

part be attributed to what the western country is and what it should be. That being the case, we should take into consideration everything that will tend to the progress and development of the west. Let us for a moment consider how much of that country is under cultivation and how much of the land it is estimated can be cultivated. In 1906 Manitoba had in grain 4,700,000 acres, and her land area was estimated at 41,169,089 acres, and it is believed that 20,000,000 acres of this 41,000,000 acres is suitable for cultivation. The land surface of Saskatchewan is 244,960 square miles or about 116,774,400 acres. Granting the one-half of this land is suitable for cultivation, we have, therefore, 58,387,700 acres of land in Saskatchewan which will produce wheat or other grain. In 1905 there was under crop in Saskatchewan 1,639,563 acres. Alberta, I am told, has more land than has Saskatchewan, but take it as being the same and take half of it as being fit for cultivation, here again in Alberta we have 58,387,700 acres of land fit for the production of grain and less than 1,000,000 acres of it under cultivation to-day. We have, therefore, in the three provinces at least 136,775,400 acres of land suitable for cultivation with only 8,000,000 acres as yet utilized, or, in other words, only about one-seventeenth of the productive area of that country is now cultivated. And although there is only one-seventeenth of this area under cultivation, and although we have the existing railways there and the others which will soon be brought into operation, I still contend that the transportation facilities are not sufficient to cope with the production of that country. A great deal has been said in the west about the existing railways not being properly equipped, but in my opinion you can equip the Canadian Pacific Railway, the Canadian Northern Railway, the Grand Trunk Pacific and the Great Northern with the very best possible equipment imaginable and still they will be absolutely inadequate to solve this great transportation question. I have only taken into my calculation so far the three provinces of Manitoba, Saskatchewan and Alberta, but it is now a well established fact that the great Peace river country is capable of producing millions of bushels of wheat. And already at Fort Providence, away up on the Mackenzie river, they have grown splendid wheat which took only 90 days from the day it was sown until it matured, that result being brought about by the long hours of daylight which they have in that northern country. We, therefore, find that these provinces are capable of producing as much wheat as the whole world produces to-day. The wheat crop of the world in 1905 was 3,337,400,000 bushels, and I have shown that our own western territory is capable of producing 3,200,000,000 bushels of wheat and grain.

So far I have only referred to the transpor-

tation of wheat practically, but in addition to that we find that in 1906, 130,000 head of cattle were sent to market from that country. I claim that the railroads running east and west, no matter how well they may be equipped, are absolutely insufficient to carry the products of that great country to the markets of the world. The question then comes: What are we to do; what is the most reasonable and the most successful way of increasing our transportation facilities in the west? I say: Utilize the road to the Hudson bay and provide steamers on Hudson strait and Hudson bay; build elevators at Fort Churchill, which is said to be one of the best harbours in the world, and it seems to me that you will have solved the problem beyond any doubt. I might remark here that it would be well were these elevators owned and operated by some government. We have heard a good deal during the last week about grain matters in the west and there have been representatives here from the different interests in conference, and the result of these deliberations will be perhaps more far reaching than we have now any idea of. We had the grain growers who came with their grievances, and the representatives of the grain association of that western country meeting here to consider what was in their interest and in the interest of the trade generally. There seemed to be something wrong in connection with the industry and apparently from their own statements they have at least come to a conclusion as to where the difficulty lies. We had the grain growers, and the grain buyers, and the elevator men, and the representatives of the grain exchange of Winnipeg who complained that they had been badly used, assembled in the office of the Minister of Trade and Commerce. The seats in that exchange, which brought \$4,000 before the Manitoba government legislated in regard to it, are to-day bringing only about \$2,500; hence the members think they have a tremendous grievance. I saw a cartoon yesterday showing grass growing on the streets of Winnipeg nearly as high as the Union Bank, which is fourteen stories high. This was represented as the result of bringing to time the Winnipeg grain exchange. I think hon. members will agree with me that the evidence produced in that committee showed that the producers were not receiving their fair share for the work they were doing. I have an extract here which may seem rather forcible, but I may be excused for reading it. It is from the 'Eye Opener,' an interesting paper published in the great and thriving town of Calgary. Here is what it says about the grain interests:

We confess pretty dense ignorance on this subject, but we have always been impressed with the fact that there was something rotten about the game when we observe the men who sell wheat always wearing diamonds, driving fast horses and living at swell clubs;