

merce—our merchants, real estate men, lumbermen, farmers—would share, and thus add to the capital of the Province.

"Then, too, a feature which has appealed to me most strongly, and to which I have given a great deal of time and attention, is the opportunity that would be afforded for the reduction in the cost, and the improvement generally of our food products.

"This grain would yield something like 417,000 tons of shorts and an equal quantity of bran, 27 per cent of which would be by way of by-products.

"Therefore, if this grain could be milled at the Coast, as above suggested, the railways would benefit, the Province would benefit by the enormous sums referred to as to wages and fuel, and we should also have the advantage of adding to our general commerce the very appreciable sum of \$193,487,602, as a result of those operations.

"Now, let us look for a moment at the result of all this investment, and what is necessary to secure its early achievement.

"First, we have our railway obligations, which are fixed and definite. Whether or not these will become a real liability I think depends very largely upon ourselves. If we can by our efforts succeed in creating a volume of trade sufficient to at least supplement the present earnings of the corporations, no further obligations need be considered. But entirely apart from this indirect liability is the importance of attracting immigration to our shores in view of the natural productive power of our country, thereby cheapening every kind of product and making it possible for our people to live in comfort and at moderate cost.

"I have frequently stated on the public platform that in my opinion we shall never be prosperous until we are populous, and we shall not be populous until we have materially cheapened living. Therefore, if we can afford employment for a great many thousands of men, as has been shown, and at remunerative compensation, we immediately create an opportunity for the farmer to market his produce at the nearest point, and thereby save heavy transportation charges. At present, by reason of the distances, he must ship his commodity to distant markets, and oftentimes is unable to make any practical use of the result of his labor. I refer particularly to the movement of fruits, vegetables, and other perishable merchandise. I understand that large quantities of fruits and such things as celery have been allowed to rot on the ground because of the want of a market. This, gentlemen, should not be possible had we sufficient population within our territory.

"Now, if these markets can be secured, just think for a moment what would be possible to the average farmer, who would be able to obtain bran and shorts and all small feeds from the mills at very moderate cost. As I have shown, the freight on these by-products will have been absorbed in the figures given you for the moving of the wheat, consequently the miller would be able to offer these by-products at very nominal cost. This would enable the farmer to market his beef, his sheep, swine, poultry, at a lower cost than that at which he can now produce them, in consequence of which everyone within our boundaries would benefit by the development of the milling interest such as I have described.

"Obviously, however, it would be idle to discuss a plan of bringing wheat to the Coast, and the construction and operation of mills, unless it were possible to move this product of these mills, and this is the crux of the whole question.

"I gather from those who are well informed in respect to the milling interest that flours that are ground for the British and European markets, whether manufactured on the American continent or at their destination, are an admixture of wheat and a proportion of soft grains, in order

that a certain blend of flour may be secured. The Province of British Columbia, in its lower reaches, is capable of producing many thousands of bushels of soft grain suitable for this admixture with No. 1 hard.

"This would stimulate farming in such a way as has perhaps never before been experienced, and would enable the millers to produce the blend of flour above referred to without any additional cost. If and when it is possible to ship, as I believe it will soon be, the product of these mills to European markets, at rates which will equal, if not improve upon, those presently existing across Atlantic waters, the problem will have been solved. By that I mean that the difference in the freight rate between certain points looking toward the Pacific by rail, and crossing the Atlantic to Europe, will not exceed the charges necessary to carry the wheat by rail, particularly to the Atlantic seaboard, when such grain is destined to Halifax.

"Now what are we to do to move this grain and these products and to make possible the expenditure of the wages above referred to? There is one thing, and in my opinion, only one, that should be done, and I am here boldly to say that this is the time—for the Province to rise in its might and assume the obligation necessary for the completion of this idea. What we need is an efficient, courageous, resolute, determined effort, and who, gentlemen, is to make this effort if not the Government?

"We have frequently discussed, and at some considerable length, the transportation of our timber products to the markets of the world, and while the lumber people who are largely interested in this business are willing and able to bear a proportionate share of the responsibility in the building and securing of ships, still nothing has as yet been done, and it would appear that before anything can be done, large profits and very important connections will have been lost.

"I have taken the ground, and am prepared to defend the position, that no government aid should be afforded any particular industry. If it is decided by legislation that support should be given, then I submit that not only is it fair but it is essentially sound, sane business to consider the other producers of our country, because not only will the movement of grain westward introduce the milling industry, but it will have a profound effect on all trade. It will be of material benefit and lasting good to the lumbering interests themselves. Consequently, I stand on this platform to say that in no case, and under no circumstances, am I willing to support any kind of subvention having for its object the assistance of any one industry to the detriment or exclusion of another.

"The committee of the executive have received, both in conference and in private, many and varied suggestions as to the best method of compassing this whole question. No definite nor concrete plan, so far as I know, has as yet been reached, but some of our plans are nearing this point. I have my own ideas, and to put the same into a few terse sentences, I would, first, be prepared to take the responsibility on behalf of the Government of obtaining the best possible expert to draw plans for ships suitable to the commerce of this country, and build by contract two or more vessels forthwith.

"This would demonstrate that such vessels could be built in British Columbia, and would also prove beyond question whether or not they can be profitably built. Further, such vessels must be built under Government inspection and Government control, and must never be permitted to become alienated from British Columbian ports. Then, after such construction and complete knowledge was had and demonstration as to the cost, it would be for the Government to consider whether they should build further vessels, or whether they would in some way offer some