

difference is still more striking. Taking the rate per thousand men employed in Nova Scotia and comparing it with the ratio per thousand men employed in the mines of British Columbia, we find that the fatal accidents in Nova Scotia have been 2.64 per thousand men employed and in British Columbia, 9.21. That, Sir, is to be accounted for, it seems to me, mostly by the different advantages given to the miners of those two provinces in the way of technical education. My hon. friend knows, as every member of this House knows, that factory legislation and legislation in regard to mines is enacted by the provincial legislatures. He knows that the mining inspectors, as the factory inspectors, are appointed by the governments of the respective provinces, and I believe that from the point of view of laws and numbers of inspectors, the conditions in British Columbia will compare favourably with those in Nova Scotia. But there is this difference between the two provinces: In the province of Nova Scotia you have to-day a Department of Technical Education and since the Minister of Finance (Mr. Fielding) was Prime Minister of Nova Scotia, you have had technical schools in connection with the mines of that province so that when the miners who are spending their day time in the mine have an evening or have leisure, they may get the advantages of a technical training which will help to acquaint them with the difficulties and the hazardous conditions of their calling, with the scientific side of the work in which they are engaged. The result of that is shown in the figures that have been placed before the House. It seems to me the hon. gentleman has rendered to this country a great service in drawing attention to the fact that technical education may be the means of saving to the nation a large part of its working population.

Let me supplement these figures in regard to mining by some figures which the Department of Labour has been gathering during the last few years in regard to the subject of industrial accidents generally. Although the figures are imperfect, although they do not begin to include the total number of accidents which have taken place, they are, I think, sufficiently large to show how important this particular phase of industrial life is. Taking the figures as reported in the annual report of the Department of Labour, for the year ending March 31, 1909, I find that the number of persons engaged in industrial occupations who were killed outright from accidents occurring in the course of their work, was 1,271 and during the preceding year, the total number was 1,353. Take that average for a period of ten years, and what does it amount to? Between 13,000 and 14,000 of the wage earners, of the wealth producers of this country,

killed outright in the course of their employment. What a tremendous national loss this is, to say nothing of the great loss to industry, to say nothing of what it means to the friends and families of those who are victims of these disasters. We see here the necessity for an extension of governmental action which may help to acquaint workmen with the difficulties and dangers attendant on their callings, and which may tend in some way to reduce the number of fatal accidents which are likely to occur.

Now, I would like to say a word or two on another phase of the importance of technical education. And first of all, let me draw attention to the important part which technical education must necessarily play in the industrial development of this or of any other nation at the present time—must play because of the change which has taken place in the methods under which industry is carried on to-day in comparison with the methods under which it was carried on in the past. Under the old system as it prevailed before the mechanical inventions that have taken place during the last century, under the old domestic system, it was the custom of the employer to work with his men in his own home or in the shop. There were not then the large factories, there were not the large organizations of capital and of labour as we find them to-day. Under the old system of industry the training of the artisan was a comparatively simple matter, but under the system as it has developed to-day through the introduction of different powers, the harnessing of the forces of nature, be they water, steam or electricity, we have entered into an entirely different industrial era, we have an industrial condition in which technical education must play a tremendous part. No man, for instance, can deal with electricity unless he is something more than an ordinary workman, something more than an ordinary mechanic; he must have scientific training if he is to take any part in the application of electrical power to industry. Our whole industrial system being carried on to-day by factory organization and organization of capital and labour on a large scale, renders it absolutely essential that a nation which is going to progress and keep abreast of the times must equip its workers along the most modern lines, provide its workers with a practical technical training to enable them to deal with the new conditions under which they are obliged to work.

But not only has the industrial system vastly changed from what it was some years ago, the nature of the competition in industry has become vastly different from what it was not so long ago. It is no longer in any line of manufacture a question of competition as between muni-

cipality and municipality, as between province and province, but it is a world wide competition, competition between one nation and another, between different countries forming a part of the same empire, and between different empires, a struggle for industrial supremacy so vast that it is difficult for the imagination to grasp its significance. Now, in a struggle such as that carried on under our industrial system, the slightest difference in processes, in technical devices, the slightest advantage in scientific knowledge, in the adaptability of machinery for different purposes, may have a far reaching effect. It may affect the whole of one industry, or the industries of one country, as compared with those of another country, and we in Canada, who at this time are endeavouring, as we all are, to become one of the foremost peoples in the industrial struggle of our time, should be prepared to consider carefully this question of technical education, since upon technical education will largely depend the success of our manufacturers in obtaining the advantage of the latest scientific processes. Not only the men who are directing an industry, but also those who are taking part in it, must be well educated to enable our country to hold its own and make headway against all competitors.

Sir, while speaking on this question of foreign competition, I would like to touch for a moment on the question of foreign trade. No nation that is worthy the name can hope to accomplish much unless it develops a large foreign trade, and this country, while it has already made considerable strides in the direction of gaining a foothold in the markets of Europe and elsewhere, will, we hope, go much further, and not only maintain a foothold in the markets of Europe, but also gain an entrance in the markets of the Orient, for which we are so well fitted by our geographical position. Perhaps the House will pardon me if I make a reference to one or two facts which came under my observation during the time I was privileged to be in the Orient last year. What impressed me almost more than anything else was the extent to which the manufacturers of England, the manufacturers of Germany and the manufacturers of the United States were finding a sale for their goods in those distant parts. In the cities of China, in the towns and cities of Japan, one saw everywhere articles of manufacture, products of one kind or another, coming from Great Britain, from Germany and other countries of Europe, and also from the United States; and I could not but wonder as a Canadian that we had not found our way into those distant parts, possessing, as I have mentioned, a great natural geographical advantage in the matter of trade with the far east. Going down from China

to Japan, one travels through Manchuria on a road over rails that are made in Europe, and on cars that are made in the United States. The table service is made up of cutlery and china that comes from Great Britain. Much of the food has been prepared in European countries or in the United States. Surely we can hope that before long the manufacturers and producers of this country will be finding a market for their goods in those distant regions, and this market, I believe, once it is obtained, will be one of the largest and most profitable in the world. But if we are to find an entrance to that market, and if we are to hold our own when we get there, it will be only in virtue of the fact that our industries are equipped in a manner second to none as compared with those of other countries, and that we are doing a business as up-to-date as that which any other nation can do.

But, if there was one thing that impressed me more than another it was the extraordinary industrial development which has taken place in those countries themselves, and that is one of the main reasons why we should spare neither time nor money in an endeavour to equip our industrial communities in the most efficient manner if we are going, not only to obtain a foothold in those foreign countries, but if at the same time we are to retain our own markets in face of the competition which is sure to come from the far east. Let me mention only one case. I had the privilege of visiting the city of Hankow, which is three days' journey up the Yangtze river, just opposite on the other side of the river, is located a large iron and steel industry. At the time I was there, this concern, established by Chinese capital, employed in the vicinity of 20,000 Chinese workmen, and they were shipping pig iron and steel ingots not only to other cities of China but to the United States as well, paying the duty on the steel ingots all that distance from the interior of China, across the Pacific, paying the duty and landing that steel at a profit in the very districts in which steel is being manufactured in the United States. I asked myself how it was possible that the Chinese nation that we had supposed to be asleep was carrying on so successfully such an industry in the far east, and the answer I found in connection with the very subject we are considering to-night. The men who were directing those industries were highly trained specialists, some of these young Chinese who had gone to Germany, who had gone to the United States, who had gone to Great Britain to receive a technical education in the schools and colleges there, and with that fine intellectual advantage characteristic of Chinamen, were able to return to their own country and to