

Roads must be made and workmen paid. But the question is, can no plan *more equitable* as to the claims of towns and localities, *more speedy* in operation, and *less burdensome*, be adopted here as well as in Canada and other Colonies?

We do object to high rates of duty being levied first on goods leaving Westminster, and then again on those leaving some inland town, *in order to open up the country*, until we know where the Revenue collected will go.

"What can we do?" "There's nothing in the Exchequer." This is an appeal which is very touching, and apparently irresistible; and irresistible it is under the present absolute system of Government. It is clear this present heavy taxing of the *necessaries of life* cannot last long. The increased taxation must go otherwise than towards opening roads, and improving river and land communication. A moment's consideration will show this. Thousands of miners may throng to the country in less than three months. The Free Miner's Licence should help the revenue, and it should not be a mere humbug; if a man is to take gold out of British Columbia as advantageously as he has done in California, he ought to pay something to the Government and the country which affords him such advantages, and if he wishes to enjoy the proceeds of his labor, and spend his life with greater peace and quietness than in California, he need not grumble at Executive and Judicial officers being appointed for the purpose.

The proceeds, therefore, of increased taxation can only go, *in part*, to improvements and opening out communication. Some other means, therefore, must be resorted to, for these improvements are an *immediate necessity*, and as the price of flour, bacon and beans rise, *so the proceeds of the miner, and the income of every resident in British Columbia decreases.*

I have no new theory to present; but I can ask your attention to a system which works successfully elsewhere, and will apply equally to British Columbia under a new system. I will take the instance of Canada, and the system on which it carries out improvements.

When any Public Improvement is to be made for the benefit of the country, of a permanent character as opening a new road, building bridges, constructing canals and railroads, the people consider and their government consider that all such improvements will benefit *those who succeed them as much as themselves.* They proceed to issue their bonds for 20 or 30 years. These are readily taken up in London where they generally fetch a premium on account of the rate of interest, at four per cent. to six per cent. per annum. When the work is finished, they charge tolls or not as they think fit.

At the time Canada commenced her system of Canals and Public Works, she exported less than a million bushels of wheat annually, now she exports millions annually. Had Canadian Policy been the same as that of the present system in British Columbia "making the existing population bear the whole weight of improvement," had she paid for everything in hard cash, as we are obliged to do, had this been the policy of Australia or Canada, she might have waited till doomsday for her development.

This theory of internal improvement, is therefore neither fanciful or new. But speak of such a system to officials of this Govern-