been taken towards the introduction of this valuable grain to the British markets, and if one thing more than another must be evident to all, it is that when so introduced the No. 1 hard Fyfe wheat will be in extensive demand. It fills, indeed, a much felt want; its dry, hard qualities making it almost invaluable in replacing the home-grown wheats, which too frequently enter the mill in a damp and unsatisfactory condition. For these desirable features and the strength and colour of Canadian Northwestern wheat, which make it so suitable to the roller and so valuable for admixture with English and other softer varieties, the clear and less humid air of the Northwest must in a large measure be thanked, though some of its characteristics are also doubtless due to the nature of the soil.