

can easily be exceeded again, *if it pays*. To take our own country, the census of 1891 showed that we had in the year 1890 in wheat 2,723,883 acres, yielding 42,000,000 bushels, or about fifteen bushels an acre. This yield could easily be doubled.

But it is in the possibilities of the extension of the wheat area that Canada's future position as contributor to the world's stock of wheat is interesting and important. According to the "Statistical Year Book for 1897," the land area of Canada (not including the Boothia and the Melville Peninsulas, and the great aggregation of islands within the Arctic Circle, forming the District of Franklin) is over 3,000,000 square miles, or 1,920,000,000 acres. Of that vast area we have given under 3,000,000 acres to wheat-raising. What proportion of the 1,920,000,000 acres is available for wheat is not known.

In Manitoba and in the Provisional Districts of Assiniboia, Alberta, Saskatchewan, and Athabasca the Federal Government have 270,000,000 acres of land available for settlement. The Canadian Pacific Railway has unsold about 17,300,000 acres, of which 1,200,000 acres are in Manitoba. Other railway companies have about 5,500,000 acres available for settlement. The Canada Northwest Land Co. have 1,890,000 acres. Commissioner Chipman says "the Hudson's Bay Co. have a land grant in the fertile belt which amounts to 7,000,000 acres, of which about 500,000 acres have been sold, leaving, say, 6,500,000 acres available." The swamp lands of Manitoba are under the control of the Provincial Government, and have an area of about 1,000,000 acres. Here, then, in the new western part of Canada there are over 300,000,000 acres of land fit for settlement. Now, suppose

that only one-half of that is suitable for wheat-growing, and that the average yield would be but one-half the English standard, you would have 2,250,000,000 bushels. *If it pays*, that average yield can be doubled.

It does not seem to me at all likely that in the near future the world's growth in population and in civilization will overrun the world's possibilities in wheat-growing, even if we leave out of the discussion the enormous acreage in the other cereals, corn, oats, rye, buckwheat, and in potatoes and rice, all of which foods are used in greater or less quantity, according to the price of wheat.

What seems to me at present of greater importance to Canada is the question, "Are our farmers making the most of the market they have in the motherland?" The United Kingdom imported in 1897 of foods:

	Pounds.
Fish foods.....	274,369,760
Meats of all kinds.....	2,180,300,000
Butter, cheese, lard, milk, eggs, etc.....	1,251,000,000
Vegetable foods.....	20,948 000,000
Fruits.....	279,000,000
Total.....	24,932,669,760

It is difficult to grasp the meaning of these huge figures. A railway freight car holds about 50,000 pounds. It would take 500 000 cars to carry the food products Great Britain imports in a single year. These cars would form a train that would stretch from Belleville, Ont., to Montreal, and from Montreal to Vancouver—over 3,000 miles—in one continuous line. If put into barrels of a capacity of 200 pounds each, the annual food supply imported by Great Britain would require 124,663,348 barrels.

If 10,000 of these barrels were taken as the base, the column of