

ful explorations of the entire region, and may be accepted as fairly accurate. In addition there is an area of nearly 500,000,000 acres in Athabasca and Mackenzie Territories, whose value for wheat growing has not yet been fully ascertained. Experiments in some districts of Athabasca have proved very satisfactory, and the Hudson's Bay Company has hopes of soon supplying all its northern posts with Peace River flour. But meanwhile there is a vast wheat country yet to be taken up, to the south. Less than 4 per cent. of the cultivable area has so far been brought under crop; when the balance is converted from prairie waste into rich prairie farms, even if not all suited to grain-growing, Canada will have become the greatest wheat-producing country in the world. This is the actual goal set before us; only time and men are needed to make it fact.

In this connection a statement made not long ago by a United States official is worth quoting. He said that "If a person took a map of the North American Continent and a pair of compasses, and placed one point at St. Paul, Minnesota, and the other as far north in Canada as wheat grows, and then drew a circle, the arc would touch the Atlantic and Pacific Oceans and the Gulf of Mexico."

The United States, with 50,000,000 acres in crop, produced last year 637,821,835 bushels of wheat. This was considered a good yield, and was nine times as large as that of Canada; yet Canada does not suffer by the comparison. The average yield per acre in the western states was fourteen bushels, while in Manitoba it was more than twenty bushels, and in many cases of superior grain. If Canada had a crop area of 50,000,000 acres (which would be only one-third, or less, of the total cultivable area), she would have a production of 1,000,000,000 bushels, far greater than any other country in the world.

It may be many years too soon to build national hopes of so great proportions, but blue book statistics such as these show what our country is capable of, and point to a future in which every Canadian may well feel some pride and find an inspiration

for work. They mean that Canada will some day be a world power in a sense better than martial.

Joining Two Oceans

THE long delay that has attended the Panama Canal since it was first projected is at last nearing an end. Now that the enterprise is in the hands of the United States, with a Congress determined to carry it through to completion, the dream becomes more of a possible reality. To finish the work will cost, it is estimated, at least one hundred million dollars, and it will be entrusted to a commission acting under the authority of the United States Government. Operations have already partially begun and will be pushed vigorously forward. The greater part of the cost will be for labor, and this, too, will probably be the cause of the chief difficulty met by the contractors. The Panama climate is deadly to all but natives of the country, and the utmost precaution will be necessary to guard against fatalities. It is likely that the bulk of the work will be done by Italians, of whom thousands are already being brought to America. The oversight of the enterprise has been given to a prominent American railway president, who has been previously connected with some of the most notable engineering works in the United States.

As for the benefits to follow the completion of the Panama Canal, they may quite naturally be supposed to fall largely to the share of the country which has assumed the burden of the work. Both from commercial and strategic standpoints, the canal will be of great importance to the United States, which will be thus provided with easy water communication between its two coasts. The advantages and benefits of such connection are apparent. But the Panama Canal is not to be monopolized by the United States. It is a part of the original agreement, confirmed under the new arrangement, that all the other nations are to have open rights in common with the owning nation, and Panama will, in this way, be as valuable a short cut, for all the world, as Suez. In