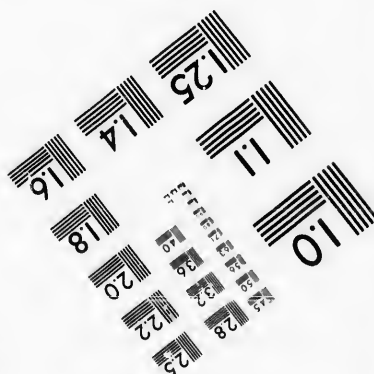
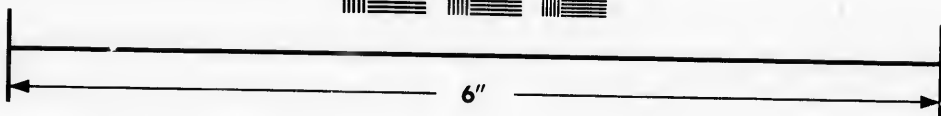
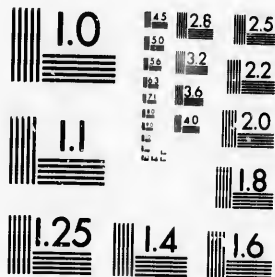


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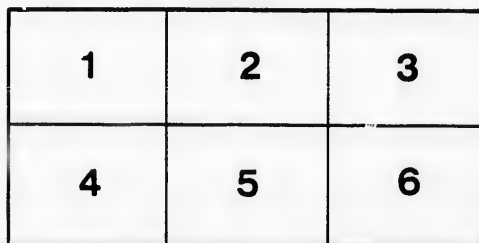
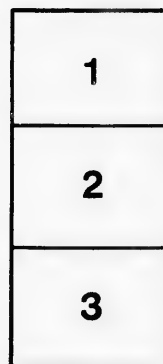
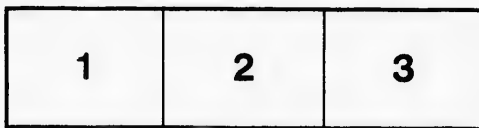
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MANIFESTO

—FROM—

SIR WILLIAM V. WHITEWAY, K.C.M.G.

THE LEADER OF THE

WORKINGMAN'S PARTY.



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MANIFESTO

—FROM—

SIR WILLIAM V. WHITEWAY, K.C.M.G.,

THE LEADER OF THE

Workingmen's Party.

TO THE ELECTORS OF NEWFOUNDLAND,—

The time is fast approaching when you will be called upon to render your verdict for or against the Government of which I have the honor to be the leader.

It cannot now be said that a General Election does not afford to the people the means of expressing their views. The Ballot Act, which was introduced by my colleague Mr. Bond, and under the operation of which you returned my party in 1889, will still enable you to conscientiously exercise that power which is intrusted to you as Electors, and which you ought to exercise as conscientiously as a jury should give a verdict according to the evidence. You are the great Court of Appeal. I have full confidence in your ability to discharge the important duty that devolves upon you, and I know that in giving your verdict you will be guided by the dictates of conscience, and influenced only by a concern for the prosperity of yourselves and children, and for the general good of this our island home.

In order that you may be able to deal intelligently with the important issue before you, I shall as briefly as possible review the condition of the Colony when the present Government came into power four years ago, so that you may contrast it with the present condition of affairs.

The Public Debt of the Colony at the Close of 1885,
as certified by Messrs. Thomas R. Smith, Robert H. Prowse and James Goodfellow, the special auditors appointed by the Thorburn Government

to investigate the affairs of the Colony after I retired from politics, was \$1,924,277.74. That was the total indebtedness, and to represent that sum there were at the Main Line and Local Roads throughout the island, 1,230 miles of Telegraph, 50 Lighthouses, the Dry Dock, and all the Public Buildings in St. John's and in the outports. There was then, you will perceive, more than good and sufficient value for the whole Public Debt of the Colony up to the year 1885.

Four Years Later, at the End of 1889,

when the late Government retired from office, the Public Debt was \$4,690,996.16. In four years the late Government had increased the Public Debt by \$2,766,718.42, and the only appreciable assets to represent that enormous increase are 27 miles of Railway to Placentia, 75 miles of Agricultural Roads, 3 Lighthouses, St. John's Municipal Loan, 26 miles of Telegraph, the S.S. "Fiona," Survey of the Hall's Bay Railway, 15 miles of grading done on same, and a small quantity railway iron, all of which at a liberal valuation amounts to but \$1,350,000, leaving a balance of about

One Million and a Half of Dollars,

for which there are no assets. This enormous sum of money, nearly equal to the whole public debt in 1885, was squandered by the late Government, during their four years of office. It will readily be perceived how very damaging to the credit of the colony such a financial statement must have been. As a matter of fact the credit of the Colony was well-nigh ruined, and it was found impossible to float a loan upon the London market. Such then, in brief, was the condition of finances when you elected the present Government in 1889.

The First Duty of the Government,

and that to which they gave immediate attention on assuming office, was to restore confidence both at home and abroad. By judicious management, and careful oversight of public expenditure a financial crisis was avoided. Able-bodied pauper relief was completely done away with, the expenditure upon roads and public works was not permitted to exceed the Legislative votes, and railway work was entered upon which has given steady employment at good wages to all those who have found it necessary to supplement their earnings at the fisheries.

The Gross Public Debt on the 31st December Last

was \$7,009,750.20, an increase of \$2,318,754.04 over that of 1889. But for that increase there are good and sufficient assets as follows:—

135 miles railway towards Hall's Bay.....	\$2,106,000	00
Municipal Act Loan.. ..	153,069	54
St. John's Rebuilding Acts.....	101,622	22
Carbonear Street Act.....	702	88
	<hr/>	
	\$2,361,394	64
Less profits of Savings Bank applied to reduction public debt.....	101,229	66
	<hr/>	
Showing increase of.....	\$2,260,164	98

To this must be added the increase of floating debt, as follows:—

Floating debt as per balance sheet Colony's accounts, 31st December, 1892.....	\$616,382 79
Floating debt as per balance sheet Colony's accounts, 91st De- cember, 1889, (including Board of Works overdrafts).....	<u>557,793 73</u>
Increase of.....	\$58,589 06

in all the sum of \$2,318,754.04. If the loans were raised as provided for under the following acts, namely: \$424,800 on account of Railway Act, and \$425,000 on account of Public Service Act, 1890, not only would the floating debt be wiped out, but there would be a balance of \$233,417.21 to the credit of the Colony.

It will be Observed that the Northern Railway Represents Nearly the Whole of the Increased Public Debt.

In enterprising the work of railway extension North and West, the expensive method of construction by the Government was done away with at once, and the services of responsible contracting parties were secured upon advantageous terms. The saving that has resulted to the Colony from the adoption of that policy must be computed at some hundreds of thousands of dollars.

In the contract referred to it was provided that the Placentia Railway, the operating of which had entailed an annual charge upon the revenue of \$14,000, should be run free of cost to the Colony while the Hall's Bay Railway was being built, and a very considerable saving has thus accrued. The importation of materials necessary to the carrying out of this great enterprise, and the increased purchasing power of our operatives consequent upon the labor given, has largely augmented the revenue collected during the past four years, and has enabled the Government to fulfill the promises contained in my Manifesto of 1889 without increasing the burdens of the people.

The Government is Accused by Their Opponents

of not fulfilling the pledges and policy outlined in that manifesto. I fearlessly challenge a scrutiny of that document, being convinced that an unbiased public will record a verdict according to the evidence. I ask the electors of this country to review all the arduous things which have been done, with an attention to all the circumstances, and to all the motives; like sound judges, and not like caviling pettifoggers and quibbling pleaders, prying into flaws and hunting for exceptions. By reference to my Manifesto of 1889 it will be seen that the

First Promise Given

was, "the immediate extension of the Railway to the North, and the "completion of the branch lines, as laid down in the scheme of 1882 "will be pushed to completion by subsidizing a responsible company "within the means of the Colony."

On the 18th of June, 1890, only six months after the Government were returned by you, a contract was entered into with "responsible parties" for the construction and equipment of a railway to the North with a branch line to Clarke's Beach or Brigus. The line has been

completed to the North within the past few days, and the contractors have already commenced work in connection with the branch line to Brigus.

A few days hence a tri-weekly train will be running between Exploits and Whitbourne, a distance of two hundred miles, affording facilities for the transport of freight and mails from this city to all intermediate points.

Not only have the Government fulfilled their promise of Railway extension to the North, but they have undertaken a still greater work.

In the month of May last another contract was entered into between the Government and "responsible parties" for the construction and equipment of a railway from the terminus north to Port aux Basque, on the South West Coast, at the same rate per mile as the Northern railway.

With the completion of the line to Port aux Basque, the remote parts of the island will be united, and ample facilities will be afforded to turn to account these natural resources that have too long remained unremunerative.

The coal and iron deposits at Grand Lake and on the West Coast, the rich asbestos mines near Bay of Islands, the pine forests of Exploits, Red Indian Lake and Upper Humber, and the vast stretches of agricultural lands that border on the great lakes and rivers will be rendered available to enterprise and capital. This is a matter of much moment. During the four years of the late Government many thousands of our fishermen, mechanics and laborers were forced to leave their homes to seek, outside of this colony, the labor that was denied them here. Large numbers of them have returned since the "Policy of Progress" was revived in 1890, and we may now confidently look forward to seeing those who still remain away come back to the land of their birth to engage in the building up of that commercial prosperity which the railway policy of the present Government has made possible.

The Second Promise

contained in my Manifesto of 1889 was, "An effort shall be made to "increase the grant for education to meet the requirements of the times."

That Promise Has Also Been Fulfilled.

In 1890 the sum of (\$5,000) five thousand dollars was given as an additional grant for educational purposes. In 1891 the sum of (\$20,000) twenty thousand dollars was voted for the improvement of education. This amount is in perpetuity, and will be distributed annually as a bonus to teachers, a most deserving class of public officials whose valuable services had previously been overlooked. In 1892 a pension fund was established for teachers; and last session An Act to provide for Higher Education was placed upon the Statute Book, in which provision was made for the payment of (\$4,000) four thousand dollars annually in prizes, premiums and scholarships. I feel assured that what has been done by the Government in this direction cannot fail to meet with the approbation of those who believe it to be a matter of

vital concern that our people should be intelligent and well educated. The total increase in the grant for Education since the present Government came into power is \$31,284, or nearly three cents per head of the whole population of the island.

A Third Promise Was

“That some modification should be effected in the Bait Act.”

Immediately on their assumption of office, the Government

Carried Out That Promise

by instituting a system of duties. Finding, after repeated trial, that the very large expense in maintaining it in operation, even in its modified form, was by no means commensurate to the advantages derived, the Act was finally suspended.

The question with regard to the administration of the grants for roads and public works to which I promised attention should be given, was dealt with in the season of 1890, by the passing of an Act which provided that

Road Boards to be Elected by the People

may be substituted for the present appointed Board of Road Commissioners.

As this Act has not been called into force, it would seem that its advantages are not appreciated. The opportunity will therefore be availed of during the coming canvass of explaining its provisions to the electors.

I also intimated “that in pursuance of the policy of Telegraph Extension which I have all along followed, and of the great commercial convenience which its further development will secure, it should be my aim to direct the construction of a line to the Straits of Belle Isle and the Labrador if found practicable.”

I regret that the extension of the telegraph to the Labrador from this Island is

Conceived to be Impracticable,

owing to the shallowness of the water, and frequency of heavy drift ice in the Straits, across which a connecting cable would necessarily have to be laid. It is probable, however, that an arrangement may be concluded for a connecting wire via Canada. Provision has been made out of the surplus revenue, for the extension of telegraphic communication to other important settlements as are not at present within the circuit of the wire, and the work is now progressing north and west.

The Sixth and Last Promise

contained in my manifesto of 1889 was that “the question of Confederation, which was submitted to the country in 1889 and then disposed of, should not be raised again until the people demanded it at the polls.” That pledge, solemnly given, has been sacredly kept by me, and will be so adhered to in the future.

Apart from the evidence of the fulfillment of all the promises contained in my manifesto of 1889, there are a few matters to which I

beg to direct your attention as evincing the desire and intention of the Government to advance and protect the interests of our fishermen.

I claim that the party which I have had the honour to lead is the "Workingmen's Party." Its first principles are laid in our nature, and the end which it would secure is the promotion of the prosperity and welfare of workingmen. Whatever benefits them advances trade, and as trade and labor increases in volume and value the whole country feels the impulse.

With a view to the extension of our trade relations with the United States of America and to the removal of the bonding laws and duties which at present prevent, to a large extent, the products of our fisheries from finding a market amongst the many millions of people of that country, negotiations were opened with the Administration at Washington for a treaty of reciprocal trade between this Colony and that nation. A convention, mutually advantageous to both countries, was successfully negotiated by my colleague Mr. Boud.

Through the interference of the Government of the Dominion of Canada,

And the Unpatriotic Conduct of the Opponents of the Government Here,

that convention has not yet been ratified by Her Majesty's Government. What the country has lost thereby it is perhaps difficult to compute. Suffice it to say that our fishermen are at present suffering from the effects of the low price of fish. The price quoted for the past month has been unusually low, but within the last week or two it has been *cut still lower by forty cents per quintal*. Had our convention with the United States been ratified, this could hardly have been the case for a free market with sixty-five millions of people would have been opened to our fishermen, the value of whose catch would have been enhanced by the increased demand.

The interest of the Government in the fishermen was further manifested in the passing of the Bank Fishery and Shipbuilding Acts, which, while duly regarding the rights of the employer, extend protection to the seamen and fishermen of the Colony.

That the *interests of the other industrial classes* have not failed to engage the attention and sympathy of the Government is attested by the Amendments in the Crown Lands Act which will facilitate the acquisition and working of our Mineral lands, and encourage the introduction of capital for the utilization of our forests.

I submit to you these considerations in full confidence that the good sense which has so often marked your decisions, will allow them their due weight and effect.

What About the Future?

The outlook is bright and cheerful. The credit of the Colony is again sound, trade is active, labor at good wages is abundant, the favour of the Almighty continues to attend the avocations of our people and they are contented and prosperous. If again returned to represent you our constant aim will be to keep the country advancing.

The Early Completion of The Railway to Port aux Basque and of the Branch Lines,

will be our first concern, then the carrying out of a scheme for the settlement of our crown lands.

With the completion of the railway to Port aux Basque this island will form the connecting link in the great chain of railway communication between the eastern and western hemispheres. The destinies of the country, if I may use a language which sounds rather mystical, but which everyone, I believe, understands, the destinies of the country run east and west. What is wanted is this great line of artificial communication, not merely to develop and carry the trade of our own territory, but to acquire a fair share, a large, a growing share of the commerce of the new and old world. A great object surely; to a commercial eye in this community, the greatest that can be proposed. With a fast line of steamers plying between some port in great Britain, and one on the east coast of this island, and a steam ferry across the gulf to Cape Breton, this will be secured. This, I repeat, is the object. What are the means which must be employed to effect it?

What Are the Means? What Are We to Do?

Our opponents have told you that a contract has been signed and concluded for the building of this railway, and that if you return them to power, it will still go on.

Electors, be Not Deceived.

True, a contract has been signed, and under ordinary circumstances it is to be supposed that the work of railway construction would proceed, no matter which party is returned. But you must remember that the men who are now opposing the Government are precisely those who have been the bitterest opponents of the railway policy. They are the men who have suffered, and are still suffering, by reason of the increase in the price of labor which railway work has brought about. If returned to power, it is quite possible for them so to hamper and worry the contractor as to make it impossible for him to complete his contract, and *railway work will stop*. If the great object that I have outlined is to be accomplished, then the completion of the railway will have to be entrusted to those who commenced it, and not to those men who have done everything in their power to retard its progress.

Attention Will be Directed to a Revision of the Tariff

so as to discriminate between the poorer and wealthier classes. I had hoped to have been able to deal with this important matter before now, but owing to the deplorable financial condition in which the late Government left the colony, it was considered unwise to touch the tariff, fearing that it would disarrange trade, and cause greater embarrassment. Negotiations will be immediately entered upon for a

Uniform Telegraph Tariff,

and a reduction of the charges to twenty-five cents throughout the Colony.

The Erection of Harbor Lights,

to which a portion of the surplus revenue was devoted this year, will be continued, and an attempt will be made to complete by an early date a system so essential to the safe prosecution of our fisheries.

An Effort will be Made to Keep Our Young Men—the Flower of the Country—at Home,

by encouraging local industries, and fostering mining, agriculture and other enterprises that will provide them with lucrative employment. Finally,

We shall Progress as Fast as the Revenues will Permit, and Decrease as Much as Possible that controllable Expenditure which is not on Behalf of Progressive Works.

An attempt is now being made to block the wheels of progress. History is repeating itself, in the fact that a number of Merchants have combined to clutch the Government of the Colony. It is the struggle of 1882 and 1889 revived.

Is the Merchants' Party or the Workingman's Party

to govern the Colony? That is the question. It is the only question now before the Electors. That is the question that you will have to decide in November next. I regret that it is so. I have always contended for a fair representation of all classes and creeds in the government of the Colony, but *now that a number of the Merchants have formed themselves into a party against the people*, they must be fought and beaten.

Young Men of Newfoundland,

you, whom the present Government have qualified to take part in the coming struggle, the future welfare of our country depends greatly upon your action. I appeal to you to jealously guard your homes and your liberties.

I appeal to the older men, those who have stood beside me through many a hard fought campaign. On no former occasion has there been a more determined effort on the part of the enemies of progress and liberty to seize the reins of Government than will now be made.

Shall we make no effort to hand down the traditions of our party to our children; "to pass the torch of liberty, bright and flaming, to those who stand next us in the line?"

Let, then, the public mind be disabused of the prejudices which mislead it on the question at issue. Let it not be operated upon by slanderous and false statements. Let the Workingmen's Party stand firmly together. Let its well-wishers and well-hopers declare themselves in the cause. Let every ardent and high-spirited young man, who desires an independent subsistence embark personally in the cause. Let this be done, and our country is safe.

Yours faithfully,

W. V. WHITEWAY,

St. John's, Sept. 23rd, 1893.

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