

BROAD, COMPREHENSIVE GOVERNMENT POLICY

Mr. Dunsmuir presses an Open Letter to the People of British Columbia in Which He Defines His Position.

The Dominion Government Asked to Assist Province in Building the Coast-Kootenay Railway.

REDISTRIBUTION, IMMIGRATION, AND OTHER IMPORTANT QUESTIONS.

To the People of British Columbia:

In view of the persistent criticism in the press and at public meetings, and the determined effort that has been made to defeat the government for reasons that cannot be justified on grounds of public policy, I have decided to lay my views frankly and fully before the public. The following statement is an explanation of my position and of the policy of the administration, and during the campaign to follow there will be an opportunity on the platform to go more fully into details.

It is well known that the present political situation has arisen almost entirely out of the railway negotiations of last session. Whatever else may be said about me, nobody will accuse me of seeking the position of Premier. When called upon I accepted simply on the grounds that I hoped to be able to bring about a more settled and satisfactory state of affairs, and I had no intention of representing all shades of opinion that they would support me in that effort. Since the present trouble began I would willingly have resigned had I seen any likelihood of my being elected in the House under someone else able to form a stable government. My own business is sufficient to occupy all my time and there can be no personal advantage to me in remaining in office.

I am accused of joining forces with Mr. Martin and being dictated in my policy by that gentleman, who, it is contended, having, as shown by the last general election, lost confidence of the country, is entitled to advise or assist the government. I shall explain how that gentleman and other members of the Opposition conducted their part; but just here I wish to say absolutely that the government has been directed by them in any matters of policy or administration whatsoever. Notwithstanding all that has been said about an "ambly-sighted" policy for the province, and the Y. V. & B. C. Mr. Martin neither framed nor had anything to do with framing the government railway policy and never saw the railway bill of last session until on the day it was laid before the House.

THE RAILWAY QUESTION. That measure, I may add, was framed in accordance with what the government thought was the expressed wish of the majority of the people in regard to the measure of control the government should exercise over the railway. It was not the intention of the government to extend the E. & N. railway north, and no other person or company would, think of building lines of railway such as were contemplated in the present bill. It was not the intention of the government to extend the E. & N. railway north, and no other person or company would, think of building lines of railway such as were contemplated in the present bill. It was not the intention of the government to extend the E. & N. railway north, and no other person or company would, think of building lines of railway such as were contemplated in the present bill.

THE POSITION THIS GOVERNMENT HAS TAKEN is that owing to the large revenues derived from British Columbia the Dominion should, and is in duty bound to assist in railway building in this province in at least the ratio of two to one, and that when the province gives aid to railway companies there should be a measure of control and fair return in money for the aid and privilege granted. It is said the Dominion government is not doing this, but it must be remembered that substantial assistance was offered to modify our policy in any reasonable way conformable with the views of the government there in order to secure its co-operation. The public must understand that with our limited financial resources, and with so much of our revenues alienated to the Dominion, this is the only way in which the railways of the province if it sided all the railways proposed and got nothing for it, would return. Few people realize that about four times the amount of revenue goes

For this purpose our position has been misrepresented in every way possible. When the election was held it was not as a leader of the government, to be in a position to lay a definite programme before the electors upon which all corner supporters of the government and members of the legislature could unite in a business programme.

THE DEFEAT OF THE GOVERNMENT CANDIDATE in Victoria would, I have no doubt, be regarded by many as tantamount to a defeat of the government, and without the policy and intention of the latter being fully known, it would be very probable, but if, on the other hand, our position and policy were such as to justify the delay, such as occurred, and such that, apart from my personal course in asking Mr. Brown to take a seat in the cabinet, that could be defended, and approved by all, I feel that the government has pursued a wise course in not making haste too quickly.

REASONS FOR DELAY. In the first place, the government had undertaken a most important matter, the survey of the Coast-Kootenay line, and we wanted a clear line of authority on the subject, as soon as we received a preliminary report from Mr. Dewdney, went East to take up the subject of communication into that country with the Dominion government, and the Dominion government, which will be a subject of our negotiations at the present time. Upon the return of Mr. Brown, the subject of the Christmas holidays intervened, and the matters for consideration could not be fully dealt with at that time.

THE GOVERNMENT'S RAILWAY POLICY. The letter addressed to Sir Wilfrid Laurier, copies of which have been sent to the several senators and representatives of the Dominion, and to the members from the province, asking for their co-operation in urging our claims on the government at Ottawa, and our position in regard to railway matters and reviews the whole negotiations of last year.

As an earnest of our desire, now that we have definite knowledge of the proposed route, and the Dominion government direct communication to the Interior, and in order that the position we have taken in demand of discrimination to railway interests, the government has proposed to join hands with the Dominion government to build the line over the Hope mountain into the Similkameen valley, a government undertaking, and give all railways full and equal running powers over it upon equal terms.

IMMIGRATION. Another matter of the greatest importance to the province is the settlement of the Interior, and this is a subject which has attracted the attention of the executive. While the attention of the Interior, not yet reached by railways, and the present conditions are such that both crown and private lands in the districts are being taken up, and in some cases, which are vacant and unproductive, I believe we should first fill up the vacant lands in certain areas before going far back. The difficulty we find is not in getting settlers, because inquiries are being made, but in locating them. The government has devised a scheme for placing tracts of land from 100 to 200 acres, and a terrible story is told of the fate of 31 settlers who were placed on the coast of the Interior, which left South Shields on May 18 with a general cargo, and on the 23rd of the same month were wrecked on the coast of the Interior.

REDISTRIBUTION. The government recognizes also the importance of redistribution, but recognizes as of still greater importance that when a measure is introduced it should be as fair and comprehensive as possible. It is not in a province like this, it is impossible for the legislature to deal with all the details of a bill without having more information than is afforded by the bare census returns. Natural boundaries, resources and special conditions of each district must be considered, and having this in view, the government is prepared at the coming session to deal with the present Land Act for the settlement of two colonies on the Coast, and is making arrangements for a third.

TAXATION OF MINES. The mineral resources of the province are setting forth their grievances, and the consideration of the government, and it is the duty of the government to sympathize with them in whatever degree the laws may work a hardship, but as one of our principal industries, it deserves all encouragement possible and should be relieved of every unnecessary restriction. Here, at the present session, announced as a Minister of

Finance the question of taxation as a whole would be dealt with in a general act for which information would be forthcoming during the recess. One grievance complained of is the incidence of the two per cent. tax on high-grade and low-grade ores. We recognize that in certain cases this may be a burden, and we are ready to consider its reduction in the proposed legislation. Mining is affected by measures both Dominion and Provincial in their nature, and if the Dominion government is to agree to a joint commission in all phases of the industry may be having a decided effect upon its future time.

SHIPBUILDING. The encouragement of what is of vital importance, and one which we do not desire to neglect, is a convention in arranging the subjects to be dealt with. The provisions of the last session of the legislature a bill was prepared and printed, but there was not time to do so, and we will continue our representations, and hope that a convention is arranged in the next meeting of the legislature, and that it is included among the subjects to be dealt with.

THE FISHERIES. The matter of the control and development of the fisheries is a subject which we have not neglected, but in the meantime we have appointed a practical man to investigate the fisheries of the Coast of British Columbia, with a view to the better propagation of salmon and the development of our fishery resources. This is a subject which we have not neglected, but in the meantime we have appointed a practical man to investigate the fisheries of the Coast of British Columbia, with a view to the better propagation of salmon and the development of our fishery resources.

COLD STORAGE. The Minister of Finance has under consideration the question of cold storage as applicable to stock interests of the province, and we are endeavoring to encourage the establishment of such a system, and we are endeavoring to encourage the establishment of such a system, and we are endeavoring to encourage the establishment of such a system.

OTHER MATTERS. In matters of road-making and public utility, we are endeavoring to improve the roads of the province, and we are endeavoring to improve the roads of the province, and we are endeavoring to improve the roads of the province.

GLENNMARK IN DISTRESS. Victoria-bound Bark in Danger South of Cape Flattery. The British bark Glennmark, bound to Victoria from West Channel, is in distress on the coast of the province, and is in distress on the coast of the province, and is in distress on the coast of the province.

PASSES STAY. Central Passenger Association Find They Come in Handy. Chicago, Jan. 10.—So far as the territory of the Central Passenger Association is concerned, the anti-passes movement has apparently been broken apart all pending for another 12 months at least. The Central Passenger Association has announced today that during the year 1902 it will not be making any passes, and as money for exhibitions given in various parts of the country by the Central Passenger Association, the passes will be taken to the Ketchikan farm, where he will remain during the winter.

MAIL TO SKAGWAY. Change Giving Better Service From Vancouver. Vancouver, Jan. 10.—(Special.)—Direct exchange of enclosed mails, including registered and ordinary matter of all classes is now in operation between Vancouver and Skagway. These mails will be forwarded on regular steamers leaving here, and the system is intended to supplement the present exchange between the Seattle post office.

Victoria Election

Writ issued at Ottawa for Filling Vacant Seats in the Commons.

Joint Commission to Re-mark Boundary Between Canada and New York.

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French Premier Speaks Sunday

M. Waldeck-Rousseau Will Open Electoral Campaign at St. Etienne.

Elaborate Preparations Made and There May Be Hostile Demonstration.

WESTMINSTER'S HEALTH GOOD

Report for the Year Shows Few Cases of Contagious Diseases.

HEBRU KRUPP. Berlin Correspondent Puts Him in Money Class by Himself.

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Improving Arrow Lakes

Obstacles to Navigation Will Be Removed—Nelson Drill Hill.

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For Rural Training

Sir William Macdonald's Generosity Towards Education in the Dominion.

New Scheme to Be Extended to Each One of the Provinces.

Aim is to Fit the Children For Life on the Farm.

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