

traveller of an old world centre, in that it seems to run on for ever. If, within so short a period, that "trail" has been evolved into one of the most imposing wealthy thoroughfares in the Dominion; surely the decade ahead will bring tremendous developments to this Prairie Broadway, and assert her prestige in a still more striking manner amongst the Financial and Commercial strongholds of the world?

BANK CLEARINGS

The figures of Winnipeg's bank clearings over the past ten years speak for themselves; and far more eloquently than words:

1901	-	-	-	\$107,000,000
1911	-	-	-	\$1,170,000,000

So that, since 1901, Winnipeg has been adding to the business of her banks, an average yearly increase of over one hundred million dollars. That is the basis on which (age and population considered) Winnipeg stands in the forefront as the most-talked-of city on the continent.

GRAIN & RAILWAYS

Today Winnipeg holds the blue ribbon as the world's greatest real wheat market—and today, also, Winnipeg (as a wheat market) is in her infancy.

With the enormously increasing crops testing to the limit the labor and equipment resources of the railways, the energies of those powerful corporations are positively pathetic, as, each year with increasing difficulty, they strain their steel muscles in an endeavor to keep pace with the undreamed-of developments over the Prairies. In this triumvirate of Canadian Railroad power, Canada is amazing the world. And if that is the case today, with a total Western grain crop of not quite 400 million bushels, what position will they hold, in the worlds of Capital and Labor, in 1925—with a Billion Bushels of Grain from Saskatchewan alone? And what will this mean to Greater Winnipeg: the Mecca of the Railroads?

In providing several hundred miles of terminal facilities at Winnipeg, transportation experts thought they had their eyes on, and were discounting, the future; but today, already, that colossal trackage is tested beyond capacity, in receiving and handling those thousands of groaning grain-trains as they stream out of the West.

Today, Winnipeg is, in many ways, the premier railroad centre of the Dominion. Back of her, are the farms and myriad untilled acres of the Prairies; and just as the grain-growing acres of the West today, are only a fraction of the crop areas of tomorrow; so, too, the already tremendous transportation energies are only a meagre indication of the expansion which the future holds for railroad Winnipeg. A foreshadow of this development is to be seen in her already unique yards being increased by