

Take the meat supply. Great Britain imports, as already stated, 2,180,300,000 pounds of meats of all kinds. Canada sends as her contribution 144,973,000 pounds, or 1 pound in every 15 pounds of the import. Canada could do a good deal better. Look at some of the articles. Of bacon, Great Britain imports 560,550,480 pounds, Canada supplies 32,511,696 pounds, about 1 pound in every 17½ pounds needed. Of hams, the British imports were 193,298,000 pounds, and Canada's portion in that quantity was 13,342,896 pounds, somewhat more than 1 pound in every 14½ pounds needed. Of beef, salted and fresh, the United Kingdom imported 398,497,000 pounds, and Canada supplied 1 pound in every 168 pounds wanted. Of live cattle, Canada supplied 1 beeve in every 5 Great Britain imported, and of sheep, 1 in every 10. We have no show at all in fresh and preserved mutton, though Great Britain needs to import 368,000,000 pound weight in the year. Australia cuts us out of this business, and we don't begrudge our sister colony the trade.

To revert to our railway freight car illustration: of the 272 miles of cars that would be requisite to transport the meat imports of Great Britain during the year, Canada's share would be carried in 18 miles of cars.

In butter, cheese, lard, milk, eggs, and honey, Canada does, on the whole, somewhat better. The British demand is equal to 156 miles of freight cars, and Canada's supply would need 24½ miles of cars. In bare figures the demand was 1,251,000,000 pounds, and Canada's share in the supply of that demand was 196,292,000 pounds.

Of vegetables, foods, wheat, peas, beans, barley, corn, rye, oats, flour, and meal and vegetables generally, Great Britain imports 20,948,000,-

000 pounds. These would require 2,625 miles of cars to convey them. Canada's share would be represented by only 195 miles. Look into some good map and see what a little dab 195 miles is upon 2,625 miles.

Of fruits, Great Britain imports 279,000,000 pounds. To transport this quantity 35 miles of cars would be required. Canada's portion would be carried by 5 miles of cars. That Canada is able to supply one-seventh of all the English demand upon the world at large for fruit is very good evidence of the capabilities of the country in fruit culture.

There remains yet one feature to be considered. That is the extent to which we are dependent upon the Mother Country for a market for the products of the farm. Speaking in the large, we send out of Canada in the year, of meats, of butter, cheese, etc., of vegetable foods and of fruits, 2,800,000,000 pounds, and of this quantity 1,900,000,000 pounds go to the Motherland. Roughly, and on the average, 70 per cent. of the exportable surplus of our farms and our orchards go to Great Britain, leaving but 30 per cent. for all other countries; and this percentage to Great Britain is an increasing percentage, notwithstanding that Great Britain's requirements are greater and greater year after year. What Canada has wisely elected to do is to cultivate this constantly increasing English market as her best possible market. In corroboration of the statement of the developing character of the British market, it is only necessary to give the figures for the last few years. In 1894, Great Britain imported of the above foods \$580,000,000 worth, which in 1897 had increased to \$640,000,000 - \$60,000,000 more in three years.

In conclusion, I may point out that the present Minister of Agricul-