

cold storage system into operation. He went to the railways and said, 'We want you to put cold storage on your cars to carry goods to the sea board,' but the railway managers said 'No, it will never pay us to do that.' The government said, 'We will make it pay you. We want you to put it on the freight, and if the freight is not sufficient to cover the cost we, out of the public treasury, will contribute enough to make it pay.' The railways adopted the system. At first we had to contribute a little towards the expenditure, but the next year the service was self-sustaining, and the business has been ever increasing until now the railways are providing cold storage cars on all their main lines to carry perishable products to the seaboard. It was the same with the ocean vessels. At first they refused to put in mechanical cold storage, but the government in the same way induced them to give it a trial, and now every steamer that leaves our ports is provided with the best system of mechanical cold storage to carry perishable goods across the ocean. They know that if they do not provide such accommodation they will not get the freight. This is one act of the government that has contributed wonderfully to expand the prosperity of the country. I do not know of anything else that has done so much to advance our prosperity as the preference that we gave to England in 1897. It was 12½ per cent at first. Then it was increased to 25 per cent, and it has been for some years at 33½ per cent. That is the preference that is given to goods manufactured in England when imported into this country. The result has been that our trade with England has increased enormously. In 1895 our imports from England had fallen to about \$26,000,000; last year they amounted to something over one hundred million dollars. That has been brought about largely through the preference. Our exports to England have increased immensely as a result of the good feeling that was produced by the preference given by this country. Canada was the first of all the British colonies that without any bargaining gave to the motherland a preference in her markets.

It brought about such a feeling of friendship for Canadians that our products are

sold largely in the English markets and the demand for them is increasing. I remember an instance which came under my own observation. As millers we had been sending a great deal of flour to the old country, and it was usually stipulated that it should be branded, 'made in America,' but after the preferential tariff was put in force the cables came across to us, 'brand your flour no longer made in America, but brand it made in Canada.' The feeling towards Canada was so good that they wanted all our bags and barrels branded that way. That feeling has contributed greatly to increase our trade with England. Another thing this government did for the first time in the history of Canada: It sent men to South Africa to help the old country in time of need. England was not in such distress that she required our men to fight her battles, but Canada said, we will send a contingent as an object lesson to show that we are ready to help you fight the battles of the empire. That produced a warm feeling in England for Canada and it is to the everlasting credit of the late government that they were the first Canadian government that offered to contribute such aid to the imperial authorities. The imperial spirit has grown of late years to such an extent in this country that a motion was passed two years ago unanimously in the House of Commons to assist in the naval defence of the empire. The motion was made by the present Minister of Trade and Commerce, and it stated that the time had now arrived when this great Dominion with all her wealth and possessions and her great trade interests on the sea coast should contribute something towards the support of the British navy. That motion was followed up by the government wisely, I think, not rushing too extensively into the matter but providing the nucleus of a navy. It has been ridiculed by the opponents of the late government, but it was a start in the right direction. It was felt that as we grew richer we could build larger and better vessels and ultimately have a navy and shipyards of our own which would be of enormous benefit to the people of this country and to the imperial navy. British war ships could use our dry docks to make necessary repairs, and I