barrels would rise in the air as high as two Mount Blancs, one on top of the other, with enough over to need Mount Carmel on the top of the second Mount Blanc to equal the height.

Mount St. Elias, the top of which is partly in Canadian and partly in United States territory, is said to be 18,000 feet high. Take that mountain, pile on it Vesuvius, Ben Nevis, Hecla, and the Rock of Gibraltar, and you would have just about the height of the 10,000 barrel column formed out of the foods imported into Great Britain in a single year. The highest mountain in the world, Mount Everest, in the Himalayas, would not be equal, by several thousand feet, to this food column.

Put 10,000 barrels together to form the base and pile all the remaining on that base, and the column would overtop Mount Chimborazo and on the top of it thirty of the highest edifices in the world, including the Eiffel Tower, Cologne Cathedral, St. Peter's (Rome), the Pyramids of Cheops, St. Paul's, (London), etc.

These illustrations may help to give an idea of the vastness of the demand there is in Great Britain for food from the outside world.

Now as to value. The food imports of Great Britain are valued:

Fish food	$ 16,645,547
Meats of all kinds	189,490,838
Butter, cheese, etc	156,054,413
Vegetable foods	277,385,703
Fruits	16,698,957
Total	656,275,458

Taking the last five years, the production of gold in the British Empire is about $100,000,000 a year, and in all the other countries of the world about another $100,000,000. The production of silver the world over is about $210,000,000. You would have $410,000,000, and to make up the difference between these figures and the value of the eatables imported into Great Britain you would have to search through a long list of minerals before you attained your object.

It would take a great many Klondikes and South African and Australian gold fields to equal the value of the food imported annually by Great Britain.

The consumption of coal in the world is about 640,000,000 tons a year, valued at the pit's mouth at, say, $1 a ton. The value to the coal owners of all the coal mined and consumed in driving all the steamships, all the locomotives and all the factories, and in heating all the homes and hearths of all the world, is just about equal to the value of the yearly imports of food supplies into Great Britain.

Now, what share in this enormous business has Canada, with all her vast acreage, her splendid climate, her capacity for transport by rail, river, canal, and cool ocean route? If the cars measuring the quantity of foods required by John Bull from outside countries were divided into section, according to the countries supplying the demands, Canada's section of the 3,125 miles of cars would be 243 miles long, or just 20 miles shorter than the distance between Montreal and Peterboro, Ont., by the C. P. Railway. Roughly, the section between Montreal and Peterboro would represent what we have managed to do; that between Montreal and Vancouver would represent what other countries have done, in which we could and should have an appreciable proportion. With over *three thousand* miles of freight cars to fill, we have thus far in our agricultural history only succeeded in filling 243 miles of freight cars.

Now, to come to particulars.