

starve it, you could almost do so, by closing your sea gates, and shutting off supplies, but Britain is better known as the Mistress of the Open Gate than the keeper of a closed door.

Let us agree then on my first point, that we be British, now and always: members of that Empire which England and her wandering children have built and sincere believers in that Imperial Idea, begotten sometime in the last century, baptized in the blood of colonies which died at Paardeburg, died to rise again as sister nations of one Empire, and confirmed as members of one indivisible whole when the Duke and Duchess of York stood sponsors for them in 1901, at every outpost of Empire.

As nations we have won us the rights of men, and shall hold them, but what man ever lived who was not proud of his mother? Proud of ourselves we have a right to be, but prouder than all of the mother of us all, the Heart of us all, dear liberty-loving, Queen-Mother England.

Let us see now, what made us what we are: where got we our wealth, and how have we held it?

It is always to the sea we must look, and to the long ships in which we went down to her.

Sea wolves were we at first, finding safety and wealth where others found death and disaster; sea kings later, the sea our path to Empire; sea traders then, and adventurers, and as the world grew duller, and more commercial, the great carriers of the Atlantic.

Sea carrying was our business, and I tell you British Columbians, that though the politicians of our day talk nothing of it, that that trade of sea carrying, is the business of your future, the only trade in which lies for you, a future such as fits the ambition of the most ambitious race on earth, the British men of the West.

The ledger may do for other trading firms, let me have here The World's Map: that is our Empire's ledger.

One of our national auditors Sir Vincent Howard, went over it the other day, and this is what he found in it. He found that steam being the motive power of men of war, and steam dependent upon coal, and the coaling stations in the hands of Britain, the sea ways of the world are ours. He illustrates the position thus.