

OUR COUNTRY-- THE GOLDEN WEST

Senator Templeman's Speech on the Wealth of British Columbia at the Annual Banquet of the Canadian Club, Hamilton, Ont.

Senator Templeman and Mr. J. G. H. Bergeron, M. P., addressed the Canadian Club, Hamilton, at its thirteenth annual banquet on the evening of the 1st of March, in reply to the toast of "Our Country." The Senator dealt with the West and Mr. Bergeron with the East. The Senator spoke as follows: "I appreciate very highly the honor conferred upon me in inviting me to speak for a few minutes to this gathering of Canadians in this progressive Canadian city. When your representative in the Commons, Mr. Zimmerman, asked me to be present this evening and say something, and I asked him what that something should be about, he generously placed upon me the responsibility of choosing the subject. 'Talk,' said he, 'about Canada, or some part of Canada, or some phase of Canadian life, or the simple life' of a Canadian politician, or anything of that kind and it will be acceptable." On reflection I thought that if I attempted a subject that could only be treated academically that I would fail of my purpose, and having a leaning to the practical rather than to the theoretical, it occurred to me that I might say something about the West. "The history of Manitoba and the Territories, since they emerged from the fur-trading age, is well known to every Canadian who takes an interest in the growth of his country. Their growth in population and material advancement, especially during the last few years, has been very great, and so confident are we that growth will continue that we are now engaged in the pleasing and patriotic work of creating two great self-governing provinces which will take their places in the sisterhood of the Dominion on the 1st day of July next. In a few years Alberta and Saskatchewan will equal in population and wealth the richer of the other provinces, and before that time arrives it is not too much to predict, I trust, that the great island that guards the mouth of the St. Lawrence, Newfoundland, will have become the tenth province in the Dominion. It will then only remain to dispose of the northern territories either by attaching the Yukon to British Columbia, McKenzie to Alberta and Saskatchewan, Keewatin to Manitoba, and Ontario and Ungava to Quebec, which would be a good way to give the Dominion a uniform representative institutions, if it should be found as time goes on that the population there is never likely to be dense enough, or the natural resources rich enough to justify the formation of more self-governing states. Then Canada will be finished in an autonomous sense—every part of its immense area enjoying the inestimable advantages of free and independent parliaments—and the great work of peopling its wide places and developing its enormous natural resources will go on more surely and more rapidly than at any time in its past.

"We have been making history fast in Canada. It is only 37 years since the four eastern provinces of Upper and Lower Canada, New Brunswick and Nova Scotia formed Confederation, Prince Edward Island coming within the circle immediately after 35 years since Prince Rupert's Land was purchased and Manitoba was carved out of the wilderness, and made a province; 34 years since the alliance with British Columbia brought the Dominion to the shores of the Pacific. And now, in 1905, just 37 years after the disunited Eastern provinces, after much tribulation, menaced as they had been for years with the imminent danger of stranding on the rocks of partisanship, diverse interests, hostile tariffs, and a narrow sectionalism, united and became the Dominion of Canada, we are about completing the work—in so far as geographical area is concerned—of nation building; the edifice may have some defects; we may be able to see in some things that we would be willing to change had we to do it all over again; but in the main it has been well done. It has made of half a continent a united country, its people proud of the present, hopeful of the future, and let us all hope, dominated by one aim and aspiration—the complete unification of all its people, in all its states, in one strong, free, independent, loyal and patriotic Canadian nation.

"What is the West? When I was a boy—and that is not so long ago as certain misleading appearances might suggest—the West was the county of Bruce. I was born in Eastern Ontario, and when a man emigrated from there for any reason, he went to the county of Bruce. Later, when Bruce was full, they, unfortunately, for a number of years, drifted over to Michigan, Illinois, Iowa and then Dakota. It was unfortunate that just at that time there was no place in Canada to go to, for even New Ontario was a terra incognita. But when Manitoba was opened to settlement, then that was the West we all spoke about. Later it became the Territories, and still later British Columbia.

"To properly explain what the West is and what it will become, I must have recourse to statistics, which though generally pronounced dry and uninteresting will not, perhaps, be so considered when used in connection with this subject. For some years after the completion of the C. P. R. there was very little development outside of Manitoba, so that for the purposes of the comparison I desire to make I will take the census returns of 1891 as the starting point, and by giving the development during the ten years up to 1901 and estimating arithmetically therefrom, estimate the productive capabilities of Manitoba and the Territories in 1911, when the next census will be taken.

increased to 1,500,000, or 1,750,000. In 1891 there were 1,010,000 acres in wheat, which was increased to 2,495,000 acres in 1901; in 1891, 64,000 acres in barley, which was increased to 162,500 acres in 1901, and the 318,000 acres of oats in 1891 was increased to 833,000 in 1901. These are the three staple crops. The increases in the other products, including cattle and horses, were in the same ratio. Based upon these returns it is easy to estimate what that country will be producing in 1911, when the next census will be taken. The acreage in wheat will then have increased to 6,200,000, in barley to 432,000, and in oats to 2,200,000, which will yield, estimating conservatively, 117,500,000 bushels of wheat, 13,824,000 bushels of barley, and 81,000,000 bushels of oats, and proportionate increases in all the other products. To transport that enormous product to market will require fifteen trains every day of thirty cars to the train for every day in the year. This calculation, based on the results of the last returns, will demonstrate more convincingly than any general statements can the enormous possibilities of the prairie provinces of the West. I had the pleasure to-day of visiting two great manufacturing industries in the city of Hamilton, and when passing through the Duerfing Company's vast agricultural implement establishment I thought of how much that country was bound to contribute to the prosperity of the manufacturing interests of Ontario. The manufacturers of the East are as greatly concerned, perhaps they have a greater interest financially, in the growth and prosperity of the West than have the people resident there and who are now doing so much to develop Canada.

"British Columbia can only be spoken of in the superlative degree. It is the greatest province in the Dominion, and in more than one sense. That may sound extravagant to Canadians residing in Ontario, who have been educated all these years to believe that Ontario was the banner province of the Dominion. Well, it is, as compared with British Columbia in some respects, but not in all. If I make comparisons in what I have to say about British Columbia, you will understand that it is not for the purpose of belittling any province, but

Table with 10 columns: Province/Territory, Population, Agricultural products, Forest and furs, Mines, Fisheries, Manufactures, Natural products, Average of all, per capita.

Table with 2 columns: Province/Territory, Average natural products, per capita.

What would Canada be without the West or even without British Columbia, which is the key to the Pacific ocean? There is much talk of winter ports on the Atlantic and strenuous efforts are being made to utilize for all Canadian

St. John, when the St. Lawrence is in the grip of the Ice King. But, sir, think for a moment of the possibility of the early diversion of a vast volume of traffic to the ports on the Pacific ocean, ice never forms and where ships may come and go every day of the year.

When the G. T. P. is completed and the Panama canal is finished, the products of British Columbia, of Alberta and of Saskatchewan will find a cheaper outlet traffic possible the ports of Halifax and

In his report to the Western Steamship Company San Francisco owners of the steamer Wyefield, Chief Officer Webb relates the voyage of the ship and the incidents leading up to her seizure by the Japanese. The report has been prepared by the chief officer since his return to Victoria on the steamer Senator, Thursday morning. It is as follows: "Sailed from Union Bay at 6 a. m., and discharged pilot at Victoria at 9 p. m. on the 7th of January. From Victoria to the 180th meridian, which was crossed on the 18th, a daily average of 205 miles was maintained. With moderate winds from the northeast to the southeast and a rough sea and with fine, clear weather the ship proceeded. The

solely with a view of impressing upon your minds the real importance of your possession on the Pacific Ocean. As Canadians you are as much interested in Canada on the Pacific as Canada on the Atlantic.

"British Columbia, I have said, is the greatest province in the Dominion. It is the largest geographically, containing 380,000 square miles. It is fourteen times as large as Nova Scotia, three times as large as the United Kingdom, and 50 per cent. larger than France, or Germany, or Ontario. Its population, now about 200,000, increased between 1881 and 1891 98 per cent., and between 1891 and 1901 82 per cent., showing a larger ratio of increase in those twenty years than any other section of Canada. It will be evident, therefore, that the population twenty years ago was very small, as it was only by the last census 175,000. That growth is attributed almost altogether to the building of the C. P. R., the Crow's Nest and other railways. The remarkable progress of the Territories and of Manitoba is also due to the same cause, and both results furnish all the justification needed for adequate transportation facilities in our vast northern domain. British Columbia is undoubtedly an hospitable sea of mountains from the summit of the Rockies to the shores of the Pacific, and from the 49th degree to the 60th parallel. These mountains run generally in three parallel chains from north to south, and everywhere are more or less mineralized with copper, gold, silver, and lead being present everywhere in practically inexhaustible quantities. Iron and coal are very abundant, and on the Coast and in Kootenay are found side by side. Every economic mineral, excepting perhaps tin, exists in profusion, and only await the proper conditions to yield untold millions to the enterprising and intelligent miner. That may be considered a somewhat hazardous statement to make in Hamilton, where the credulous were shamelessly deceived a few years ago by wild-catters from the East as well as from the West. But it is a fact, nevertheless. The gold gravel beds and benches of Atlin, Cassiar and Cariboo, and the Fraser River bars, are of enormous area and great riches. The undeveloped

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to the markets of the world by the Pacific than by the Atlantic. The Senator dwelt strongly upon the great development that was certain to follow the use of the Pacific ports by the trade of the Far West and closed by expressing the hope that as Canada had solved the problem of uniting into one Dominion widely separated provinces, that Canadians would thereby feel encouraged to engage in the larger and more important scheme of the Federation of the Empire.

island Amatsinake in the Aleutians was passed at 8 p. m. on the 17th, bearing north 10 miles distant.

"On the 23rd of January we arrived at the entrance to Amphiprite Straits. We, however, were unable to make head way through the high and stormy sea experienced in this locality. The violent storms of hail and snow were too frequent to insure safe passage, so our course was altered to the southwest to await finer weather and proceed through any of the other channels which might prove favorable.

"The storm had abated considerably by the 25th, although the sea, which was still running high, repeatedly broke over

mineral resources of British Columbia will make the remunerative employment for millions and provide ample fortunes for hundreds of thousands of people. But it has other resources, although mining may remain for many years its greatest industry. There is more enduring wealth in the sea than in the mountains. When we get a market, and we are finding it, British Columbia will go from second to first place as a sea farmer. The sands of the Fraser are not full of gold—and gold can be found, although not always in paying quantities, in almost every yard of its length of a thousand miles—than its waters are full of sockeyes. The Fraser river is the greatest sockeye salmon stream in the world. In the last big year, 1901, over \$5,000,000 worth were put on the market, and so vast was the run that only a small proportion of the fish caught could be taken care of. The halibut lands off the coast of Queen Charlotte Islands are just beginning to be exploited. When I tell you that for the carriage of halibut alone from Vancouver to Boston one company in 1904 paid the railway company \$200,000 for express freight alone, you will have some idea of the magnitude of the trade. Most of the varieties of fish found on our Atlantic coast are present in inexhaustible quantities along the coast of the Queen Charlotte Islands. I prefer now that inside of ten years than the waters of the Western province will be producing more in value than all our Atlantic seaboard put together.

"And then there is the timber. An expert one told me that he had calculated that in certain places on Vancouver Island the timber would cut 500,000 feet to the acre; 50,000 feet would be a big thing up the Ottawa. And most important still, the agricultural resources of British Columbia will be in time that could easily be measured, the largest grower of fruit; it will supply the millions who will inhabit the Territories. There our fruit growers will have a market to themselves and forever. Apples, peaches, plums and cherries are now grown everywhere in the valleys of the interior and on the coast. British Columbia will never be an agricultural country as Alberta or Saskatchewan are, but it will yet exceed in that line several of the other provinces. The agricultural lands, though limited in extent, are remarkably productive, and will greatly reward the intelligent efforts of the rancher and farmer.

To verify what had been said the Senator quoted from a table showing the total value of products of all the provinces for the last census year, and made comparisons of the results as between the provinces, laying particular emphasis on the per capita value, according to which British Columbia easily ranked first. The table follows:

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Of the 126,561 freight cars ordered for American railroads last year 85,000 were of steel construction.

IN FAVOR OF PLAINTIFFS. Jury Awards Substantial Sum in Case of Weer v. W., W. & Y. Co. A verdict in favor of the plaintiffs in the case of Weer v. Vancouver, New Westminster & Yukon was given by the jury in Vancouver. The plaintiffs were awarded the sum of \$7,000.

defence, most of whom were trainmen from the other side. Shortly before 3 o'clock all the evidence was in, and counsel addressed the jury. E. P. Davis, K. C., for plaintiffs, and Joseph Martin, K. C., for the defendant company. Mr. Justice Duff then charged the jury, giving them a set of questions, the principal point of which was whether the company had been negligent, and if so, whether the deceased had contributed to such negligence. The jury was out about half an hour and returned a verdict for plaintiffs, finding that the company had shown negligence, and that the deceased had not

as the eye could see with a few scattered channels too dangerous to navigate. The Wyefield was leaking badly on account of two plates being started, and the steam sprung. We, therefore, had to give up the idea of navigating La Perouse Straits, and were forced to return to Tsugara Straits, where we had very faint hopes of success. We returned through the Kurile island, by way of Yehorup channel, which we entered at 9 a. m. on the 23rd; and, when through, changed our course to the southwest for Cape Yermio. The weather was now much fiercer, and the sea smooth, but snow fell frequently. Cape Yermio was passed at midnight on the 23rd, and on the afternoon of the 30th we stopped for two hours at a safe distance from shore so as to approach the danger zone at dusk. The weather still remained fine and much clearer than was necessary to make our venture a safe one.

"We finally went full speed at 4 p. m. with our lights dim, and we were fired at and stopped off Hokodate by the Japanese cruiser Musashi. We were ordered to follow her into Hakodate, and five minutes after our capture two other cruisers were sighted. All three vessels exchanged night signals with each other. Subsequently one of them, the Asama, ordered our movements from the stern so that we had absolutely no chance of

escape. We anchored at 9:30 p. m. inside the mines, which stretched across the harbor, and were boarded by Lieut. Yamashiro of the Musashi, who, on hearing our destination was Vladivostok, seized us by order of his captain

for Vladivostok. We arrived at Yokosuka at 5 p. m. on the 2nd, and the cargo was condemned on the 7th by prize committee. The captain and crew were ordered to leave the steamer on the 9th, and were taken to Yokohama.

A FIGHT WITH THE ICE—WHAT THE WYEFIELD UNDERWENT IN SEEKING TO ESCAPE FROM THE JAPANESE.

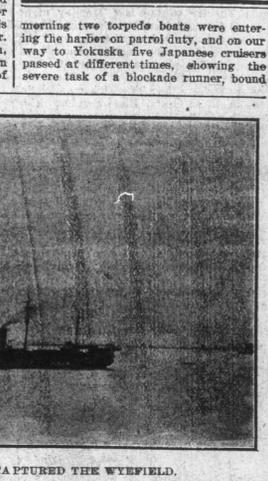
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THE CRUISER WHICH CAPTURED THE WYEFIELD.

Notice is hereby given that thirty days from date I intend making application to the Chief Commissioner of Lands and Works for special licenses to cut and carry away timber from the following described lands situated on Frederick Arm: No. 1. Commencing at a post near the shore, on the east bank, about 60 chains south of entrance to Estero Basin, thence east 90 chains, thence west 80 chains, thence following shore to point of commencement. No. 2. Commencing on the strike of the eastern boundary of number one claim, about midway, thence east 90 chains, thence south 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains.

Notice is hereby given that the annual General Meeting of the Victoria Lumber & Manufacturing Company, Limited, will be held at their office, No. 2 Broughton St., in the City of Victoria, on Monday, the 3rd day of April, 1905, at 2 p. m., for the purpose of electing Directors and transacting any other business that may be brought before said meeting.

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At the present time falling back on the while the first and ports, are retreated to road to Kirit, to and roads, and behind them, and the Japanese to take of the retreat. The Japanese a grand trade route, and the opening of the Liao river, is crow

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Second Line D. Pops to C nudin. Gunshu Pass, The last two without incident of the censor to sian rearguard engaging in occ has now reached north of The pa slowly advancing Russians. The bridges, the rail ways and carrying fishing buildings, able. Reports of a by the Japanese. There is increased reliable information in which accounts of the de to the Japanese. The troops of Gen. Kouropatkin the army ar was ever attentive soldiers. Regarding had been com Kouropatkin off subordinate of G commander of a Gen. Lianchi respect and confid fighter, is deterr by wading out t taking other step will result in effi the Red Cross pieces of Grand widow of the Gra ing excellent work who lost their off Mukden. Some off ing supplied with change of linen a HOPE TO HAM MOVEMENT. St. Petersburg m.)—The latest churia indicate the Russian army is eventually. The marked by fighting. The Russians are fious to avoid pu construction of pe of supplies. Dispatches re nounce that a heard south of T in error. M. Russkoff, a respondent who h Gen. Rennenkamp ern army, and w ceased with the treat, has arrived. He has been wounded the retirement. According to an prech from Guna men of Gen. Lin impression with t mander enjoying fidence of the troe usure as Gen. a fighters and not

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