

PREMIER'S MANIFESTO.

An Open Letter to the Electors of British Columbia.

In Which the Whole Policy of the Government is Reviewed.

To the Electors of British Columbia: Gentlemen,—

Owing to my inability to personally address as many electors throughout the province as I had intended, or would have desired, I take this means of laying my views before you. At the end of another parliament and just before another election you are entitled to a personal account of the stewardship of those who have represented you for four years, more especially from myself as having been for the greater part of the time entrusted with the direction of affairs; and also to have a full and fair opportunity from the record that is before you of determining in whom you will repose confidence for another term.

A BRITISH COLUMBIA POLICY.

I and the government I represent are before you on the issues which have been created in the management of the affairs of the Province by us, and not upon issues which have arisen in Dominion politics. We are before you as British Columbians, and on the policy of British Columbia development. We are to be judged on matters of administration, on questions of finance, on the manner in which justice has been administered on things pertaining to mining, on our agricultural policy, on considerations of public works and railways, on the general influence for good of the legislation on the various interests represented in this country, on the progress which has been effected, and widely and comprehensively on the results which may fairly be claimed to have flown from our efforts.

A Standard of Comparison.

I do not claim that the present administration has been perfect. We are made up of men who are human, and with all the liability to err of which other men are possessed. We have striven to do that which appeared to us to be best calculated to benefit the Province in the progress of which we are all more or less largely interested. While we may not have done the best in all instances, we claim, nevertheless, to have done well by the electorate, and confident of the justice of our cause, we are before you for a renewal of the confidence which has been so generously extended to us in the past. If we have not wholly come up to your expectations, we ask you to carefully consider whether those who seek to take our places would have done better or as well. Examine the proceedings of the Legislature for the past four years, and ask yourselves what policy they have expounded, that if carried into effect would have bettered your present conditions or advanced the interests of the province in a degree comparable with the progress that has already been made. It is a matter of comparison, a question of policy against policy, of men against men. These considerations I ask you to take home to yourselves seriously and by your decision we are willing to abide.

Introduction of Federal Issues.

There have been strong and persistent efforts made to divert the attention of the electors from the issues which have arisen in provincial affairs to those which are of a federal nature, and I know of no stronger evidence of the weakness of the cause of many who are in provincial matters opposed to the present administration than that they wished to introduce issues which are foreign to our home affairs, and to conduct the campaign on lines which would confuse the electorate and make this government a stalking horse for politicians at Ottawa. It was an evidence that they were not strong in legitimate opposition in provincial policy. Many of my supporters who were Conservatives, seeing the tendency towards the introduction of Dominion politics, were anxious to divide the lines accordingly, and urged such a course on the government. I took a decided stand in that I refused to sanction what I could not endorse. Others again on both sides suggested a coalition. The government said NO. That in perhaps a less objectionable form was a recognition of the same principle. I don't believe in mixing up Provincial and Dominion politics. We stand or fall within our own fortress.

Personal Position in Politics.

Personally, I need not tell you that I am Conservative and was in my private capacity a supporter of the late administration at Ottawa. My political sentiments on that score were formed years ago, when owing to events familiar to most of us sentiment in this Province was consolidated on that side. If another course had been pursued at that time in regard to the policy affecting British Columbia, it might have been different with me and many others. Originally a free trader, I nevertheless endorsed the principle of protection in the National Policy and I believed from a practical standpoint, all things considered, and particularly in view of the attitude of the United States towards this country, it was in the interests of Canada. I think so still. But whether the Conservatives or Liberals were right, it was my right and privilege to vote on Dominion political issues as I pleased; but as a government, this government has been absolutely without prejudice or without party color. Since the present party at Ottawa has come into power, we have endeavored to act in the same friendly way and without a particle of

prejudice, towards them, as we did towards their predecessors, and have tried in every way and on all occasions to co-operate as far as co-operation was possible in any and all matters affecting the mutual interests of the Province and the Dominion. I defy any person to lay finger on any action of ours in relation to the Dominion, which has not been of friendship and earnest desire on our part to meet the government at Ottawa half way. We have acted on the principle that there should be no distinction of politics in interests that are mutual, and party lines should never enter to interfere.

Strict Neutrality.

Therefore, I say, we are before you as British Columbians on a British Columbia policy. I might point to the disadvantages and the evils arising out of coalescing in politics with the Dominion; but I am not now dealing with that subject, except in so far as it is necessary to explain our position, which is and has been one of strict neutrality.

A QUESTION OF COURTESY.

It may be held that in reference to the protection of the Columbia River at Revelstoke the attitude of the province was not one of friendliness; and while that subject I may as well deal with the criticisms of the Opposition. It is stated that the government in this matter at first denied its responsibility in the premises, then admitted it, and again repudiated it. This is not the case. The government does not now and never did admit that that work is one which it should undertake, and although it HAS undertaken it as a MATTER OF LOCAL NECESSITY, I can assure you that this is not the last of it—that sooner or later, whatever party is in power at Ottawa, the broad question of the responsibility of the Dominion government in regard to the damage done by the action of navigable waters will have to be taken up and definitely settled, and then the Province will demand consideration and compensation for this work.

Revelstoke Protection Reviewed.

I do not intend to go over the whole subject again. The correspondence was laid before parliament and has been published, but so far from there being any discount on our part or disposition to unfriendliness it was entirely the other way. The Dominion government placed the sum of \$10,900 in their 1896 estimates contingent upon the province voting a like sum. Whether the Dominion government was sincere or not in this I do not know, but not a word was said about it until a few days before the session of 1897, and personally I was wholly unaware of such a vote. The government was not consulted about it, and was not notified of it. If there was any discount it was certainly not on our part. When the government was notified it took the position that the duty lay wholly with the Dominion government, the same as the protection of the Fraser river banks. If one was a Dominion matter, so was the other. We considered that to take this up in the way suggested was to assume a far-reaching responsibility, and coming on us in the beginning of a trying session the government had not time to take it up seriously with the Dominion government. On this point I may say that no man in the House has talked so strongly on the treatment of this Province by the Dominion as the late member for Kootenay, Mr. Kelle, who in all things except the Columbia river at Revelstoke, made it one of his main political planks. In respect to that matter, because it affected his own support, he was willing to take the onus of the Dominion, and with that consistency for which his political career is noted is as strongly denouncing the Provincial government, because it refused to accept his view of the situation.

The Government's Position Explained.

Now, then, as to our position in this matter. The vote was not put on for that purpose in 1897. It may have been a mistake, or it may not, in view of the action the government subsequently took, but it was a matter considered not to be within our rights. However, in going up to Revelstoke last summer, I was strongly urged to take the matter up, and seeing for myself the loss to property that it was likely to ensue, I wired and wrote to Ottawa urging the necessity of protection and offering as a matter of urgency to co-operate. The reply was "No vote," and I was reminded of our refusal to co-operate. I wrote and urged again, but without success. Then sent up our own engineer to report for the purpose of getting an estimate. After receiving the report I wrote again in order that the Minister of Public Works might provide a sum in the estimate of the current year. Our representations were made in the most courteous manner, and with but one desire, and that to help the people of Revelstoke. Hon. Mr. Tarte, in a moment of spleen—and I absolve his colleagues from all blame,—wrote as discourteous and undignified a letter as was possible for one minister of the Crown to address to another, and in order to justify himself, testily represented it as a protest against this government throwing the responsibility of non-action on his department. In this he was wholly misleading. This government did not attempt to do anything of the kind. It is true we held that the Dominion government was responsible for the protection of the river bank, but not for the work not having gone on, which was another and different matter. I did point out, however, that in refusing NOW to co-operate with the province simply as a question of etiquette, the Minister would be responsible for any loss that might occur. I hold it to be the most childish, not to say culpable, thing of which a minister of the Crown could be guilty, when wholesale destruction of property was threatened, to hold back on a point of ethics. The estimate of the engineer for a complete job was

\$45,000; but in view of the great and imminent danger to the province, we took it in hand and did a portion sufficient for protection, at its own cost. The work was performed expeditiously and well, and I am glad it has been successful in withstanding the high water.

For the Electors to Decide.

This was the only conflict or irritation of any kind that has occurred between the two governments, and as to the nature of the discourtesy in this case, and the responsibility for it which is alleged, I leave you, the electorate, to judge. I have referred to the relations of the Provincial and Dominion government as at present constituted to show you that our efforts and our desire have been to foster goodwill and to advance co-operation in matters of mutual interest and benefit, so far as by any acts of it was possible to achieve that end.

BETTER TERMS FOR BRITISH COLUMBIA.

This leads me to the consideration of our relations with the Dominion in a general and constitutional way, and into which the question of partisan politics does and should not enter; but nevertheless of very great moment. It is not a question of one administration or the other being in power at Ottawa. It is a question affecting the whole future of British Columbia and her rights as a province. At the time of Confederation the representatives of British Columbia made a good bargain so far as they could see then, but they could not possibly foresee how every detail would work out. The Dominion fulfilled its part of the arrangement, perhaps not to the letter, but so far as the essence of the contract is concerned. I find no fault with that, nor do I wish now to act the part of agitator or fomentor of unrest or dissatisfaction; however, under new conditions and in the light of new developments we see that this province is paying more than its share, is contributing in a greater degree than it receives annually, after allowing for all reasonable charges for cost of government and general expenses.

The Railway Situation.

I wish to refer more particularly to the railway situation, which is involved with this subject. There is concurrent jurisdiction in railway matters between the Province and the Dominion, and as the railway problem is coming to, and will soon be THE problem of the province, I foresee conflict. In addition to that there should be a well defined ratio of support or assistance to railways, which we all admit are of the most vital importance to this country. The government in its railway policy of last session endeavored to establish a ratio of two to one as between the Dominion and this Province. But that may not be a correct ratio. In my opinion it is far too low, considering all the benefits the Dominion derives from railway construction in this Province, particularly in the matter of customs revenue. If the Province had control of its own railways, it could build its own railways without outside assistance on any railway policy it might choose to adopt, because there has been recently an excess of nearly one million dollars annually over what is received back in the form of expenditure from the Dominion. You will plainly see how our interests are affected by such an arrangement. More than that, the government of this Province in the matter of assisting railways is practically at the mercy of the Dominion as to what companies it may contract with, because if the Dominion Government gives it support to a company or any particular scheme, the Province is practically bound to recognize its choice or do without railways. As none of the few important enterprises can be financed without Federal aid, it is self evident that the two governments must agree, or, in other words, if we want railways, we must accept their choice; and so in the past all engineering of railway charters and railway deals has been carried on with a view to the support of both governments. This is inevitable, and must continue to be so under present conditions. The possibility of conflict, however, is always imminent; and while the Province has certain inherent rights of eminent domain, it is uncertain how far the right of the Dominion extends in respect to charters granted under its authority. This is a grave question, and must be settled. Moreover, the Dominion has, under the British North America Act superior jurisdiction and can declare any railway to be for the benefit of Canada, and assume control, even though it had been built largely by provincial aid.

Government Railways.

See how this affects the question of government ownership, not to speak of moral and real property rights. I am not opposed as a matter of theory or principle to government ownership of railways. I can see how, under proper management and under certain conditions, it is possible and might even be beneficial. I only regard the suggestion as impracticable under our present conditions and present relations with the Dominion. If we assume that sentiment some day may be consolidated in favor of government as against private ownership, who would build and own them? It would either have to be the Province or the Dominion. Both could not control them, unless by SOME NEW AND MUTUAL ARRANGEMENT. The government that owned the great inter-provincial lines would also have to own and control the small lines and feeders as well. Nowadays, when the interchange of traffic is essential to all railways on a large or small scale, the independence of small lines on a paying basis is out of the question—is impracticable. We have an instance in the Island of Vancouver in the Victoria and Sidney Railway, which without any connection to afford it more than local traffic can nev-

er be made to pay, and will continue to be a burden to the province. Therefore, I say, government ownership, in provinces, can never be brought within the pale of practical politics.

A Demand Will be Made.

It is necessary, therefore, in view of the foregoing considerations, which I submit are cogent and important, to take another step, and to approach the Dominion Government, in no support of unfriendliness or antagonism, and ask for a revision of the terms of Confederation, particularly in the matter of railways, or railway jurisdiction, and generally to review our interfinancial relations. It is proposed that delegates or representatives of this government shall go to Ottawa at an early day, and submit to the authorities there some of these considerations and perhaps others as well. We shall make railways the basis of negotiations. What we want, if not a revision, is an understanding which shall form a compact, written and binding, that our requirements and rights shall be clearly defined and recognized. We want better terms, we want fairer terms. Nova Scotia when it found that the bargain it had entered into and was bound by, failed to fulfil its expectations and necessities, went to Ottawa, laid its case before the government, and obtained a revision. So far from that action disturbing the safety of Confederation this recognition laid the foundation on a firmer and more enduring basis. Manitoba has just come in for additional recognition; and British Columbia's plea is one of justice and right and must ultimately prevail. There is a misconception in the east as to the position of British Columbia and its relations to the Dominion, but the people of Eastern Canada only require to have the case presented to them fairly and fully to understand and acquiesce.

OUR POLICY OF PUBLIC WORKS.

And this naturally leads me to the consideration of our own railway development. This, I may say, associated with the question of finance with which I will deal presently, is the pith and kernel of our appeal to you, and the subject which above all others requires attention. I am prepared to meet fairly and squarely the Opposition critics in all matters connected with our policy in this respect. There are side issues and trivial objections, which our opponents will maintain and which they hold up to the eyes of the electorate to confuse the mind and obscure the wider and more important questions of public policy. With these political particles in an atmosphere of dust I cannot deal in a lengthy outline and reviewing the scope of Government acts extending over a term of years, except to say that taken individually and in the aggregate, they fairly represent the measure of the meritorious and fitting employment for their peculiar talents for microscopical investigation. By their methods of scientific enquiry the microbes, which we are told exist in myriads in nature, in us and all around us, are made to look like elephants and other giant creatures, and if they could only induce the electors to look through their little glasses, they would frighten them all into hysterics. There are others who sweep the political heavens for stray comets and dead worlds, which threaten to fall down and knock us into smithereens. I ask you like sensible men to take a common sense and every day business view of political matters in British Columbia, and I am quite confident that you will neither be disturbed nor alarmed.

One of Development.

I have dealt in my speeches on the floor of the House with the public works of this province and our policy in relation thereto. It has been one of development. In ten years we have spent, independent of railway aid, some five millions of money in roads, bridges, wharves, public buildings, hospitals, charities, education, and the like. At the end of the coming fiscal year, we will have spent over six millions. This does not include the cost of the parliament buildings. These things are necessary. They are what the people want and demand. You might as well try to develop this province without spending money to open it up in a variety of ways, as for a farmer to make a farm pay without first clearing, fencing it, erecting buildings, etc. We have here a province, 400,000 square miles in extent, rugged in its exterior, and divided into geographical sections which must be connected by lines of communication, administered, educated, protected, populated. It means that in order that its resources may be made available and its possibilities realized, we must spend large sums of money, here, there and everywhere. We must first provide the facilities of intercourse and means of doing business before business can be done. That fact in a word explains our policy of public works and our financial position at the same time. We cannot sit down and wait, Micawber-like, for something to turn up before we act. We must act that things may turn up. We must be missionaries as well as administrators; we must be pioneers for the pioneer. In every district we are met with demands. Our opponents who cry against the debt incurred to meet these requirements, in each district complain that money enough had not been spent. Every Opposition candidate strives to make you believe that the government is extravagant in every other constituency but his own and in that he assures you, if elected, no want would go unprovided, and that every grievance would be adjusted at any cost. If, however, they came to power with a general policy of miscegenation, of curtailment of expenditure, of doing without public works rather than borrow, and

put it in force, you would soon realize how grievously you had been deceived, and what false friends and false prophets they had been.

Not Time to Stop Yet.

Of course, a time must come when borrowing should cease, but that time has not arrived yet. When the country is well opened with railways as a farm is with drains, when main roads have been completed in the important settlements, when mining is developed, when, in short, the effect of expenditure is being felt in new sources of, and expanding revenue, then the income will meet the cost of what had already been done by leaving it uncompleted.

Influence on Revenue in Kootenay.

I will refer presently to the government railway policy, but I wish to point to Kootenay to show the influence of a liberal expenditure on revenue, and we may reasonably anticipate that as Kootenay is only one of the many rich mining districts in the province capable of similar results, the same beneficial effect will be general. During ten years the government has spent (apart from railways) in round numbers \$900,000 in public works, roads and trails, hospitals, etc., in Kootenay, East and West. In addition to that the following railways have been assisted liberally: Columbia and Kootenay, Nakusp and Slocan, Kaslo and Slocan, the Nelson and Fort Sheppard, the B. C. Southern, the Columbia and Western. Mark now the advance in revenue as shown in the following taken from the public accounts.

Table with 2 columns: Year and Revenue. 1888: \$26,425 08; 1889: 22,965 94; 1890: 45,965 94; 1891: 45,965 98; 1892: 67,465 49; 1893: 91,050 97; 1894: 67,223 64; 1895: 82,106 58; 1896: 140,842 28; 1897: 348,804 03.

\$939,540 71

I need say no more to point to the wisdom of the course pursued and the possibility of an equilibrium being soon established between revenue and expenditure.

A Clean Record.

Some complaint has been made about the way we have expended the money in the various districts. It is stated that we have wasted it, etc. Such a statement is extraordinary from the fact that in ten years, after scrupulous and exacting criticism, the Opposition has failed to point to one important instance in which this has been established.

Five million dollars is a lot of money to spend publicly and there are many districts in which to expend it and a wide extent of country covered and a variety of conditions to be taken into consideration. It is strange that in all that time the records of the House do not show a single investigation or a proof establishing these statements. It is true, there have been many vague assertions, but a specific charge has never been laid, or a specific wrong alleged. I feel the Opposition to come forward and show it. Can any government in Canada point to a cleaner record? Surely in the face of this the Opposition to the government should blush to repeat what they have never had the courage to make good on the floor of the House.

How the Money is Spent.

With reference to the manner of expending road money, I will just say that it is and always has been the policy of the government to expend it in the district by day labor, employing as far as possible the people of the district, who are thus enabled to reap the advantage doubly. It has worked out well, and I see no reason to change it. We have improved the system, however, to this extent, by appointing an engineer of Public Works throughout the Province under whose supervision the whole will be carried on. The Government has been fortunate in securing for this purpose, a gentleman whose abilities as well as his experience for a number of years as resident engineer for the Dominion government have eminently qualified him for that duty. Of course, those in charge of works have sometimes made mistakes and those who are employed as contractors and otherwise sometimes try to get ahead of the government but as a rule I think our Public Works are efficiently and honestly carried out; and such have been the aim and effort of the Lands and Works Department, which though much abused, because it is the great spending department of the province, is open to the most rigid scrutiny both as to its officials and its methods.

THE GOVERNMENT'S RAILWAY POLICY.

The next thing for consideration in connection with public works is the railway policy of the government. Railways are the great essentials to development in all new countries, and this is particularly true of British Columbia. It has always been recognized by everybody, to have success, to make and build up a Province out of materials we have so abundantly, we must have railways. The question has been how to get them. When we started out the government of the day adopted what had been the policy of other provinces and of the Dominion of Canada to subsidize by land grants. It was the only way we could assist. Our credit had not been established in the money markets. We could not give money, we had plenty of land, so we had to give land. In this way the E. & N. Railway was built, and to this policy is due the inauguration of the splendid railway facilities with which Kootenay is now provided—the Columbia & Western, the Kaslo & Slocan, the Columbia & Kootenay, the Nelson & Fort Sheppard and the B. C. Southern. Although the government had recognized a policy of guarantee of interest, a de-

parture was made on the building of the Nakusp & Slocan. This was the second stage in the development of policy. The land system was good when there was no better, but is open to objections, and although the land grants so far alienated by railways contain no large extent of arable or pastoral lands a growing sentiment is opposed to that system, a fact which the government recognized when it took the second step referred to. But as stated in my speech on the Public Works Loan Act, the system necessarily implies an indefiniteness and uncertainty as to the amount for which the Province becomes liable; and with the experience we have already had we decided to adopt last year the policy of giving a direct and stated amount per mile, by which an exact and known liability is assumed. This policy assumes two things, which are admittedly true in our present circumstances: (1) That it is necessary to assist railways in order that they may be built, and (2) that assistance is beneficial and results in a direct benefit and gives an indirect and adequate return in the increase of the revenue. This year we made a step further as illustrated in the Kaslo & Slocan railway, and stipulated for a share of the proceeds. To some extent, however, the merits of every railway proposition must be considered individually. You cannot in a country like British Columbia apply a hard and fast principle inasmuch as a different set of conditions surround and affect each proposition. Those who imagine that some ideal railway policy can be evolved which will cause railways to be built spontaneously and without cost to the Province would find that the problem is a gigantic one, and not quite removed from the sphere of miracles. Railways cost money, especially in a country sparse in population and prolific in mountain ranges. Capital is stubborn and hard-headed, and when you come to deal with it your theorists find that theory is one thing and practical railway building is another. You must adapt your policy to your conditions, your financial capabilities and the requirements of the investing public. Experience is the best teacher, and we have proceeded on the lines which experience has dictated, profiting in each advance by what has gone before. In the meantime construction has gone on and has been even rapid. Our efforts have been successful in accomplishing what we set out to perform, and the length of railways already constructed, and in course of construction, and of lines reasonably in prospect and provided for, is over 1,600 miles. This is a record of practically ten years. It is one to which we can point with some pride, and as a factor of the future development of the province, the potentiality of which neither you nor I can well estimate at the present time. I have previously pointed out the remarkable way in which railway construction has benefited the Kootenays, and the influence it has directly brought to bear on the revenues arising out of those districts.

A Completing Link.

We have already provided an arterial system for British Columbia which, when completed, will render the further assistance to railways unnecessary, as the sources of traffic will have been provided so as to make neither way nor self-sustaining. In the south railway facilities are being liberally provided and when the B. C. Southern and the East Kootenay roads are completed, the business arising out of the great development there will be of immense volume. On the coast the completed link from the coast to Teslin Lake, and the Cassiar Central, which is now getting under way, will, when opened for traffic, ensure another large volume of traffic. We have then the completing link, from south to north through an immensely fertile plateau, to construct. With the railway already in existence, and the tributary lines from the coast at the south, centre and north, that will be an undertaking easy of accomplishment, and one that capitalists will take hold of voluntarily as affording a substantial profit and immense returns.

PROVINCIAL FINANCE.

Closely associated with the subject of public works and railway development is that of finance. In 1887, when I had the honour of being called to the Cabinet as Minister of Finance, the system of borrowing and carrying the debt was into and considered seriously the advisability of re-organizing the system of obtaining loans. At that time, as you are aware, the mortgage system was borrowed from time to time was obtained by individual loans on conditions similar to those upon which municipalities and corporations issue their debentures, each loan being issued without reference to any system or to any previous loans. As the result of my inquiries and acting upon the best financial advice of financiers in London, an Act was passed authorizing the issue of 3 per cent. scribstock. This action of the government was very much criticized and the government was severely blamed for two things: First, for not issuing stock at 4 per cent and secondly, for not obtaining an amount as premium for the purpose of securing the conversion of loans already in existence, to a higher rate of interest. I have already on numerous occasions in my Budget Speeches in the Legislature, and in addressing the electors fully explained the advantages arising out of this financial policy, which was really borrowed from Great Britain herself, the example having been set by the great Chancellor of the Exchequer Mr. Goschen. In Great Britain no one questions the wisdom of such a policy, because the public men of that country understand and appreciate its importance. In British Columbia it was generally accepted with satisfaction at the time. I do not know that any person since that time has put forth any valid reasons why we should return to the old system, or why, in fact, we should not have adopted the present one; but there have been certain of our opponents whose assumed knowledge of finance has warranted them in raising the objections referred to.

Practical Benefits Derived.

The result of adopting the policy of issuing scribstock and of conversion, predicted by myself when it was decided upon, has been fully verified. The system was then maintained so that the Province would reap a very great permanent benefit by having its stock listed in the money markets of the world, and establishing its credit on a permanent basis, and lowering the general rate of interest. It was recognized then that in order to carry out the great enterprises which the development of the Province would render imperative, it would be necessary from time to time to go to the money markets to raise the revenue of money for this purpose, which, from that time forward could be obtained on much more favorable terms. The loan of 1891

was issued... As to the... rendered... considered... more favo... and in... world it... placed is... provided... or in any... tures, only... tained, and... at once the... success. F... and end... capital of... 000 the cha... intrinsically... would only... while one... pounds to 1... ously consi... conditions... loans are p... this reason... best financi... scheme of... was success... we had in... tained that... balance of... Credit... I have all... occasions, c... tages to the... stock and... and our best... to admit that... but affect t... rails. The... ince has been... mant bas... shown has... each success... more advan... sent time the... ties are not... a great... part of invest... onal secur... unbia to o... would not b... that our fin... and borrow a... purposes of... equal saving... government h... warrant the... submit that... sufficient to... consideration... ate. With refer... amount of \$5... ment has obt... may say that... all received... works to wh... are undertake... prospects of i... if required, a... ready had a... prospectus fr... financial firm... ally expect t... the market... times over. Revenue... A word as re... tance in resp... The O... impression is... minds that t... equal to the... is wholly exp... penditure ove... ture of a def... arily applied... farmer's rece... erations of h... ordinary exp... ing, saving, f... hind. He ha... course of the... men of his... capable of h... a lot of mo... such as drain... or who he... extends over... while payin... losing mon... though going... time, his re... larger and ar... expenditure... is really mo... year a corre... this is exact... estimate. It... sums of mon... try, in road... houses, publi... ways and so... sary and exp... A new com... requires imp... to pay. Ita... ing. In 1877... \$608,000 and... Our expendi... the same prop... have spent la... which exceeds... about \$5,500... of the parlia... As a matter... e adopted the... which the fol... Revenue, 188... Increase, 2... Expenditure... Public Works... Revenue... Balance exce... Allowing \$... dition on pu... surplus of \$1... penditure for... The I... of public wo... in the mone... which in the... tributed near... all the mini...