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PUBLIC WORKS POLICY

Outlined by The Premier in His Speech on
The Second Reading

Of the Public Works Loan Act by Which
\$5,000,000 Will be Spent

In Assisting Railway Development—The
Mackenzie & Mann Contract.

ADVANCE, BRITISH COLUMBIA.

(The Colonist, May 7, 1898.)

The cry of the people of British Columbia has been for a bold and aggressive policy, which would lead to the development of the great resources of the province, attract immigration and capital and generally contribute to its prosperity. This demand has been wholly reasonable. It has found expression in the opposition press. It has been urged by the opposition members of the legislature. The members of the house who usually vote with the government have united in the demand. The press which supports the government has taken a strong attitude in favor of it. The Colonist can fairly claim to have occupied an advanced position in regard to such a policy. To meet this demand much foresight, faith and courage have been required—foresight to discover not only what ought to be done, but what could be done; faith in the extent and value of the resources of the province; courage to meet the criticism that will and ought to be directed to every proposition involving large public expenditures. We feel that we can say of the Loan bill, the second reading of which Hon. Mr.

Turner moved yesterday, that it displays in a high degree these three admirable and necessary qualities. If it becomes the law of the province and its several provisions are acted upon, Mr. Turner and his colleagues will take a place in the history of British Columbia and Canada, scarcely second to any public men the Dominion has produced, as promoters of material prosperity. The privilege which Mr. Turner had yesterday, of standing in his place in the house and announcing that the government of which he is the leader has made arrangements which will secure the immediate beginning of two great lines of railway from the Pacific Coast of the province to the interior, one through the southern and the other through the northern part of the province, and both to open to the world great gold fields, was one that has never fallen to the lot of any provincial premier to equal and has been surpassed in the history of Canada only by the announcement of the perfecting of arrangements for the construction of the Canadian Pacific. These two railways involve the construction of over eight hundred miles of road, through and to connect with what undoubtedly are the richest gold-bearing re-