

chewan and Manitoba. One hundred and thirty million bushels of this year's wheat crop, therefore, were we prepared to handle it, would lie well on the Pacific economic slope, and the most of it which is destined to be exported would come this way. Since, perhaps, not over 6 per cent. of the available wheat lands of Saskatchewan and Alberta are under cultivation, it would not be difficult to imagine the output up to 60 per cent. of its cultivated area, which would be ten times the amount produced this year, or 1,300,000,000. No very considerable portion of this would be consumed in Canada, and allowing a few million bushels for Prince Rupert and other ports, not too far hence, a billion and a quarter bushels of wheat might be disposed of at Vancouver. Now, remember, please, that there are more oats than wheat, and much other grain, and many other things to be produced on the Canadian prairies which will need railway transportation westward to the Pacific Ocean terminals. But take the wheat alone. What does it mean? Allow 1,000 bushels to the car, and one car to 53 feet, and 20 cars to the train. You will have one solid trail of cars full of wheat reaching four times across this continent, with 16,000 cars left over. You would have 60,000 trains of cars to get past Port Moody on one railway, and through two Narrows, and past at least one bridge. Starting a train every thirty minutes, which means a train entering and unloading at Port Moody every thirty minutes, it would take four years to get one year's crop into Port Moody and unload it, and you would have waiting around somewhere on the side tracks 800 trains left over for the next year. As I said, this has nothing to do with oats, and flax, and rye, and