The Meeting At Sooke

Opposition Candidates Severely Condemn the Doings of the Martin Government.

The Premier's Candidates Show Their Utter Ignorance of Provincial Affairs.

Messrs. Pooley, Hayward and Higgins, the opposition candidates for Esquimalt received a rousing reception at Sooke on Friday evening, as they have received in every section of the district. There was a good attendance and the sentiment of the meeting was decidedly against the Martin government. In fact unanimously so in the two government candidates, who were present and given a fair hearing, are excluded. The meeting was a great contrast to the one held at the same place, Charters hall, a couple of weeks ago by the Premier. The audience listened attentively to the speeches of the three opposition candidates and good humoredly to those of Messrs. Fraser and Bizanson, occasionally chaffing them, but only good naturedly. Mr. Murray occupied the chair and a good chairman he made.

Mr. Pooley, the first speaker, said he felt sure that all the candidates were flattered at the people of Sooke turning out a second time on so short a notice to listen to them. He must in a measure repeat what he had said before, touching principally, however, one or two matters from Mr. Martin's platform. He was opposed to Mr. Martin, and to Mr. Martin's policy, first, for the manner in which he had became entangled with the Lieutenant-Governor. Mr. Martin and the Lieutenant-Governor had full control of the province, something that was never contemplated by the Constitution. Mr. Martin draws up an order-in-council at any time he wishes, and the Lieutenant-Governor signs it; neither is responsible to the people. This also was not intended by the Constitution. The Governor had dismissed Mr. Turner when the vote in the house stood 10 to 19. The Governor got rid of the Turner government because there was no room for his son in the cabinet. He knew this to be a fact, because he had been consulted about it, and made strong objection to his admittance.

When the Turner government was dismissed the Governor called upon Mr. Beaven, a man who was out of politics, having been severly defeated at the polls. This was his first extraordinary step. Mr. Beaven could not form a government to the Governor's liking, so Mr. Semlin was called upon. Then the Semlin government got rid of Mr. Martin with the consent of the Governor. Everything that he did not like while Mr. Martin was Attorney-General Mr. Semlin made a note of, and embodied it in a letter to the Governor, then the Governor got rid of Mr. Semlin and called upon Mr. Martin, who did not have a follower in the house or a following in the country. When the Governor prorogued the house every member left his seat, as a protest against the course which had been followed. Such a protest could not be pigeonholed at Ottawa, and was one representative of the whole province. It went to Ottawa, and Mr. McInnes was hauled over the coals. Mr. Martin had tried from February 23 to form a cabinet, and had not yet succeeded, although he had gone into the highways and by-ways. Mr. Yates was the first man to join him, and he, Mr. Pooley, would tell how Mr. Yates came to become a cabinet minister. Mr. Martin went to a Victoria lawyer one morning, and pressed him to join the government, but the lawyer declined. Mr. Martin went a second time, in the afternoon, and again receiving a rebuff, said "What am I going to do; I cannot get anybody to join my government?" The lawyer happened to be looking out of his window at the time, and seeing Mr. Yates, why not get him?" Mr. Martin did so; then his old law partner, Mr. Curtis, joined the government. Mr. Beebe, the man who calls himself a "farmer," but who in reality has got but 20 acres of land, not in a very high state of cultivation, was found. He had positively no chance of being elected. It was only recently that he was badly defeated in running for reeve. There was still a finance minister to be secured. Happening to be in Nanaimo, and meeting Mr. Ryder on the street, Mr. Martin asked him if he would not take the job. Mr. Ryder, having nothing to do, accepted, and held office until someone else could be found to take his place. Was that the kind of a man in which the people of the country desired to place their confidence? Mr. Martin had not shown himself a good administrator. He had placed in his cabinet makeshifts, whom he could get rid of at a minute's notice.

In regard to the plank referring to the government ownership of railways, Mr. Martin had asked him about it, and tried to get the opposition to join him, saying that if they did they would sweep the country, but he could not get Mr. Turner, Mr. Dunsmuir, Mr. Eberts or himself to join the government. Mr. Martin asked him to place the proposal before the opposition caucus. He laughed at him, but said he would do so if he wished it. The opposition members received it in the same way that he did, so you see Mr. Martin did not think the opposition were so bad. He had opposed the coalition because he did not wish the opposition to lose its identity as a party. However, Mr. Semlin brought strong pressure to bear upon three members of the opposition, and they voted with the government on the last day of the session to show the Governor that the government still had the confidence of the house. It was done in a hope of carrying on the business of the country, and completing the work that had been commenced. He had strongly opposed it, and the Governor would not allow it, so that all the business which had been transacted during the session went by the board.

He had first been elected a member for Esquimalt in 1882, when they upset the Beaven government on a vote of 18 to 7. At that time the revenue of the province, setting aside the land sales and the Dominion subsidy, was $178,000. The debt was $500,000. The government remained in power under different premiers until 1894, when Mr. Turner was called upon. In 1898, when they left office the revenue was $1,073,000, which showed that the government was a business-like one.

Mr. Fraser—What is the debt?

Mr. Pooley—About $5,000,000, which costs, for interest and sinking fund, about $220,000 a year; so that the province has $600,000 to the good. The Turner government had a good railway policy. At first, there being no money, land grants were given. Then the people changed their mind, preferring that railways should be subsidized with cash. Halfways were projected from Ashcroft to Cariboo, Fernlicton to Boundary, and on the lines known as the Victoria, Vancouver & Eastern, and British Pacific, subsidies of $4,000 a mile being offered. The companies would not take the subsidies and build the road unless they got something from the Dominion government. A good deal of work had been done in connection with these lines; in fact, the contract had been let for the construction of the Ashcroft-Cariboo railway, and the others were getting on in a fair way at Ottawa. In 1899 Mr. Martin came into power, and notwithstanding the time and expense which the promoters of these roads had spent, he put a clause in the act stating that after the Dominion government had declared a road to be for the general benefit of Canada, the companies lost the privileges which they had been given by the province. This meant that the promoters could not approach the Dominion government for assistance, and capitalists laughed at the charters. Now Mr. Martin wanted government ownership of railways, saying that he will build what is known as the Victoria, Vancouver & Eastern—which, by the way, the Vancouver World, the organ of the government, says will not come any further than Vancouver. This line, Mr. Martin said, can be built for from $10,000 to $15,000 a mile. Mr. S. Perry Mills said that Mr. Bell had made an estimate and said that it would cost $15,000. He met Mr. Bell on the street yesterday and asked him in respect to this matter. Mr. Bell replied that he had never been asked to, nor had never made an estimate of the cost of the road. The company which proposed to build the line estimated the cost at $40,000 a mile, which would be over $12,000,000—an enormous expenditure for the province to undertake. If the line would pay, the C. P. R. would have built it long ago. They were a commercial company, and would build any line that would pay them. A road built by the government would soon be swallowed up by the C. P. R. It would be out of the question to bring the ores to the Coast to be smelted. The produce of the ores might be brought down, but that hardly required another railway. Then, besides, if $12,000,000 were spent on a railway, there would be no money for other work. But it was hardly worth while talking about it, as the province could not get the money to build the line. Mr. Martin had said in one breath that the railway would pay from the start; and in the next had said that he would borrow enough to pay the interest and sinking fund for seven years, for as a rule these lines do not pay until after seven years. The municipalities would not pay this debt; it would all be shouldered by the people outside of the cities. There are but three sources of revenue—real estate, personal property and head tax. Countries which had control of the indirect taxes had tried government ownership of railways, but they were always a failure. Besides, it would become a huge political machine. Mr. Martin said it would be controlled by commissioners, but they would be appointed by the government. It would kill private enterprise.

Mr. Martin had said that the Turner government was extravagant for building the Nakusp & Slocan and Shuswap & Okanagan railways. The Nakusp & Slocan railway was built through a difficult country, so the interest and principal were both guaranteed at a cost of $23,350 a year to the province, but the road had developed the country so quickly that in 1898 the province's share of the profits of the line amounted to $19,750, so that the actual cost was less than $4,000 a year. Then made up by the miners' licenses; so that, when it came down to fine figures, the Nakusp & Slocan railway did not cost the people one cent. Mr. Martin's policy meant the ruination of British Columbia. (Applause.)

Touching on the eight-hour law, Mr. Pooley said that this law, for which Premier Martin was responsible, had done great damage to Kootenay. When asked about it, Mr. Martin said that he had not given the act much consideration, thinking that Mr. James Martin, of Rossland, who had asked for it, knew what was wanted; it did not affect his own district, but he admitted when that it was bad. The Premier said that the opposition were as much to blame as the government for this act, but the government was entirely responsible. They had control of the house, and the members on the government side voted just as Mr. Martin wanted them. Mr. Martin only wanted men on his side of the house who would vote as he told them. The government got information between sessions, which the opposition could not get, on which to prepare their acts.

The Alien Act was rushed through the house in three days, and before the ink was dry on it the Governor gave his assent. This was no new matter. It had been brought up by Mr. Braden on several occasions, but had always been voted down. This showed what the policy of the old government was in respect to the alien law. They saw the damage that it would do to mining. Mr. McPhillips wanted to introduce an amendment to the act, but was not allowed to do so, being told that only the government enjoyed that privilege. He would like to see the province in the happy, prosperous condition it was in when the Turner government was dismissed.

Mr. Martin proposed, in respect to the Oriental labor question, to re-enact the bills which had been disallowed by the Dominion government, and to send to England in an endeavor to get recognition. Mr. Chamberlain had asked the Dominion that, on account of the differences in the Far East, we should hold our hands for a time at least. If it were passed against the wishes of the Imperial government, in a defiant manner, they would not likely recognize the claim of the province. The proper way to go about it was to draw up a proper memorial and send it to the Imperial government. That would be recognized and some action taken, as it would show the Imperial government that the people of the province wished to act in accord with the desires of the Imperial government, and that we were willing to lend loyal assistance to the Mother Country, instead of sticking a thorn in her side. Mr. Martin had refused to vote for a resolution pressing the Dominion government to increase the head tax. Now he says he proposes to re-enact the provincial anti-Oriental labor act. This would not induce the Imperial government to depart from their Imperial policy; they were not made of that kind of stuff.

Mr. Pooley closed by stating that he had held the confidence of Esquimalt for 18 years, and he hoped that it would be renewed on June 9. (Applause.)

The chairman after complimenting Mr. Pooley on his address called upon Mr. Higgins.

Mr. Higgins said he was thoroughly in accord with what Mr. Pooley had said in regard to Mr. Martin's railway policy. He had received a supplement of the Vancouver World giving the proposed route of the government railway, but Victoria was not shown on the map. In their address to the electors Messrs. Bizanson and Fraser said: "We believe in the government ownership of railways, not as a theory but in practice and that the time has arrived when the province may prudently undertake the construction of a railway from the Coast to the Interior, having its terminus in Victoria or possibly Esquimalt, the terminus of the C.P.R., had it been built as a government railway as originally intended by the Hon. Alexander Mackenzie, then the premier of the Dominion." There was no intention of bringing the railway to Victoria or Esquimalt, and further, the province could not afford it.

Continuing Mr. Higgins dealt at some length with the Martin platform, being attentively listened to.

When asked by Mr. Milne whether any steps had been taken to investigate the charges against the Turner government in regard to those "blank warrants," Mr. Higgins said he did not believe the charges. The Governor had made a misstatement when he said that Mr. Turner or Mr. Eberts had endeavored to get him to sign blank warrants.

Mr. Fraser, who followed Mr. Higgins, Mr. Hayward giving away to him, had a lively few minutes, having a number of questions put to him which he was utterly at a loss to answer. He started by referring to the Governor's charges, re blank warrants, stating it was like asking a man to sign a blank cheque.

Mr. Pooley brought him to time by saying, "You are misstating that from beginning to end, whether purposely or through ignorance, I know not."

Mr. Fraser was unable to answer, being hopelessly befogged. Mr. Pooley explained the manner in which blank warrants were issued, showing that the blank slips, which the Governor had called "blank warrants" would be useless even if signed by the Governor.

Mr. Fraser, continuing, attacked the Semlin government at some length, being stopped by a gentleman in the audience stating that no Semlin candidates were running in Sooke. He was also asked what benefit the province would receive if Mr. Ludgate secured Deadman's Island at Vancouver, but he was unable to answer. At the close of his speech Mr. Fraser was asked by Mr. Higgins if he knew that in 1896 Mr. Martin declared himself as opposed to the government ownership of railways. Mr. Fraser was not aware of this.

Mr. Hayward reiterated that he stood an uncompromising opponent of the Martin government. He first went into the Oriental question and held that when anything was wanted from the Imperial government, the province should not go to them in a defiant manner, but in a fair-minded way. Mr. Martin had tried the policy of the government ownership of railways in Manitoba, he being a member of the government that built the Red River Valley Ry. A short time after this road was built it was sold to the Northern Pacific at a loss of half a million dollars. Mr. Hayward took up his own platform and referred to the different clauses seriatim. There were many reasons why he opposed Mr. Martin, chiefly among them being the extremely crude legislation he passed during the session of 1899, the Premier now admitting that some of the acts would have to be repealed. Besides, a man who attacked a man as Mr. Martin had attacked Mr. Semlin was not deserving of support. A great deal was being said about the collection of the dues on the timber used by the C.P.R. in the construction of the Crow's Nest Pass line. He would like to know why Mr. Martin did not see that this was collected when he was Attorney-General. While believing in an eight-hour law he believed that a man should be allowed to work overtime. Touching on the road question he said if elected he would take the road work out of politics.

After a few minor local questions had been threshed out Mr. Hayward took his seat amid loud applause.

Mr. Bizantson followed with a long tirade against Oriental labor, but rather spoilt his argument by stating that last year he had paid out $675 to a Chinese laborer. He also told of towns which had been built up by railways.

Mr. Murray asked the candidates if elected would they endeavor to have the appointment of road boss taken out of politics; and whether they would endeavor to get subsidies for a steamer and for a telephone. All answered in the affirmative.

Mr. Milne again asked for an explanation of the Governor's charges re blank warrants, and Mr. Pooley explained it fully, adding that a hostile public accounts committee had exonerated the Turner government.

Mr. Argyle spoke at some length in favor of the opposition candidates.

A POPULAR MISTAKE.

Regarding Remedies for Dyspepsia and Indigestion.

The national disease of Americans is indigestion or in its chronic form, dyspepsia, and for the very reason that it is so common many people neglect taking proper treatment for what they consider trifling stomach trouble, when as a matter of fact, indigestion lays the foundation for many incurable diseases. No person with a vigorous, healthy stomach will fall a victim to consumption. Many kidney diseases and heart troubles date their beginning from poor digestion; thin, nervous people are really so because their stomachs are out of gear; weary, languid, faded out women owe their condition to imperfect digestion.

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Englishman's River Meeting

People Very Plainly Show That Mr. Bryden Retains Their Full Confidence.

Mr. McInnes Fails to Show He Is Not a Disguised Martinite.

The school house at Parksville (Englishman's River) was filled to overflowing on Friday evening by the electorate, some of whom had come miles to hear the politics of the day discussed. Two of the candidates—Mr. McInnes and Mr. Bryden—were present, the latter having called the meeting, and having been accompanied thither by Mr. Lugrin and Hon. J. H. Turner. Before the meeting commenced it was arranged that each of the four speakers should take three-quarters of an hour, but the good-natured audience were not strict in enforcing it, and so both Mr. McInnes and Mr. Turner were given a little overtime.

At about half-past eight Mr. Harry Lee was voted into the chair, an office which he filled most ably and to the marked satisfaction of all concerned. After explaining the programme in a neat little speech, he proceeded to call upon Mr. John Bryden, their old representative, to address them.

Mr. Bryden introduced his remarks by stating that two years ago he had not looked forward to again submitting himself to the electors of the district. At the urgent invitation, however, of many of his friends, he had again come out. He was well known to them all, and was quite prepared to stand upon his record as their representative for the past six years. During that time he had done his utmost to advance the province, and had watched very closely over the interests of this district. In the matter of the roads, for example, he had been able to do a great deal, and as a result the thoroughfares of the district were in excellent condition.

The various planks in his published platform were then taken up by Mr. Bryden. The first of these referred to his opposition to the Martinite. This was not a personal matter—his stand was strictly one of policy. As they all knew very well, the province for the past two years had not enjoyed its vested right of responsible government. The Lieutenant-Governor had taken the matter in his own hands. Two years ago he had dismissed the Turner administration of his own whim, and not at the voice of the people. Without the house having been called together, and with the elections resulting in a tie vote of 19 to 19, Mr. Turner had been turned out, in contradiction to the first principles of responsible institutions. Again, on Mr. Semlin's defeat in the house, the equally strange policy had been pursued in selecting from the assembly a man without a single follower amongst his fellows, and allowing him to carry on as he had for the past three months.

Responsible institutions had again been outraged by such legislation as the Deane-Prentice bill, as it was called. This act had passed a member in spite of the fact that his right to the seat was at the time before the courts. For a party to legislate itself a majority in that way was an outrage that would not soon be forgotten by the people.

Regarding the wagon roads, Mr. Bryden then advocated a more systematic method of procedure. Every acre of land cleared and placed under cultivation was an additional asset to the province. A mine was useless when its coal had been worked out, but from the fields the annual crop, with care, was never lacking, and in the farms lay one of the greatest sources of wealth and prosperity in the land. To encourage these and aid their speedy development, good roads were a first essential. In the past a good deal of money had been mis-spent through bad locating, which had caused expensive changes. In fact, at one place between there and Wellington the road had been shifted no less than four times. This was a great pity. He had in the past advocated the appointment of an engineer to take this matter in hand, and so secure the proper location of the highways. The roads, too, should be properly mapped, and even so small a convenience as a watering trough by the roadside should not be overlooked.

Mr. Bryden then traced the story of the reduction of the pay for working on the roads from $2.50 to $2. It had been done at a time of general depression, when all government salaries had been cut down. He had himself, however, urged that the four bits be restored, and at last had succeeded in recovering it. The Semlin government, however, in following them had again lowered the rate, and when he had gone to see Mr. Semlin and Mr. Cotton about it, the latter had declared that $2 was quite enough to pay for road work, and positively refused to increase that rate.

He had done his utmost, too, to secure the completion of the trunk road to Comox. In his own district the work had been well and promptly done, and in fact they had pushed on and done some miles into the next riding. About $40,000 had been spent, but in spite of that Mr. Cotton could not be prevailed upon to spend $2,000 more and so make the highway available. When Mr. Ryder had been picked up, a special warrant of $4,000 had been issued, and it might be that the work was going on. These warrants, however, were only intended for emergency cases, and did not cover such a case as this road, which, had ordinary common sense and business usage been followed, would have been completed and open to traffic to-day. (Applause.)

Regarding the building of railways, Mr. Bryden advocated the greatest carefulness. They were costly undertakings and should not be undertaken rashly, for some day the borrowed money had to be paid back, and of that load the farmer might be sure that his would be a full share.

In the past he had striven to obtain a grant towards the support of a physician in that part of the district, and had, indeed, been successful in getting a grant for that purpose. But unfortunately they had not been able to make any arrangements, as the bonus had not been large enough. He still had the matter at heart, however, and hoped to see all the difficulties successfully met. The misgovernment of the past two years had followed an utterly mistaken policy in this matter, when they reduced the grants to the hospitals and resident physicians. And it would be some time before the country would forget it all. (Hear, hear.)

Mr. Bryden was not sure that the present was an opportune time but he hoped to see certain industries encouraged to establish themselves in this province. Amongst them was that of iron smelting. Already the Dominion government was encouraging this by a grant of $4 per ton and on account of the higher rate of wages it might be necessary for the local government to add thereto another dollar. This province was rich in all the raw materials and it would be a grand thing to have some big iron works amongst its industries.

He considerd that there should be a much more strict enforcement of the system of sanitary inspection, also that in towns the government should assist in affording protection against fire, as well as take some steps in the direction of the inspection of chimnies and flues to prevent the outbreak of conflagrations.

So far as a member of the local legislature would be able to support it, Mr. Bryden declared that he will strive to secure the passage of the Natal Bill, with a view of solving the coolie labor competition. Mr. Bryden spoke very clearly of the position as indicated by Mr. Chamberlain with which he professed himself in perfect accord. As suspicions had been raised in certain quarters he wished it to be distinctly understood that Japanese cheap labor was aimed at equally as much as Chinese and that but one object was held forth for their aim and that was a happy and prosperous white man's country.

Referring to the referendum, he thought that system might be found very cumbersome if carried to an extreme, but there was no doubt that it could be used to excellent effect in the deciding of many public questions, e.g., the $1,000,000 grant to the Pacific cable scheme.

After deprecating the introdhction of personalties into the campaign he reflected for a few minutes upon Mr. McInnes' allusions to him at some of the former meetings. Mr. McInnes had shouted about hewing to the line, let the chips fall where they may, but he noticed that when the chips of office were concerned, a strong effort was being made to help them fall into the McInnes basket. He had been decried as a servant of companies and grafters and grabs, but the McInnes slate was none too clean in this regard. Orders-in-Council were needed in obtaining mining leases and he could not but notice the numerous leases of Atlin properties that were standing in that family's name. Referring to some press accounts of Mr. McInnes' statements, that gentleman shrouded himself in the broad policy of denial of all that was unpleasant. He had never, he retorted, called Mr. Bryden a coward, or accused him of having a weak back, or of being afraid.

Turning then to the issues of the campaign Mr. Bryden made a strong and manly appeal for the votes of the electors. They had known him for a long time and knew his records. Upon that he stood. If in the past he had served their interests well, he hoped they would re-elect him, but, if ill, then he was quite prepared to meet rejection at their hands.

Mr. Brydon then sat down amidst prolonged applause, and from the standpoint of an impartial observer there seemed little doubt but that he would get the support of the whole meeting on the 9th of June.

Mr. W. W. B. McInnes then followed. Referring to the meeting of the night before at Wellington, he justified his onslaught upon Dr. McKechnie by saying that the Doctor had deserved it for making the most damning accusation possible against a public man by remarking that he (Mr. McInnes) was a Martinite in disguise. A few minutes later Mr. McInnes took up this same matter, but made no further headway than he had on previous occasions. If Mr. McInnes would follow his eternal principles, Mr. Martin would get his (Mr. McInnes') support, but not otherwise. Upon the matter of a vote of want of confidence, Mr. McInnes resolutely avoided committing himself in any way, though challenged and defied to deny that he must and would support the present Premier.

To the report that he had branded Mr. Bryden as a coward, he added denial to denial. This was followed by an attack upon Mr. Bryden for bringing out the same old platform as he did last time; "Because it's a good one," shouted the crowd, and the attempt to score boomranged badly upon the speaker.

After devoting nearly a quarter of an hour to wordy nothings, Mr. McInnes took up the Chinese question as the great issue of this campaign. Upon this he rallied Mr. Bryden at intervals, amidst the repeated declarations of his own power and might and ability to fight this matter out to a bitter finish. His great work at Ottawa upon the subject and his life's devotion to this cause occupied a great deal of time and were followed by a denial that his father's fall from office would accompany the defeat of the government. After again ringing the changes upon monopolies and land grants he assured the people of the certainty of his election on Saturday next and sat down making a patriotic reference to Pretoria that called forth long applause.

Mr. Lugrin followed, taking up some of the broken threads of Mr. McInnes' remarks. After a careful explanation of what responsible government consisted of he showed the many instances in which its principles met defiance in the province to-day. Quoting from Hansard he showed that both Mr. Mills, the Minister of Justice, and Sir Wilfrid Laurier, the Premier, had been very definite in stating that the Lieutenant-Governor's fate was wrapt up in that of his minister, Mr. Martin.

He then reminded Mr. McInnes that the Premier had claimed his allegiance at Alberni; he showed that Mr. McInnes had always been shifty upon this point, and by defying Mr. McInnes to state that he could vote against the Premier on a want of confidence motion left him no other alternative than to go on through the campaign branded as a Martinite. To this challenge Mr. McInnes replied, but in the same old indefinite balderdash.

Mr. Turner followed in a most interesting speech. He told the story of the negotiations of Mr. McInnes to get into his cabinet. To that end he had promised to bring two votes from across the floor of the house.

Mr. McInnes interrupted repeatedly and denied many thing, but did not appear to succeed in clearing himself and his father from the odium of such a transaction.

The speaker next traversed the railway policy of the government and showed up its costly nature to the tax-paying farmer, and at the conclusion of his address made a strong appeal to the electors to retain the services of their old and tried representative, Mr. Bryden.

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My views as to the various questions affecting the province will be explained to you on the public platform, but I may sum them up as the greatest good to the greatest number, and government by the people for the people.

I have the honor to be, gentlemen,
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I shall favor government assistance in exploring and opening up newly discovered mining sections; strong measures for the suppression of Oriental immigration; the cancellation of all timber leases, land and other grants, where the requirements of the charters have not been complied with; liberal grants of money for roads, and a more efficient method in its expenditure; and the equalization of taxation: Every good measure will have my support, no matter by whom introduced.

I shall take an early opportunity of addressing you more at length upon the political issues, and meanwhile remain,

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