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BRINGING UP FATHER

By George McManus

Election Manifesto, 1925

Appeal to the Electors

by

ROBERT FORKE

Progressive Leader

The policies pursued by Canadian governments during the past 50 years have not secured the adequate development of the natural resources of the country nor brought permanent prosperity to its people. The electors are now confronted with political and economic problems of great magnitude. These problems are the result of past national policies rather than of the vicissitudes of the last ten years. Between the practical policies of the two old parties there has been no observable difference, notwithstanding the variations in their election platforms. Politics in Canada have been dominated by partisan prejudices and desire for office. The revolt of the common people against these conditions found expression in the Progressive movement, which represents the popular determination to break the bonds of blind partisanship and to secure from any government willing to carry them into effect those reforms which are essential to the well-being of the primary industries and of the people generally.

The Prime Minister, Mr. Mackenzie King, is urging the Western Provinces to send to Parliament numerous representatives as members of his party caucus on the ground that that would be the best method of obtaining the necessary changes in government policy. This proposal is an invitation to keep his party in office and in return to receive such reforms as the party caucus may concede. The irrefutable answer to his plea is written clearly in the record of his party, whose recurring failures to redeem its election promises and to implement its political platforms are matters of public record. Progressive members of Parliament may be relied upon to support in the House of Commons all proposals and policies which are in accord with their principles; but they cannot abandon their power to oppose policies and proposals not acceptable to the Progressive electors in order to conform to any decisions reached by a party caucus. Mr. King offers the country government by caucus in place of government by Parliament. He would require the House of Commons to record as a mere formality the decisions of a secret party meeting. His proposal is directly at variance with those principles of representative and responsible government which the Canadian people cherish as their most valuable heritage.

Tariff the Chief Issue

The issues in the present campaign are largely domestic. The tariff question still is the chief subject of discussion. It involves both the trade and taxation policies of the country. Between the Conservative and the Liberal tariff proposals the difference is merely that of degree. Both are essentially protectionist. Mr. Meighen would go, in theory, further than Mr. King in granting special privileges to particular industries at the expense of the taxpayers and consumers. In practice, however, the two policies are almost indistinguishable. The Progressives, on the contrary, demand the abandonment of protection as the guiding principle in the imposition of duties on imports. So long as the tariff may be retained as an instrument of taxation the duties comprised in it should be regulated solely with regard to the requirements for public revenue. The retention of the tariff even for revenue purposes is becoming steadily less important. The revenue from income taxes, and from indirect taxes less objectionable than the tariff, now produce a very large proportion of the national income. The reduction of the revenue requirements by observance of the strictest economy in the public expenditures—which is in any case essential to the full economic recovery of the country—would make possible further drastic tariff reductions. The apparent equity of the income tax, in comparison with the obviously unjust taxes placed upon consumption by the tariff, renders the retention of the former imperative. No reduction of the income taxes ought to be tolerated until tariff taxation has been reduced very substantially indeed.

The cost of transportation by rail and ocean is of vital importance to the primary producers and to the consumers. The solution of the railway problem is not obvious or easy. It depends largely upon increased railway revenues. These cannot be obtained by raising freight and passenger rates which are already unduly burdensome and ought to be reduced. Larger railway revenues can result only from growth of population. This, in turn, depends upon removal of the economic disabilities of the primary producers and encouragement of the settlement and development of the country. In the long run, the prosperity of the railways will be secured by the removal of the restrictions upon trade and of the burdens imposed by the protective policy upon the basic industries of the country. Immediately, the abolition of discriminatory freight rates, if necessary by Act of Parliament, and the maintenance of competition between the railroads themselves and between rail and water transport are essential. The experiment in public ownership involuntarily entered upon some years ago ought to be given full and fair trial. The capitalization of the Canadian National Railways should, with that end in view, be reduced to a figure representing the real investment value to the present owners. While duplication of railway services ought to be discontinued and prevented, the National railroads should be provided with all necessary traffic feeders, or branch lines, as rapidly as opportunity offers and financial resources permit.

Ocean Freight Rates

The maintenance of high ocean freight rates is a great handicap to Canadian export trade, especially in agricultural products. The policy of subsidies recently advanced by the Liberal administration has been shown by Parliamentary inquiry to be inadequate to meet the exigencies of the case. The payment of subsidies is evdenitly an undesirable policy and cannot be a permanent remedy. The relaxation of the restrictions imposed by the customs tariff, and other protective expedients, upon seaborne traffic, particularly with the British Isles, would go far to induce larger inward cargoes with beneficial effects upon export freight rates. The difficulty of dealing with a shipping combine, where such exists, is very great. The potentialities for the reduction of ocean freight rates through the control of the volume of traffic offering by a shippers' conference, which would counterbalance the conference of shipping interests already established, should be thoroughly explored by Parliament.

The concentration of the banking interests of Canada steadily continues and occasions considerable anxiety in Western Canada, in particular. The control of the financial machinery of the country by interests located in the Eastern Provinces has reached a condition approximating to a monopoly. It is widely felt that local interests are not sufficiently considered and that local development may actually be retarded by this condition. The ability of the people to provide themselves with banking and credit facilities apart from the few existing banks, where they may desire to do so, is seriously curtailed by the present method of issuing the currency and by the control of credit by the chartered banks. The establishment of a national bank to undertake by degrees the issuance of the national currency and to perform more extended re-discounting operations seems immediately necessary. Revision of the Bank Act to allow of the formation of local banks operating with national currency and availing themselves of the proposed re-discounting facilities, ought to be undertaken simultaneously.

Basis of Immigration Policy

Reference has been made to the desirability of increasing the poulation of the Dominion. Immigration policies calculated to encourage settlers to come here from Great Britain, the United States and other countries have not been recently productive of striking results. In many parts of the country it is felt that it is of little use to bring in settlers while the people here are not sufficiently prosprous or are actually leaving the country owing to adverse conditions. The prevention of emigration and the improvement of the lot of those already settled here is undeniably a more intelligent and powerful means of increasing the population than the mere bringing in of settlers to replace an unchecked loss by emigration. Until the economic disabilities suffered by those engaged in the basic industries have been removed no immigration policy can be permanently effective. The carrying out of the reforms outlined must form the initfal steps in any serious endeavor to increase the population of the country. When these steps have been taken the natural attractions of Canada and the recommendations of those already settled here will do more to bring immigrants than large expenditures of public money can do under existing circumstances. Given economic prosperity and satisfactory living conditions there will be no difficulty in financing the measures which can be taken by the government to secure that incoming settlers are of the right type and that they will be so placed as to bring the greatest advantage to themselves and to the country. The immigration policy which commends itself to Progressives adopts as its first requirement the creation of sound conditions of life and work in Canada and looks thereafter to the supplementing of natural attractive agencies by government action that is seen to be necessary.

As the Progressive candidate for the constituency of Brandon, and as the leader of the Progressive group in the last Parliament, I commend this summary of what I believe to be the common policies of the Progressive candidates everywhere to the serious consideration of the electors. We believe that the adoption of these policies by the Parliament of Canada would result in great and immediate benefit to all classes and would lay a solid foundation for the rapid development and permanent prosperity of the Dominion. We believe also, that we can exercise far greater influence in converting the people and Parliament to the views herein expressed by maintaining our independence as a group and freedom of judgment and action in the parliamentary arena.

In conclusion, I would invite every elector who sees in the Progressive program a basis for genuine economic progress, and who realize the salutary influence already exerted upon Canadian public life by the Progressive movement, to vote accordingly on October 29th. I would also urge upon such electors the necessity for giving all possible moral and phycisal support to the Progressive cause, which I have no shadow of doubt will fully maintain its strength in the new Parliament.

ROBERT FORKE.

Your vote is solicited for G. W. Nickerson, the Progressive Candidate.

The American halibut schooner Seattle, Capt. Nesland, which sold a catch at the Fish Exchange this morning, is making her first call here in three months, the vessel having been selling at Seattle recently. The Seattle, like other large American boats, will be making one more trip to the banks before the close season starts on November 15.

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MISCELLANEOUS

STENOGRAPHERS' Examination for British Columbia Civil Service will be held on Saturday afternoon and evening, November 7, 1925. For application forms and further information apply to the nearest Government Agent or to W. H. MacInnes, Civil Service Commissioner, Victoria, B.C.

FOR SALE

FOR SALE.—Dining room suites, bedroom suites, Chesterfield suites, ranges, stoves, bed linen, towels, window blinds, inlaid linoleum and printed linoleumn, lounges, chairs, Chiffionieres, Dressers, Bedsteads, mattresses and springs, Dining tables, kitchen tables, table oilcloth. A. Mackenzie, Furniture House. Phone 775

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FOR SALE.—Ford Sedan and pleasure boat. Bargain. Phone Red 720.

FOR SALE. — Furniture and china. Apply Philpott, Federal Block. 251

FOR SALE.—Car and half interest in taxi business. Phone 776. 250

TO RENT

FOR RENT. — Pianos, player pianos, phonographs and sewing machines. Walker's Music Store. tf

FOR RENT.—New house at 156 Fifth Avenue West. Phone Red 720.

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CARS FOR SALE.

1-1920 Nash five passenger touring $850
1-1921 Overland Sedan $700
1-1922 Ford Sedan $425
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1-1918 McLaughlin light 6, 5 pass $250
1-Ford light delivery chasis rebuilt $175

All cars guaranteed in good mechanical condition. Make your own terms.

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PRINCE RUPERT TIDES

Saturday, October 24.

High	6:37 a.m.	16.5 ft.
	18:18 p.m.	17.8 "
Low	0:04 a.m.	5.0 "
	12:17 p.m.	9.5 "

Sunday, October 25.

High	8:04 a.m.	16.5 ft.
	19:54 p.m.	17.2 "
Low	1:13 a.m.	5.7 "
	13:41 p.m.	9.6 "

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NOTICE.

IN THE MATTER of an application for the Issue of Provisional Certificates of Title for Lot 3, Block 2; Lots 5 to 7, Block 8; Lots 7 and 8, Block 11; Lots 5, 6, 7 and 8, Block 12; Lots 1 and 2, Block 15; Lots 3 and 4, Block 16; Lots 3, 4, 7, 8, 11 and 12, Block 17; and 12, Block 28; Lots 9 and 10, 27; Lots 10, 11 and 12, Block 25; 1, 3 and 4, Block 24; and Lot 1, 8, all in the First Addition, Town of Port Simpson, Map 413; And, the land of part 12 acres of Lot 9, Range Coast District.

Satisfactory proof of the loss of the Certificates of Title covering the said lands having been produced to me, it is my intention to issue, after the expiration of one month from the first publication hereof, Provisional Certificates of Title to the above lands to the name of CHARLES M. JOHNSON. The original Certificates of Title are dated the 6th August, 1908, the 3rd January, 1914, the 16th November, 1904, respectively and are numbered 18355C, 1008I, 10564C.

Land Registry Office, Prince Rupert, B.C., 25th September, 1925.
H. F. MacLEOD,
Registrar of Titles.

LAND ACT.

Notice of Intention to Apply to Lease Land.

In Prince Rupert Land Recording District, and situate at Newcombe Inlet, Pitt Island, about one mile northeast from the entrance to Petrel Channel, and about one mile southerly from the northeast corner of Lot 8023P.

Take notice that Wallace Fisheries Limited, of Vancouver, B.C., occupation cannerymen, intends to apply for a lease of the following prescribed lands:—

Commencing at a post planted about one miles in a southerly direction from the northeast corner of Lot 8023P; thence south 2.12 chains; thence west 4.84 chains; thence north 0.70 chains; thence easterly meandering along the high water mark to post of commencement, and containing 1.00 acre, more or less.

WALLACE FISHERIES LIMITED,
Applicant.

Dated September 26th, 1925.

LAND ACT.

Notice of Intention to Apply to Lease Lands

In Prince Rupert Land Recording District, and situate at Cove, Spicer Island, about 60.00 chains southeasterly from the extreme northwest end of Spicer Island and about 24.00 chains east from Schooner Pass.

Take notice that Wallace Fisheries Limited, of Vancouver, B.C., occupation cannerymen, intends to apply for a lease of the following prescribed lands:—

Commencing at a post planted about 60.00 chains in a southeasterly direction from the extreme northwest end of Spicer Island, and 24.00 chains east from Schooner Pass; thence south 2.61 chains; thence east 4.84 chains; thence northwesterly meandering along the line of high tide to post of commencement, and containing 1.00 acre, more or less.

WALLACE FISHERIES LIMITED,
Applicant.

Dated September 26th, 1925.

LAND ACT.

In the Atlin Land District of Cassiar.

TAKE NOTICE that I, Elphlet Nott Potter, of New York, N.Y., U.S.A., occupation broker, intends to apply for permission to purchase the following described lands:—

Commencing at a post planted about 8 chains south of Racine's Point on the west side of Tagish Lake, about eleven miles south of the Yukon boundary line; thence west 20 chains; thence north 40 chains; thence east 20 chains; thence southerly following along the shore line of Tagish Lake to point of commencement, and parcel containing 80 acres, more or less.

ELIPHLET NOTT POTTER,
Applicant.
Fred Lawson, Agent.

Dated August 10th 1925.

MINERAL ACT.

Certificate of Improvements

Spokane Mineral Claim, situate in the Atlin Mining Division of Cassiar District, on the west side of Big Horn River to the east of and adjoining the Edwin Mineral Claim.

TAKE NOTICE that I, Fred Lawson, agent for Agnes S. Lawson, Free Miner's Certificate No. 70743C, intends, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issue of such Certificate of Improvements.

Dated this 30th day of August, A.D. 1925.

CASSIAR LAND DISTRICT.

Recording District of Telegraph Creek.

TAKE NOTICE that John Jacob Fowler, of Great Glacier, Stikine, rancher, intends to apply for permission to purchase the following described lands:—

Commencing at a post planted on the west bank of the Stikine River, near the Great Glacier, at southeast corner; thence running north 20 chains; thence in a westerly direction 20 chains; thence in a southerly direction 20 chains; thence in an easterly direction 20 chains, to commencement post.

Dated August 21st, 1925.

JOHN JACOB FOWLER.