

railways are pouring the produce of the vast wheat fields between it and the Rocky Mountains, and thus placing this grain within a thousand miles of Montreal, which is the nearest seaport by hundreds of miles, and the only one which can be reached by vessels capable of navigating the lakes.

Wheat grown in the foot hills of the Canadian Rockies has already reached Lake Superior by an all rail haul of fifteen hundred miles, a distance considered prohibitory in the early days of railways, as one which would absorb the whole value in the cost of carriage.

The all-rail rate for wheat from Edmonton, on the North Saskatchewan at the foot of the Rocky Mountains, to the Atlantic at St. John, N.B., 2,937 miles on the Canadian Pacific Railway, is 33 1-3 cents per bushel, equal to 0.38 of a cent per ton per mile. The lake and rail route between the same points is 93 miles shorter, with at least two transfers of the grain, and the rate three cents per bushel less, or .35 of a cent per ton per mile.

The rate from Edmonton to Lake Superior, 1,458 miles all rail, is 31½ cents per 100 pounds, and to Montreal, 2,456 miles all rail, 56½ cents. The lake and rail route to Montreal, 2,363 miles is 46½ cents per 100 pounds, 5 cents per 100 pounds or 3 cents per bushel less in favour of lake and rail, against all rail whether to Montreal or to St. John, N.B.

The lateness of harvest in our Northwest, and the early closing of navigation in the St. Lawrence, will soon over-tax all our means of transport, both water and rail, during the interval between September and December. The Welland and St. Lawrence canals and the portage railways between Montreal and Lake Huron constitute the Canadian routes, and much, which cannot reach Montreal in time for export, will be stored up at nearest lake ports for winter railway carriage to tide water warehouses on the St. Lawrence, for export at Atlantic ports,—or for conversion into flour at Ontario and Quebec water powers.

What is looming up before us in the Canadian Northwest may be seen from the growth of the grain trade in Manitoba and our territories, where, already, storage capacity for twenty million of bushels has been provided in over five hundred elevators and warehouses between Lake Superior and the Rocky Mountains; and where there are over sixty mills with a grinding capacity exceeding ten thousand barrels daily. From these the estimated export of wheat, including flour, in 1898, was given at thirty millions of bushels by the Winnipeg Grain and Produce Exchange. The crop of 1899 is estimated from forty to fifty millions of bushels.