would be both expeditious and easily protected. Within less than three days of leaving Killary, on the West Coast of Ireland or Plymouth, in the South of England, or Fishguard, or Liverpool, troops could be landed in Newfoundland. 26 hours later they could be landed in Montreal, and 2 days 18 hours later could be landed by through train at Port Simpson on the Pacific coast. From thence to Japan 11 days, to New Zealand 23, and to Australia about the same time, that is by the present steamers of 16½ knots; if 25 knot boats are put on the time would be changed to 7 days to Japan, 16 days to New Zealand, and about the same to Australia.

The English ports that I have named, viz., Plymouth, Fishguard and Liverpool, are about equal distance from Newfoundland. Liverpool and Southampton are pretty well congested, and the high speeds calculated could not be safely maintained within 30 or 40 miles of these ports. Liverpool is subject to fogs of a very dense nature, which would occasionally quite disorganize traffic. It seems to me, therefore, that the choice lies between Fishguard and Plymouth. Fishguard is more central, but Plymouth is so near the French port of Cherbourg that it would doubtless add to the revenue of the service to call there prior to picking up mails and passengers at Plymouth. Further, as the terminus of the grain route, Plymouth would appear to have the special advantage of being a fortified port. Plymouth may possibly be selected by the contracting parties as the terminal port for the passenger and mail service, as well as the freight route. Should such be the selection the transfer of passengers and baggage at Holyhead and Kingston and the cost of a new railway and dock at Killary would be avoided, Plymouth being already well equipped in that respect.

To those interested in the wheat and cattle trade of the Northwest the advantages of the most continuous railway route to a shipping port within less than three days' steam of Great Britain would be enormous. It is admitted by those interested in the trade that if cattle had a few hours longer on the cars, and a shorter sea trip than is now possible, they would be landed on the other side of the Atlantic in much better condition, for the great loss and deterioration in weight takes place during the last two or three days on the sea. But it is the wheat trade that is the most important. When speaking on this matter in 1902 I referred to the possibility of the Dominion of Canada becoming the main source of food supply of Great Britain. Great Britain has to depend very largely for her wheat supply upon the United States, Russia, the Argentine Republic, Canada and India, as a consequence of the falling off of the area under cultivation and the increase of her population. 30 years years ago the United Kingdom produced 120,000,000 bushels of wheat, and imported only 64,000,000 bushels. The production in 1901 was only 55,000,000 bushels, while the importation of wheat and flour was 186,000,000 bushels, the area under cultivation having decreased from 3,800,000 acres to 1,740,000 acres in 1901. Broomhall's Corn Trade Year Book for 1902 said:—

> "Under present conditions it seems quite likely that the production of wheat in the British Isles will sink to a mere 20,000,000 bushels, whereas if the population increases during the next twenty years at the same rate as it has done in the past twenty years there will be 50,000,000 people to feed who will require nearly 320,000,000 bushels per annum of wheat alone. No man who is acquainted with the position of food supplied in Great Britain can doubt that America and Russia together could exact any terms from Great Britain in six months by simply prohibiting the export of grain and provisions."

With the marvelous development of the North West of Canada that danger is rapidly disappearing. It is beyond dispute that before long Canadian production will enable the United Kingdom, in time of stress, to be almost independent of any other source of supply. While India produces only ten bushels to the acre the rich unfertilized areas of Canada produce twenty-five bushels to the acre. In the year 1901 the production was 63,425,000 bushels from a little over two and one half million acres. The importance of having a route by which this immense wheat supply could be carried to the British Isles, comparatively free from danger in time of war, does not need to be dwelt upon.

Five Years Ago a Temporary Scare Was Created in England

by the production of a statement showing that during the previous ten years at Lo