

British Columbia.

Continued from Page 719

fixed dates, these steamers being supplied with proper refrigerating facilities, an immense impetus would be given to this industry. The cost of marketing the fish would be greatly lowered, giving us better chances to compete with the American dealers. To give you an idea of the extent of our halibut fisheries, I can vouch for the fact that it is no uncommon thing for one little steamer, manned by some fifteen men, to catch over 200,000 pounds in three days off the north coast.

You cannot fail to realize what all this means. Let our mines be developed, our lumber trade expanded and our shores populated by a thriving fishing community, and what a splendid market there will be for your products. We can supply you with much but our purchases in return will be commensurate. To-day we import three-fourths of our food stuffs, though unnecessarily so, as were our agricultural lands properly settled up we could produce in certain lines all we require, but under any conditions we must look to Manitoba and the Northwest for many of the necessities of life.

British Columbia wants to see the territories and provinces to the east of her grow, the quicker their development the better for us. For we shall supply you with fruit, fish, lumber, hops and later on, with tobacco—these two latter products grow to great advantage in certain of our valleys.

Our interests are mutual, the prosperity of the one means the prosperity of all, hence British Columbia can heartily co-operate with this grand immigration scheme, which, it is to be sincerely hoped, will prove as successful as the most enthusiastic of the delegates here assembled could desire.

The Flour Trade.

Of all the different lines of business in this country to-day that are suffering for want of profits, among the most conspicuous is no doubt the milling business. Conspicuous not only because it is one of the largest, or because its products come more directly into use among the people, but because of the apparent calamity in the condition. Of all businesses in this country it would appear that of flour making should be one of the most prosperous. Here we have a line of business manufacturing a commodity of universal use. Making it right out of the wheat that grows at their very doors, turning it out of mills made after the most modern patterns and by men known to be the best millers, the most willing workers on earth, acknowledged to be such, managed by men who are business men from the ground up, and yet no lines of business today are suffering from greater apparent evil.

Millers are constantly looking for the evil and for a remedy. All kinds of schemes are being proposed, all kinds of resolutions are being passed, Congress is being petitioned, committees are being appointed. This sort of a thing has been going on all during the past two or three years and yet no relief has been found. And that is not all. In England where they have about 40 to 70 million bushels of English wheat to grind each year it is found that the millers there cannot grind that wheat at a profit. And yet those English mills are grinding American wheat at a greater loss than what they are sustaining in grinding their own. The Buda Pesth mills are running, but only on the strength of governmental assistance. In France the mills are running partly on the strength of bounties and favorable tariffs. Spanish mills are running but to some extent on the strength of the extortion which the Spanish government allows them to practice on the Cubans.

There must be something radically wrong—something irregular, out of order; conditions must be out of joint somewhere to cause the milling business of the world to be thrown into such a strange position. It would appear that this the most useful of all industries were in the disfavor of "the gods." That would be the conclusion naturally reached in other days. But that explanation does not satisfy the miller to-day who has his fortune invested, nor the operative who depends upon this industry for his living. Something more definite is demanded. Everyone asks the question, "What is the trouble?" There is certainly a riddle for the milling world to answer. All answers that have thus far been presented in the shape of petitions to congress, proposed laws, etc., will not solve that riddle. They are simply capable of warding off for a time the answering of it. But sooner or later it must be answered correctly.

There must be an evil deeper rooted than can be eradicated by the action of laws, when an industry the world over falls into this condition. Laws cannot make milling pay. They can be fixed so that the mills will run for a time but sooner or later the very laws which were passed for its benefit will prove its curse. An industry prospers only when it has a right to prosper, when it prospers within itself. The milling business should prosper within itself. "What is the trouble?" Let the millers of this country and every other country look into their business, notice carefully all that they have done in the last ten years, take inventory of their acts, see whether or not they, in their eagerness to gain trade, have not placed some other miller where he has been obliged to sell at cost, or worse, at a loss. It may be that there they will find a clue. Follow it up and perhaps a remedy will suggest itself.—Minneapolis Market Record.

Manitoba Fisheries.

The Selkirk Record says: "Few people even in Selkirk have any idea of the extensive preparations being made in connection with the carrying on of the fish business on Lake Winnipeg next summer and the large amount of capital being expended in connection therewith. The work in the new freezer for the Selkirk Transportation and Cold Storage Co. has been commenced, and is now being pushed vigorously forward. The freezers formerly used by the Manitoba Fish Co. on the slough are being remodelled and refitted so as to suit the ammonia system of freezing. The stone for the foundation of the new power house is on the ground and will soon be built in. The boiler and engine and machinery is expected in a few days and will be placed in position as soon as possible after arrival. In addition to this the steamer City of Selkirk is being lengthened and made more suitable for bringing in the fish from the fisheries. The total cost of all these improvements will reach \$35,000. Next on the list comes the steamer and tug being built for the Reid & Tait Fish Co. and to be used in their business. Large gangs of men are employed in pushing their work to completion, so as to be in readiness when the fishing season opens.

Add to this the usual cost of spring repairs to steamers, tugs, sailboats and other equipments made by the several fish companies operating here and the total will amount to at least \$50,000—not a bad showing at all for the little town of Selkirk.

Notwithstanding all this, we have men going about doing nothing, who would gladly obtain some clue whereby they could strangle some of the fish companies and men connected with this important industry. A coat of tar and feathers is too good for such individuals.

Upwards of 1,000 persons in this district are dependent on the fisheries for their daily bread, and when any person tries to injure the fisheries, he is trying to rob the people who are dependent on them of their subsistence.

Again, a person who tries to interfere with our fisheries is trying to interfere with the prosperity of our town, and all citizens should unite in forcibly telling him to mind his own business—if he has any."

Prof. Odium, who was one of the British Columbia delegates to the Winnipeg immigration convention, has been engaged by the Dominion government to go to England to lecture. The engagement is for two years.

No Trouble

to furnish information about Splendid Service offered via "The North-Western Line" from Minneapolis and St. Paul to Milwaukee and Chicago—it's a pleasure. If you contemplate a trip East, please drop a line to T. W. Teasdale, General Passenger Agent, St. Paul, and receive illustrated Folder, Free, with detailed information about the three superb trains leaving Minneapolis and St. Paul every day in the week, for Milwaukee and Chicago together with any special information you may desire. Your Home Agent will sell you tickets via this first class line and reserve you Sleeping Car Berths in advance, on application.

WISCONSIN CENTRAL LINES.

LATEST TIME CARD.

Daily Through Trains.

12.45 pm	6.25 pm	Lv. Minneapolis, Ar.	8.40 am	4.20 pm
1.25 pm	7.15 pm	Lv. St. Paul Ar.	8.00 am	3.40 pm
	6.05 pm	Lv. Duluth Ar.	11.10 am	
	7.15 pm	Lv. Ashland Ar.	8.15 am	
7.15 am	10.05 am	Ar. Chicago Lv.	6.00 pm	12.40 pm

Tickets sold and baggage checked through to all points in the United States and Canada. Close connection made in Chicago with all trains for East and South.

For full information apply to your nearest ticket agent or

JAS. C. POND,
Gen. Pass. Agt. Milwaukee, W.