

# MANIFESTO

OF

## Hon. Sir MICHAEL P. CASHIN,

### Premier of Newfoundland, and Leader of the Liberal-Progressive Party.

#### TO THE PEOPLE OF NEWFOUNDLAND:

Gentlemen,—I was entrusted by His Excellency the Governor in May last, with the duty of forming a new Government, and with the aid of members of the Assembly who had been in Opposition to the so-called National Government, I was successful in forming an administration, which now, as the Liberal-Progressive Party, appeals for your support, on the record it has made during the few months it has been in office, and the policy which I shall outline herein.

#### AS TO THE PAST AND PRESENT.

The record of the new Government is brief, for it came into office at the far-end of a session of the Legislature, without opportunity to formulate a policy. Brief though that record be, it is marked, I submit, by energy, capacity and regard for the interests of the public.

Coastal Steam was forced upon the new Government for action at the very outset of its career. Provision for renewing the Bowring contract had not been made in time. The contractors for that service were only willing to renew it upon terms which permitted them to very largely increase passengers and freight rates for a ten-year period. Whilst recognizing that increased rates were reasonable under existing circumstances, the new Government felt that within so long a time as ten years, transportation by sea might be expected to become cheaper, and therefore that ten years was too long a term for a contract. The contractors were asked to accept a shorter term, and refused, asking at the same time, for much higher rates for freight and passengers than they had tendered for. The Government therefore purchased the S. S. Prospero and the S. S. Portia and they are now being operated by the Department of Shipping, at the rates first stipulated for by the contractors, which rates, it is hoped, may be made lower in the future.

The high cost of living has been agitating this Colony, in common with all other parts of the civilised world, and here, as elsewhere, the problem is how to make prices lower or earnings greater. The new Government has appointed a Commission, as representative as it is possible to make it, to enquire into the whole question, and to recommend remedial measures, and the Government pledges itself to take drastic steps to enforce those recommendations which may hold out even a reasonable prospect of improving existing conditions.

The classification and pay of persons in the various branches of the Public Service has for a long time been unsatisfactory. The increased cost of living has of course borne even harder upon salaried people than upon any other class, and has exaggerated long-standing hardships. A commission of experienced and competent men has been appointed to enquire into and report upon the whole subject, and that report will be promptly dealt with when received.

A contract for the construction and operation of a modern long-distance telephone system on the Peninsula of Avalon has been entered into with a Company incorporated in this Colony, and which expects to raise its capital here, and I am confident that this long needed public utility will soon be in operation.

Coal-boring operations near Howley station, on the main line of railway, have been undertaken, and are now progressing satisfactorily, and I am hopeful that coal-bearing measures, economically valuable will be found thus solving a question of first importance to the industries of the Colony.

#### AS TO THE FUTURE.

It is provided by contract that the railway system of this Colony shall be operated "efficiently and continuously," and that it shall be "maintained in a safe, efficient, and satisfactory manner." It is undeniable that for years the contracts have not been kept in either particular. The difficulties naturally incident to the operation of new railways explained and excused this, to a certain extent, for a few

years, and surrounding conditions during the Great War prolonged the period, but it is manifest that radical improvements are now essential, and earnest, vigorous efforts shall be made to bring these about. Measures for re-railing, and for providing adequate equipment, are in contemplation, and when these have been negotiated and executed, great improvement in operation will follow. A change in the location of the main line, so as to swing it more towards Hall's Bay, and branches to Hall's Bay and round the north side of Bonavista Bay, to a port in Fogo District, will be undertaken. Partially constructed branch lines will be completed and extended as rapidly as financial conditions permit.

#### CATTLE CLAIMS COMMISSIONER.

In this connection I have to announce that the Government have now in preparation a plan for the investigation by a Claims Commissioner, of all accidents to animals killed or injured upon the railway, whereby the liability shall be ascertained without delay and without right of appeal, and under which all losses for which the Reid-Mild. Co. is found to be liable shall be paid by it forthwith, or if the Company is declared not to be liable, shall be paid by the Government. In taking this step the Government recognises the universal practice to turn animals at large to graze, and feels that the owners of the cattle killed or injured while grazing are entitled to compensation, which ought not to be delayed, and about which they should not be put to such trouble as in the past.

#### STEAM SERVICE.

The local and foreign steam service of the Colony was dislocated by the Great War, and can be but slowly restored to its former efficiency. Nevertheless, the Government has already received preliminary propositions, at least, for the establishment of a line of suitable steamers between a port in England, on the one side, and the United States of America, on the other, via St. John's and Halifax, N. S., and entertain with favor a proposal to adequately subsidize such a line.

It is also proposed by the Government to add new boats, as soon as prices will permit, to the Coastal and Labrador service, by purchase or charter, and to operate them under the Department of Shipping or by contract—whichever method may promise the most efficiency, economy and public satisfaction. It is suggested that one or more of the coastal boats might be used during the winter between St. John's and a port in Nova Scotia. It is also proposed that quite adequate waterside premises shall be acquired in St. John's and fitted up for the use of the coastal boats, so as to expedite and cheapen the handling of freight.

#### HOSPITAL ACCOMMODATION.

There has recently arisen a pressing demand for outport hospital accommodation, and the Government has already contributed to the establishment of hospitals at Harbour Grace and Twillingate, and proposes to do so for several other places, in aid of local effort. It is my opinion that a clear-cut policy of aiding such effort, and to establish convenient regional hospitals on the East, West and Southern coasts, should be propounded and adopted, so that equality of treatment to all sections may be afforded, and I think that all such hospitals should be affiliated to the General Hospital at St. John's, so that the medical and nursing staffs may be co-ordinated in effort. Under such a system, nurses could be partially trained in outport hospitals, complete their training at the General Hospital, and thus, while affording to outport hospitals the advantage of good and sufficient nursing staffs, be afforded an opportunity to obtain valuable graduating certificates as rewards for work well done.

#### OLD AGE-PENSIONS.

It has been the practice for several years to vote annually a lump sum for Old Age Pensions, to divide the sum per capita amongst the Districts, and in each District to give Fifty Dollars per year to applicants seventy-five years of age, or older, residing in the District, as far as the District amount would permit. The system is

not satisfactory. In some Districts there has not been enough money, while in others there has been, at times, too much, and the total amount has never been enough to provide for all deserving and qualified applicants. I propose that henceforth a sum sufficient for all qualified applicants of seventy-five years of age shall be voted. I hope that the condition of the Colony's finances will permit me to propose also an allowance for women of the same age.

#### GOOD ROADS.

The Local and Main Line Road Grants, annually given, are insufficient for maintenance, and afford nothing whatever for improvement of existing roads and the construction of new ones. Not so long ago, one dollar per day was considered sufficient for men doing road work. To-day they cannot be employed for twice that amount. The improved condition of the people generally has resulted in greater use being made of the roads for vehicular traffic, and I am convinced, too, that new and good roads, linking up settlements now having little communication with each other, would very greatly benefit the people by increased intercourse. For all these reasons the Government propose that local and main line grants for maintenance shall be increased, and that a liberal special vote shall be made for improvements and construction, where most needed, with a view of creating a system of connecting roads between places now practically remote from each other.

#### EDUCATION.

An unusual degree of public interest has been manifested recently in the subject of Education generally, and very great generosity has been displayed by citizens in subscriptions to so-called "drives." Incidentally there has arisen in some quarters a demand for un-denominational schools, or, at least, for united Protestant schools, and I have been requested to state the policy of the new Government on this point. Briefly, it is this:—That there has been no sufficient expression of public opinion to warrant the Government in proposing any change in the basis of the existing system. When any denominations shall have unmistakably expressed, through their duly constituted authorities, their desire for united schools, the Government will not oppose that desire, but it will not, of its own motion, propose or forward such a union. But the Government does feel that a better education for every child in the Colony is the supreme end of the hour. The King has said:—"I am convinced that nothing is more essential to national prosperity and happiness than education." The potentialities of the physical, "mental and spiritual life of every community should be developed to the fullest extent. A true education would embrace all this; would cultivate them, in due proportion, and would transform our national life into a generation."

#### TEACHERS.

The new Government has recently increased teachers' salaries generously, effective from the first of July last, but recognizing that inequalities and insufficiency of pay will still exist, the Government propose to appoint a Commission, on which the teachers will be directly represented, to study and report upon the whole subject and upon classification and standardization. This Commission shall be appointed as soon as the teachers' representation can be chosen, so that the report may be ready for the next meeting of the Assembly. It has been represented to me that there are a number of aged retired school teachers who have never been eligible for pensions under existing schemes. They cannot now be provided for, but should, I think, be provided for. Just how it can be equitably done will require examination by the Commission, but help should be given the deserving.

#### THE FISHERIES.

The Fisheries far exceed all other resources of the Colony in value, and upon their successful prosecution depends, and must continue to depend, the prosperity of our people. Catch-

ing and price are the elements upon which success is based. To conserve existing fisheries and to discover new ones; to promote improvement in cure, and to enlarge old markets and procure others, are objects which the new Government will vigorously aim at. Valuable fisheries the Colony once possessed have been destroyed, and so the Herring and Lobster fisheries may be, unless carefully conserved. Quality is the greatest factor in the sale of all produce, especially food, and if the cure of our fish, and the methods of transporting it to the consumer, were better, the prices obtainable would be greatly increased. Better cure, better handling, will go far towards giving us better prices. The time and circumstances seem very opportune for investigating all that is wrapped up in the subject of marketing fish, and the Government pledges itself to make an aggressive and persistent enquiry, and to seek new and extended markets.

The President of the F.P.U. recently proposed that the Government, under the authority of the War Measures Act, shall (1) fix a price at which the fishermen shall sell their fish to exporters; (2) a price at which fish shall be sold for export; (3) that exporters shall be guaranteed by the Colony against loss; and (4) that a conference of exporters and the Government should be convened to discuss the situation. I immediately replied that fixing selling prices and guaranteeing exporters against loss would throw all the possible loss on the taxpayers, but leave to the exporters all possible gain. But I said that his suggestion for a conference sounded reasonable, and as he was himself a heavy exporter of fish, and the Government (Union Export Company), he had better come to St. John's, and discuss the situation with the Government and the Trade. He afterwards came to talk with me about the matter; I asked him to discuss it with the exporters; and I have heard no more from him about it, but have read, in a recent statement by him, in certain newspapers, that the members of the Board of Trade refused to cooperate.

If the proposals referred to be logically considered, it will be realized that they are fantastically absurd. Their real object was to enable the proposer to buy and export fish at the public expense, with an off chance that he would make a profit. Relying upon a Government guarantee, he could buy any quality and quantity of fish, sell it in the most competitive market with other exporters, and throw the whole loss upon the taxpayers of the country. Besides, to fix a price at which the fishermen would be compelled to sell might at any time actually force them to take a lower price than they would have been otherwise able to get. In 1918 Mr. Coaker proposed that \$12 per quintal should be fixed as a price, but later in the year it sold for \$16 in the open market here. The most utter and inextinguishable confusion would result from an endeavour to put Mr. Coaker's scheme into effect. It would, I believe, destroy the stability of the fish trade of the Colony, and give our prosperity such a blow as would not be recovered from in a generation.

#### LOCAL INCORPORATION.

The Local Affairs Act, 1914, was enacted to provide for the free election of road boards. The opportunity thus afforded was seized upon by the President of the Fishermen's Protective Union as a means of forwarding his political ends. He instructed the Councils of the Union to arrange, wherever possible, that only members of the Union should be elected to sit on Boards, and, where that was not possible, to procure a majority of seats at least. As a consequence of such "log-rolling" tactics, many boards passed under the control of the Union, to the political ends. He instructed the Councils of the Union to arrange, wherever possible, that only members of the Union should be elected to sit on Boards, and, where that was not possible, to procure a majority of seats at least. As a consequence of such "log-rolling" tactics, many boards passed under the control of the Union, to the political ends. He instructed the Councils of the Union to arrange, wherever possible, that only members of the Union should be elected to sit on Boards, and, where that was not possible, to procure a majority of seats at least. As a consequence of such "log-rolling" tactics, many boards passed under the control of the Union, to the political ends.

being exercised by the President of the F.P.U., with damage to the general public interest. It has, however, become apparent, not only in relation to roads and marine works, but as to hospitals, health, sanitation, and many matters of local importance, that a general measure should be enacted under which towns, settlements, sections, and even whole districts, may be incorporated, with large powers over a variety of local affairs, upon the request of their inhabitants, with the approval of the Governor-in-Council, and the boundaries of such areas defined by Proclamation, so that convenience of administration may be considered in relation to each community.

#### MINES AND MINERALS.

The Government proposes to inaugurate a complete survey of the mining, timber and agricultural resources of the Colony. It will undertake an energetic search after mineral deposits by competent scientific and practical men, and stimulate search by liberal bounties. Resources known to exist need more advertising by the dissemination of reliable reports, and in this connection the High Commissioner's Office in London can be of much assistance. The High Commissioner has recommended the proposed survey, in consequence of representations made to him abroad.

#### AGRICULTURE.

Better organization of existing methods for encouraging agriculture is needed. A system of bounties for land-clearing, cattle-raising, stock-raising and crop development should be adopted. The transportation of produce to market should be improved. Agencies for bringing producer and customer together should be instituted. Teaching agriculture scientifically and practically should be undertaken. And the new Government will devote its energies to all these things, under competent advice.

#### TIMBER.

The Colony has ample resources for the establishment of several timber, pulp and paper mills, on large scales, and the Government will encourage their establishment. The forests on the Labrador will not be made use of by mills established there, the open season for navigation being so short, but could be utilized by bringing the wood to this Colony for manufacture. The Government will encourage this. It proposes to legislate for a system of scientific re-forestation, believing that thereby the forest wealth of the Colony can be increased and conserved.

#### LIGHT-HOUSES, FOG-ALARMS, AND LIFE-SAVING STATIONS.

Though much has been done in recent years for safe-guarding the lives of those who do business on the great waters, and the vessels that pass about our coasts, much remains to be done, and shall be done, by building more light-houses and fog-alarms, and by establishing life-saving stations and coast guards at the more dangerous places.

#### RETURNED SOLDIERS.

The Colony is paying Soldiers' pensions on the scale adopted in Canada. The Government has in course of arrangement a scheme for aiding dependents of deceased soldiers, who are not helped under existing rules. It is the intention of the Government, also, to provide for the establishment of returned soldiers on land or in the fisheries on the general lines which are being followed in Canada, but adapted to the peculiar conditions of this Colony.

#### TELEGRAPHS AND TELEPHONES.

The Postal Telegraph system has been considerably extended within recent years, and telephone lines have been erected in sections where the business to be done would not justify the opening of telegraph offices. It is the new Government's intention to extend the service still more generously.

#### CO-OPERATIVE ASSOCIATIONS.

Certain vote-seeking politicians are endeavouring to persuade the members of organizations with which they are connected that the new Government is unfriendly to them. I take

this occasion, therefore, to say that the Government will aid every organization or movement tending to the moral or material uplift of its promoters by means not detrimental to the general public.

It has been misrepresented with special persistence that the Government is opposed to the Fishermen's Protective Union. But the truth is that the Government is desirous of aiding the co-operative efforts of the Union in trade and industry, and is only opposed to the endeavours of its President and its subservient personal followers to seize the reins of power in public affairs, and to impose his autocratic rule upon the whole people. Government of the people should be by the people, and not by a man self-imposed upon them by the mis-use of his position. The prosperity of the Union is, in truth, placed in jeopardy only by the endeavour of its President to make himself a political dictator to the Colony, and that prosperity would best be served if the members of the Union would insist that it should be withdrawn from political partizan struggles.

#### PROHIBITION.

The enforcement of the Act prohibiting the manufacture and sale of intoxicating liquors has done much good; few persons would care to have it repealed. Unfortunately, new evils have arisen through the illicit manufacture and sale of alcoholic beverages and dangerous concoctions. There is, too, a widespread suspicion that by the sale of "script" certain medical men are profitably evading the intent of the Act. The Government, therefore, proposes to appoint a representative commission to consider and report upon the manner in which, while prohibition of the manufacture and sale of intoxicating liquors as a beverage shall be strictly enforced, and the making and selling of substitutes prohibited under the severest penalties, it may be made possible to procure script for such liquor as physicians or other qualified persons may prescribe as necessary for medicinal purposes without unreasonable charges. The report of the Commission shall then be laid before the Legislature and people for consideration, and any legislation it may call for, and which is enacted by the Legislature, shall be submitted to the people for adoption or rejection by referendum.

#### FACTIONS IN OPPOSITION.

A small faction of persons opposed to the new Government have recently organized as the "Liberal Reform Party," and this self-styled band has accepted the leadership of the Hon. R. A. Squires. More recently Mr. W. F. Coaker has attached himself and those he controls, to those Liberal Reformers, and submitted nominally to the leadership of Mr. Squires. These men were once colleagues in the National Government, and afterwards each freely expressed his opinion that the other was unworthy of confidence. They are neither Liberals nor Reformers, nor are the men so far announced as their colleagues, and the intelligence of the Colony will conclude, I believe, that no greater confidence should be placed in the candidates than the leaders have in each other.

#### CUSTOMS' TARIFF.

Politicians out of office, seeking to catch the public ear, call for reduction in the Customs tariff on imports, and condemn the policy of accumulating a surplus of revenue yearly, but I am of opinion that large tariff reductions should not be promised at this time, because large expenditures on public improvements will be necessary, and also because continual tinkering with the Customs tariff is detrimental to industrial and manufacturing enterprises. Large annual surpluses tend to improve public credit, and credit is the world's money market is essential to that large development of the Colony's resources at which the new Government aims. Having regard to the fact that, outside St. John's, no Municipal taxes are levied, the burden of taxation in this Colony is light in comparison with other countries. It is noteworthy that the

revenue now collected is not so large in proportion to the Colony's total trade as it was ten years ago.

#### FLOOD TIDE OF PROSPERITY.

When I entered public life, in 1909, the deposits in banks in this Colony amounted to about one million dollars; to-day they total twenty millions; then a small amount of debentures were held in investments; to-day over ten millions of dollars' worth are held. The first full year after I became Minister of Finance and Customs, 1909-10, the revenue about \$3,447,589; the last year it was about \$9,000,000, and for the first two months of the current financial year, it has largely exceeded the record. In 1909-10 the total imports and exports amounted to \$24,624,893; in 1918-19 to about \$50,000,000. The loans we have recently floated have been oversubscribed, and applications to purchase our bonds are constantly being received. I mention these facts because they eloquently refute the pessimists who croak of hard times, and prophecy disaster. As the Colony's Finance Minister for ten years, including all the period of the Great War, I assert that never has prosperity been so great and general in this Colony as now, and never have the people enjoyed so much of the fatness of the earth, and the fullness of good things. I foresee even better things. There is reason to believe that the Colony's expenditure in the Great War will be repaid to it, as its share of the indemnity paid by the Empire's defeated foes. The value of the timber and mineral resources of the Colony is constantly increasing. There is good reason for high hope that coal in commercially valuable form will be developed. Applications already received indicate the establishment of large pulp and timber mills. Recently a most substantial project for agricultural and other development in the Codroy Valley has been received, and it is being favorably considered. For these, and for many other reasons, I look to the future with confidence that the Colony can not only maintain her independence, but can attain a degree of prosperity for exceeding that of the past. Prudence, courage, sagacity in our rulers, and a strong determination by the people not to depart from the safe and sane lines upon which the Colony has developed so well, will carry the Colony on. We need to maintain faith in ourselves, and in each other, and should turn our faces from the fantastic notions proposed by socialistic and bolshevistic seekers after place and power.

Relying upon the intelligence of my fellow-countrymen, I confidently ask them to support the candidates of the Liberal-Progressive Party, of which I have the honor to be the leader, and the new Government, of which I am proud to be the Premier.

M. P. CASHIN.

St. John's, Sept. 30th, 1919.

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## Tenders for Plumbing.

Tenders addressed to the undersigned and marked "Tender for Plumbing," will be received until Tuesday, October 8th, at Noon, for the necessary plumbing work to be done in the houses in course of erection on Quidi Vidi Road.

Specification of the work may be examined and all particulars can be obtained at the office of the Plumbing Inspector, City Hall, or from Architect Jonas Barter.

The lowest or any tender will not necessarily be accepted.

By order,  
JNO. L. SLATTERY,  
Sec.-Treasurer.

## From Cape Race.

Special Evening Telegram  
CAPE RACE, To-day.  
Wind W.S.W., fresh, weather fine.  
The steamers Coban and Amphitrite  
passed in yesterday. Nothing sighted  
to-day. Bar. 29.93; Ther 50.

Open every night, Stafford's  
Drug Store, Theatre Hill, till  
9.30.—sept 11, 12