

CANADIAN CLUB

OF FORT WILLIAM



ANNUAL 1910



W. J. HAMILTON, B. A.
President 1909



DR. C. C. McCULLOUGH, M. D. C. M.
Secretary 1909, President 1910

Foreword

The story of the second year of the Canadian Club of Fort William is summed up concisely in the address of the Secretary, for the year 1909, Dr. Crawford C. McCulloch, who assumes the presidency for 1910. His report runs, in part, as follows:—

During the year there have been many meetings of your executive, the last of which has been remarkable for its large attendance. From the very outset the members of the executive have displayed an enthusiasm which at the close of the year remains undiminished. This a matter for congratulation, for an enthusiastic executive is the key note for the success of a club of this nature.

Eight luncheons have been held during the year just closed, and each has been a success. The several speakers have addressed us a diversity of subjects, each timely, and of educational value.

Many new members have been elected during the past year, and applications are being constantly received.

In September of this year a convention of Canadian Clubs was held at Montreal, the outcome of which was the formation of "An Association of Canadian Clubs" for the Dominion. The honorary secretary of this federation is at Montreal and the chief object of the union is to foster Canadian patriotism by recognizing the formation of Canadian clubs and by promoting their success, to facilitate the interchange among clubs of their documents, publications and other useful information. Your club is now a member of this association.

Your club contributed a subscription towards the erection of a memorial tower at Halifax, N. S., to commemorate the unique fact that in a province of Canada, that is, Nova Scotia, one hundred and fifty years ago, was convened the first representative legislature in any of the British colonies. The idea of erecting this national tower originated with the Canadian Club of Halifax, and it is a matter of satisfaction to know that so general was the response of the Canadian Clubs, the provincial legislatures, and private individuals throughout the Dominion that the success of the undertaking is now assured.

Mention must be made of the visit of Lord Strathcona in September last to this city. A reception was held at the city hall, where many of our citizens had the honor of personally meeting our distinguished countryman. Lord Strathcona was in Fort William as the guest of

both the city and the Canadian Club, and his address, delivered at the city hall, will therefore appear in the club's forthcoming annual for 1909.

Another pleasing event took place in October, when His Excellency, the Governor-General of Canada, visited Fort William for the sole purpose of delivering the inaugural address before the newly formed Women's Canadian Club of this city. At the function, the members of your executive were the guests of the Women's Club.

As you are aware the function was an unqualified success, and Fort William received an object lesson that she has every reason to be proud of her women.

In conclusion you will concede that the Canadian Club of Fort William has justified its existence and that it takes a distinct place as a link in the chain of sister clubs, stretching from ocean to ocean, whose common object is "to foster patriotism and to unite Canadians in such work for the progress and welfare of the Dominion as may be desirable and expedient."

Following is a complete list of the different addresses delivered before the club during 1909:—

March 8, 1909—Mr. John A. Cooper, Toronto. "Civil Service . . . Reform."

March 22, 1909—Dr. Wilfrid J. Grenfell, Labrador, "The work of the Deep Sea Mission in Labrador and Newfoundland."

May 14, 1909—Hon. C. E. Davis, Tasmania; Mr. George Fenwick, New Zealand, delegates to the Imperial Press Conference at London, England.

June 17, 1909—Hon. Chas. Murphy, "The development of the Canadian National Spirit."

June 30, 1909—Hon. Wm. Pugsley, "The Conservation of Canadian Trade for Canadian Water and Rail Routes, and Canadian Ports, Inland and Seaward."

July 7, 1909—Prof. Adam Shortt, "Public vs. Private Ownership and Operation."

Oct. 19, 1909—Mr. Cy Warman, "Canada."

Nov. 4, 1909—Col. S. B. Steel, C. B., "Some Reminiscences of the Royal Northwest Mounted Police Force."



JOHN A. COOPER

Civil Service Reform

JOHN A. COOPER

Editor, The Canadian Courier

Toronto

MR. PRESIDENT AND GENTLEMEN OF
THE CANADIAN CLUB, FORT WILLIAM:—

I can assure you that it gives me much pleasure to see so flourishing an organization and so prosperous a Canadian Club in the city of Fort William. I have been interested in Canadian Club work for a number of years. I had the good fortune to be associated with my friend, Mr. Sanford Evans, now mayor of Winnipeg, in the elementary work which went to form the Canadian Club of Toronto. And when I tell you that despite the hardest work and all the enthusiasm that twenty-five of us could put into it, we finished the first year in the history of the Canadian Club of Toronto, with exactly fifty-seven members, you will have all the more reason to feel proud. Of course, the idea of dining together and of having a speaker was then only in its elementary stages. That idea has been developed to-day until it has become a common factor. In Toronto we have now a membership of over seventeen hundred and an average attendance of about four hundred for each luncheon.

I am pleased to be here to-night and to bring to you the greetings of The Canadian Club of Toronto. I can assure you that we in Toronto, though not the parent club, because Hamilton has that honor, look with a great deal of interest upon this Canadian Club movement as it has spread from ocean to ocean. I hope during the present week to have the pleasure of addressing at least three Canadian Clubs, and I can assure you that it is a great treat to go out and come in contact with these organizations, and to know that through them the impulse of national life in this country is taking form and gaining expression, and manifesting itself in a way that must eventually redound to the good of the country as a whole.

What I have to say to you to-night is on the question of civil service reform. I am quite prepared to have ninety per cent. of you leave the room believing that I have preached to you to-night an impossible theory. The idea is exceptionally new in this country, strangely enough; and the difficulties which prevent the progress of the idea are

extremely great. Nevertheless, though you may go away and think I am somewhat impractical and somewhat of an enthusiast, I am prepared to assert my belief again, that civil service reform is going to be one of the greatest and grandest movements and one of the greatest and grandest developments in the citizenship of this country during the next ten years.

Coming up on the train yesterday, we got talking municipal ownership. One man banished municipal ownership and all efforts along that line with the remark that what is everybody's business is nobody's business. To a large extent that may be true. But if it is true that the government of this country, whether it be Federal, Provincial or Municipal, is in that condition that we are prepared to say that what is everybody's business is nobody's business, then I think the country is in a very bad way. It is just as much your business and just as much my business how this country shall be governed as it is the business of Sir Wilfred Laurier, and that is what I come to preach to you to-night.

All great reforms have come from without parliaments rather than from within them; that is, from the people. It is from you and from me that the suggestions for reform should come. The politician is busy with the administration of the country. He has not time to sit down and think out great reforms. His attitude of mind is not such, in most cases, that he could do it. He is busy with what? With vote-getting. He is busy with party organization, within the House of Parliament and in the constituencies. As you know, every member in the Cabinet at Ottawa has charge of a division of the country. For what? For party organization; not for trying to find out what reforms we require, but for party organization. He is busy listening to the demands and complaints and requests of that district. He is busy pleasing everybody as far as he can within that district. He has not time to think of reforms. It is upon you and upon me that this duty lies. It may be quite true that individually we may not be able to think out great reforms in administration. But there are certain leaders in intellectual lines throughout the country, and they may make certain suggestions, and it is for the Canadian Clubs, and the citizens generally to take up these suggestions and see what is in them, and acquaint themselves with the details, and if the movement is good, to help it along.

The ordinary citizen may say, "I haven't time to discuss all the questions of the day and think them out. I am too busy with my own business. We will leave that to the Parliament at Ottawa, to the Legislatures and to the journalists." If you do this, your government will be just such as the Parliament at Ottawa and the Legislature at Toronto, and the journalists give you. If you are not interested, if you are not capable of being excited over a noble question, if you are not capable of making a fairly loud demand for reform, if you are not capable of doing these things you are not going to get very many reforms. I want to impress upon you that it depends upon the condition of public opinion what

sort of government prevails in a state. The city of Fort William is progressing. You are making as rapid progress as any city in the Dominion of Canada. Why? Because public opinion says, "We are going to make a great town here." And you make it. You are each succeeding in your own business, because you are determined to make for yourself a business. It is the same with the province and with the nation as a whole. It is the public opinion which makes the state.

Coming closer to my question, I want to try to show in a practical way what we mean by civil service reform. Take, for instance, a corporation. Take one we all know. The C. P. R. is an example. It is a great corporation; it is well managed; and there is perhaps no better managed corporation in Canada, perhaps no better on the continent. How? And why? It is because the C. P. R. has gathered about it a staff of men, from the lowest to the highest, trained and enthusiastic, well disciplined, absolutely loyal to the institution they serve, and working together as one grand piece of machinery. But do you think that any member of parliament can go to the C. P. R. and say, "Here is a chap who worked well for me in the last election. I would like you to give him a job." Would they tolerate that, or would they tolerate any kind of political patronage whatever? No. They go out and secure their men. They catch them young and train them in the particular work they are to do. They advance their men as merit and efficiency warrant. We will take for instance a general passenger agent, who will probably control the passenger traffic of the C. P. R. from one coast to the other. He is probably caught as a clerk and set to run a typewriter. He will start perhaps by selling tickets. He may become a travelling passenger agent, or a district passenger agent. He works from the bottom to the top. It is the same, if you examine the system, in the mechanical department, in the sleeping-car department, or the steamship department.

We will take, in opposition to that, the case of the Intercolonial railroad, managed by the government of Canada, managed by you—by you and me. We have absolutely the say as to what shall be done with it. You have the say. You start to work on the Intercolonial railroad; perhaps you start under a Conservative government and get up a certain distance. Then a Liberal government comes into power. Some man is picked up who is a politician and placed over your head, and your promotion ceases. The head of the department is an appointee of the new government, either Conservative or Liberal. He has his favorites. He appoints them, and sends the promotion their way. You are left discouraged, and your ambition is crushed; or it may be,—as has occurred in many cases in the public service,—so keen is competition that your position is divided into two positions. A place has to be made for somebody. You are just thinking that you are doing enough work to have an advance in salary, when the place is cut in two, and another man put in to do half your work. This does not occur with a private corporation. We call it a corporation because it is a business conducted on a large scale, and usu-

ally in a very efficient manner. It is just in order to have private business principles applied to the public service that the civil service reformer advocates. It is to have those principles which have made our large banking and manufacturing concerns and large companies great and strong and efficient. All we ask is to have those principles applied to the public service.

Let us take for example the school teacher. The school teacher is the only civil servant in Canada who has been under a civil service system. A school teacher must pass two examinations at least, one, a theory examination for which he gets a degree, and one, a practical examination for which he gets a permit to teach. After he has passed these two examinations he is still not entitled to a position, but must wait until the position is offered to him. When the position is open he must enter into competition with a large number of other men who have passed the same examinations. He must appear before a board, and he must undergo scrutiny, scrutiny as to his good looks, his appearance, as to his address, and as to the kind of man he is likely to be in the position to which he is appointed. Every man in the school teaching profession knows that if he becomes an efficient school teacher and makes a success in one place, he will likely get a position or some higher office in another school, or will be promoted from sub-master to head-master. Imagine the position of the school teacher of this province if he were liable to have a politician come to town and appoint the local watchmaker as head-master of the school over the heads of all the other school teachers there. Imagine what the teacher would think. Imagine what the pupils would think. Imagine what the people would think. That is exactly what we are doing in the civil service of this country. Let me give you an example: The present postmaster of the city of Toronto was a furniture manufacturer, appointed at about sixty years of age, last year. The other day a medical man in the city of London was appointed postmaster at about seventy-five years of age. The last appointment to the postmastership of the city of Montreal was a man sixty-seven years of age. Last month a postmaster was appointed in the city of St. John, a business man without any experience in post-office work, at sixty years of age or thereabouts. Last year a new surveyor of customs was appointed in the city of Toronto, a particular friend of my own, a journalist and ex-member of parliament, a man, I should say, about forty-seven years of age. If you applied those same principles to the teaching profession, see what it would amount to, see what condition your schools would be in. All the civil service reformer asks is that you apply to the civil service of the Dominion and the Provinces the same principles you apply to the school-teaching profession.

Let us examine a little into the history of civil service reform. It can only arise in constitutional countries—countries constitutionally governed—in other words, where the people think they govern themselves. In Russia you cannot have it because the Czar and his advisers have the

absolute right to say who shall fill all the administrative offices of the country. They have the right to say who shall be appointed to every department of the government. They have the right to appoint every member of the police force, etc. But when Great Britain achieved constitutional government in the higher form, they took away from the sovereign the right to appoint civil servants, and they proceeded to inaugurate civil service reform. They not only took it away from the sovereign, but they left it only a short time in the hands of parliament, for they found that just about as bad, and they inaugurated a civil service commission, free from all partizan control, which should appoint all members of the civil service. It is true, the sovereign, or what corresponds to our Governor-in-Council here, has yet the right to appoint colonial governors, members of the diplomatic corps, bishops, and a few of the higher officials, and I think a Cabinet has a right to appoint their own deputy ministers. But every member of the civil service of Great Britain is appointed by an independent commission, after qualifying by competitive examinations. No member of the British parliament to-day can secure an appointment of any friend of his to any position in the British government whatever. It is that which makes the British civil service the most efficient in the world. It is one of the greatest features in the government of the country we are pleased to call the Motherland.

This movement, which culminated there in about the early '50's, between '50 and '55, did not spread to this continent until about 1881. The National Civil Service Commission of the United States was formed in 1881. In 1883, if I remember rightly, the first Civil Service Reform Act was passed in the United States. I find, in going about among the people, that there is a great deal of misconception as to the civil service of the United States. I believe the civil service of the United States is three times as efficient as the civil service of Canada, and though perhaps not as efficient as that of Great Britain, it is rapidly becoming so. There are to-day 350,000 employes in the service of the government of the United States. Out of that number, over 200,000 are under the civil service commission, and can be appointed only by the commission after a qualifying and competitive examination, and they are absolutely free from any politician, as to promotion or as to dismissal. There was a time when, if a presidential change came about, a large number of office-holders changed. That day has practically gone by. Under Mr. Cleveland, civil service reform made tremendous progress in the United States. Under Mr. McKinley it went back a little. He believed more, that to the victor belongs the spoils. Under Mr. Roosevelt the movement has gone ahead with greater interest.

In Canada, very little was heard about civil service reform until three years ago. I think a great deal of the credit is due to Mr. Willison, then editor of the Globe and now editor of the News. The clearly conceived and adequate discussion of this subject, as far as I know, was his address to the Canadian Club of St. Catherines in 1905.

The subject has since been discussed in many ways. It has had a profound influence. I believe it has had a great effect on our railroad commission. We have a railroad commission we should be proud of. I believe a great deal of the strength of the commission is due to this agitation. Last year the present Liberal government at Ottawa gave us a measure of civil service reform, and a very excellent measure of reform it is. They appointed a civil service commission, consisting of about three men. These men were given charge of the inside service at Ottawa. Every appointment to-day to the civil service at Ottawa, in all departments, must be made with the approval of the civil service commission, under that of deputy ministers. Every man who desires to enter the civil service to-day must be under thirty-five years of age,—I mean in the inside service at Ottawa. A man over thirty-five need no longer look for a prize at Ottawa. He cannot get it. Since Sept., '08, it has been impossible. Every man must pass a qualifying examination and will be graded according to the marks he makes. If Mr. Hamilton, your president, and I were writing and he made a percentage of 98 and I only made 48, he would get the preference. If I made 97, he would get the preference. He would get the first opening in the service at which he was aiming. If we proceeded side by side through the third class, to get into the second class, we must take examinations again. If he makes the higher mark he gets the first promotion to the second class. If we want to go on to the first class, we must again pass a competitive examination. If he gets the higher mark, he gets the first good position that is vacant. That is a businesslike and sensible system; and while I have been condemning the Dominion government for the outside appointments, I am pleased to give them credit in the matter of what they have done for the inside service.

The great objection to civil service reform comes from the politician. The politician says, "How am I going to get the work done in the constituency? Who is going to prepare the voters' list? Who will do the canvassing, if I am to have no rewards to offer my political workers?" I have no doubt that most of us know it is not an easy matter to organize a constituency. It requires a great deal of careful nursing, if a man is to be elected a member. He must look after the voters' list and see that men are registered and do all kinds of canvassing and keeping men in line. He must have assistants. How is he going to get along? How are you going to preserve party allegiance? If you have no rewards to offer the men who help to put you into office, are you going to get any men to work for you? Some people thought our party system was likely to break down if we inaugurated so detrimental a system as civil service reform. Yet we have seen that the party system has not broken down in Great Britain nor in the United States. Party rivals and party workers are just as keen to-day as they ever were; and I think the politicians will find that this fear is groundless.

I belong to a political party myself, and am a member of the ward organization. I believe every man should belong to a political party and

to an organization, and he should take part in the organization. I remember a big fight we had. I was then on the executive of the ward association, and this is how I came to get off. I got off like many others; I was put off. We had a little discussion one night, and a member of the executive brought in a motion to scarpify the then mayor of the town, who was a good Tory, and was put there no doubt by Tory votes, because he had appointed a Liberal assistant engineer. He must have been put in by Tory votes. Objecting to the motion, I said, "What has this organization to do with whether the mayor appoints a Liberal or a Conservative?" We had a fight. I found very intelligent men,—barristers and men accustomed to be called honorable gentlemen and scholars, who were very much surprised that a Conservative mayor of a Conservative city should be allowed to appoint other than a Conservative to office. That is one reason why I am now only a private member in that ward organization. That shows you the difficulties against which we have to labor. The public have to be educated. We are sitting down and allowing the politicians to do just as they please, and I think they are doing very badly. I don't blame the politicians. I come here and lay the blame on you. It is for you to say just what system shall exist. Take, for example, the preservation of our resources. As I pointed out in the beginning, the movements for reform have come from the people. You are interested in forest preservation. The movement for the re-forestation of lands burned over and cut has come from the Canadian Forestry Association,—common, ordinary citizens like ourselves. They have caused to be made considerable reforms. But take the fire rangers in this country; I don't know how they are appointed, but I understand it is something like this: We will suppose there are 150 required. Suppose there are 75 Conservative members in the Legislature at Toronto. Each of the 75 gets notice, because his party happens to be in power. It would be the same if they were Liberals,—he gets notice that he is entitled to appoint two fire rangers. He picks out two of his friends or his friends' sons, and tells them they can have a jaunt over the north country at our expense, and they can pretend to be fire rangers. That is the way we are protecting this vast heritage of timber we have in Northern Ontario, getting more valuable each day, and yet being depleted each year by what the experts say is one of the most incompetent services on the face of the globe.

We must have civil service reform, not only at Ottawa, but at Toronto, Quebec, Winnipeg, Halifax, and all along the line. A large number of the states of the Union have honestly adopted civil service reform. A great many of the largest states have adopted it. I don't know whether you need it in the city of Fort William or not. I know we have need enough for it in the city of Toronto; and I know we have the same need in the city of Montreal. I remember last September the mayor of Montreal tried to inaugurate it in a small measure. He asked the aldermen to refrain from making suggestions for appointments and to leave the heads of department free to run the departments in the most economical and efficient way they could.

We need it in a number of our services. We have brought it about in the police department, by having the police under a commission consisting of the police magistrate, the mayor and the county judge. No alderman can get any man on the police force in the city of Toronto. Consequently, we have a good force. The system does not extend to all the departments, and we will have to get some sort of civil service act whereby an independent body will remove all the employees of the city hall and of the corporation generally from the control of the aldermen. I believe that our city government in Canada is in as much need of reform as our Provincial Legislature and our Dominion Parliament.

The Honorable Charles J. Bonaparte, Secretary of the Navy in the United States Government, who went out of office with President Rosevelt the other day, says "It must be remembered that the true end of civil service reform is not to reform the civil service." At first sight this may sound paradoxical, but it is remarkably true. A great improvement in the personnel and work of the civil service has undoubtedly resulted from the introduction of the merit system. But this is a by-product of the reform. The aim of the latter is first of all and beyond all else to purify our politics by eradicating a form of bribery which pays for votes or partizan services with employment at the taxpayer's cost, and a form of breach of trust which leads those whose salaries are paid by, and whose services are due to, the whole people, to use their offices for personal or partizan advantage. It has been found that these things can be eradicated only by removing the civil service from the control of the partizan executive, just as we must protect the navy, the military, etc., from like influence. A corrupt civil service corrupts our people and our government. We cannot forget the saying, "There was never long a corrupt government of a virtuous people."

I can only say to the men of the Fort William Canadian Club that I hope you will think the question over and give it your earnest consideration, not merely because it is an interesting subject, or one you think ought to be discussed, but because it is one which has an intimate relation with the citizenship of the country. If you are a loyal member of the club, of that group of organizations which stretches to-day from ocean to ocean, you are here to help draw the attention of the citizens of the country, to awaken every individual to a greater sense of his responsibility, to help to train every young and every new citizen in the duties of citizenship; and if you perform your duty, if you take advantage of the opportunities which you have, then you are doing your share in helping to build up the country which we all hope is destined to be one of the greatest countries on the face of the earth.



DR. WILFRID T. GRENFELL, C.M.G.

Deep Sea Mission in Labrador and Newfoundland

DR. WILFRID T. GRENFELL, C.M.G.
*Medical Missionary to the Labrador Fishermen
Labrador*

MR. PRESIDENT, AND GENTLEMEN OF THE CANADIAN CLUB:—

In speaking about Labrador, the first question that arises to the mind of the Canadian who lives in the West is, "What right has anyone to live in Labrador? Why don't they come and live on the prairie and enjoy the opportunities for acquiring land that this section of Canada offers?" There are not answers for all questions; and there are lots of questions that human brain cannot answer at all; but the facts are there. The people are there, and they are a home-loving people.

In 1883 I fell in with Dwight L. Moody, of Northfield, and came to the conclusion that I might do better with my surgery than by running in competition with the many other doctors of London. I chose for my field the place where I thought I might be the best doctor, as there were no other doctors in the field. I went to the North Sea, among the fishermen. To me, it was a very interesting life,—not for the aesthetic environment it offered,—but for the problems it offered for solution. I learned at the feet of that well-known evangelist that life is really a valuable asset for the human being, just in so far as you use it. Not as you get things out of it; but as you put things into it. Not only are the values of life to be graded by a definite standard, by which the ordinary people view it, who have eyes without seeing; but the joys of life are also to be graded by an entirely different standard to those which we unfortunately so often use. In the ordinary man's mind, success is graded by dollars and cents, and joys by the things we possess and leave behind us. Whereas, if you go to the house of a Labrador fisherman, you will find a man contented and happy; and I have stood in the homes of many millionaires where not half the simple pleasures or simple virtues reign as do in many cases along that rocky coast. I have been called over and over again to see the sons of wealthy families who have fallen victims to the attractions of civilization. I am not sure that the average city man's life is not more dangerous than those things with which it has pleased God to surround the people of Labrador. The hardest things of life tend to evolve a people bold, resourceful, and virile, and

capable of enjoying things which people in more polite surroundings find it difficult to enjoy at first. I have learned to enjoy the seal meat and the sea-gull as I used to enjoy turkey. We are going to improve the sea-gull by introducing other things, to disassociate the fish and the bird courses being taken at once.

It must be that the outmost parts of the world are meant to be inhabited, and there must be pioneers in every age. I suppose there was a time when it was not an easy or a safe thing to make a living in Fort William, at the north-west corner of Lake Superior. There must have been a time when the difficulties were like those in the Arizona Desert and in Southern California. But the hand of man comes in and pours water on it, and you cannot now go get for \$400.00 an acre what was, a short time ago, an arid waste.

The other day a man said to me, "Why do you suppose God puts such environments around the lives of men?" I said, "Perhaps it is done because God likes strength." I would rather think that my ancestors were from hardy environment than from that of the South Sea Islanders on their sunny shores. We don't think such easy conditions would tend to make Anglo-Saxons what they are amongst the inhabitants of the world. I don't think you meet people from Labrador here. In Winnipeg I met only two or three. I don't think the problems are to be solved by bringing the people out of it. Perhaps, because you live at the hub of the universe, you would like to see all those people brought here; but I don't see how you could do it.

I went to Labrador at the invitation of Sir Francis Hapgood, the present Under-Secretary of State for the Colonies. He had been out there, and was telling me the condition of things. We had had some experience in the Deep Sea Mission work. Between us, we put up the money. I sailed out to the Northern Grand Banks and then down to Labrador to the fishermen that go down there. Seeing that the people lived there, and that by sailing back to England in my boat I was losing time, and couldn't afford to throw away six weeks on the passage, I decided to put up a station on the Labrador coast and keep it regularly open. That was largely because, from a medical point of view, it is quite impossible to meet the demands of the sick and injured with merely a migratory vessel. My object, as I said before, in going there, was that I was looking out a field to put my own life into, where I thought it could be most usefully and happily employed. I am afraid that I get a great deal of the credit of my many colleagues who have been useful in the same field as myself. There are some people who are there because they have enough to eat and to clothe themselves and do not want more, and they are perfectly willing to come and give a hand in working out the new life for the people of the coast. I am myself a Christian missionary, and I believe what every country wants is not more to eat and drink, but new men with new visions who would bring into life a new

element. You are going to bring more into life by men who are not self-seeking than you will otherwise.

One of my university friends said I was a fool for trying such a large problem. Another said I was throwing myself away on such a large coast. I find that you must mind your own business. Faith has become, however, more or less knowledge, by seeing the success, in a measure, of our work.

The first question I ask when a man offers to come and help us is, "Can you pay your own expenses?" The next question is, "How long will you stay?" I ask him incidentally afterwards, if he comes down there, what way he says his prayers. What our common Christ counts in us, is the dimension of what we do in our lives. You cannot take a force pump and force upon the intellects of other men the creeds you believe in, but you can demonstrate things, and make them attractive, and men may want them from seeing that. I understand that was the way the gospel was preached originally. You know what Emerson says: "What you are speaks so loudly, I cannot hear what you say." You may be Protestant or Catholic, but people will take whatever you are so long as they know you are a man who is there because you love him and care about him and are wishing to do something for him, not to satisfy your idea of charity by giving out clothes to the naked and food to the hungry, but in improving conditions as you see in your best judgment.

I began single-handed, in a small boat, and my work was voluntary. The coast is 1,000 miles in extent. We are running at least 200 miles of the Newfoundland coast. The visits you can make to any one place are perhaps one or two in a year. What influence can you have that is likely to be permanent in any line of business whether medical or economical or social or religious, if you visit a place once or twice a year? You must organize a series of right minded men who will live your ideals and carry on the work in a successful way.

I am always an optimist. If you are always looking at the hole in the dough-boy, you are apt to forget some of the other things. It is sometimes good to imitate Nelson, and put the glass to the other eye. I believe Labrador has a future. I believe a population can be maintained there, and that it can be as valuable to the Empire as Finland is to Russia. There was a time when you could have bought Alaska at a reasonable price, and even Tobolsk was not then thought of in the light in which it is regarded at present. There are a great many more things in our Huronian and Laurentian rocks that have not yet come to the eye of man. I was standing in Helena, Montana, the other day. In this main street fifteen millions of gold were taken out. There are quite a number of gold claims taken up on the Labrador coast. Men came down with machinery and outfits, and went away with gold in

tubes. Where it came from I don't know; I am very suspicious about gold mines.

Though I have cast the die of my own life on what you may call a speculation, on the faith that God is with his servants, I once cast part of my belongings into a gold mine. I did it with equally good faith, but not with equally good results. I wouldn't advise anyone yet to take shares in Labrador gold mines. I remember one gold mine that was advertised very largely on Labrador. The capital was \$250,000, taken up in \$1.00 shares. The story was that a miner from the Klondyke had discovered in his box some ore from Labrador, which he had got there when stranded in his vessel. I saw the vessel of the mining expedition at Hopedale. It was about half-way to the gold prospect. When they got that far the gentleman who had to pilot them said he had forgotten something. The last I saw of it, the ship was being sold for wages, and he had eloped with the \$250,000.00.

But even supposing there is no gold there. At present there are great areas of Labrador untouched. There is a lumber mill there cutting from two to three million feet of lumber. The owner is hampered by the shallow river mouth through which he must pass. But, beyond that, only two or three limits have been granted.

The Canadians gave away their territory with a map that marked half the country red and gave it to Newfoundland. The present map shows a very small strip in red, and the question is being debated, which is which. The lumbermen stamped all their logs "P.Q.," though they were paying taxes to Newfoundland. They don't prevent them from sending them to the Liverpool market. But it is a bleak and rocky coast; and the trees take a long time to re-forest, and I should be very sorry to see it laid waste.

Last year at Hamilton Inlet we grew a quantity of barley, and the straw was nearly five feet high. The latitude of Labrador is rather southern. The southern part is south of here. The entire length of Labrador lies between the latitudes of Cape Wrath and the English channel. The swirl of a current might come and Labrador be so hot that you would have to sit in your pyjamas. I don't see why you couldn't go into the country and grow a great many things which you couldn't grow here now. Though there may not be fertile prairies, there are valleys with good mould. A student of the Macdonald College raised at Belle Isle excellent pease and beets and turnips and cabbages and potatoes. I am intending this year to hire one of the experts to come down with a group of young men and we are going to try some of the more easily adaptable vegetables. Mankind has been left the task of doing what nature doesn't do for it. Because apple trees don't grow there now, is not the least reason why they should not be grown there in the future. Burbank can take vegetables and fruit and alter them as he has done; and this man in Dakota can grow fruit that will

stand forty below zero; and I look for, in that Alaska Exposition, a show of plants and fruit trees that will help in the solution of our problem. One individual can only hope to make experiments. I have a man at that exposition who is going to send me anything of any value in the fruit or grain line that he thinks I can grow up there, on the basis of what is grown in Alaska. The cold at Labrador is nothing to the cold you have. I had temperatures taken from Cape Charles to Battle Harbor, and there was not one registering thirty below zero on the Fahrenheit scale. As far as the preservation of bulbs and roots goes, it is not as large a range of temperature as you have. Then there is the cod fishery. Last year we caught too much for the markets. We could put this into the most easily handled form as a food supply, making a very desirable food, but we are limited at present to the Mediterranean markets, and to the Mediterranean buyers and sellers, and we sometimes have the fish thrown again on our hands. The merchants of St. John's have often been sadly crippled by those who manipulate the markets. The Brazilian market is open, and that of the West Indies; but the American markets are still closed. I have been lecturing from Boston to Los Angeles, and I believe the people are perfectly willing, if it is put before them right, to admit our fish. I know perfectly well that the authorities at Washington think the entire fish supplies of Boston and New England and New York come from the Atlantic and that they are protecting the industry on the Atlantic by not allowing in the Newfoundland fish. I found out, however, that the Alaska halibut is sold in New York and Boston, three pounds for every pound sold elsewhere.

I had the privilege of meeting President Roosevelt not very long ago; and asked him why they didn't come to some amicable conclusion about these matters. He said, "Lodge says so; and the people care about as much about the fisheries as they do about the fisheries on Mars." The fishermen that go from Gloucester are Newfoundlanders and Nova Scotians and other foreigners. Every American knows too much to go fishing in a boat; he hires somebody else. They need not be afraid of losing material for their navy. I wish I had a little opportunity of doing something along those political lines. I am always warned by the authorities that a missionary who has anything to do with politics will get disliked. I should like to try it along other lines which the Newfoundlanders are doing now. I believe it could be done. A good friend of mine interested himself in removing the duty from a certain product grown in the West. He had a duty of about \$350,000 a year to pay on that product. He entered into a campaign, and showed the authorities that the duty did not go to the people who grew that product in the West, but to the middlemen in Chicago. He has the duty off that product now. I believe this could be done on other lines. I believe, therefore, that there is a future for Labrador fish.

I do think that the denizens of the sea, like the hair seal, are just as valuable to us, and much more valuable to the scattered inhabitants

of the coast than to the merchants whose ships' crews now slaughter them in the season when they are whelping. I think it is a senseless thing. To us, on the Labrador coast, it is most essential,—the seal that comes in within reach of the gun of the poor settler, with the forty or fifty pounds of seal meat he possesses, and with his skin to provide boots and clothing of the best kind for the settler and his family. The fat is good, and the meat looks like jugged hare, and if you had enough jelly you could eat it all right. It fattens the children and doesn't throw them on my hands with neuritis and other diseases.

We have learned in England that the fish can be reasonably preserved. They have made legislation on the subject of restricting trawling to certain areas. Though the harvest of the seas is very great, and though God's gifts to those who go down to the sea are bounteous, yet we have no reason to treat it without that wisdom and care that he has given to man to bestow.

Labrador has little care bestowed upon it. The only men I have seen there in the interests of the country, were the government men I was piloting two years ago. I spent a month this year with the Governor on my own boat. I think the missionary may work and preach his sermon, on many lines,—surveying the coast or starting a store, or caring for a child, or finding a new market. Whatever it is, so long as it is doing for other men what you would like them to do for you, you are preaching a message of love. We willingly devoted the steamer to surveying for two months. Some of the men I had with me were willing and able to do anything on board a boat, but when you have to climb a cliff with a 9-inch theodolite, it is hard work.

The sheep which you can run there and keep pretty well are rapidly destroyed by the enormous number of dogs that we cannot keep down. There was once a cow on Labrador, and after she landed at the place last year, the dogs came over next day, about forty-eight miles, and showed their affection by tearing her to pieces. On the north shore of Newfoundland, where we have dogs bred until they have lost some of the wild aspect, we have sheep that can run all winter, by putting a little fodder in the woods. We have two places now where we are teaching spinning wool and weaving. When you have seen a country that has been depending upon a passing trader for its woollen clothing, and have seen the results in some cases, you will be sorry they didn't find out what to do before. It is the part of a doctor to see to the underclothing, and he can gauge the value of it.

Along the stock-raising line we have at least made a move that is going to be one of the most lasting value to that country. I wanted to get milk, because with our consumptive people we found that the causes were owing to three things: Ignorance, poverty and tubercle bacilli. The latter can be taken care of, only if you can get people to be a little less ignorant and a little less poor. They got no milk from cows and

couldn't afford tinned milk. Where you have to take what a trader gives you, you are in ignorance and poverty and never can get out of debt. It is something like slavery. We started to put in co-operative stores. In Newfoundland to-day, you will find people who will tell that I am out for money. These people know that we have eight co-operative stores there. But go down and see the stores and talk to the people and you will see the other side. Another of the great elements that robs the settler and the settler's wife is liquor. The rocks and the fogs and the storms we have enough of; but I would rather have all these and do away with liquor. That is what tends, more than all, to do away with the prosperity of our men. The fisherman is good-natured, and there is no man on earth that it is easier to get money out of. He and his money are soon parted. That is one aspect of it, but not the only one. The loss in actual cash is not so great as the loss in ideals and self-respect and in the determination to do right. We have been unhesitating enemies of the saloon. It is only one of those agencies which get after men for their money, and which benefit them not at all. As a medical man I am one of those who say alcohol is unnecessary in physical life. It is a thing that leads men to degeneracy at last. I have used it when I could not get anything better. As a doctor, I could do without it. We can control strychnine and alkaloids, but give a dose of Labrador whisky to a man and God knows what is going to happen.

If a man comes down to see our work, we are only too glad to give him a welcome there. There are always people who are not doing much themselves and stay at home and wonder why people who do try don't work some other way. We didn't see any way to get milk without some animal. I went to Washington to get the history of the experience in Alaska, given by a well-known missionary and by the United States government. They seemed to demonstrate that in almost any northern country the reindeer could not only flourish and be a valuable commercial asset, but in regions where there is not an unreasonable fall of snow they can be used as the fastest means of travel next to the railroads. If we could get rid of the dogs, we could bring in the reindeer and also sheep. Hay cost me \$40.00 a ton last year, and a cow eating two tons ate exactly two cows in a winter. But the reindeer eats nothing but what it gets with its forefeet. We decided we should have to get reindeer. People have strange views of things, but with a British colony, and a British mission, among British men, I got my largest support from the United States. Thank God, in these days, the lines along which men try to follow Christ are broader than those made by the 49th or any other parallel. I told the department at Ottawa exactly what had happened, and that I wanted them to have a share in the experiment; and while any grant they might give wouldn't bring the deer over, if they would take any deer over with mine it would help me out, because the main part was going to be the transportation and not the cost of the reindeer. The reindeer were only ten to twelve dollars apiece on the Lapland coast. In

Siberia I could have bought the whole consignment at fifty cents apiece, and 240 to 250 lbs each. Vanderbilt, who was there, says he used to buy them at twenty-five cents apiece to feed his dogs on. When you can get them for that, with the skin thrown in, I should think it would be well to invest your money. Well, the department was just coming to the end of their financial year, and had \$5,000.00 in the Veterinary and Agricultural Department which was not allotted, and it came up before the committee, and they granted the five thousand. A friend went to Norway and Labrador and did the work for me, free of cost. We have had to do this, because our salaries don't run to big things; most of us don't get any. My friend got a herd of three hundred. Four hundred came to the landing, and we were very sorry to have to kill one hundred and make meat of them. Last year I sold fifty of them to Lord Northcliffe; he wanted them to carry out supplies to his logging camp in Newfoundland. That left two hundred and fifty. I got one hundred and sixty-eight fawns, and I have now thirty-five of Lord Northcliffe's back. We are going shares on the herding of his breeding deer, which I am keeping with mine. That experiment has been taken off my hands by a gentleman of Cork, a lieutenant in the army, who has come out and offered his services. We have sent him the Lapps who came out first. We have only two Lapp farmers, and four others who are apprentices. Newfoundland gives two, and Canada gives two. From what I hear this year, the deer are showing much more ability to understand what you are wishing them to do. Last year I was driving them, and when you drive fast they get frightened and don't understand. When they are coming quickly down hill with a heavy sled, they suddenly stop still and you roll down upon them. They are doing better now. They have hauled a great many logs for us. There is a student from Brown University there this year using fifty deer hauling logs. Last year we built a large corral and had the herd brought and milked every day. We made beautiful cheeses, and the milk was splendid. When we get the herd distributed, we will have them for all our people. I believe a herd of two or three million reindeer could be grown on the Labrador, and then you could kill all the old ones every year.

Whatever might be said of Labrador, it does support a population, and it will support a sturdy one, well worthy of the cognizance of Canada and of the Empire. I think it could contain one as valuable to this Empire as Finland or Siberia is to Russia. If you take a man from circumstances that may appear hard to him and put him in easier circumstances, it is not always the best thing you could do for him.

Sometimes our attention is devoted to putting up a Christmas-tree for the children, and sometimes it is putting up an engine for cutting wood. We have a saw-mill of our own that will do work we couldn't do before. A little thing like that, such as the student did who put in an electrical plant whereby we could do our electric and X-Ray operative and clinical work better, is another of the ways we are preaching.

Dr. Andrew McCosh left us a legacy of five thousand dollars; and the students of Princeton are going to sail a boat to us and present it this summer. Sometimes it is cutting off a man's leg, and sometimes it is teaching a child the difference in value between white flour and common meal.

We have a girl at school in domestic science, who is coming down to show our children the value of Johnny cakes, and to use cheaper material when they cannot get white flour.

We are working out our problem, and enjoying it very much.





HON. C. E. DAVIS

Our Sister Colony, Tasmania

HON. C. E. DAVIES

*Formerly member of the Tasmania Cabinet
Imperial Press Delegate
Hobart, Tasmania*

MR. PRESIDENT, LADIES AND GENTLEMEN:—

I feel it a somewhat trying ordeal to encounter as many friends and people of our own kith and kin. The hospitality that has been extended to us ever since we landed on Canadian soil has certainly been somewhat embarrassing. We have been kept continually going from morning until evening, and one feels on an occasion like this a great deal of diffidence in dealing with a subject such as our worthy chairman has referred to. It is a subject that one cannot do justice to in the short space of time at our disposal—the opportunities, the resources, and the ambitions of our people. It is not my intention to delay you with any protracted remarks on this subject, but to say that Australia is a great country. Its resources are boundless; and the ambition of its people for the development of those resources is very great. The great need of Australia is population. You are drawing most useful immigrants from the mother country. We, unfortunately, at the distance that separates us, are not able to secure them. We have immense areas of fertile soil and room for millions of settlers, who could be supported in comfort and happiness, if they were the right kind of people. Australia has a welcome for all; and the hearts of Australians especially go out to their countrymen across the sea.

I do not want to detain you with an account of the formation of the Commonwealth, nor the federal spirit which now animates the people. You have gone through a similar experience, and you are profiting from that experience. We have made mistakes, but what country has not? The mistakes we have made are not insurmountable, and we are looking forward to better and more prosperous conditions than we have even at present. To give you some idea of the magnitude of the business that goes through our country, I propose to give only a few figures. The gross amount of exports and imports for Australia in 1908 was \$560,000,000—the total value of all our products exceeded \$850,000,000. In these totals are included timber and frozen meat. The total value of crops was over \$150,000,000, and of these the wheat crop was \$67,000,000. Your average for this crops, of course, is very much in excess of

ours, and when I tell that we only get nine bushels to the acre from our land, you will readily realize the large amount of agricultural country that must have been under cultivation. You have greater advantages, no doubt, than we have, but the figures I have given are not selected from any particular part of Australia, because in New South Wales the average is very much higher, but give the average for the whole country. Our statistics also show that we have sheep to the number of 87,000,000. They fluctuate a great deal, according to the condition of the ranges. Sometimes, unfortunately, we are troubled with drought, but it is surprising how soon our losses are made good. The value of wool products from those 87,000,000 sheep amounts to \$150,000,000. The mines produce, too, and this is one of our greatest resources, for we have in Queensland immense coal mines, and in New South Wales silver mines, and in South Australia copper, and in West Australia we have a great gold producing country. Then, last, but not least, is the beautiful island I represent myself, the loveliest in the world, where we have the great Mount Bishop mine, which has already paid \$750,000,000 in dividends from tin. That is a pretty good record. Then we have another great industry in connection with the mining industry on the west coast of Tasmania, copper mining. That is well known in this part of the world. Our factories, too, are making great progress, and this year, the value of the output was estimated at \$435,000,000. We are a big protectionist country. I know that you are protectionist here. How far that should be carried into cutting each others' throats in the Empire, I do not know. That is a matter to be decided later on.

Now, if we can get such splendid results with a population of four million people, and with such an immense tract of country, so small a population in proportion to area, you can imagine what we might do, if we had such a population as this immense territory could carry. You can scarcely anticipate what will be the results in another decade.

I could go on and refer to other matters of interest, but my time is limited, and I do not want to weary you with details. In connection with our commercial dealings, I may state without fear of contradiction that I will be voicing the wishes of most of the people of Australia, if I say that we would desire much closer relations not only with our Canadian friends, but also with all parts of the Empire. This is a great problem, and will, I trust, be solved in the near future. It troubles many of us why we should allow foreign nations to exploit our country, especially when they don't pay the same wages, and our industries do not receive government bonuses, etc. But it appears to me that we should be more anxious to study our own methods, and if by any means we can bring about some better feeling, some closer relation in commercial matters, whereby we can have easier exchange of products, I think it will be a great advantage to the different states and to the Empire as a whole.

In connection with that matter, one of our delegates the other evening referred to the possibility, in the Imperial Conference, of bringing up

a matter of special interest—the cable rates. There is no doubt that it is a great drawback at present. The press of Australia pay a very large amount for their cable service. From a commercial point of view, something should be done. You are quite assured of having the support of the press of the Empire in getting a reduction in the commercial charges. That will bring about a much better feeling among commercial people, and will materially increase the prospects of closer commercial relations.

My friend, the chairman, referred to the fact of our sending our sons to the South African war. Our loyalty and patriotism have been demonstrated on more than one occasion, as also has that of Canadians; and I am sure that it is a proud feeling that all Australians have, which Canadians also enjoy, that whenever the colonies of the Empire are required to assist the mother country, they will always be found ready and willing to do their part.

I would like to say that I think we want to understand each other much better than we do. It is only on occasions like this, when we are brought together and learn more of each other, that this feeling presents itself. The only bond that binds us together, is one of sentiment. That bond is certainly one of strength. But it is not a bond that will endure if it is not exercised, or if there is no opportunity for it to display itself. That bond is based solely upon a common interest; that is, the belief that all concerned are to be part of the Empire, because it is to our interest to be so. The colonies are great because they have the Imperial government behind them.

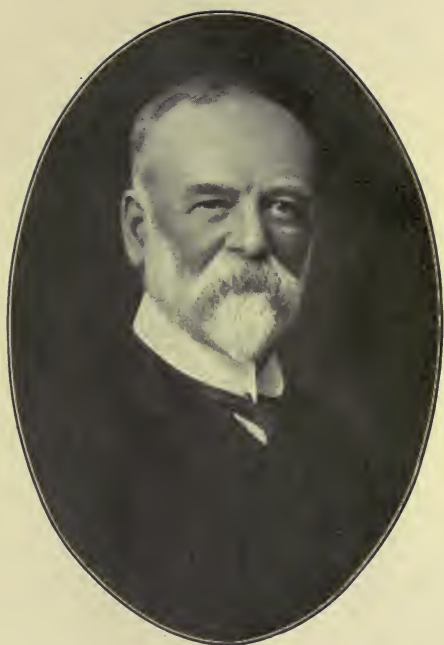
Why isn't there some other bond to bring us together? I think no better means of drawing us nearer could be found than some scheme of defence. This should be, not a series of disconnected parts, but each state should arrange for its local defences, and the defence of the Empire should be controlled by a body representative of all the Empire. I am glad to see that the Imperial Government is apparently recognizing this fact, because invitations have just been sent to Australia and to New Zealand, and I observe that gentlemen have been asked to attend a conference with the home government, so there is a very great probability that before long something definite will be placed before the people, and I feel certain that if any good scheme is presented to the people of the Empire that they will be only too ready to accept it. I am hopeful that this bond will draw us all closer together. Something of this kind will increase the sympathy and the loyalty of us all.

I do not think I need detain you any longer. I would only express the hope that the feelings and sentiments we have expressed will be intensified, in connection with the loyalty and patriotism we must feel towards the mother country. If some bond is formed whereby we may draw together, we may rest assured that we shall become, not only a

happy and contented people, but I think we shall be invincible against the world.

I am very glad, Mr. President, to see that two of our New Zealand friends have come into the room since I began to speak. I am quite sure they will address you better than I can. I appreciate and thank you on behalf of the delegates for the splendid reception you have given us. We have visited your city, and have heard the marvellous things that have taken place in connection with its development. We shall carry the pleasantest memories of our visit to our friends and kinsmen, and not the least will be those of our visit to this district.





GEORGE FENWICK

through during the past week but must feel, that though your present position is great, there is a vastly greater future awaiting you. These great areas will be divided into small areas, and the lands will be peopled, and that will mean to you an extent of progress of which you yourselves do not dream. We have seen it in our smaller countries. In New Zealand, particularly, there has been legislation which has broken up great estates. It was not in the interest of that country that land should be held in great areas by one estate. There have been great areas held in New Zealand for many years in pastoral occupation. But sheep are now being raised on more fertile portions of land and the man who is prosecuting a dairy business combined with mixed farming, grows cereals to some extent, but not largely, now. We have altered the whole course of our agricultural settlement. The result of breaking up our great estates has been that what were once wheat growing lands have now become lands devoted to mixed farming and particularly the growing of sheep. We export from New Zealand millions and millions of carcasses of lambs to the markets of the whole world. I don't see why we shouldn't export mutton to this country, the mutton which is so great a favorite in our own land and in England. We have all been struck with the fact that it is almost impossible to get a nice piece of mutton. We have had your tenderloin steaks and all the other kinds of beef you place before us, but we have missed our New Zealand mutton. We want you to have it.

The question of reciprocity is a great one, I know. It merits a great deal of consideration. But I see no reason why your lumber should not be imported into New Zealand and our frozen mutton imported into Canada. It is quite true that you will find an interested section of the country who protest that it is entirely against their interests that your Oregon pine should be allowed to come in without any duty. But it is to the interest of everyone that they should get cheap timber and cheap wood; and in this you will perceive that I am no protectionist. I have merely mentioned frozen meat, as being one of the articles that might be returned from New Zealand to this country; but we have many other things we can send you.

We have keenly appreciated the extraordinary welcome we have received in Canada.. I want to endorse anything Mr. Davies has said. We have met a warm reception from the time we set foot on the shores of British Columbia. This means that you recognize that we are friends and kinsmen. That is what this extraordinary measure of enthusiasm on your part means. And we feel that in coming to Canada, we visit a land occupied by our friends and kinsmen. Long may our alliance remain in all its strength and intensity. May we feel that as the Empire progresses we shall never be lacking in our desire to help it forward in every way. I feel confident there will never be any lack of that feeling on the part of Canada, New Zealand or Australia, or any other part of the Empire. We cannot neglect our duties to the great

Empire. It is the great protection of our commerce, which has made our nation, and which is going to exist for all time. Britain may have her little tribulations and times of trouble, and she will continue to have them; but that she is going to remain the great nation she is at present, I am absolutely confident.





HON. CHAS. MURPHY

Development of the Canadian National Spirit

HON. CHAS. MURPHY

Secretary of State for Canada

Ottawa

MR. CHAIRMAN, LADIES AND GENTLEMEN:—

Whatever may be my tenure of the office which I happen at the moment to fill, I find myself, after having been shown around the harbor and having viewed the other advantages and possibilities to be witnessed in this vicinity, inspired with another desire, and that is that at some time in the future I might become a citizen of Fort William, provided that meanwhile I did not decide to locate in Port Arthur.

In rising to address this assemblage, I realize that what would under other circumstances be a privilege is in fact a surprise, as I didn't expect to make any speeches in travelling through this part of the country. At the present moment I find myself very much in the position of the clergyman who was called upon to replace his friend in a parish which for obvious reasons must be nameless. The clergyman delivered such an eloquent sermon that he was unexpectedly, and upon very short notice, asked to come back and preach in the same church the following Sunday. It happened that he only had that one sermon. This was, of course, unknown to the congregation to which he was to preach. He cudgelled his brains on Saturday night, as to how he was going to get out of his difficulty. But it was impossible to escape; preach he must. Facing the congregation on the following morning, he referred to the sermon of last Sunday, and said, "As I see so many people here who were not present on that occasion, I will preach that sermon again for their benefit." This is the second time to-day that I have been called upon unexpectedly and unprepared, not to deliver a sermon, but to address a Canadian Club, and I find myself obliged to repeat a great deal of what I said in Port Arthur at the mid-day luncheon.

Since enjoying the hospitality of your sister club, I have been taken for a sail on the lake and a sail around the harbor. To one coming from the east, it seemed like three or four harbors, and I should have so described it, if I had not been told that all this magnificent water stretch is really only one harbor. What I saw this afternoon struck

me as an augury—an augury to every Canadian—of what this country will become, and of what Port Arthur and Fort William are to be, in relation to the Dominion. As a gentleman said on the boat this afternoon, “You may picture the scale, but who is to fill in and round out the scale?”

This country, great as are the strides that we have made, is only in the infancy of its development, and in no part are its possibilities so likely to impress themselves upon the stranger as here in these cities which we have had the pleasure and profit of visiting to-day.

I was treated with unexampled hospitality in Port Arthur. I heard a great many things there that interested me, and some that surprised me. One was a statement by a resident of that city, who admitted to me—confidentially, of course,—that Fort William was somewhat larger than Port Arthur. He spoke to me in confidence, it is true, but he placed no restrictions upon me when making the statement, and I don't think I am guilty of any breach of confidence in repeating it here this evening.

As I told the people of Port Arthur to-day, I consider it one of the prime duties of a public man in Canada that he must know his own country, and visit all parts of the Dominion. That is why I am here. I am now on my way to the Pacific coast, and I am stopping over here and there, so that I may spend the next six or eight weeks among those who have always been Canadians, and among the newcomers, who intend to be Canadians in the near future.

There is a legend at Ottawa that the individual who happens to hold the portfolio of Secretary of State is a man to whom his colleagues should turn over all the odd jobs during the summer season. He lives at Ottawa, and therefore he should look after all the other Ministers' business when they are away. It struck me that if I remained there the first summer after entering the Cabinet and allowed my colleagues to do that—I don't say they would do it, but the temptation would be strong, as I was already Acting-Minister of Justice,—it would be difficult for me to get away during any of the subsequent summers. So, early in the spring, I spoke to Mr. Conmee about the sights and scenes to be witnessed in this district, and the people to be met here. I spoke of Fort William and Port Arthur, but perhaps the sequence in which he mentioned them was the reverse of the order I have just mentioned. However, he asked me to be sure and come and see the wonderful development taking place here, the works already completed, the works under way, and the still greater works that were in prospect. I came; I have seen, and I am conquered.

Unlike my colleagues, the work of whose departments extend throughout the Dominion, the work of the Secretary of State does not extend beyond Ottawa, except in international relations. All the offices

and buildings attached to his department are at Ottawa. For that reason I cannot make any promises in regard to any of the things brought to my notice, or in regard to any of the conditions and necessities incidentally mentioned to me this afternoon—not even so small and unimportant a matter as the question of a new armory at Fort William. In addition to that, being a new and untried member of the Government, the Right Honorable the Prime Minister gave me, in his kind and fatherly way, a word of warning the other day, with the view, no doubt, that I would retain a lively recollection of the same, outside of Ottawa and outside his protecting vision. He asked, "Where are you going to stop off first?" I said, "At Port Arthur." He said, "That's where our friend, Jim Conmee lives." I replied, "Yes, sir." He said, 'Now let me see; what did they want there last? I think there was a combination between Fort William and Port Arthur to send a big delegation down here and ask us to aid the C. N. R. in 'closing the gap,' as they called it." Then he added, "I don't authorize you to say that we are going to do all that we were asked to do, but if the obligation is imposed upon you on any occasion you may say that there is no work that the Government is more anxious to do than the work of providing transportation facilities for the people who need them." Not having charge of any of the departments that engage in these great public works, throughout the country, it would not be proper for me to make any promises or to say anything that would lead you to anticipate action on the part of any of my colleagues. I refrain from the additional reason that you are to have a visit from my colleague, the Minister of Public Works, a man of whom I may say,—in this mixed gathering of men who are big enough to admire a big Canadian, no matter to which side of politics he may belong — That is a big man. You will realize in a few short years, that he is a man with big ideas, a man whom you will delight to know. He will improve on acquaintance. He is a man who has the breadth of vision and the hope and confidence in this country that do not shrink from big undertakings, no matter where they are situated. When he visits this district, he is a man who should have brought to his notice the necessities and possibilities of this locality, and in him you will find not only a responsive friend, but a man who at the very first opportunity, and consistent with the means at his disposal, will carry into effect, not what he promises, for he is somewhat meagre in his promises,—but what the needs of the locality require, irrespective of what side of politics may advocate them. The Minister of Public Works is doing in his own sphere what this Canadian Club and its sister Canadian Clubs are doing in their sphere; he is trying in his way to assist in the building up of a greater Canadian nation.

It seems to me that at an informal luncheon of this kind the best purpose will probably be served by being brief. But meeting the gentlemen whom I have already met here, and taking away the impression that has been made upon me, I will have to do a great deal, indeed, to return

in a small measure the hospitality that has been shown to me in your city and in Port Arthur.

We, in this country, have devoted so much time to the material development of the Dominion that we are sometime criticised for having neglected the intellectual and artistic side of Canadian life. But any student who carefully reads the history of the world knows that the material development of a nation is the first stage in a nation's history, and afterwards, when the means and leisure are found, there follows the intellectual and the artistic development that stamp that nation, and fix her place in the world's history. As a fellow citizen of Ontario said a few years ago, "We have painted no great canvasses, but we are building works across the face of nature herself." We are girdling the land with railroads; we are building not only a second, but a third transcontinental road. We have spanned the streams and rivers with great bridges as parts of our transportation system. Kipling sings of "Our far-flung battle line." We Canadians, with as much pride, may point to our far-flung railroad line." These things are necessary, in order that the others, which appeal to the finer sides of our nature may follow. I firmly believe, that in good time they will. To bring them about, I believe the Canadian Club is doing a vast amount of good. It is helping to strengthen that bond of Canadian citizenship, that bond of good feeling, which has become so marked in the last few years among the Canadian people. I have spoken of material development. No less great is the improved understanding between the provinces of the Dominion—the strongest and most enduring link that binds us to the British Empire. This Club and sister Clubs are doing much to promote that good work. It is because I am a member of the Canadian Club of Ottawa that I am particularly pleased to be your guest this evening, and my last words to you will be these: That no matter what the future may hold for Canada, the Canadian Clubs, here and elsewhere, can do no better service for the country than to continue along the lines which they have been following. No greater good can be accomplished in any community than by these Canadian Clubs adhering to the idea with which they started out; that is, in fostering, as far as in them lies, the true spirit of Canadian nationality. In this connection I am reminded of an incident that happened in Glasnevin cemetery in Dublin, a few years ago. A gentleman was being shown around and his attention was directed to the Daniel O'Connell monument. Facing this monument are a number of tombs containing the remains of O'Connell's friends, and among them the remains of his staunch adherent, Dick Steele. The visitor asked why Dick Steele was buried in the same ground as O'Connell himself. The grave-digger said, "They both strove for freedom." "Yes," said the stranger, "but O'Connell was a Catholic, and Steele was a Protestant." And the old grave-digger replied, "Sure! Death makes brothers of us all." It would be a good thing if that were engraved over the door of every house in Canada; it would be a particularly good thing at election times. Let us improve on that idea, as the

Canadian Club has improved upon it. Let us not wait for death to make us brothers; but let us be brothers while we enjoy life and have the chance to help each other.





HON. WM. PUGSLEY, D.C.L.

Conservation of Canadian Trade

HON. WM. PUGSLEY, D. C. L.

Minister of Public Works, Canada

MR. PRESIDENT AND GENTLEMEN OF THE
FORT WILLIAM CANADIAN CLUB:—

It is with the greatest pleasure that I stand here to-day to address you on the subject of the improvement of transportation facilities on the Great Lakes, a matter which comes more particularly under the supervision of the department which I have the honor to preside over. More especially am I indebted to those of you who gave me such ample opportunity to see with my own eyes the work that is now under way at this harbor. Great as has been the development of this port during the past few years it is my firm opinion that the business of this city and of this port of to-day is a small thing in comparison with the enormous business of the near, the very near future.

You have, I understand, an organization called the Fifty Thousand Club. This is a great organization, but even in this I believe that you have failed to realize with sufficient force what the future holds in store for you. It should have been called the Hundred Thousand Club. I say this not to flatter you, but as expressing a conviction that has been more firmly rooted in my mind since my trip of inspection, the conviction that you have here the greatest lake harbor of which I know. Further, I do not believe that there is a city on the continent that has a greater future before it than Fort William. For these reasons the government is going to do its part by installing shipping facilities here that will be second to none in the world. Some complaints may have been uttered against the policy of expenditure that the government has inaugurated here, but I firmly believe that it merely requires a correct understanding of all that policy will accomplish to set at rest all dissatisfaction. When you see the channel completed from deep water to the Grand Trunk Pacific Co.'s mammoth elevators on the Mission river, you will know that the first instalment of the work outlined by the department for this harbor has been carried out in ample time to fulfil all needs.

It is not the intention of the government to levy toll on any of the business that is transacted through your port, and our purpose is to own and maintain harbor frontage on the Mission, and to make this not only

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a national harbor, but a free harbor as well. We deem it the wisest policy to impose as few restrictions as possible upon the traffic between the east and west of our Dominion, and we will see to it that there will be no discrimination as regards transportation companies, for, in protecting this harbor, the government will be protecting the farmers,—the backbone of our New Canada. The future of the whole country depends upon the prosperity of the farmers and those who are so rapidly going in to fill up the wide acreage of the west, and to build up the welfare of this vast population nothing is so important as to reduce the cost of the transportation of their products to the lowest possible figure. One of the most necessary steps towards the lowering of the cost of transportation is a free port and excellent harbor facilities. Those facilities are being provided here and nothing will be left undone to maintain government control of the harbor at the mouth of the Mission.

As regards the work that is now going on, I am almost of the opinion that even the people of Fort William do not quite realize the extent of the plans laid out for the development of the terminal facilities for the new railway.

You know, of course, what facilities the C. P. R. have, how they are planning future up-to-date terminals for this port; but their terminals will be comparatively small when compared to the layout of the new transcontinental railway. I had an opportunity of going over the terminals with Mr. Fairchild, the Grand Trunk engineer, and I have no difficulty whatever in agreeing with the statement that when these terminals are complete, that there there will be no terminals so well equipped in the world as the Grand Trunk Pacific; that is a great deal to say with truth.

As you know, during the last season our department has been obliged to curtail the public expenditure throughout Canada. Owing to falling revenue we were obliged to drop various public works throughout Canada, and I and my colleagues were obliged to curtail our department to \$7,000,000.

We had to appeal to the patriotism of our supporters in parliament. Our good friend, Mr. Conmee, thought an armory and drill hall should be built in Fort William, but we were obliged to postpone it. I do not mind his kicking; it is his nature to kick at reductions, but so far as the development of this port is concerned, the deepening and widening of the Kam River, there has not been any let up, nor will there be any let up, but the money will be forthcoming cheerfully.

You know the charge against my department, that we have built wharves where there was no water; but if our opponents were to see a photograph of this big elevator, with its concrete docks, and then look around and see nothing but dry land, they might come to the conclusion that a charge could be made against my department; but if they could go further down, as I did, and see the great hydraulic dredge digging a channel that will be one hundred and twenty-five feet wide

and twenty-five feet deep they would decide that the Government is accomplishing something at this port. I believe that before November next there will be a channel up to the grain elevator of the G. T. P. We are doing our part in developing these terminal facilities. It is really a wonderful sight to see the hydraulic dredge working so successfully and to see the dipper dredges that are doing their work to widen these rivers.

There is one thing I want to say to you; that I yielded, and yielded cheerfully to the request of your representatives that the harbor should be deepened to a depth of twenty-five feet, so that here at the head of the Great Lakes we will have a harbor capable of containing the largest vessels that travel the Great Lakes. We do not want it to be said that vessels can go to Duluth that cannot come here.

The government is taking all necessary means to make this a national port; my own idea is, that it should be a free port. I believe that the prosperity of Canada depends on the prosperity of our western farmers, and it is most important that their products should be shipped to the seaport at the lowest possible cost. It should be the aim of the people of Canada to reduce the transportation charges throughout the country to the lowest possible point. The G. T. P. have agreed to convey to the Crown all the frontage along the Mission River. The Crown, on its part, gave the right to the land on which the G. T. P. elevator is built.

Gentlemen, I do not want to take up very much of your time, but to say to you that I am proud as a Canadian citizen and a member of the Government of Canada of the development that is taking place at this port. I cannot but believe that the business you have to-day, and it is a very large port, is a small thing compared to the enormous business you will have in the future. I appeal to you as a Canadian, that, while Canada as a whole is doing a great deal to develop this port, you should realize to the fullest extent that great Canadian idea of developing trade through Canada and through Canadian ports.

It is to be regretted that, while developing our great western country, the greater portion of the traffic of the West should, up to this time, have passed on from the head of the Great Lakes to the ports of Buffalo and New York. That is not the true Canadian policy, and I think that the people of Canada should set themselves against that, and in the future Canadian trade should be through Canadian ports.

You will be pleased to know that at the port of St. John they handled last winter 24,000,000 bushels; of course we all realize what it means to Canadian people. Now while we are deepening these ports to a depth of twenty-five feet Lake Huron and Georgian Bay will be deepened to a depth of twenty-five feet, so there will be no excuse for vessels which leave Fort William going to American ports.

The question has been asked, "Why Canadian wheat when it came to Fort William did not pass on east through Canadian channels?" I made inquiries of the C. P. R. officials, and I was told the reason was that it did not pay them on account of the heavy rail grade, making train haulage so expensive. The C. P. R. is changing all that and is building a line from Victoria Harbor to Montreal with a grade of only three-tenths per cent.

Now, gentlemen I am sure in carrying out these ideas the people of Canada will have your greatest sympathy and strongest support, and that we can rely on the people of these two cities, so splendidly situated for trade and commerce doing their part in carrying out this grand idea that the traffic that comes through these ports passes through the eastern ports of the Great Lakes to the St. Lawrence for shipment.

Gentlemen, I thank you for your kindness to me, and I want to express my great pleasure in being with you, and I want to congratulate you on the important works and to express to you my thorough sympathy with you, my thorough accord with your expectations for the future, and to express that, splendid as your past has been, your future will be more splendid.





ADAM SHORTT, M.A., L.L.D.

Public vs. Private Ownership and Operation

ADAM SHORTT, M. A., L. L. D.

*Chairman of the Civil Service Commission of Canada
Ottawa*

MR. PRESIDENT, AND GENTLEMEN
OF THE CANADIAN CLUB:

I need scarcely say that I appreciate very highly indeed the honor of being asked to address you on my way to the West. My subject is that vexed question, the always important question, and the question that will certainly grow in importance in the future; namely the "Relation of Governments, whether Municipal, Provincial, or Dominion, to Public Utilities"; that is, whether public ownership and operation is a desirable or an undesirable thing, and to what proportion or what extent it is desirable or the reverse.

This is naturally a question on which a great deal has been said pro and con, and a great deal of heated argument has taken place. I don't wish to appear today as the advocate of any single view on that subject. A good many of you may think I am too hot on one side or too cold on the other, and many of you may think I am straddling the fence. All I wish to put before you will be some considerations which indicate the strong and weak features on both sides of the question. That is an opportunity that a man in my position seldom has except before an organization like the Canadian Club. The Canadian Club of this country furnishes an opportunity and an audience and an attitude towards public questions which is, in my mind, a perfect Godsend to the country. It furnishes an opportunity for hearing all sides or any side of a subject, without committing the listeners to anything that is said. They may agree or disagree; partly agree or disagree, but all that is asked of them is to consider what is said, and to go away and think it out and come to their own conclusions.

This question of Public Utilities raises the point as to what are Public Utilities. Public Utilities represent an increasing list of services and utilities, an increasing list, because for our fathers many services that are now absolutely vital were purely accidental and personal. In the early days of Canada, even in such towns and cities as Montreal,

Toronto, etc., the majority of the people had their own wells in their back-yards and drew their own water and looked after that on their own account as the farmers of the country do to-day. We know what a water supply is now; it has passed from being a purely private concern to become one of the most vital of all Public Utilities. In the same way, a man going to business in the morning tramped there or drove his rig. To-day the transportation of a city or growing town is a matter of the utmost importance, a question perfectly vital to the people, not only in regard to their getting to and from their work, but to the question of their investments. A man builds a house in the suburbs, a mile or two from the centre, because not only are the facilities for getting back and forth to business better, but the efficiency of the transportation service affects the value of his property. It has created a demand for transportation, which has become a vital question.

In the matter of railroad transportation, the time was when people went into the country and built up towns and depended on local conditions for supply and demand. Now we find that the first vital development of a section of country is the putting of a railroad through it, and then the towns grow up at spots along it, because towns depend absolutely upon transportation for every house that is built, all the original supplies, all the value of the land in the neighborhood, and everything else. Consequently, what was a private concern for nearly three-quarters of a century in this country is now an exceedingly vital matter. We cannot stop the thing. We have seen the telephone come in and become a necessity, a vital public utility, from being a mere plaything and accident. How many more will follow, we cannot tell. The number is bound to be increased, very rapidly increased; consequently this question of the relation of the public, as a corporate body, to these utilities, is a vital question.

As to the classification of these utilities, is there any distinction between a telephone service and a water supply? Between a railroad and police and fire protection? I say that there is an exceedingly important distinction. In the matter of public schools, public health, and so on, we have services in which the people are vitally interested as a corporate body, not merely as individuals. Sanitation and police and fire protection are not matters for which a man should pay in proportion to what he takes of it, but it is a matter in which the whole body should be vitally interested, to protect the weak and strong, and some man may be required to contribute more in the shape of taxes—possibly a very large sum—and get a little return; others very little and get vital protection. You furnish the man with the supply, but do not take from him a proportion commensurate with his supply.

But in railroading, in car-service, in electric-lighting, you furnish a man a certain service and take from him in proportion as he uses that service. That is buying and selling. There is a vital distinction between

the two, and it comes from the absolutely complete unification of the former interest. You cannot afford to allow your neighbors' children to contract contagious diseases—their children will kill yours. You cannot afford to have a section laxly policed; you cannot afford to have a region in your city where a man can burn down his house if he likes and every man look after his own fire protection. You cannot afford that. The interest of the community is too corporate and too vital for that. These matters must be taken care of by the corporation. I am speaking of civic corporations. I could give Provincial and Dominion features of the same nature, but most of my illustrations will be drawn from the civic sphere. In that case it is not a question of the gain to the public, and it is not a question of whether a city council is the most efficient body to conduct these things. The city council has to conduct them. It has to deal with them, even if it costs them twice as much as leaving them to a private concern.

But coming to some of the others, it is a matter for very serious consideration, as to whether a body like a city council or Provincial cabinet or Dominion cabinet is or is not the proper body to deal with these things, or whether they cannot be dealt with otherwise. Perhaps some one says that is not a fair distinction; but is not the railroad system of a country as vital to the interests of a country as fire protection to the interest of a town? Yes, on the large scale; but it does not follow that the Government must own and operate the railroad, as the Government or a civic corporation must own and operate and regulate its sanitation and water supply, etc. Why? That is the point I want to dwell on.

The service in the case of transportation or electric-lighting or anything of that kind is a question of a vital corporate interest; the distinction is between a monopoly service due to limited supply of the articles, and a monopoly service due to a purely business condition. An instance of that is the case of a waterfall. There is a source of power which is limited. The timber supply may be seized. That is a monopoly of material. If you limit the coal supply you get a monopoly, but not in the same way is there a monopoly obtained in the investment of capital. It may be more vital as a monopoly through the impossibility of paralleling efficiently and successfully in order to get competition. There is no lack of funds to prevent competition in electric lighting, so far as putting up plants run by coal or anything of that sort, or supplying electric service for a street car or telephone service. There is no limit to that. Another company starts up and gets plenty of capital and give competition. But is it necessary, or wise, or is it even possible? You know it is not. You could not afford to have two or three companies tearing up your streets to put down car tracks and that sort of thing. You could not have two or three companies doing it efficiently and well on totally different lines. Consequently the interest of the public in getting a good service and the interest of the public in preventing these people from cutting each others' throats and destroying

the service, leads to the granting of a monopoly in the shape of a franchise that must be given to a monopoly to do this thing. So you get a monopoly where the capital is free as well as where the supply is limited, as in timber limits, etc.

The danger lies in the exercise of this monopoly. The vital question has been threshed out often to the ignoring of other important matters. There are three possible attitudes to this: There is public ownership of the monopoly, there is public operation of the monopoly, there is public regulation of the monopoly. You can have all three in the hands of the Government—Municipal, Provincial or Dominion. You can have all of them or only one. That is, a government may own, operate, and regulate a service. A government may own and regulate but not operate a service. A government may regulate but neither own nor operate a service. But when a government divests itself of all three, and neither owns, operates nor regulates the service, the community is at the mercy of the good or bad disposition, short sighted or long-sighted view, greed or the reverse, of the parties conducting that service.

Coming at it in the reverse order, what I hold as vital is that the government must always regulate. The debatable point is whether it should also own and operate.

Apart from the utilities I have mentioned as having a basis other than the commercial one—the vital necessity of providing for the education and sanitation of a town, etc., the debatable point is as to ownership and operation.

As to ownership: If the supply depends entirely on the furnishing of capital, and you can go and get the capital, it is not necessary that the government should own. But where the original contribution is one fixed in Nature, and limited, then it strikes me as vital that the public should own the affair. Nothing is more disastrous to a community than to part with (I do not care at what profit, at the time), the great natural resources of the country where these sources tend to monopoly. The farming lands of a country cannot be monopolized in that way, under modern conditions. Under the Feudal system they were. But that process is not at all within measurable distance of being repeated on this continent. Consequently, there is no necessity for the government owning all the land in the country. It can part with that to farmers, and owners of building lots. But it is different when a government hands over great areas of timber limits to private corporations, because that brings into play private, limited interest, the interest of one generation. If a man sees the opportunity to buy at one price a stretch of timber land and convert it into cash in ten years at a bigger price that is no question for the community. The question is, is he looking at that to be converted into immediate cash, or to be retained? If he converts it, to re-invest the proceeds, is he going to operate it so as to keep it for future generations? No; there is no compulsion on him to do so. But the government of a

country stands for the permanent investment of the resources, or should, if it has any reason at all. It is therefore to the vital interest of the government that it should retain the ownership of these resources.

The same may be said in regard to water-power, in a wilderness that may seem to be worth nothing, going to waste. But, if it may be utilized for manufacturing, transportation or other purposes, then is it to the benefit of a community that a single individual or a limited corporation shall put its hand forever upon that? But how far should the government go in ownership? It strikes me it should go in ownership as far as the passing over into private hands leads to the possibility of a monopoly control on the vital interests of the community. This monopoly feature may grow with time, and a government must be long-sighted in its view of this matter and hold control. But if it is a matter of a railroad or a matter of electric light supply, or a matter in which the vital interest is a producing one and you can go into the market and borrow money and reproduce or extend the service at any time, then there may be no reason whatever for the government owning such a thing. That may be left safely in the hands of a corporation to work up. But it is always necessary that the government should regulate it, because otherwise you will have a monopoly. It is a monopoly, however, that is due to circumstances, not to the fact that Nature provided only so much of a certain thing, and to continue its proper service you have to control it.

Coming to the question of operation. Too much of the discussion on the subject, so far, has made no real distinction between public ownership and public operation. Public ownership is simple; public operation is very difficult. Public ownership of a water-power is simply the holding of that, as the original and permanent owner of it. To develop it and sell the product, and collect rates, and to go through all the details and keep up to date with the changes in the use of it, is a different matter, and needs flexibility, which a public body seldom has; and moreover it needs continuity of management, whereas public ownership means simply permanent holding.

Now, if the government is the owner, it has a permanent hold upon the use made. It can lease, under arrangements for a certain time, to be operated; but it can always come in if that arrangement is violated and resume ownership, and transfer the operation to others. It may have to make a new bargain when the period has elapsed. But that is a question of dealing with the matter at a time when the public has its chance of determining for the future. So, the question of control is a simple thing; but operation is a difficult matter.

As to operation, I may say that while the general outcome of a good long investigation of this thing leads me to say the government should own a great deal, yet I am led to say that the government should operate as little as possible. If a government is operating, it puts itself out of power to adequately control. The government has to sell, to get

its customers, to justify itself; and in doing so it has not a free hand to regulate and keep it up to date and keep it going. It has not the opportunity to criticise an unwise use of a thing. Supposing a corporation takes over a lease of a water-power that belongs to the government and makes a bad use of it, charging excessive rates and dealing unfairly with the individual. The public can always come after them and follow them up and see that they deal fairly. But if the public body itself is making those bargains and distributing it, and are dealing unjustly and wasting money and having to charge excessive rates in order to make up for what is wasted, is that body in a position independently and freely and decently to criticise itself? No! That body is simply in a position to cover up its tracks whenever it can, and as long as it can; and moreover when it is a body dependent on the public for re-election there comes in the vital difficulty in many ways. You all know that the general public are physically and mentally incapable, and this is no criticism of men's honesty or faculties, because the most astonishing genius that ever lived couldn't make himself familiar with all the details in the operation of the things mentioned here to-day. He could not, not even if he neglected his own business twenty-four hours a day, find the best method of dealing with public affairs. If that is the case of the most powerful intellect ever devised, how is it with the ordinary run of citizens who come into a place to-day, and may be good citizens, but have not the time to look around and have not the information. The information put at their disposal is colored by one man and another. When a man has to go out to persuade these people to vote for him; can he afford to go into the depth and analyse matters out? No! He would be left at home. No! He must come out with a dozen good gags and good election stories. If he is a good electioneer, who puts his time and talent into getting elected, as a man you are carried away for the time being. Too many of these people are in control. It is human nature that they should be. It is no criticism of your city council, or legislature, or Dominion parliament; it is merely a criticism of human nature. You might as well put up a bridge made of dried mud and expect it to hold up an express train going fifty miles an hour, as to expect human nature to stand up for the analysis of those great things and elect men to carry on those things on great principles.

My sympathies are with the city council when it is asked to take up the operation of these things. In nearly every case the man who gives the best service will be the man who is most completely criticised. He has not the opportunity to explain the whole development of the thing, and we have not the facility to follow him. It may be honestly administered for a time, but then there comes a time when somebody says, "This man has too much power. He thinks he is the whole show and knows all about it." So he should be. According to any administration of government, the man who knows, who has given attention and time, is the man who should be in control. But democracy won't stand for that sort

of thing too often. It is too easy to turn the tide against such a man and put somebody in his place. There is usually somebody put in his place who has told the community he can do far more. If the man be honest, he will have a very modest programme. The other man must deceive the public somehow. So the policy changes, and matters change, and you lack continuity. You lack everything that makes a success of your own business; and democracy was never devised for that purpose; it is utterly incapable of carrying that out. If you want that kind of government you have to go back to despotism. It is in despotic regimes, more or less, where the greatest success is attained in that line. But put two or three men to carry that out. All right. That is not democracy. That is handing the thing over to a despot. When you have elected that despot, are you in a position to criticise him and make him do everything right, as if he were an independent operator. No; you have to take him out, and and put in a new despot—untried, usually—in which case you are more tied up to him than you were to any private individual, who can become the butt of all kinds of criticism without its hurting the party criticised.

It is not a question of statistics. I have gone through piles of statistics on the success or failure of municipal and government operation. There is no more misleading mass of stuff on earth than those statistics. In nine cases out of ten you have a set of figures that so much was invested and so much was the annual return. But you want to know all the bookkeeping. You want to know how much it is drawing on the original capital, how much it is drawing on the increased value, and not for a year or two. You might as well tell that because a man goes out here and invests in a town lot in Fort William when it is booming and sells it a couple of years after for five times what he put in, that all you have to do is to multiply that by fifty and you will get the profits for the next century. That is what is done on municipal operation in nine cases out of ten. You get spasmodic profit. No man would take that as a satisfactory account of his own business. You have to consider a great deal of vital bookkeeping, and many other matters of great importance, instead of which the public are given out a whole lot of superficial stuff, in the matter of operation.

You may, perhaps, say, "What an enormous thing this is!" It is however, a question which is in progress of elucidation. I have no final conclusions in relation to much of this. I simply want to set up a few thoughts that will cause people to look into this subject more fully, and I wish to express the conviction that a democratic institution is not capable of carrying on a business for a municipality or province or Dominion. What hold it should have on it is another matter.

A community should not part with its natural franchises, whether it be laying tracks under the ground, on the ground, or transmitting electric light through the air. It should always hold these. But it should vitally distinguish between its absolute hold for all time and the liberty

it may give to capital to come in and operate, and the freedom it has to regulate that operation, if it is in itself not responsible for the operation. Let the public interest play around the thing and criticise with the utmost freedom, which it cannot do if it is vitally tied up in the operation.

You must look a long way back and forward. You cannot be carried away with this, that, or the other snap verdict, on short notice. It is not in the interest of the public to jump into these things without looking into the matter very vitally. We have here a matter important enough to-day, and it will be ten times more important within the next twenty or thirty years, or a thousand times more important, perhaps, by the end of the century.





LORD STRATHCONA AND MOUNT ROYAL
K. C. M. G.

The Old and the New Fort William

LORD STRATHCONA AND MOUNT ROYAL, K.C.M.G.

High Commissioner for Canada

London, England

YOUR WORSHIP, THE MAYOR OF FORT WILLIAM, AND YOUR
WORSHIP, THE MAYOR OF PORT ARTHUR:—

The address which your worship now conveys to me on behalf of the citizens of Fort William, and the address in equally pleasant terms which your worship as mayor of Port Arthur, also presents to me, and the welcome you give from your citizens respectively, I regard with the highest appreciation and am deeply grateful for. By your kindness I have had an opportunity, during this far too short visit, of seeing much of both of the cities at the head of Inland navigation.

I am full of amazement at the progress of one and the other within these few years back, and of the evidence on all sides that the advancement of both centres must, in the near future, far and away surpass the wonderful development of the years gone by. With advantages, even now unique in respect of shipping facilities to and from all parts of the Dominion, facilities which within a measurable time by the construction of the projected Georgian Bay canal will be extended to the mother country and the Empire at large, by the largest steamers direct from port to port, and the fact of you having three great railway lines traversing Canada from sea to sea, will inevitably make your cities amongst the chiefest in the Dominion. Thus resuscitating the old and remarkable position held by this particular point, as having been in the days of the North West Company, well nigh a century and a half ago, the distributing point for the whole of the vast territory lying to the north and west of you, on to the shores of the Arctic sea and the Pacific ocean, constituting you second only then to the cities of Montreal and Quebec in the importance of the trade and commerce of those days.

You, in the kindest terms possible, refer to me personally and to the privilege accorded me of taking part with others in the construction of the pioneer railway from ocean to ocean, as well as to my association with the Hudson's Bay Company, I can only say that I regard with the most sincere gratitude all the pleasant words you thus give expression to. I feel that I have indeed been most fortunate in being associated in these

two important enterprises, which not from the effort of any one individual, but by the combined action of all connected with them, could have been rendered successful. Let me then, in these far too hurriedly thrown together lines, once more offer to you my warmest and most sincere thanks.

Let me say that since these few hurried words were put together I have had a still further opportunity of seeing the great advantages of these two cities at the head of inland navigation. By your kindness, sir, (The Mayor) and that of my friends here, I have had an opportunity of going up and down for a considerable distance this grand river, the Kaministiquia, and its affluents, and seeing the space you have at this moment for the accommodation of those great ships which are to come to your shores and to your harbors. What I have seen of the two cities impresses me most deeply with the feeling of what the future is to be. The past has been very considerable,—almost amazing to one like myself, who came here in 1870, when you had only Prince Arthur's Landing. I had been here before, but I was also here then, when that gallant officer and commander, the honorable Col. Wolseley was setting out on his expedition to the Red River to vindicate the majesty of the law. Happily matters had been adjusted before, and it had been determined that out of that settlement there should be a commencement made for the province of Manitoba. He went there—as is always the desire and determination of the British Government when the law has been despised or interfered with—that it might be made clear to each and every citizen and to those of foreign nationality that the dignity of the law must be upheld in every respect.

Fort William and Port Arthur were known in these days only as Fort William. That was not in the time of any of the present cities of Canada, with the exception of Quebec, Montreal, and let us say also, Three Rivers. At that time, when these men of energy and iron frame and iron will, connected with the department of the North-West Company came here to Fort William, it was the rendezvous for those who were scattered over the whole expanse of country going almost to the North Pole, which we are told has at last been discovered. Men were found all along to the Pacific, and every year there came here the masters of those people, and were met by the agents of the company from Montreal. These were the days of Standish, McGillivray, McTavish, Stewart, and such men, who were truly the pioneers of the country, and who through their patriotism and their exertions-aided most materially in preserving to the British Crown and to the Dominion of Canada that vast territory from this point onwards to the North and to the West.

There have been many great commercial companies, but there have been two which have stood out beyond the others within the last two hundred and fifty years. The one was the Company of Merchant Adventurers of England trading to the East Indies; the other,

almost as old, dating its birth from 1670, the Company of Adventurers of England trading into Hudson's Bay. We know what Clive and the other great men of those days did with regard to the Empire of India—an Empire within an Empire—an Empire which has added lustre and dignity to the British Empire; but it is not generally understood what was accomplished by these others we now speak of, who were here in this portion of the Dominion of Canada,—not then a Dominion,—except in the North-West, the Dominion of Rupert's Land. What is not generally known, what they have done, was in the interest of the great Empire to which we belong. To them are we mainly indebted that this great territory of Rupert's Land, and not only it, but the still more vast territory to the North and West and the Pacific coast were conserved to the British Crown. If India is a great asset in the British Empire, is it not that this Great West is now becoming one of equal importance? Then, and for centuries, it had been a wilderness, given up, and suited alone, as we believed, to be a hunting field for the Indian and the ideal place for the trapper. Then it was without one bushel of wheat or of any other grain being produced, even for the sustenance of those within the country I speak of. But what do we now see here? In this one year it is expected that there will be grown in what was then a wilderness, at least from 110 million to 120 million bushels of wheat alone, not counting the other cereals. Do we not believe, do we not know, that in a few years this will be as nothing, compared to what it will be; just as it will be with your cities here, that in a very short time you will hardly recognize them as those of the present day?

It is impossible now to recognize what I saw of Fort William and Port Arthur in former days, but when you look at the advancement and development of the very few years,—of these ten or fifteen years, in a great measure,—what is the promise of the future? With all you have here, with those ships going to every port, not only in the British Empire, but also to foreign countries, from your own home ports here, what may we not expect; and not only expect, but confidently know will be the case? Your energy has enabled you to make these cities what they are to-day, in rivalry in everything for the good of both and for the good of the Dominion, and only so as rivals. With the continuance of such exertion and energy and resolution, what may we look forward to in a very few years indeed?

Not only are you glad to have in your city the pioneer railroad of the West, but you know it is to your advantage to have the other two railroads as well. I am entirely at one with you in that belief, because I felt that it was a most excellent thing that there should be another trans-continental railroad, for we know that where there is monopoly, they may try to do their very best, and in fact do their very best, but human nature, after all, is such that you cannot give satisfaction. When another enters and competition comes in, it is entirely different. Each does its best, and each is appreciated by those for whom it labors. There is a

field, and the field will open up more and more, year by year, which will give work and traffic and profit as well to each and all of them, and they will each do their utmost to the common good.

You did a great work here, for you are the successors of those men who were here on that occasion, when the canal was made at Sault Ste. Marie,, which was for those days and the capabilities of those days equal to the work of the greatest canals made at that time, or quite equal to that you look forward to, the Georgian Bay Canal.

I fully believe that you will go on in prosperity, and that you will flourish as other portions of the Dominion will, in thrift and in every virtue, and you will never lose sight of what we owe to our own good mother land. You will work most manfully for the dignity of the Dominion, and you will never for one moment forget that you have also a duty in your patriotism, one which comes from the heart, which keeps you always knit in the closest way to the United Kingdom and to our Gracious Sovereign. You will give an earnest in doing so, and it will be an earnest to all of us, that we may have a continuance for all time of that great Empire which gives liberty alike to each and all, and which all connected therewith are so determined to hold.

This is an occasion of very great pleasure and very great satisfaction to me. I would not have missed what I have seen. I would not have missed the pleasure of being here and looking upon the faces of my friends as I do on this occasion, because I feel that we are all friends, though we may not have met before, yet in heart and in everything that makes friendship of worth we are friends indeed, and I am glad to count myself one of you.

In this spirit I beg to say to you again that you have my heart's gratitude and my most sincere thanks.





CY WARMAN

Canada

CY WARMAN, AUTHOR

Montreal, Que.

MR. CHAIRMAN AND FRIENDS OF THE FORT WILLIAM CANADIAN CLUB:—

There was a very good bit of unconscious humor—and I don't want to overlook it—in the paper of yesterday, which said that the Canadian Club had a successful luncheon; "Mr. Cy Warman, guest of honor, was not there." When a man can create all that pleasure by missing connections by only an hour, if he stayed away indefinitely he would throw you into paroxysms of delight. Chauncey Depew made his reputation on stories, and I am going to tell you this story: An author friend of mine in Toronto wrote an anthem. Every author is proud of the things he produces. Sometimes they are "rotten," but he doesn't know it. A mother cannot notice a cross-eyed baby. They had a concert in Toronto for the purpose of trying this man's anthem. This little author friend of mine got down to the table where the journalistic people were and said: "The people are going without singing my anthem." One of the journalists looked up and said, "If they are going quietly without singing the anthem, why sing the anthem?"

About eight years ago—any of you who had money in the first big boom at the Sault will remember the date—I came up here to get material for an article for the Review of Reviews of New York. I went over and subsidized the C. P. R. stenographer to come back at night and "beat out the dope." It was my first visit to your town. I remember the curve in the road. I walked down where that beautiful pavement is here now, and there was the road and the street car track in the middle. I came here yesterday in a floating palace. New York had two million people before they had such a ship as that; and you are only ten years old. I remember asking Van Horne where he landed when he came here. I said, "What did it look like?" He said it looked to him as it did to the Spaniards when they came to Canada. There was a little line running into the wilderness, and it was about the silentest community he ever struck. He must enjoy going through here on the "Saskatchewan" now—if he has the same old car—and looking at Fort William. While I walked around here, I said, "This is the end of the West." Here begins the tail of the Dominion dog. I likened this to a young bird

about ready to leave the nest; and in order to keep that idea and sentiment, I resorted to the trick of weaving it into verse, with this result—

“Oh! the warm chinook is blowing in the West,
And the emerald is glowing on the breast
Of the broad and billowing prairie,
Where the warm chinook will tarry,
While the birds are making merry
In the West.

“Now the fields are glowing golden in the West,
And the baby bird is holding to its nest;
But to-morrow he'll be trying,
And the next day he'll be flying,
Where the warm chinook is sighing
In the West.”

His day is your to-morrow. It is foolish for me to waste time telling you that you are very fortunately situated and happily situated here. You are an important divisional point. More than that, you are at the place where the land and water meet. You are at the beginning of that splendid system that Mackenzie & Mann are building in the West. You will be at the commencement of the great water link of the G. T. P.; and as early as next summer you will see steamboat specials running down from Winnipeg to Fort William, and from Toronto to Sarnia to connect with this water link, which will be very attractive to the travelling public.

A writer in McClure's Magazine said once that the railroads produced nothing. It seems to me that the railroad is the first producer. The railroad on this continent has produced much, and it maintains the most expensive and elaborate producing plant in the world. It has produced the most marvelous development of the age, which the former three centuries could not develop. It goes and brings the wood for your morning paper. It passes the heart of the Rockies and brings back the agricultural wealth of the West, as well the iron and copper and silver and coal for the furnaces. It measures the length of the desert and brings the irrigation canal, and produces wide stretches of corn and running water and singing birds. Those are some of the things the railroad produces. You are fortunately situated, being practically on the main line of these three transcontinental systems; because there is no telling where Mackenzie & Mann will stop. I would believe anything of those fellows, and the other two systems are sure.

Since the first talk of the G. T. P., I believe the annual yield of wheat out there in the West has increased from sixty millions to one hundred and twenty millions this year. The Canadian Pacific has been

forced to double-track its line down to Fort William. The Canadian Northern has grown from a few hundred to a few thousand miles of finished line, and under operation. They have just started out there. They are going to build a railroad to Hudson's Bay and take the products of the West out that way.

Jim Hill is going to take the products out of the West the other way, and some will go west. By the time the G. T. P. is finished the West will be shipping two hundred million bushels of wheat. You will be just as busy, but you will have to keep on enlarging the spout, as Sir William Van Horne would say. You know that it is only a question of a very few years when those western fields will produce a thousand million bushels of wheat. Ten per cent. of that wheat will go out at Hudson's Bay. Of course, I am just guessing. I don't have to make good in this, but it is my honest guess. Ten per cent. will go out at Hudson's Bay. A hundred million bushels will go down over the American lines. That is what they are reaching out for. They are building for business. Three hundred million bushels will go out by way of Prince Rupert and Vancouver, because there will be in a little while a comparatively level line to the West. And then, five hundred million bushels will come down to Fort William. Fort William will be busy all the time. It is bound to be busy all the time. The wheat is the salvation of this country. You may talk about trade routes, but that little grain of wheat does it.

"The life-blood of old Egypt
Courses with the muddy Nile;
The Czar sleeps with his faith in men
That guard the empty street;
The peace of many nations
Rests behind the thin red file;
But the Soul of the Saskatchewan
Is the little grain of wheat.

"That thin red line may riot,
Where but lately it salaamed;
The sentinel may slumber
And a mob possess the street;
Old Egypt may know famine,
And the muddy Nile be dammed,
But the Soul of the Saskatchewan
Remains a grain of wheat.

"Let nation banter nation,
With their battle flags unfurled;
The state may stand secure a space
Behind a frowning fleet;
God's sun shines on Saskatchewan,
Her fields shall feed the world;
For the Soul of the Saskatchewan
Is a little grain of wheat.

It used to be the fashion for a century for young men, such as I see here before me, to trek down over the boundary, as soon as they were old enough, to go and take up their life in the republic to the south. It is a good country—my country. But they don't do that any more, so much. The tide is turning. They are not only coming back, but they are bringing a lot of other fellows with them. I think I can be pardoned when I say that you don't get any better settlers than those American farmers, who come in to-day and ship wheat next year. If some millions of Canadians can go down there and become good, peaceable, law-abiding citizens of the republic, it is not too much to expect a few hundred thousand Americans to come here and become good Canadians, and they will. In Old Ontario they used to sing a song in the public schools—I will not sing it:

"There's a bustle on the border,
There's a shuffling of feet,
Where the shores of the Republic
And the Old Dominion meet;
For the sons of the Dominion
Who have wandered far away
Are coming home to Canada to-day.

"True, their children sing 'America'
And 'Hands Across the Sea,'
And they themselves have learned to love
The Land of Liberty;
But it's feet across the border now,
With toes the other way,
For they're coming back to Canada to-day."

Whatever happens out in the prairie provinces helps Fort William. A fellow came to me out in British Columbia and said, "You know, this is a great country to get into. Every town we strike is a gate-way. Fort

William was the first gate-way." This was the first one he struck. This is the original gate-way.

Speaking of the assimilation of settlers, I have been living in Quebec for the last two years, having lived in Ontario before that, and I am very much interested in the Habitant. I think he is extremely patriotic. He won't go West; he is very happy in his little shanty. You all know how Dr. Drummond has immortalized the Habitant. During the Tercentenary the pilot said—he was talking about the Monument of Peace on the bluff of Quebec:

"I am pilot me, en Saint Laurent,
I bring de big sheep down
An' I know plentie family
What's living all aroun',
An' some can't speak it, Engleesh,
Do he's got de good Scotch nam,
'Cause he's grandpere's fadder's grandperes
Fight here en Montcalm.
Dose fellows dey be fightin' dere
For many many monts,
An' den dey have one big battail
An' bote bus' up at once;
Dem sojer fin' nice Canadienne
An' kiss de tear away,
Come en de church an' hol' de han'
An' make de gran' marrier.
Den Frenchmen, Scotchmen, Englishmen,
An' everyone she's free,
An' all shak' han' and go to work,
For mak de gran' countree."





COL. S. B. STEELE, C. B.

Some Reminiscences of the Royal Northwest Mounted Police Force

COL. S. B. STEELE, C. B.

G. O. C. Military District No. 10

(Late in Command of the Strathcona Horse)

Winnipeg, Man.

MR. CHAIRMAN AND GENTLEMEN:—

I feel very highly honored at being asked to meet you to-day. It gives me very much pleasure, and I hope further that in any little things I may wish to say you will bear with me, inasmuch as I am not a public speaker, and have never made any pretensions of the sort. I can assure you that anything I tell you is on good authority, and is absolutely correct, and can be proved as such.

A great many of our people have been under the impression, and a great many of our clergy have believed, that we never had in the North-West what might be called a "wild-and-woolly- West" in the United States; that is, a place where the desperado gets in, and where crimes of the most awful description have been committed. But we know better. We know that there was a very different state of affairs to what is generally believed.

In 1870 a large force had to go up to establish order at Winnipeg and see that British subjects and others were properly protected. They were succeeded by a force that remained there five years until the North-West Mounted Police was properly established. Though they were stationed in Winnipeg, there were many things happening in the West that were of a very serious character. There was a time in the West when no one could go west of Moose Jaw or west of Qu'Appelle to the Rocky Mountains without a large escort, without the chance of having his scalp taken. The Hudson's Bay Company established a post that cost them ten thousand pounds on the Saskatchewan, but the Indians wouldn't allow them to have a post there, and they utterly destroyed it. The established Little Bow Fort above Calgary, and that was destroyed twice. There was no white man dared to travel through the Blackfeet

country or Assiniboine country. If the large parties out looking for buffalo got into the plains and found Indians they killed everyone they met, for if any Indian escaped to give the news they were destroyed themselves. In 1871 there were Blackfoot Indians on the North Saskatchewan, and Mr. Christie hired an escort to protect his party, but they were murdered in the presence of the chief factor and the scalps taken at Fort Edmonton. There was a place called Dead Man's Lake, nicknamed because the Indians went there with their whiskey and the most frightful orgies took place. That was after the Red River Expedition, late in the 70's. In the south the Hudson's Bay Company had no power whatever. They had great influence in the north; but with the Blackfeet and others they hadn't any; and American people who had settled in Montana after the Civil War, and who had been used to scenes of blood during the Civil War, went into the southern part of Alberta and Saskatchewan and around Maple Creek, and established posts for the sale of whisky to the natives. There was a fort named Fort Whoop-up that was quite a strong place. It mounted a couple of guns and had strong gates, with large rooms in the square, and the chimneys all barred so that the Indians couldn't clamber down and get in; and the whisky was traded through a hole in the wall. A buffalo robe was pushed in and a drink of whisky handed out—a buffalo robe for a drink of whisky. A pony could be bought for a quart of whisky, and it was poor whisky too. The robes had to be escorted out in the spring lest the Indians should attack the wagons and take them back. They had to get a strong force of men to take them out. At last they found that imported rifles were coming in and the Indians were getting them. T. C. Powell & Bro. were a firm trading with the Indians. They were trading with ammunition, but no liquor, and giving the Indians a fairly good price. The whisky-traders raised a corps to put that firm out of business. It was led by a man informally named Jack O'Neil. His right name was Robert C. Kilner. He drove all the legitimate traders out of the country. Powell & Bro. had to leave, and only the whisky-trading people went in there. In those years the Indians fought in all that country. Piapot went one year with a large band of Crees and Assiniboines to where Lethbridge now stands. He camped on the other side of the Belly River. He then sent scouts up to the Forks of the Belly and St. Mary's Rivers. At the Forks they found some families of old and very young people. They scalped all except a boy who escaped and went up the river to Buell Harris, who is still living in the West, and who was a captain at that time. He sent a boy up to the Piegan camp where there were five hundred warriors. Jerry Potts, who served in the Mounted Police a long time, and was a noted scout and guide and interpreter, was voted chief for the occasion. He advanced on Piapot's camp and took it by surprise at dawn. They had a desperate fight there, and four hundred and eighty dead Assiniboines and Crees were counted there afterwards by Harris himself. They drove

the Indians across the ford below Lethbridge and had a fight on the other side. Potts took nineteen scalps that day, though it was not a very civilized thing to do. Finally, he was knocked down by a squaw, who threw a stone at him at the end of the engagement.

On another occasion, ten or a dozen young men from Benton, led by a fellow of German descent, named Vogel, who was trading with the Indians for whisky, provided the last straw for the Canadian Government. Their whisky was traded to the Assiniboine Camp. Vogel suggested that they should go and clean out the entire camp. They went down and rested their rifles on the grass, standing up close to the river-bank, which was about four and a half feet high. They then fired as long as they had ammunition, at every light in a tepee, until they killed thirty-two Indians and wounded twice as many more. The Indians took to the hills, not knowing where it was coming from. These fellows went into Benton and news of the outrage was circulated through the country. The government decided that something should be done.

The first corps of North-West Mounted Police was organized. We came up this way across Wolseley's old road, and across the north-west angle of the Lake of the Woods. We left Ottawa the 1st of Oct., 1873, and I was second in command with Major Walsh. We started to organize the force, and I had the riding instructions in my charge. Ten of us came from A Battery, School of Gunnery. We were met afterwards by the officer who is now Major-General Sir George French, with a hundred and fifty men brought up from Toronto. We had artillery and everything complete for a force of three hundred to go West and straighten up matters. It was not a large force.

We had several set-backs at the commencement. A corral was formed, composed of all the wagons—about eighty—and about a hundred and fifty Red River carts, and one of the severe storms of the Red River Valley came on. It was a tremendous thunder-storm. The horses were inside the corral and tied up with the usual picket-lines. A thunder-bolt struck in the corral. The horses broke everything and rushed to one side. They upset the loaded wagons and went through the gates five or six deep. They made south and came to the Pembina River, and tried to cross it all at once. They all got over but two, which were drowned. Those that fell in continued swimming and crossed and went south with the rush. The Indians were on the warpath. We hurried after the horses as many of us as were mounted and got back in twenty-four hours. Some of us had ridden a hundred and twelve miles on the one horse, to do that. The state that the horses were in, on account of this tremendous gallop of over fifty miles was such that we could not move until the 8th of July. Our train was about two miles long. We had Canadian horses and half-breed drivers, with carts, etc. We moved on until we got the third crossing of the Souris at a bridge called Pierced Rock, on account of a large rock with a hole that

a man can crawl through. It has many hieroglyphics that the Indians have put on at different dates. We discovered the coal at the Souris River and used it in our portable forges.

A small force was sent up to the foothills with a large supply to start a farm for the purpose of helping to maintain the force. Col. French proceeded west with the rest until we crossed the Dirt Hills and away beyond to the Forks of the Belly River. There was no track. We took observations for latitude and longitude, and as there were few places marked on the map, we struck within five miles of the point we were intending to reach. When we got there we found that the government was misinformed, and no whisky posts were there; but everything was burned. The 4th of September came and the usual autumn storms. We saw that we couldn't keep the horses alive, as no oats had been allowed. We couldn't carry them such a long distance. The horses were living on what they could get, and the grass was thin then on account of the enormous number of buffaloes.

The force lived on buffalo from the Dirt Hills until they got up to the Forks. They then turned south to the Sweet Grass Hills and made a camp there and went into Benton, after first sending scouts up the river and never finding a post. These scouting parties were warned by the Blackfeet, wherever they saw them, but they kept a bold front and retired to the main body, and Colonel French got into Benton and got supplies for twelve months and met Jerry Potts, who had taken the nineteen scalps from the Crees and Assiniboines. Potts came and showed them the place where the whisky post was. According to orders from the Government, Colonel French marched back to Swan River barracks, north of Qu'Appelle. It was a long, disagreeable task. Col. McLeod went down and put an end to the whisky trade. He went in where the town of McLeod is now, and on the twelfth of October built winter quarters out of cotton wood logs. The Indian chiefs came in and said they were glad he had come. They had heard of the Great Mother's people and were delighted to see them. They had suffered from the whisky trade, and the young men were murdering one another on account of it. Col. McLeod suppressed the whole whisky trade in three months' time.

Col. French maintained his march to the Swan River and found that the barracks were not completed, and he couldn't maintain the number of men he was supposed to have there. The place was out of the question for headquarters. The hay for the horses had all been burned by prairie fires, and he had nothing for them. He left one troop in the lumber shanty he had built there; left them what provisions he could spare, and came down to where he started on the Red River, and wintered there, having made a march of 1,950 miles, the longest that had ever been made before, or that ever has been made since, by a force bringing its own supplies with it.

The Colonel went up the Swan River next spring. An Indian treaty was made at Qu'Appelle in 1874. In 1878 a treaty with the Crees and other Assiniboines on the north was made. Sitting Bull had massacred the American cavalry and came across. We had twenty-nine thousand Sioux Indians to look after at one time and they consumed fifteen thousand buffaloes. At one time during our marches of that season we estimated that there were ninety thousand buffaloes in sight from one hill, and I suppose forty thousand robes were taken at Fort McLeod the winter we stopped there. By one firm thirty thousand were taken. The Hudson's Bay Company took one hundred thousand by their traders in the north and at Edmonton.

It happened to be my fortune to cut off from the rest of them at La Roche and go to Edmonton. I was under a Colonel who was a Canadian and also an ex-Imperial officer. We had to make the Hudson's Bay storehouse, or our horses would have all died. We crossed the river about the 6th of September and made the march of a hundred and four miles and went in on the 12th of September. I have lifted horses forty times a day. We were up every night, lifting the horses and keeping them up and endeavoring to keep life in them. They were Canadian horses, and had no oats, and yet we marched in on the 12th of September. I held one end of a pole and the quartermaster the other end of it, holding up the thoroughbred horse we brought in, and the blacksmith led it. That was the rear-guard of our party, going into Edmonton.

In the following summer we started south to the Ant Hills and put down the whisky trade there. We went into a hunters' camp of four hundred houses. Getting in in the dark, we heard music, and went to a large building where we found the half-breed hunters and their ladies were having a wedding and dancing Lord McDonald's reel in good shape, and many other Scotch dances. All the music was Scotch. This was a cold trip, without any tents at all, for we were out fifteen days with the temperature from 42 to 46 below zero. But we were all anxious to do the work, and no man complained. The only man who said anything was the colonel, who stayed in his dog train while we cooked the bannocks. He was a good fellow, and I think he made the devil of a row on purpose to cheer us up. We felt first-rate. That was the first severe trip by a Mounted Police force in the West. The result of that one year was that no matter where you went, you could sleep in comfort on the prairie. A lady could have ridden through the Black-foot district and no man would meddle with her. It was the same all over the West. The trouble ceased. The fact that the red-coats were there was enough, though the red-coats were abused for being bad and hard men by people who didn't know anything about them, and by people who didn't like to have them put down the whisky trade. They were most conscientious and careful about everybody. They treated the Indians well. We have seen the Indians ride two and three miles out of

their way to come and shake hands and pass on. There was one chief who had a robe made out of the hair of white women who had been massacred out at Fort McLeod. The gray hair and the black and the fair hair was all braided together. I have seen the robe myself.

The railroad came in, and the Mounted Police saved the contractors a million dollars at least, by the fact that they kept down trouble during the construction of the Canadian Pacific as it was never kept down in the West before. There was no end of track in the United States where there were not three or four murders; but there were only three homicides when the Canadian Pacific was built, and those could not have been prevented at all. They were done at stations where the Mounted Police could not possibly have had any say in regard to them. The same police force enforced law and order in southern British Columbia. We went in there, one hundred men, and found all the Government officials driven out. No surveyors were allowed in. The jails were broken open and prisoners released. We went in there and settled things to the satisfaction of both whites and Indians. On the 24th of May, of that year, we had a great time, with Indians and whites and prospectors all joining in sports—foot-racing and wrestling and horseback riding—and the Indian chief shook hands with us for the whole tribe and said they would never do any wrong again, as long as they lived; and if they wanted advice they would send over to the Mounted Police and get it. This has actually taken place, and the Indians are civilized and have never done any harm since.

In the Klondike rush the Mounted Police did everything. As one American in addressing the men at one place said: "The Mounted Police nursed the sick and buried the dead and carried out their other duties as well." I have seen police come into the barracks with scurried men—it didn't matter who they were, Americans and others—having perhaps carried them fifteen or sixteen miles, when they were not obliged to do it as a matter of duty. It was not a part of their duty to do that—to carry people in from lonely shacks—but they did it.

The mail service failed; the men got no letters. Their relatives were anxious about them, and they were anxious to send letters out. There was no contract fulfilled. The people didn't know what to do. I suggested to the Commissioner that the Mounted Police would bring it out, as I had twenty boys on the six hundred miles of the river, thirty miles apart. He agreed, and wondered if the men would do it. I said: "They will do anything to help the country." We kept the mail going, and brought it out six hundred miles, in seven days, and we did that all winter and brought the mail in as well, changing dogs and men every thirty miles, and giving them twenty minutes for refreshments. That went on night and day. At one time eighteen of them broke in on a lake at thirty below zero, and they all got out alive and brought the mail

out and went on, soaking as they were, for another ten miles. These are a few little incidents.

I will not detain you any longer. I have taken no notes; but these facts can be proven quite easily. I haven't begun to touch what the Mounted Police have done up there. But there was one little incident which I would like to mention. It occurred not long ago. A corporal started from the Arctic circle with a man who was crazy. He had him on a dog train and brought him to Calgary. At first he brought him to the end of the railroad, to Edmonton. They had to take shelter under the lee of pine roots for days. He had to feed the man by force, and he was alone. He came into Edmonton and brought the man down to Calgary and left him in the hospital. Then he went mad himself. The man in the hospital recovered, and the policeman recovered, and was back on duty in six months.

I have only told you what really refers to the settling up and making quiet of the West. People will say it was always quiet. The flag has great prestige, but it requires some other backing. I have seen them fight at Skagway—under the United States Government—with the pistol in broad daylight, and men would take refuge around our house. A shooting affray was going on in broad daylight, and the poor prospector was found lying on his sled with the powder marks on his back. These things went on until you came to where the British flag was flying. Where it stood was the last of the trouble,—two homicides in two years, unpreventable in the Klondyke. These people, when they saw the British flag, whether Americans or anything else, raised their hats and cheered it, and passed on. And the pistol was put in the bag, where it ought to be, out of the way. The men went to work and behaved themselves as well as, and even better than they sometimes do, here in Fort William.

