

themselves, but their families, the elevator and grain men in the towns and cities as well as the business men and their families, and the railroad men operating across the country and down to the sea coast. Directly or indirectly every one in the three prairie provinces depends for his living more or less on the business of wheat production and marketing. Under our Canadian economy practically one-quarter of the population of this country has been dependent on the export trade in wheat. Doctor Ekblow, of Clark university, an outstanding authority on economic geography, when speaking recently of the world wheat situation and of Canada's position particularly, supported this view emphatically when he said:

Canadian trade in wheat is so important that it has produced cities such as Winnipeg, notable as a wheat inspection and collecting centre. Most of the railway lines of the area and such a density of population would have been impossible but for the production of this staple. It has also resulted in the development of the canal system of the great lakes, new trans-continental railway lines, and a port on Hudson bay.

Speaking of the Canadian economic development and the great expansion which dates from the late nineties and what it means to Canada as the moving force of exports and investments in that development, Doctor Mackintosh of Queen's university says:

By 1920 the picture was completely changed, with the exception of sawmill products and base metals none of the exports of 1890 were of major importance. Wheat and wheat flour had become overwhelmingly the most important exports, and indeed, their total value by 1920 exceeded the total value of all Canadian exports as of 1910, and wheat, of course, was an export exclusively of western Canada. The economy of this country had been reorganized behind a single dominant export region. Instead of each region having its own contacts in the export market we had concentrated those contacts largely, not entirely, but largely in one region, and through it indirectly the other parts of the country entered the world market.

But should production not continue approximately as at present, or should its sale fail to be realized at a profitable price, then the prosperity of all Canada will be sadly impaired; because whatever economic set-backs so large an area may suffer, whatever economic difficulties and privations so great a population may be called upon to endure, it is surely a fact that the remainder will feel the effect to a considerable extent. That effect will be the more considerable in view of the fact that the western population is a very large fraction of the whole. Economically as well as historically Canada is one. Whatever the west suffers, whatever prosperity the west enjoys, there is a direct and instantaneous repercussion on the east. This was evidenced in

1937 when those farmers of the west who had some wheat to sell received a fair price. The result was felt in the form of an upturn in business right across the country. Because of the large number of people dependent upon the production and export trade in wheat, it is essential that it should be helped in this emergency.

I said that historically as well as economically Canada is one. When the west suffers or when the west prospers, all of Canada suffers or prospers. Let us see what history shows in this regard. In the first decade of this century the filling up of the west by agricultural settlement exerted a profound influence on the general development of the dominion. Every one of us knows that to be true. Vast amounts of capital were attracted to Canada for the construction of transportation and other facilities and the building up of such cities as Winnipeg, Regina, Saskatoon, Calgary, Edmonton, Moose Jaw, Brandon, and the other towns large and small, on the prairies. I have already quoted Doctor Ekblow on this fact, as well as Doctor Mackintosh. Where was this money spent? It was spent largely in the east for materials, for the steel and rolling stock required for the railways, for agricultural implements for the new farms, for home furnishings and clothing. This activity laid the foundation for an era of factory building that contributed greatly to the growth of population and prosperity in the eastern provinces. In fact, it was with the development of the west, and because of it, that the east developed. Easterners who know will admit all this quite readily. Let me quote the *Montreal Daily Herald* of January 10, 1939, as follows:

Lest we forget what western Canada means to eastern Canada, and what the harmonious union of both means to the continued existence of British North America as the home of a people free to go about their peaceful avocations with none to make them afraid, let us look at Canada as a whole for a few moments.

Here are some of the substantial reasons they enunciate:

What built the Angus shops in the east end of Montreal and contributed much to the activity of the Point St. Charles shops in the west end?

The trade of the western provinces.

What built up the grain ports of Fort William and Port Arthur, and made Montreal one of the world's greatest seaports?

The grain trade of the western provinces.

What for years has been the biggest single factor in our export trade?

The western wheat crop.

What has given the greatest amount of employment to men engaged in the inland and ocean shipping and railways centering upon Montreal?

The western wheat crop.