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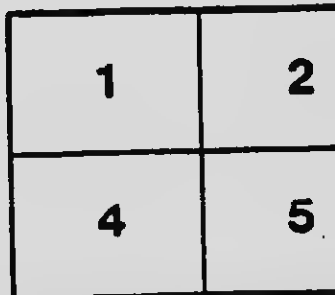
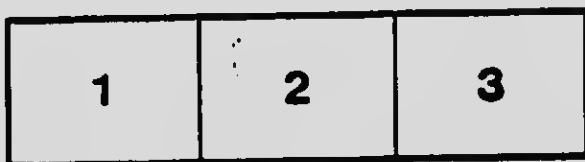
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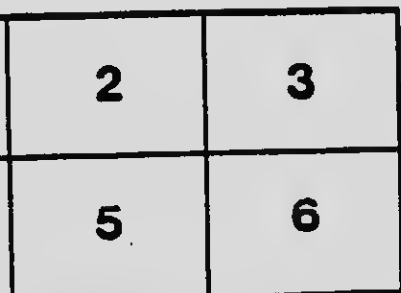
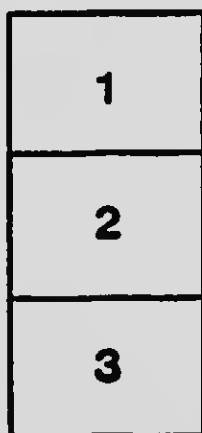
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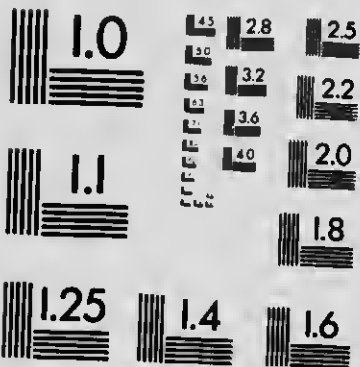
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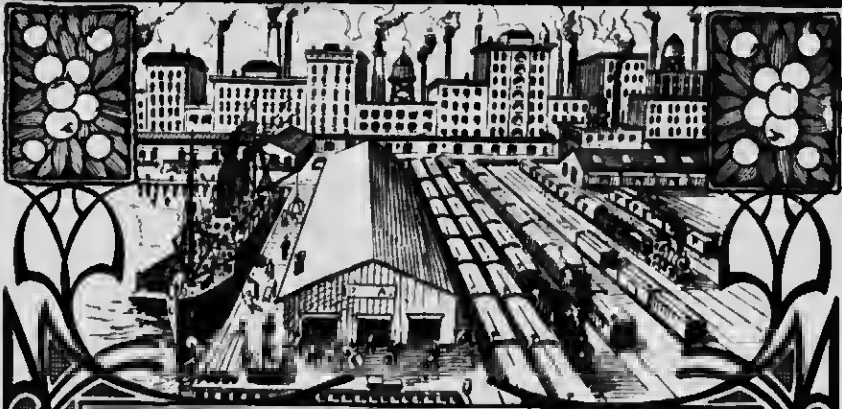
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'British Columbia Today'

AN ADDRESS BY

HON. SIR RICHARD McBRIDE, K.C.M.G.
PRIME MINISTER OF BRITISH COLUMBIA



"British Columbia Today"

is the title of an inspiring address delivered before the members of the Progress Club on June 25, 1913, by a distinguished member, The Honourable Sir Richard McBride, K.C.M.G., Prime Minister of British Columbia

¶ By every student of affairs in British Columbia this message from the Prime Minister will be received with peculiar interest.

¶ Address Drawer 202, Progress Club, for Vancouver and British Columbia literature.





Hon. Sir Richard McBride, K.C.M.G.
Prime Minister of British Columbia

"British Columbia Today."

(Speech delivered on June 25th, before the Members of the Progress Club by Premier Sir Richard McBride, K.C.M.G.)

The Premier said:—

Mr. Chairman and brother members of the Progress Club (applause):

I was fortunate not to allow the opportunity to pass of becoming associated with your organization, and I am enabled as I address you to-day to call you brother members of the Club. I feel it a privilege indeed to have formed such an association, and when I recall the fact that some of my oldest and best friends in British Columbia have been intimately connected with its inauguration, it is a source of much pleasure to realize that I have some small part in your work.

May I pause for a moment to say how keenly we in Victoria have watched the work of your club. From its inception I have been able to learn weekly from Doctor Rowe himself something of the plans and ambitions of your association. It is not too much to say that, in the main, the principal credit that attaches to your society must be given to Doctor Rowe (applause). You have in him a gentleman whom I have known for many years, a man whom I respect and a man whom I am delighted to honor as one of your principal officials. If there is a Canadian, a Britisher resident in British Columbia who has nearer to his heart the well-being of this section of Canada than has my good friend, Doctor Rowe, I should like you to find him. There may be many subjects upon which the Doctor and I find it impossible to agree, but I say at once to you that, on the theme British Columbia, we can readily join hands and quickly enthuse. I wish for Doctor Rowe and his associates, and for those of you who are interested in the work of the Progress Club, that success that you are easily entitled to. It is a great work that you have in hand; already the fruits of your efforts are becoming well known in British Columbia, and outside the Province as well, and you are recognized as a forceful entity in the work of publicity and nation-building. It is a matter of much commendation to have followed the policy of your club, especially in respect to its associations with the Fraser Valley and near-by cities.

You have cultivated a new atmosphere in an industrial and commercial way that perhaps was strange to you a few months back. There is nothing calculated to do so much good for the City of Vancouver and its environment as the engendering of that wonderful feeling of co-operation that we must have, that is an all-essential and that we cannot do without. It is not Vancouver alone that comes within the operation of your association; it is Provincial in its scope, and it has attracted as well all the strength and all the co-operation that this whole section of British Columbia can put forth.

VANCOUVER AND BRITISH COLUMBIA.

It is impossible for me to tell Vancouverites anything of British Columbia. You know the story well, and it seems to me you try to live up to it in all the undertakings with which you are connected. You look on British Columbia as the wonderland of Canada, a land of tremendous possibilities, and it seems to me that all your undertakings are ear-marked more or less with some evidence of the place and of the magnitude and potentialities of British Columbia.

There is one thing that no one can gainsay, and that is, that in its history of twenty-five years, the records clearly show that whatever the Vancouver people have tried to do, they have for the most part succeeded in accomplishing—whether it was in the season of prosperity or in the season of adversity.

The history of the development of the city clearly shows there was always the courage and abiding faith of the people of this town that seemed to make for success, and did in the end make for success.

BRITISH COLUMBIA TO-DAY.

I have selected the topic of "British Columbia To-day" on which to address you for a few moments, and possibly because of the position I occupy in the government of the country I may be pardoned for referring to such a time-worn topic. However, time-worn as it is, as the days go by the subject, British Columbia, seems always to appear in different and in more refreshing light.

The papers—some of them—in recent days have had considerable mention of business conditions, and say there is a quietness over the country that, by comparison with twelve months ago, seems to indicate a good deal of general depression. I never for one moment would subscribe myself to a statement of that kind, nor would I lend any testimony that would strengthen it. It may be that, because of the general depression that obtains all over the world, there is not the quick demand for real estate, and there is not the business that you had a few months ago in that connection, and it may be that in some municipalities there is not that energetic progress being made in public works that we have experienced for some years past, but this is by no means evidence that there is any distressing condition in this country, or any such change in our commercial and industrial affairs as would induce people to become impatient, to lose heart and to feel that, after all, this is not the great country that the Creator has designed it to be. To my mind, as I view Vancouver to-day, I believe I am in a position to state with more assurance than ever before that the future that lies before your centre cannot be questioned, that it speaks for a large national centre—a mighty population and a great aggregation of profitable industries.

MR. HORNE-PAYNE.

To strengthen the assertion I have just given you, you will pardon me if I specially direct your attention to some of the commercial statistics that are on record and that ought to go to prove that behind the expansion and development of British Columbia which we have witnessed in the last five years, there has been a substantial increase in commercial strength and one that ought to

stand for a growth of this kind. One word, however, before I present these statistics, with respect to the question of municipal expansion. I read from the papers this morning a great deal in the way of comment on some statements made very recently by a prominent financial man—Mr. Horne Payne. I think I can say that, so far as investment in British Columbia is concerned, no single individual has ever attracted, even by half, so much capital to these parts as Mr. Horne Payne, and, from my own personal knowledge of the man, I have invariably found him to be strong in his confidence in British Columbia and one of the greatest advocates we have had abroad. I question very much if he would lend himself to any statement calculated to impair in the slightest degree the high standing that the municipalities of British Columbia enjoy. After all, finance is business; and you must remember, wonderful as our country is, that when we go abroad for money for the purpose of developing our land, we have to go in competition with every section of the Empire and the world. Our competitors, too, are sometimes given to exaggerate very much what has been said about us, and inclined to circulate stories that are oft-times an extravagance of the truth.

MUNICIPAL SECURITIES.

With regard to our municipalities, their securities are of a high standing. The men behind municipal movements in British Columbia are men of affairs, and it is interesting to look over our entire record and to find that it discloses not one single instance, save and except the case of a municipality . . . was swept out of existence in 1894 by the high waters of . . . water, where those responsible for municipal indebtedness have not promptly met their obligations; in that instance, because of the unusual freshet, the Government met the indebtedness of the municipality. In bad or good times the municipalities were always honorable, and just so long as we have an energetic population such as we can claim to-day, just so long shall we have municipalities properly managed, carrying on proper works and always equal to the financial liability that may be incurred.

To go into some of the green timber municipalities, to see the roads and public works these men have undertaken, to know of the hardships they have had to endure, the trials that from time to time they have had to face, and to see the splendid way they have come through all, makes eloquent testimony to back up the statement I have given you and to more than justify me in saying that the municipal securities of British Columbia are of a high standard. It may be that just for the moment the banking world does not find itself in a position to deal with them as quickly as would have been the case a few months ago, but this is not a local condition—it is a world-wide condition, and you have no right to feel the slightest discouragement because of it. No part of Canada in late years has been so industrious in the way of studying the municipal situation as British Columbia. There have been Conventions of responsible men here whose sole and only business has been the discussion of municipal affairs. In addition, the Government of British Columbia very recently appointed a municipal commission. It is expected that next year we shall bring down a revised bill dealing with the municipalities of the country, and co-incidentally with that move, we expect to

instal in Victoria a municipal bureau or sub-department, so that we may have from the central office closer contact with municipal administration, and be all the more enabled to serve in many useful ways those who have to do with the municipalities of British Columbia.

TOWN PLANNING.

It has given me a good deal of satisfaction to find that, despite the great responsibility that we all have had in these days, we are not losing sight of the artistic and aesthetic side of things, and that, in building our new towns and arranging our new cities, we are having some concern for all of those conditions that lend so much to refinement and serve so well to give to our people the cultivation and finish without which nothing at all would be complete. Doctor Rowe has spoken to me this morning about the question of town planning, and urges upon me, as leader of the Government, the necessity for some special attention on the part of parliament and the government to town planning. Not so long ago, I had the good fortune, too, to meet Mr. Mawson, chairman of your civic improvement committee, whose father has a world-wide reputation, when he also talked the subject over with me. We quite appreciate the fact that improvements can be made along the line of town planning—improvements that will have a more presentable aspect than otherwise might be the case, and that will enable the citizens to enjoy many economies that might not be had to-day. While we have not had the advantages and the opportunities of the Eastern Country and the Old Land, we have constructed a pretty fair assortment of towns all over British Columbia. There is room, nevertheless, for improvement, and the world should know that we are never satisfied, no matter how wonderful the growth and expansion of the country seems to be. And so with the question of town-planning, if, by new legislation, we are enabled to lend co-operation and assistance to the town makers of British Columbia, that will give them additional economies and advantages, we are not going to hesitate to move. (Applause.)

FIGURES SPEAK.

Now for those statistics. You will be surprised, no doubt, when I tell you that to-day the industrial section of British Columbia is stronger and more assuring than at any time in her history. To-day there are upwards of three thousand miles of standard gauge railway building in British Columbia, if you include in that the double tracking of the C. P. R. Without this item, I think you can safely say there are two thousand three hundred miles of standard gauge building, involving a cost of more than a hundred millions. These plans are quickly maturing, they are all projected through splendid sections of the country and there is not one of them that will not, within the next two years, most materially assist in the expansion of our Province. In passing, I cannot help but note that all of these roads, with the exception of the G. T. P., lead to the City of Vancouver. Within two years from to-day the train service that you enjoy in these times will be four times as great as it is.

The Kettle River lines will be operating and carrying passengers to and from your city. The Vancouver, Victoria & Eastern will also be giving you a service, the Canadian Northern

and the Pacific Great Eastern will also be assisting with their lines. Presently you are bound to have the Northern Pacific, too; it is an open secret that not long since the Northern Pacific, by their representatives in Victoria, were negotiating with the Provincial Government for the use of the Fraser River bridge, and, unquestionably, these roads to which I have referred will be quickly followed, if not preceded, by the Chicago, Milwaukee and Harriman lines. They have got to come to Vancouver; you are the drawing commercial centre, and, if they are looking for business, they have got to come to your parts. We have the country to justify the business, and of that there can be absolutely no question. I need hardly say, that in my official position I am more or less in close touch with all these large corporations—not in the way perhaps some of my critics would have you believe—(laughter)—and I think I know personally of their anxiety to come to Vancouver and take part in the business of this centre.

Passing from railways—look at the electric roads you have and that are promised to you. Here is the B. C. Electric, whose headquarters are in your midst, with an expenditure of upwards of forty-four millions, and still extending their project and still looking for more ground and more business. Presently I think the B. C. Electric will have a competitor in the Western Canada Power Company. Competition is a good thing, and I believe there will be a sufficiency of business that will induce the Western Canada Power Company to actively to take up the question of transportation in the Fraser Valley within a very short period of time.

B. C. AND SISTER PROVINCES.

Alberta and Saskatchewan have been making loud boasts of the wonderful progress of those sister Provinces. I would be the last man in the world to say a word that might be taken prejudicial to what they have done. British Columbia stands for Alberta and Saskatchewan as much as it does for British Columbia, and it is not our aim to do anything that would take away from the well-being of those sister Provinces. We are all part of the great Dominion and must stand together. It is worthy of comment that in the last year our increase in population has been a great deal in advance of either Saskatchewan or Alberta, and we have brought about this accomplishment with but one Canadian transcontinental road to assist us, while they have had no less than three. I do not say this in the way of boasting, but simply point to it as a record that ought to mean something to the people of British Columbia. If it is true that we have done this in recent years, how much more can you expect us to do when we have the Grand Trunk and the Canadian Northern? With all this additional transportation and publicity, there is no question that there will be a trek into these parts away beyond any of these western movements we have heretofore experienced. The question is *to be prepared*. We are still pioneers—let us now lay our foundations broad and deep, so that when this movement comes down upon us we shall be able to amply take care of it. In this regard I may say that our trunk road policy and our railroad policies have all been designed to this end.

Right here in Vancouver the heavy pressure will come; you will be the first to meet the movement, the first to take care of it.

MINING.

As for mining—do you know that in an association of thirteen years with the Department of Mines in the Province of British Columbia, I cannot recall a time when the mining industry of the country was more full of promise for a glorious future than it is to-day? We look for no mining boom in B. C.—such a condition of affairs would be unhealthy, and is not to be. We have a right, from reports that come to the Department from all sections of British Columbia, to say to the people of this country that never before in her history did the mines of the West look so well. The Granby project—which is 700 miles up the Coast—is being carried out by the old Granby Company of Grand Forks, and is providing for an extension of upwards of two millions of construction and development work so that they may be able to turn out products worth millions to the country before many months. The smelter at Grand Forks is one of the largest in the Empire, and the smelter to be erected at Granby Bay in the north, while not so large as the one at Grand Forks, I am told by the management, will be the last word in smelting.

Last year the mines in British Columbia produced \$32,500,000 worth of metal, six millions more than the highest product recorded. I look to see this year's record still beyond that of last. I have several other statistics dealing with the mines at Britannia, Slocan and other districts, but there is no necessity to go at any length into these. Just summing the whole situation, I am able to tell you that conditions were never so promising as they are at the present time.

TIMBER.

With regard to our timber industry—I asked Mr. Gosnell to get me some statistics that would illustrate what is going on in your midst. The most striking of all is the payment of so many millions which is made here in your midst in wages every year, in this industry alone. So far as the statistics of the past few years will show, I can tell you this, that if in the next ten years there is a continuance of the expansion of the lumber business, as there was in the last five, the payment of these millions will be very small indeed compared with the pay-rolls of 1923.

So far as our timber wealth is concerned, it is an open secret that we have the greatest warehouse in the world right here in British Columbia. The world has to have timber—and to get the best they shall have to come to British Columbia.

FISHERIES.

As for the fishing industry, it is still only in its infancy. Last year we produced fifteen millions worth of product as against five millions in 1903, and still the fishing business has only commenced. Our deep sea fishery, which in the end will be our great fishery, has scarcely been started. With proper development and encouragement, what will it be in ten years hence? But we are not dealing with what it will be in ten years hence, but what it is to-day; and is it not a gratifying circumstance to find that the fishery of 1913 is fifteen millions as against five millions in 1903?

AGRICULTURAL.

Take the agricultural products. B. C. to-day is an agricultural producer of twenty-two million dollars' worth of product as against seven millions ten years ago.

Some people will tell you there is no land settlement going on and there is no expansion in the back country. Those who give you that story generally put in a very extravagant statement. There is always the movement back to the land, and just so long as British Columbia is a civilized territory, just so long will that cry be heard. People talk about accomplishment in the way of land clearing and land settlement, but I find as I go up and down the Fraser valley that there is a section of the country tolerably well settled. If you go over that district and see and study the land cultivation, I venture the statement there is no place in the known world where similar conditions obtain, and where there has been, by fifty per cent., so much done in the time by way of development.

In the back country as well there is a tremendous movement. Where a few years ago there were only a few pre-emptions, last year there were more than three thousand. If you want to get land to pre-empt, of course, you have got to go to the back country to get it, and there are to-day millions of acres there open for settlers.

We have never attempted to bring people here in wholesale quantities, because I have always held it would be a crime to attract thousands here on large expeditions and plant them on the hinterland before you have trunk roads and markets. Let us build our roads, finish our railroads, and then promote a wholesale influx.

I have spoken of mining, fishing, lumber and agricultural matters, and I am not going to detain you at any greater length.

PANAMA CANAL.

There is one final issue we ought to look to, and that is the consummation of the wonderful work of development here that the Panama Canal stands for. As I look over and see the roads and railways that are building, and the enormous national harbor works under construction it seems to me that the coping stone on this entire commercial structure will be the Panama Canal.

We have so arranged our Provincial plans as to have them synchronize with the opening of the Panama Canal. I have always said if we propose to take advantage of this event, we shall have to have our transportation ready—otherwise we may not be able to compete fairly with the American towns.

In summing up, I have tried to demonstrate as best I can how the whole scheme of Provincial development will work together so that presently, when the big movement to which I have referred is upon us, we shall be able to quit ourselves like men and answer for the greatest movement in people and greatest expansion in nation building the British Empire has ever witnessed.

VANCOUVER TO ALASKA.

My story would not be complete without taking you into my confidence in respect of the one ambition that I trust may fructify in the next few years, and that will make for the extension of the Pacific Great Eastern to Northern B. C. and on to the Alaskan Boundary.

We have been closely investigating the situation to present the matter in its proper form to responsible headquarters at

Ottawa and Washington. It seems to me, as the centenary of peace is to be celebrated in 1915, a fitting opportunity presents itself when we may approach the proper authorities in Ottawa and Washington with a view to inviting them to take a substantial interest in such a work.

I know Northern British Columbia fairly well, I have a considerable intimacy with sections of the Yukon, and my travels in Alaska have not been limited. Strong as my faith is in the Southern Section, I have an abiding confidence in the Far North. I know that there is a wondrous wealth in that land; there is room for the cultivation of great industries. I know that the sportsman and the tourist will get all they want in that country, and fully believe that a scheme well devised along business lines from the Northern port of British Columbia, through the Yukon and on to Alaska, will be calculated to increase the development of the North, and will bring a tremendous expansion to the Western section of the Dominion of Canada and the neighboring Republic. (Applause.)

PROVINCIAL PROSPERITY.

An indication of the province-wide activity in manufacturing, mining, agriculture, lumbering, shipping, fishing and railway construction the following statistics submitted by the Prime Minister are replete with information and surcharged with promise for the years to come. No resident of British Columbia can read these brief paragraphs without experiencing a thrill of pride in his citizenship and in the knowledge of his joint possession of the potential wealth of this Province.

"There are 3000 miles of railway under construction, which, when completed and equipped, will represent an investment of \$150,000,000.

"The British Columbia Electric Railway has invested \$44,000,000 in the immediate vicinity of Vancouver, and is still extending rapidly.

"Last year the mines produced \$32,500,000 worth, \$6,000,000 more than the highest previous record.

"The Granby smelter at Grand Forks, the largest in the Empire, smelted 4000 tons a day for 300 days. The Granby Company are installing another smelter of 3000 tons a day at Granby Bay, where they have already spent \$2,000,000.

"The British Columbia Copper Company at Greenwood reduced 2220 tons a day for 300 days last year.

"Last year the coal mines produced for 300 days over 10,000 tons a day, and the situation has not been materially changed. When the strikes on Vancouver Island are settled this output will be greatly increased.

"The Trail smelter, which is the most modern in the world and a leader in original metallurgical work, smelting copper and smelting and refining lead, is increasing its output daily."

"The Nickle Plate mine of Hedley last year paid a dividend of 30%, and taking the mines as a whole the profits were \$3,000,000.

"The Britannia mines, 35 miles from Vancouver, are producing one-third of all the copper output of British Columbia, and employing 700 men.

"Rossland mines continue to find more ore, with values holding with depth, and production increasing.

"Slocan, the banner silver district, which was almost dead, is getting ores at unexpected depths, and the district is reviving wonderfully. One mine supposed to have been exhausted paid this year \$425,000 in dividends.

"Of the \$190,000,000 produced in 51 years, 56 per cent. belongs to the last ten years. It is fair to assume that we shall reach the \$100,000,000 annual mark.

"The timber industry now pays an annual revenue of \$2,000,000 to the provincial treasury. Last year the cut was one billion and a quarter feet, by far the greatest on record. Ten years ago it was 400,000,000 feet. This industry, if the government policy is carried out, will never be exhausted.

"The fishery industry, of which Vancouver is now the headquarters, last year produced \$15,000,000 as against \$5,000,000 in 1903. British Columbia is now totalling almost one-half of the entire fishery product of Canada.

"Last year the agricultural products totalled \$22,000,000, as against not quite \$7,000,000 ten years ago.

"Official records show that we are receiving more immigrants than any of the Middle West—Alberta, Saskatchewan or Manitoba provinces. We are increasing our population at the rate of 75,000 per annum. Our population was 395,000 in 1911. It is now at least 525,000. During the past ten years there have been about 16,000 pre-emption records, of which last year alone there were 3655.

"The bank clearings last year amounted to the immense sum of \$828,000,000, as compared with \$97,000,000 ten years ago. The exports and imports amounted to no less a sum than \$93,500,000, of which \$55,500,000 passed through the port of Vancouver. This trade has increased in all about \$67,000,000 in ten years.

"\$13,000,000 has already been invested in the pulp and paper industry. The Powell River Co., Ltd., alone has invested \$7,000,000, and has a pay-roll of over \$1,500,000 per annum and employs 1200 men. It is estimated that the value of the output this year will be \$3,500,000.

"On Saanich Inlet at Bamberton a new cement industry has just been established with a capacity of 2000 bbls. per day, with a capital investment of \$1,250,000. At Tod Inlet on the same inlet there is another cement works that is turning out at the rate of 525,000 bbls. per annum.

"In this province there is about 150,000 horse power of water power developed and in operation, representing many millions of dollars invested.

"In shipping, Vancouver and Victoria take the leading places among Canadian cities, the record for the province being—

Tonnage: Coasting vessels.....	7,600,000
" Seagoing "	3,125,000
" Sailing "	2,500,000

VANCOUVER.

Tonnage: Coasting vessels.....	2,125,000
" Seagoing " 	1,500,000

VICTORIA.

Tonnage: Coasting vessels.....	1,800,000
" Seagoing " 	1,500,000

"Railway terminals now being undertaken will cost at Victoria, Vancouver, Port Mann and Coquitlam about \$20,000,000.

"An extensive programme of harbor improvements has been undertaken by the Dominion Government. There will be spent within the next few years at Vancouver, Victoria and New Westminster \$10,000,000.

"A dry dock, the largest in the world, to cost \$3,000,000, will be constructed at Esquimalt.

"A bridge across the Second Narrows will cost \$1,500,000.

"The Provincial Government this year will spend \$8,250,000 for public works, of which \$5,000,000 are for roads and bridges.

"The Dominion Government will spend in the province this year \$6,000,000.

"International trade during the past decade is represented by the following figures:

1903 Fiscal Year.....	\$26,745,964
1912 Fiscal Year.....	69,618,001
1913 Fiscal Year.....	93,500,000

1903.

Public Debt	\$11,486,836
Less Sinking Fund.....	1,194,062
	<hr/>
	\$10,292,774

1912.

Public Debt	\$10,786,146
Less Sinking Fund.....	2,193,793
	<hr/>
	\$ 8,592,353

TEN PROSPEROUS YEARS.

"EVERYTHING GROWS BUT DEBT."

	1903	1913
Fisheries	\$ 5,000,000	\$ 15,000,000
Lumber	400,000,000 ft.	1,262,000,000 ft.
Mines	\$17,500,000	\$ 32,600,000
Agriculture	\$ 6,000,000	\$ 22,000,000
Population	200,000	525,000
Customs	\$ 2,400,000	\$ 11,000,000
Bank Clearings	\$97,000,000	\$828,000,000
Prov. Revenue	\$ 2,000,000	\$ 10,326,002
Expenditure	\$ 3,500,000	\$ 17,840,000
Roads and Bridges.....	\$ 395,350	\$ 5,027,000
Total Public Works.....	\$ 655,000	\$ 8,240,000
Road Mileage	6,300	12,276
Trail Mileage	4,700	6,300
Public Debt	\$10,292,774	\$ 8,592,353





