

will choose those ports in which centre all the great railroads which are tributary to the land behind.

The same argument pertains to Port Moody as a grain port. This location has many disadvantages. It is a one-road town. Its railway facilities are, therefore, limited. We have been told by the press that the Dominion Grain Commission has recommended it as the best site for the national elevator terminals. This may or may not be true. In any event, the Dominion grain elevators must go to the mouth of the Fraser, to a location which will be served by every transcontinental road from the prairies here, and there will have to be several more grain railways built from the prairies here, and that for the simple reason that it will be desirable to get the grain out of the country behind us. The business of handling the grain of the prairie provinces is going to be one of the greatest enterprises in the world. It is estimated that this year there will be 190,000,000 bushels of wheat alone grown on the prairies. This dock and harbor project cannot be considered intelligently apart from this grain problem, and the grain question cannot be considered intelligently apart from the wheat problem; and the wheat is only a part of the grain, and the grain offers only one of many of the great traffic questions to be prepared for. Sooner than most of you realize we shall have to face this question of wheat, and we might as well do it now. In order to do this properly we shall have to have some adequate idea of the wheat resources of the prairie provinces. I am taking into consideration the fact that for the most part the farmers with their one crop system are mining their soil and not farming it, and that some day the soil will be de-