

(December 17, 1928)

## The Pacific Coast

BY HON. DR. S. F. TOLMIE.

PRESIDENT DALY:—Gentlemen, it is only at rare intervals unfortunately, owing to the great distances separating us, that we are honored by visits from the public men of British Columbia. We lose to a large extent the invaluable personal communication of ideas respecting that province which such visits only can achieve. It is therefore a very genuine pleasure to welcome to this club today the Prime Minister of British Columbia. Dr. Tolmie is well known to us through his distinguished services in the Parliament of Canada as member for Victoria and as Minister of Agriculture but today he is addressing us on matters relating more particularly to his native province. There could be no more effective or more interesting interpreter. Dr. Tolmie was born in British Columbia and has lived there all his life. His father carried on the first important farming operations west of the Rocky Mountains. Both his father and his grandfather were pioneers there, chief factors in the Hudson Bay service, and prominent in guiding and shaping the early public life of the colony and laying there the foundations of civilized society. With such a background it is natural that Dr. Tolmie should have the love of the land and the keen interest in public affairs which has marked his career. But in addition, and not least of all, he possesses in an enviable degree those kindly human genuine qualities which have won him the respect and affection of all classes in the community, irrespective of their political affiliation. Gentlemen, I have the great honor of introducing Dr. the Hon. Simon Fraser Tolmie, Prime Minister of British Columbia.

DR. TOLMIE:—Mr. President and gentlemen, I am very glad indeed to have this opportunity and great honor con-

ferred upon me of being requested to address one of the Canadian Clubs, in fact one of the most prominent Canadian Clubs in eastern Canada. I have a very friendly feeling for Toronto. I arrived here an absolutely green fellow off the range in '89, blew in here off the western train to attend college. I stayed at the Walker House at \$2 a day and after a while drifted into a sheep pasture at \$2.25 per week. I left a wide open town in the west where the saloons kept open just as long as there was any business seven days a week, gambling houses running wide open. And you didn't run street cars in Toronto on Sunday. You also closed your saloons at seven o'clock in the evening just when business was getting good. Another matter I took notice of but not much interest in was that rye whisky was six drinks for a quarter; two for a quarter on the Pacific coast. I didn't drink. I never did have much luck for bargain days anyway.

I have selected for my subject, "The Pacific Coast", the idea being not that I am going to tell you anything you don't already know about but rather with the feeling that we should make every effort to understand each other better in the various provinces of Canada, that we should know more about each other's problems so that we can take an intelligent view of the situation when those problems arise for discussion and decision. I have long suggested, not alone but with others in the House of Commons, that after each federal election we should start an excursion about a month beforehand of these men from the eastern shores, send them to the Pacific, and send those from the Pacific to the Eastern provinces, addressing Canadian Clubs and Kiwanis Clubs, and so forth, and disseminating the general idea of the situation in this great Dominion, the object being that when they assemble at Ottawa they would at least have a general idea of some very valuable knowledge with regard to the problems affecting other provinces than their own. In fact I was impressed with how little we know even away back in '89 when I arrived at the college here. After I had been here a few days I was christened because I came from British Columbia. And a little while after that some fellow said, "Where is this British Columbia? North of Alaska?" I said, "Not Yet."

Now the history of that country out there is rather interesting. In the first place we form part of what was known as the old Oregon and Columbia. That is, part of Oregon was held by the old Hudson Bay Co., with the State of Washington and British Columbia. Afterwards the Hudson Bay moved north and the southern boundary was the Columbia River. About that time Astor came out and established Astoria on the Columbia River down in Oregon, the Hudson Bay then having supervision over all the territory lying to the north of the Columbia. Their principal fortifications were beyond Tacoma and the point occupied by them at that time is now occupied by the Dupont Company of Wilmington. There was no such place as Seattle. My father arrived as medical doctor in the service of the Hudson Bay Co. in 1832. He came around the Horn in a sailing ship. They had to face a good many hardships in those days. The Hudson Bay could handle Indians pretty well, so there were no serious wars with the Indians where the British flag had supervision over the territory. It is true they had a few inconveniences. It was only once a year a sailing ship arrived with mail while today a farmer gets very angry unless he has at least daily delivery. When the line was moved to the 49th parallel my father and his family moved north so as to remain under the British flag, bringing my six older brothers along with him. I did not have to move because I was born on this side. Out in our country there is a good deal of advantage in being a native son but I heard that seriously disputed the other day. It was said the native son didn't have nearly as many advantages as the man coming to settle because the fellow coming to settle had his pants on and the fellow born there didn't have any.

In 1846 Vancouver Island was established as a British Colony. In 1856 the mainland of British Columbia, now named Columbia, was established as a colony at a ceremony which took place at Port Langley on the Fraser River. In 1866 for the sake of economy and other reasons the two were formed into one and carried on until 1871 when we went into Confederation. This is a period that will be very interesting to Canadians no matter what part they come from. Having our only communication with the east

through the city of San Francisco, eight hundred miles south and over the Union Pacific Railway to eastern points and up into Eastern Canada, we had very little contact with the Canadian people. We dealt with Americans. Seattle was a very small lumber town. Seattle without doubt was the toughest town in America. They hanged three fellows to a telegraph pole in one night—not a bad record even for Seattle. There was no traffic east and west over the mountains. The result was we knew very little of you and you knew much less about us.

So in 1871 it was proposed that the Canadian Pacific Railway be built across the country, first, because the British were anxious to bring all parts of Canada together and also anxious to have a short cut across this country, to reach her possessions beyond the Pacific. You will remember the comment of some papers of those days. For fifteen years they haggled like a lot of Aberdonians. Some of them said: "It will never pay for the axle grease." Another gentleman said, "The whole resources of the British Empire will never maintain this railway after construction." Another man said not a single bushel of wheat would be shipped out of Saskatchewan because it would never pay to ship it out. And finally a gentleman, still living, and who I am sorry to say is today a chronic invalid, made the statement that for British Columbia to insist on the part of the contract which meant the construction of the C.P.R. was like a child crying for the moon with as little hope of ever getting it. And so under these conditions, with postponements from time to time, one can understand it did not build up a very warm feeling between the east and the west and there was quite a strong section of people in Victoria—because there was no Vancouver—who favored joining the United States. However, the presence of the British Navy out in those waters and our fairly regular connection with Britain by sailing ship, maintained a strong feeling on the part of many of those who were determined to stay with the British flag; and we are all proud of that because it is the best nation of all, gentlemen.

You will understand that a man, having to work for the low wages that prevailed in Ontario and having to find his way to 'Frisco and then up to British Columbia, arrived

there with a very strong feeling of thrift at least created in him. In those days we had a treating system. If there was nobody in the bar you spent the balance of the quarter on the barkeeper. However, when these fellows got started they loosened up with their money. Miners were coming in and they were known to smash the glass with \$20 gold pieces, and our eastern friends fell into the treating system, but mostly at the absorbing end. On account of their thrift they got the name of North American Chinamen. That has all passed away. The C.P.R. has brought us closer together with better understanding of each other.

With regard to the area of British Columbia it is larger than Oregon, Washington and California combined, larger than France, Italy and Switzerland combined, and when you hear of Swiss mountain scenery do not forget British Columbia because we would bury Switzerland in British Columbia and have enough scenery left over to entertain all the tourists. We are rich in natural resources and timber and minerals and also in the matter of agriculture. First, touching on the agricultural resources we have about 475,000 acres under cultivation with 23,000,000 acres available for the people, 160,000,000 acres of range land, 100,000,000 of timber range, with the trees not thick and plenty of room for grass to grow and 60,000,000 acres of wide open range. We are only using six per cent. of that range as compared to those states to the south, using seventy per cent of their range, feeding themselves and shipping their surplus to other states, whereas in British Columbia it has been necessary for us to import 24,000 head of cattle, 113,000 hogs, 65,000 sheep, 5,000 calves, 7,000,000 pounds of bully beef of various forms to a valuation of nearly \$6,000,000, and it is our ambition to be able to feed ourselves, because it seems utter waste to be sending that money out of the province to purchase things which we can grow at home. We have excellent dairying records. And hen number six, a little Leghorn hen, produced \$2,500 worth of eggs—each egg being worth \$25, which makes these eggs excellent for certain purposes but no good for omelettes. You all know what we are doing with our fruits. We still have the problem of how to distribute that fruit at a profit to the grower. The whole

province is mineralized to a greater or less extent. We have 100,000 square miles that have never been prospected in British Columbia. We have a number of excellent mines. There is mineral to be found from Vancouver to Alberta and from the 49th parallel to the Alaskan boundary. We produced in mineral wealth no less than \$900,000,000 in general production since the first mine opened, \$246,000,000 in coal, \$82,000 in placer gold, and the balance in lead mining. The new processes discovered, such as oil flotation and also electricity, have wonderfully helped the low grade ore mines. These processes have so cheapened the cost of production as to enable us to work them at a profit. In addition many new discoveries have been made. We have the well-known Sullivan mine, a silver, lead and zinc proposition. This was offered to Dan Mann for \$10,000 and he turned it down. Today it is one of the number of mines being operated by the great Consolidated company of Trail, B.C. This mine is producing 4,000 tons per day and will be increased to 6,000 tons when the concentrator is completed early next year. And the engineers tell me there is no doubt that this mine will be able to turn out its ore at that rate for the next fifty years and perhaps another fifty years. The engineers expressed disinterest in the second fifty years. When they get this 6,000 tons per day machinery installed it will be the largest of its kind to be found anywhere in the whole world.

With regard to Trail, the Le Roy mine, the Centre Star, and the White Bear and some others were being operated on the top of the mountain where Rosslund now stands. They were shipping their ore to the Newport smelter in Washington. East from Rosslund there was a bend in the river. On that bend in the river now stands Trail, with 8,000 thriving people. It was brought about by a determination to carry on those refining processes at home, to develop our raw products within the province to the fullest possible extent, before shipping away the refined article. And today the Consolidated Company is adding \$7,500,000 per year to freight bills. Five thousand men are employed and the value of the annual production is from thirty to forty million dollars. The freight bill is over one per cent of the total freight bill of Canada. The

production for the last year was: gold, 17,000 ounces; silver, 8,000,000 ounces; copper, 9,000 tons; lead, 160,000 tons; zinc, 81,000 tons and cadmium, 240 tons. Allowing one new family to be maintained by every thousand dollars of this firm's expenditures this outfit will be carrying no less than 35,000 families and we have the largest nonferrous metallurgical establishment to be found in the world. Had we continued to be satisfied to ship out our raw material to the United States to be finished, that money would be spent building up the north part of Washington, Tacoma and other places. It is just this principle that we propose to develop in the government of British Columbia at every possible opportunity. Now there are other lines and I fully realize without dwelling on that point that it would not be practical to bring this about all at once. But I think it would be a good plan for every provincial government, at least of British Columbia, to work toward that end at every opportunity and bring to us the manufacture of our raw products at home as soon as we can.

Fish! We produce 46 per cent. of all the fish produced in Canada, valued at \$22,000,000. We shipped it to seventy different countries, mostly in tins; some of it just salted, such as herring, to Japan. There are six varieties of salmon and we have also introduced the Atlantic salmon, two varieties, which are excellent fish. I don't know any place blessed like British Columbia for fishing. In Victoria you can go out in the straits and if you can extend your attraction to the end of your line you are bound to catch a salmon before long, sometimes ten, fifteen or twenty. Others go out and don't catch any at all. A spring salmon weighs seventy-five pounds. They have been caught as high as eighty-five, known at the Tyeé salmon, and there is a club where all the weights are registered and proper judges take the weights. It is found to be much safer when dealing with fishermen to record them in that way. Then we have the halibut as high as three hundred pounds, caught off the banks, and they get sturgeon as high as twelve hundred pounds. There is absolute proof of this but thinking perhaps there are some fishermen among you I am not going to discourage you by telling you the weight of our whales. There is this peculiarity that when you

cut a whale open you don't need a light house because the captains can smell their way into port. Pilchard spawn at sea and come into the coast to feed and the oil is expressed and the residue shipped away for fertilizer and for live stock. The pilchard has a lively time because he is put into a machine and in one and a half minutes all that is oil in him has come out and the balance been sewed up in a sack to go to market.

We have more than one-half of the standing commercial saw timber in the Dominion. That is the big timber good enough to put through a saw mill. We have hundreds of thousands of acres of very excellent pulpwood and we have out there a capital investment of \$50,000,000 in pulp mills, saw mills \$85,000,000 and logging equipment \$65,000,000. Timber is becoming scarcer in the U.S. and they are securing about thirty-six per cent. of all their needs in British Columbia. I think we will soon have to make a very careful survey of the situation with a view to finding out exactly where our timber is, how much there is of it and what is necessary to conserve that timber for the future. In the sections where there is a heavy rainfall there is no danger of fire. I know one company that will take sixty years to clean out the pulpwood and by that time there will be a second growth.

Waterpower. You would naturally think a country with a formation like British Columbia would be a very valuable one with regard to water power. We use only 475,000 horse power, 195,000 being under control of the well-known British Columbia Electric Co. The West Kootenay and Power have their locks at Pennington Falls of Nelson and the East Kootenay Co. over at the Crow's Nest. The B.C. Electric is at present completing the new works which will render available from 600,000 to 700,000 h.p. when the work is completed. We have from six to eight million horse power minimum flow. We have on the Fraser river one thousand feet of falls without a single horse power. That is capable of developing 3,000 h.p. By the diversion of the heads of certain rivers and by tunnelling through the coast range two and a half million more can be developed in that section. We are well blessed with heavy snowfall in the mountains, from fourteen to twenty

feet, while we have summer below. In addition we have winds laden with moisture coming in to help out these great water powers of ours. We expect this will play an important part in the development of our manufactures and industries. In fact it is playing an important part in connection with our mining in various parts of the province.

With regard to our manufactures, in 1915 they were worth about \$72,000,000; in 1921 \$150,000,000; 1927 \$249,000,000. In addition to that we are doing a large tourist trade. The tourist business is improving very rapidly indeed and we feel there is still a great deal to be done in the development of this particular asset. After all there is one very pleasant thing and very pleasant to an Aberdonian, that is, that you sell your mountains and lakes and rivers to a batch of tourists in 1918 and you still have them to sell again in 1929. In this regard we are paying a great deal of attention to the development and improvement of our roads. We find with the motor car playing such an important part it is necessary to spend a great deal more money. We must widen our roads, cut out the sharp corners and put on hard surface. In the old days of course the way was to cut a trail width around a mountain and have stops where you drove out to let the other fellow go by. I remember those early stage days. We always tried to be hospitable and when we got a tenderfoot we made him sit on the outside of the stage so he would have an opportunity to thoroughly enjoy the scenery. I remember on one occasion a well known Ontario horseman was sitting on the back seat. The stage driver sat in front with a lady alongside of him. He undertook to put on a performance around those curves but our easterner insisted on looking up the side of the mountain. Finally when we reached a seven hundred foot drop and you could see the tops of the trees I pointed out the beauties of the cattle grazing on the slopes and the scenery and he used language that I had never heard before in British Columbia, except from a bull-team driver or drunken cow punchers. It was surprising to me because just at that period we were receiving an unusually heavy supply of missionaries and moral reformers who came out there to fix the west.

Someone said we should always remember that an automobile with one horn could toss you twice as far as a bull with two horns. In building our roads we keep this in view as much as possible and try to cut out those sharp points where a sudden meeting of two machines might have fatal results.

The geographical position of B.C. is another matter of great interest. In the first place I think we are fortunately situated. At the northwestern part of North America with those hundreds of millions of people across the Pacific only now learning to consume Canadian products and we are feeding them fish and dairy products and even Canadian ice-cream. If we can just build up that trade with these people it will be of tremendous value to us in the future with cheap water connections.

In addition we have cheap water transportation to South America, Australia, New Zealand, through the Panama to the eastern shores. It is possible to load at Montreal, ship it to Vancouver and carry it almost as far east as Regina, as cheaply as you can by straight away railway. We are particularly well pleased with our great resources, our excellent climate, our ports open the whole year. Then the position of our Pacific ports has been remarkable indeed. In Vancouver the ocean going vessels received in 1921 were 496; in 1927 1,098. Coastwise, in 1921 11,378; 1927 19,265; total cargo including lumber, 1921 12,366; 1927 268,000; and you will probably remember the words of Sir Herbert Holt when he went out to the coast a while ago with a number of C.P.R. officials. Speaking at luncheon at Vancouver he made the statement that it would be a very short time until Vancouver was the second most important city in Canada. And you will remember the eastern remarks since then. I noticed in this city they said, "Poor Montreal" and Montreal said "Poor Toronto".

Vancouver's population has increased from 15,000 to 100,000. Taking in the municipalities she will now have a population of 325,000. Her building permits in 1921 were \$3,000; in 1927 \$19,000,000; bank returns, 1921 \$708,000,000; 1927 \$925,000,000.

The Bushels of grain shipped out in 1927 had increased

from 1921 when they were 1,000,000 to 82,000,000 in 1927. Lumber increased from 116,000,000 in 1921 to 462,000,000 feet in 1927. I have given you the manufactures, and we now have elevator accommodation for between seven and ten million bushels of grain out in Vancouver.

We are also keenly alive to the necessity of building up interprovincial trade. In fact we would like to have our British Columbia dollar travel back and forth with the other provinces until it wears out rather than kiss it good-bye forever and send it to the States. We hope to bring that about by better understanding of our problems. We desire to do business with them fairly and squarely and to emphasize to the best of our ability the great trading value British Columbia has to the prairie provinces and the prairie provinces have to British Columbia.

We have plenty of room for immigrants on the land in our province but we would like to impress on everybody that one cannot expect to pick up nuggets on the street. We have not yet discovered any means by which a loafer can make a living without working on the land unless he has enough money to live on. Our idea is to stabilize our conditions so that capital can be assured of fair, reasonable treatment in the future.

Our conditions have improved tremendously as far as the opportunities for the pioneer are concerned. We have access to all parts of the province. We have built trails in various mining districts. We followed these with a waggon road as soon as engineers approved. You can reach the farthest points of the province now where they could only be reached in the days gone by with canoes and on horse-back. There is a beautiful line of Princess steamers operated by the C.P.R., boats that will steam twenty knots. The Canadian National boats are also very good, and you have traffic by automobile and railway taking you to all parts of the province.

I never saw a railway or a street-car until I was sixteen years of age and I remember if we didn't sell our produce in Victoria we had to eat it and if you think there is any question about these markets being good, look at me and see what I had to eat. We used to think that the wise

men came from the east, but as we get older we think the wiser you are the sooner you go west. We hope you in the east are beginning to understand us better. We naturally want British Columbia to prosper, but not at the expense of Canada. We want the whole country to prosper from one end to the other and we want to play an important part in that prosperity so we can build up a prosperous country from one end to the other.

I want to thank you very much for this opportunity of addressing you. I consider it a very great honor indeed. These things I have brought to your attention perhaps you have all heard before, but I have placed them before you in a way I thought might appeal to you. I have to rush over it at great speed. It would take hours to go over it in detail. I wish to bring British Columbia's very best wishes for the continued prosperity of your city and we are glad to continue to co-operate with you for the better prosperity of Canada.