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**1931**

# Tolmie Planning Drastic Move To Balance Budget

Something More Effective Than Ever Before Attempted.

MAY CALL HALT ON BORROWING

Reorganization of Departments to Cut Expenses.

VICTORIA, Aug. 29.—This, in the opinion of every responsible government official, is a time for drastic measures to put British Columbia's finances on a sounder basis and the Provincial Government, it is reported in official circles, is just about ready to put such measures into effect.

While nothing has been given out on these matters yet, it is known that the cabinet already has started to grapple, in a preliminary way, with the problem of retrenchment, as cabinets all over the world are doing. All departments have been asked to cut their expenditures below their current appropriations but this, it is realized, is hardly a beginning. Something bigger, something more effective than has ever been attempted before, will have to be done if there is going to be any appreciable effect on the general finances of the province, and if taxes are going to be reduced in the visible future. Unless something of this sort is done, in fact, increased taxes will be inevitable.

HALT ON BORROWING MUST BE CALLED.

Unemployment relief, of course, must be handled by borrowings, since there is no money available for it out of current revenue. This is justified by absolute necessity and also by the fact that in return for unemployment expenditures the province is creating a tangible capital asset in the form of new roads. But continual borrowings to make up deficits, that is, to pay running expenses, is causing keen alarm to everyone in authority. And with the western provinces now paying over 5 per cent. interest on their latest bond issues, it is realized that a halt to large-scale borrowings must be called.

How to cut down expenses and meet the great decline in provincial revenues of late months is keeping many a minister of the crown awake at night. Obviously, revenues will not increase in the near future, since they are largely levied on the activities of the last year and, on the other hand, taxation already has reached such a point that the universal demand is for a reduction. Only a complete overhaul of the government's services seems to offer any hope of relief.

A reduction in civil servants' salaries has been considered and may yet be adopted, in which case, of course, ministers' salaries and members' indemnities also will be reduced. That, however, will hardly touch the fringe of the problem. When it is realized that the average civil servant, under the rank of deputy minister, receives less than \$120 a month, it will be seen that the amount of possible economy here is not very large. In any case, as parts of the civil service have been given increases lately, and parts have waited vainly for regrading, a blanket cut would be grossly unfair.

Instead, the government is said to be considering some plan for carrying out the reorganization which is proposed in the first years of office. At that time, believing that the entire public service was top-heavy and inefficient, it ordered a complete investigation by auditors. They confirmed the government's suspicions and proposed drastic changes in organization.

## NAPIER'S REPORT PROPOSES CONSOLIDATION.

Before going ahead, however, the government decided to investigate in greater detail, and appointed Colonel R. R. Napier, formerly government agent at Vernon, to carry out this enquiry. Col. Napier has been at work for some two years, and it is said he has submitted many reports, the contents of which are unknown outside the executive council. But the general understanding has long been that they propose sweeping steps of reorganization and consolidation which would reduce the government's expenses.

Only some reorganization of a far-reaching character, it is generally realized, can afford any permanent relief, for if conditions continue in the future, as in the past, any reduction in the present civil servants' salaries will be more than offset by the appointment of more civil servants. Figures submitted to the Legislature at its last session showed that the civil service increased in numbers in the last three years from 1408 on the permanent staff and 165 on the temporary staff, to 1531 on the permanent staff and 234 on the temporary staff as at December 31 last.

What is needed, in other words, is not just a small cut in salaries, but less general overhead. This has been known for a long time but no government so far has done anything about it, because it is an extremely disagreeable task. The present acute situation, however, the decline in virtually all revenues, and the heavy extra cost of unemployment, has brought the government face to face with something of a crisis in its financial affairs. It realizes that early this fall, and not in the heat of a legislative session, it must frame such a policy of retrenchment as the province has not seen before. And so far, in the words of one minister, the only co-operation it has received from the public and from the Legislature is a demand that it spend \$3 for every \$1 it collects.

## DIRECT SAVING IS OBJECTIVE

Hon. S. L. Howe Says Consolidation of Welfare Work Will Continue

"While the whole organization has not yet been set up, the Government is co-ordinating the administration of all welfare work carried out by the Province and will, by the elimination of duplication and the application of efficient business management, effect a saving of thousands of dollars to the taxpayers," Hon. S. L. Howe, Provincial Secretary, stated yesterday.

Instanting the point, Mr. Howe said that consolidation of welfare work under the superintendent of welfare, William Manson, would effect a material saving in the administration of Mothers' Pensions, Neglected Children, the fund for the destitute and sick and social services carried on by the Province.

### FINANCIAL SAVING

Inspectional visits had to be made in connection with the administration of many of the statutory forms of assistance under various heads, and instead of several visits to the same areas on the part of each branch of the work, one visit covering all branches would be made in future.

This, said the minister, would mean a direct saving in both money and time, and was in addition to the economies that would be effected by the actual consolidation itself. The process of consolidation was going forward steadily, and would result in a material financial saving to the people of the province, Mr. Howe asserted.

### PROVINCIAL CONTROL

Administration of Mothers' Pensions and Neglected Children branches in 1929 jointly cost \$19,600. Mr. Howe continued, and this did not take into account the administration of the other welfare services carried on by the Province. The policy now being followed would bring about the co-ordination of Provincial control in the respective welfare fields, under the superintendent of welfare, and would permit of business-like supervision of this work.

The Government proposed to effect a definite cash saving in administration costs in this work, in addition to the savings that would accrue from unified management, Mr. Howe affirmed.

# PREMIER CALLS ON CITIZENS TO PUT AWAY PESSIMISM AND BRING ABOUT BETTER TIMES

Hon. Dr. Tolmie, in Stirring Address, Reaffirms Faith in British Columbia and Points Way to Renewed Prosperity by Providing Markets for Products of Province

Country Will Successfully Emerge From Depression Era

STURDY faith in the future of British Columbia, and in the ability of her citizens to face facts and work unitedly for the return of prosperity, was voiced by Premier Tolmie yesterday in a stirring address at the annual picnic of the Esquimalt Conservative Association at Saxe Point, Esquimalt.

The Premier pointed to the sure record of achievement made by British Columbia in the first sixty years of Confederation, and predicted an advance as great in the next jubilee period. Vast natural assets, waiting development, would ease the burden of taxation, and help citizens of the province to overtake and surpass the high tide of prosperity known previously, if the problems before its citizens today were faced with courage and common sense. A rousing ovation greeted the Premier at the conclusion of his address. He said, in part:

outputs in minerals, fisheries, farm and forest products to totals running each into many millions of dollars annually.

"There is this to remember, though, that in the Old World countries of Europe the state has long ago lost control of its public domain, that portion of a country's assets that lie in its natural resources such as lands, timber, water power, fishery rights and minerals. These, in European countries, have long been alienated to private interests and produce no revenue for the state. Consequently the only asset remaining in most countries there is the right of the state to tax its peoples to meet expenditures undertaken in their need.

"What a contrast this forms to the situation in Canada, and in each of its provinces. British Columbia, not only possesses the same right to tax its people, but it has a vast public domain with enormous potential assets, the income from which will accrue to us for countless numbers of years. Let us look at this picture for a moment. The public debt of the Province at March 31 last was approximately \$136,689,000, of which \$34,801,800 is invested in the Pacific Great Eastern Railway. As against this liability we have stands of sawlog timber estimated to contain three hundred billion feet, not counting second growth. We have, in addition, 22,606,000 acres of land available for settlement.

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ment and agricultural development, and 160,000,000 acres of range.

"In the last five years British Columbia mines produced \$318,928,219 of new wealth, and the great mineral resources of the Province have hardly been scratched on the surface yet. Fisheries produce about \$23,000,000 annually, and this at the low figure for their marketing. Six million horsepower in hydro-electric opportunities still await our demand, when it is ready, in addition to the hundreds of thousands of horsepower already put to work. Our great scenic wonderland has given us a tourist revenue of between \$70,000,000 and \$80,000,000 a year. Think of these assets.

#### FAST NATURAL ASSETS

"From the timber, which year by year will be rendered more accessible by good roads and rail extension, we can safely count on a return of \$235,000,000 in royalties, on their present basis. Our lands, at today's prices even, would mean a return of \$271,286,000. Substantial and continuing revenues are obtained from our mines and fisheries, and in a country like British Columbia one may be just around the corner from the next big discovery. Taking the approximate values estimated on the most conservative basis, we have known assets in timber and agricultural lands alone of \$506,296,000. That ought to help us a little.

"I know what they say about depression being world-wide, and this being the worst. They have always said that on the seasonal and cyclical declines in our economic history. As to panics, we have had so many of them in my lifetime alone that I am getting quite accustomed to them now, and refuse to be stampeded. It takes more than a scarrow flapping in the field to put a good British Columbian to flight, and I admire the good sound sense and courage which are inherent in the British race.

"Those of us who are old enough have come to learn that there is something seasonal about depression. Even the squirrels store up nuts for the Winter of their discomfort, but men have been slow to follow the creatures living closer to nature in this regard, and to appreciate they must take the lean years with the good. Lean years plough the ground of time for the next harvest, and many of the greatest fortunes have been laid right in the midst of times of depression because men had courage to act on their own initiative.

"Why, there have been depressions from 1872 to 1929, and I have no doubt we will see many more. In 1872, banks had to come to the aid of the stock market, and their investments in this way paid them big dividends in the end; yet many people thought it was something new when the banks did it again in 1929. In 1893 there was another, and they said precisely the same thing about that one. In 1907 hard times came again, and what I have come to look on as the old, old story was retold. Plenty of people in 1907 were without work, and some even without food, but they won through it. In 1914 there was another panic, with more than half of the world in armed conflict on top of that condition.

#### ALL PULL TOGETHER

"Let me tell you this, in times of real distress money is scarce and credit unobtainable. The cheapness of money today is one sure reason for saying that the scaremongers of 1931 are shying at a shadow. Of course there is hardship, and genuine suffering, too, and both as a Government and as a people, we must all pull shoulder to shoulder to right that condition as soon as may be.

"The causes of unemployment are deep and world wide. Economists have not entirely agreed upon them, but postwar debts, unsettled conditions in Europe, the too-rapid development of machinery before man

learned to use it, and the depression, have all played a part in the result. This is a temporary result I have no shadow of doubt. This is a time to stand firm; a time to apply courage to personal problems, and common sense to the issues to be met and faced. British Columbia mountains and rivers were first crossed and forded by men with grit in them, and womenfolk as brave.

"Way back in 1872 they said the end of the world was coming, and there was no more use working. They say it again today. Well, think it out for yourselves. They were wrong in 1872, in 1893, in 1907, in 1914, and again in 1921, so perhaps we may be pardoned for taking our own view of the case today.

"We must plan for immediate needs, both as a people and as a Government, for the welfare of our people. The great necessity is the provision of work, and this work must be productive if it is to be of any lasting benefit to us in British Columbia. There are many forms of productive work that can be done, including highways to open up our country and pave the way for settlement; the clearing of lands for future use, and in many other ways. On every mile of road that is put down we get increased transportation, and revenue from the gasoline tax. Every acre of land cleared for productive yield adds to our wealth as a people.

#### GO AFTER BUSINESS

"We must plan also for the future. There may be other periods of depression, and there will remain the necessity for individuals and Governments to exercise economy in all matters, consistent with a sound policy of development. Governments, through trade treaties, market representatives abroad, and in other ways provide the means of doing business, but it will be perpetually up to the individual to go out and get that business.

"The best advice we can give anyone these days is to own their own home, to acquire a piece of land and develop both to reduce their cost of living, and to provide some other interest in life that they can attain for themselves. It will be necessary also to save in good times for the duration of the lean periods, and this, like charity, must begin at home. With health and courage in British Columbia there should be little real fear for the future, for if we cannot make a living in the midst of this great heritage, who can?

"Let me tell you the Government is sincere in its appeal to the people to support and use home products. British Columbia is not feeding itself, while quantities of foodstuffs are still being imported. The development of the home market means keeping our dollars in British Columbia. There may be only a relatively few of them, but let us get them circulating at home, where they know our address and may drop in once in a while. That is sound sense, and it should be the duty of every loyal British Columbian today to search for and use the home product.

"Do you know that British Columbia imported \$19,815,259 in agricultural products last year? Of this huge total, no less than \$4,300,385 came from foreign countries, and \$15,514,874 from other Canadian provinces. At the same time we were hard put to it to sell our own goods, and had to export millions of dollars worth that could and should have been consumed right here. That is a situation we can right of our own individual efforts, and it is high time we as citizens got busy about it.

#### NO SHORT CUTS

"There are no short cuts to success. With only 600,000 people in the province, the successful ones must pay the taxes and carry the country. The elimination of party lines has been suggested, but this would not be a remedy, only a change from which confusion could not help but grow. To introduce the Soviet system, as some suggest, would be worse again. British institutions, built up over many centuries, have proven their worth, and are not lightly to be thrust aside for some freak experiment.

"I am criticized because I tell the truth about the wonders of this province. Let me say this, you will have to get someone else if you ex-

pect it to be run down! This is the time to examine what we have here in British Columbia, and to take a sane and confident view of our future. Common sense and courage will carry us through far worse trials than this.

#### RELIEF MEASURES

"Under the unemployment relief plans set up in conjunction with the Federal Government last year over \$3,300,000 has been expended to date in the prosecution of works. Of this, British Columbia municipalities paid \$1,170,872, and the Provincial Government almost a like amount. A total of 753,641 man-days' work was provided. A total of 15,580 individuals have been given employment in provincial works, and 17,872 in municipal work, carried on with provincial and Federal aid.

"British Columbia, as you know, was the first province in Canada to lay its fresh plans before the Federal Government, and the final settlement of these is now awaiting the arrival of Hon. H. H. Stevens, who will be here in a few days. We believe registration is not only necessary, but will materially aid us in the solution of the immediate problem.

"Highway camps are to be started at the sites of highway construction works, and these works, let me assure you, are to be of a permanent and productive nature. British Columbia has absorbed a great number of unemployed from other provinces, and this fact has been brought to the attention of the Federal authorities. On August 11 there were 12,075 persons registered under the plan, 11 per cent of whom were transients, or those less than three months in the province.

#### INDIVIDUAL EFFORT NEEDED

"While the Government is moving with all possible dispatch to prepare adequate provisions for the relief of the unemployed in the coming Fall and Winter months, let us not forget that this form of relief is only a temporary matter, and that permanent correction of the unemployment situation must come through the revitalization of our trade and business conditions. Here is where the individual citizen of the province can help, and will be fully expected to do his or her bit in the months to come.

"Let us, however, keep an eye on the perspective as a whole. This is no time for gloomy talk and lack-lustre pessimism. It is a time to be up and doing.

"I firmly believe that British Columbia, and Canada as a whole, is on the eve of its next and greatest advance, and that this condition will be surely and steadily brought about by the good sense of her people and their indomitable courage," the Premier concluded.

#### PLEASED BY RESULT

Premier Tolmie expressed his pleasure last evening at the success of the Conservative party in the Prince Edward Island election, as word of the landslide in favor of the Conservatives was carried over the wires to this city. Premier Tolmie wired his heartiest congratulations to leaders of the successful party in Prince Edward Island.

#### ELECTION SUMMARY

Summary of Prince Edward Island election results:

Conservatives elected:  
Prince County: Second District—G. S. Sharp, majority 57 (two polls to hear from).

Third District—Thomas MacNutt, majority 129; A. F. Arsenault, majority 218 (one poll to hear from).

Fourth District—Heat Strong, majority 191 (complete).

Fifth District—Leonard McNeill, majority 29 (complete).

Queens County: First District—Walter McKenzie, majority 155; Thomas Wigmore, majority 97 (three polls to hear from).

Second District—L. L. Jenkins, majority 9; David Bethune, majority 41 (complete).

Third District—J. A. Macdonald, majority 50; M. W. Wood, majority 338 (two polls to hear from).

Fourth District—Dr. W. J. P. MacMillan, majority 348; W. A. Stewart, majority 942 (complete).

Fifth District—J. D. Stewart, majority 159; J. Howard Macdonald, majority 189 (one poll to hear from).

#### LIBERALS ELECTED

Prince County: First District—Hon. Thane Campbell, majority 340; A. Gallant, majority 324 (one poll to hear from).

Fourth District—Hon. W. M. Lea, majority 14 (complete).

Queens County: Fourth District—G. Bruce, majority 178; J. J. Larabee, majority 53 (complete).

Kings County: Second District—Hon. J. P. McIntyre, majority 28; H. H. Cox, majority 73 (complete).

Fourth District—M. Annear, majority 30; J. A. Campbell, majority 90 (complete).

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# Premier Declares Route Selection a Dominion Question

## Issues Statement Concerning Designation of Provincial Link in Transcanada Highway in Reply to Objections From Southern Interior

IN reply to objections raised in certain sections of the Southern Interior concerning the designation of the Transcanada Highway through British Columbia, Premier S. E. Tolmie last night issued the following statement, which explains fully the reasons which prompted the Government to designate the central or middle route as the best means to accomplish the aim and object of the undertaking—immediate relief of the thousands of unemployed in the province.

The Premier's statement follows:  
"At the recent conference between Premier Tolmie and his Cabinet and Hon. H. H. Stevens, representing the Federal Government in connection with remedial measures to which immediate effect is to be given for the relief of the serious unemployment situation in British Columbia, it was brought out that the Federal Government felt that a Transcanada Highway—a social and economic link connecting all provinces of the Dominion—was an undertaking which unquestionably would afford material relief to the unemployed and further would aid much toward cementing together the diversified interests of Canada.

### DOMINION MATTER

"The designation of the route was a matter that, in no sense, could admit of purely local consideration, but was one which, of necessity, had to be regarded as a Dominion question. The representatives of the Province felt very strongly that the needs of British Columbia could not adequately be met by the recognition of only one Transdominion Highway, but the present conditions here justified the undertaking of at least three separate transprovincial routes. This situation was very strongly represented to Mr. Stevens, who, in turn, supported the Province's stand to the fullest extent to the Federal administration.

### PROVINCE FORTUNATE

"A most sympathetic understanding of the situation was evinced by the Federal Cabinet, and the province was fortunate in securing recognition of a south and of a north Transprovincial Highway, with a Transcanada Highway passing from Victoria to Nanaimo, passing from Vancouver through Hope, Ashcroft, Kamloops, Revelstoke and around the Big Bend, joining up with the Dominion Government's highway system in the Federal parks of the Rocky Mountains.

"There were sound reasons for the designation of this route, which joins up directly with the route already designated by Alberta and which passes diagonally through the southern half of British Columbia along the line of the old Cariboo Road, extending from Vancouver to Ashcroft as constructed in pre-Federal days. At the eastern end of this route a new highway has been in course of construction for some years between Beavermouth and Revelstoke, a joint undertaking being carried out by agreement between the Dominion and Provincial Governments. The relief of the unemployed, which the work on this highway will afford, can only in a small measure meet British Columbia's pressing needs, and it is intended with Federal aid to complete the Southern Transprovincial Highway through the Hope Mountains to Princeton, the construction of which was commenced in the days of the McBride administration, continuing through Rossland, Trail, Preston, Cranbrook, Fernie and the Crow's Nest. This road will be in every respect the equal of the Transcanada Highway. In fact, it is a matter of little importance as to what name is bestowed on either

road, for the modern tourist is strongly averse to traveling more than once over any highway on one trip, particularly if there is an equally good road afforded for his return journey, and in this connection it should be remembered as a part of the Federal aid scheme for the unemployed that very great improvements will be undertaken on the Columbia River Highway extending from Cranbrook in a northerly direction to join the Transcanada Highway at Golden.

### WORK IS URGENT

"All this work is urgently needed for the immediate relief of the unemployed in the vicinity of these highways and, when completed, British Columbia will have a triangular tour which undoubtedly will offer scenic attractions without rival in any other part of the world.

"If the Federal Government, in aiding our unemployed, had not indicated the desire that British Columbia should link up with the plans already formulated for a Transdominion Highway, it would have been many years before the people of Southern British Columbia would have reaped the full benefit of the tourist traffic the Southern Transprovincial Highway will be capable of carrying.

"These three main highways are, of course, only a portion of the programme of work which will have to be undertaken during the coming winter."

Friday, August 14, 1931

### CONSTRUCTIVE OPTIMISM

Dr. S. F. Tolmie is under no illusions about the economic conditions of the time, but in discussing them he has the habit of getting down to brass tacks and infusing into all his comments that element of optimism which is such a strong characteristic of his. He never has seen any cause for pessimism in British Columbia, and the Premier has lived and worked through a quite considerable stretch of the history of this province, of which he is a native son. He knows the lean years must come in rotation with the fat. That is simply a truism and what has happened through all recorded time. Lean years to those who have a proper perspective of events should never induce pessimism. The thing to do is to take our courage in our hands and create those conditions which will overcome handicaps and restore prosperity again. What can be done in this regard can be read in the pages of the development of this province.

There are few things the Government has set its hand to more likely to induce the prosperity sought than the campaign about to be inaugurated for the support and use of home products. The Government stands four square behind this movement. It is willing to implement it by every means in its power. It can give an impetus to the proposal of a character never experienced in any similar campaign of the past. What it is doing in this regard should prove a tonic to our industrial activity. This was one of the matters stressed by Dr. Tolmie in addressing the annual picnic of the Esquimalt Conservative Association. That address in its whole tenor was a strong, statesmanlike appeal for greater all-round co-operation in promoting better times. The figures he gave of provincial progress are the complete answer to those scaremongers who are now "shying at a shadow." It can be said of his Government that it is doing all in its power, and in a constructive way, to meet the issues of the time and to lay the foundation of a new era of prosperity.

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Sept 25, 1931

# Pattullo Makes Sharp Attack On Government

Large Audience Cheers Liberal Leader's Argument.

OTTAWA IS CRITICIZED, TOO

B. C.'s Cabinet Accused of "Exploiting" Unemployment.

As leader of the Liberal party in British Columbia, Hon. T. D. Pattullo Thursday night took unemployment and the P. G. E. Railway as his main weapons in a slashing condemnation of the Tolmie administration.

He spoke to a gathering which overflowed the ballroom of Hotel Vancouver, presided over by J. W. deB. Farris, K.C. His hearers greeted him enthusiastically, laughed at his jibes, cheered his thrusts.

He strayed outside the boundaries of the province to criticize the federal administration. He talked about bi-metallism, Roussie and "back-to-the-land" proposals; but his sharpest blade was whetted for his attack on the government in Victoria.

## CHARGES RECKLESS PARTISANSHIP.

His story of the Tolmie administration was one of reckless partisanship, "clique" control, humiliating unemployment policy, and unbridled extravagance.

His tale of the Federal Government was one of "narrow insular isolation," hindrance of Canada's world trade and a "half-baked" policy on the P. G. E. Railway.

One of his outstanding charges was that the Provincial Government had deliberately exploited the unemployment problem to tax the people more heavily than ever before in history. It had done this to save money and meet the big deficit the administration knew was coming.

The government had registered men and settlers who did not want to register, going out to the highways and by-ways to force it on them. All these men wanted, he said, was "ordinary work to keep the roads and bridges in repair at reasonable wages."

"These men had never asked for charity, they were never destitute, and they resent the present situation," he declared. "The statement made recently that there are 580,000 unemployed in Canada is a libel and the Dominion minister of labor had to retract it."

"The government is only building trouble for itself," he warned. "Instead of designating all work 'unemployment relief,' it should have taken applications for 'employment.' There will be trouble when the government starts to

disband the unemployment relief camps."

## ROAD POLICY TOO ELABORATE.

Road construction is too elaborate for the finances of the province, and the government admits there will have to be a halt, according to Mr. Pattullo.

"Money should be spent on getting more people on the land," he asserted. "The farmer, able to grow his own food at least, is the best off man in the country today. He is in a better way than the man who has to stalk the streets of Vancouver looking for a job, or taking the dole."

## HIGHLIGHTS

"THE people of the Peace River country are crying for an outlet to the Pacific. The policy just announced that the government may extend the line to Finlay Forks is a half-baked proposition."

"I challenge the government to let the public know how much the 1 per cent. universal tax is bringing into the treasury. Why do they persist in hiding it?"

"The government has deliberately exploited the unemployment situation to impose more taxes than ever before in the history of the province. It has been stalling on relief work to save money and meet the looming deficit."

"The best off man in the country today is the farmer. To get more people on the land is the duty of the government. It is better to have men there than stalking the streets of Vancouver looking for a job or taking the dole."

"Both federal and provincial governments have adopted a policy of narrow, insular isolation, when the thing that is needed today is a 'get-together' spirit among the nations of the world."

"The present administration is not working for the people nor for the Conservative party but for a clique which for the time being is in charge of the affairs of the province. The clique includes every party potentate in big as well as little districts throughout British Columbia."

"Every land scheme undertaken by the past administration was to help rehabilitate returned soldiers."

"Hon. Joshua Hinchliffe is the 'Meddlesome Mattie' of the educational department."

"The Tolmie government is adopting a 'hush-hush' policy to gain sympathy."

"The one constructive suggestion from British Columbia's new markets commissioner in England—appointed to pay a political debt of the Prime Minister—was that the other day he could have sold 30,000 cases of British Columbia eggs if he had had them there."

"When the Liberal government gets in Mr. Tom Coveney is going out. Apparently this map—sent as the expense of the people of British Columbia—is becoming at least an expert tipster on horse races."

"The government has added half a million dollars to the expenses of the province through adding 192 civil servants to its list."

"I am opposed to nationalization of industry. Now is the time, if ever in history, we must keep our heads and our feet on the ground."

For three years, he claimed, Premier Tolmie has been passing up any action on the problem of the Peace River outlet to the Pacific. Now there is an announcement that the two Conservative governments—provincial and federal—might extend the line to Finlay Forks, he observed.

This he characterized as a "half-baked proposition. Unless they went a great deal farther than that, there would not be enough traffic for the railway to handle."

"The people up there are crying for an outlet to the Pacific," he declared. "They are talking in Victoria about a joint railway survey; but they will not let anyone know the results of it. The government should see to it that these railways give sufficient transportation to all the people of Canada."

## SAYS P.G.E. UP TO OTTAWA.

"If the C.P.R. will not give us an outlet, then we can not hold the railway up for ever. The Dominion Government should see that it is finished at once. Going only to Finlay Forks would aggravate the present P. G. E. situation, but by constructing this outlet they would give work to thousands and open up an immense and valuable territory."

The Provincial Government had started out on a "wild career of partisanship," he said. It had appointed party henchmen to important posts. Extravagance had gone along with it. He challenged the Tolmie administration to let the people know how much the 1 per cent. income tax is bringing in.

"Railways publish their statements and why should not the government?" he asked. "Why do they persist in hiding the income from this iniquitous tax? They are facing a big deficit, after spending more than at any time in history, and they know it. But I charge right here that this government not only refuses to give out information, but states facts that it knows to be false."

## PAYS RESPECTS TO LIQUOR BOARD.

He turned to the Liquor Control Board. "All they do," he said, "is to take in booze and ship it out. But they pay the chairman \$15,000 a year and two subs \$7500 each. How many women in this audience are willing to forego three pairs of silk stockings a year so that this party henchman can get his income of \$15,000?"

The attitude of the government today towards the opposition is one of "insolence, arrogance and ignorance," according to Mr. Pattullo. Hon. Joshua Hinchliffe was termed the "Meddlesome Mattie" of the educational department; the government was charged with firing sound men to make way for political friends.

"This government in power now is not working for the people or for the Conservative party—there is wide discontent in the Tory ranks," he declared. "It is there so that a clique for the time being shall have charge of the province's affairs; and this includes every potentate of the party in big and small districts throughout British Columbia."

Yet never before, said Mr. Pattullo, had the people shown a more intense interest in the affairs of the world. In-

stead of the Federal Government increasing the country's trade it had brought it appreciably lower, he charged.

## ADVOCATES REVISION OF WORLD CURRENCY.

"Swapping jack-knives internally will never lead us to prosperity," he continued. "With our immense area we can produce more than we can consume. We must have international markets. The time is ready for a revision of world currency. With purchasing power in the hands of the hundreds of millions of Oriental peoples, what would not be our possibilities?"

The opposition leader touched on railways. He did not think competition between our two lines should be removed.

"You would have inferior service beyond doubt," he declared. "But there should be co-operation between the two and not the favoritism shown by the Tolmie government in giving an exclusive franchise to a subsidiary of the C.P.R. on the roadbeds of Vancouver Island."