

ADDRESS.

ELECTORS WEST RIDING OF YORK

Gentlemen:—

Having accepted the nomination of the Patrons of Industry as a candidate for election to the Parliament of Canada for the West Riding of York, it becomes my duty to state plainly the grounds upon which I ask the suffrages of those upon whom rests the responsibility of using the ballot. Patronism is common sense in politics. We recognize no party, no race, no creed. We believe in the absolute equality of citizenship, whether on the farm, in the workshop or in the counting house. We believe that no special privilege should be given by legislation to any individual or class that is denied to other citizens of Canada. We believe in loyalty to our Queen, to British connection, to our country, and to ourselves. We believe in the reservation of the public lands for the actual settler. "Land is to us the one solid, natural element; our all-producing, all-supporting mother, from whose bosom our very frames are drawn, and to which we return again; our standing place, our workshop and our granary." And yet, since Confederation 50,154,833 acres of the best agricultural land in Canada have been given to railway companies, while only 5,251,425 acres have been sold, homesteaded and pre-empted during the last seven years, and of this over 15 per cent. was cancelled. The total acreage under cultivation in the Dominion of Canada, as shown by the last census, was 28,899,181 acres, or only a little more than one-half of what a series of generous governments have given away to these corporations.

No member of Parliament can be independent and travel upon a railway pass; and he violates the laws of honesty who draws an allowance for travelling expenses which he never incurred. This country is ruled to-day by two great railway corporations, and will continue to be so ruled until this evil is stamped out. The law should be so amended as to make it a criminal offence for anyone but the directors, officers or employees of railway companies to accept free transportation. The acceptance of any favors from any corporation or individual who has business with the Government is as much a breach of the Independence of Parliament as the having a contract, and should be just as severely dealt with.

The Canadian Senate has outlived its usefulness, if it ever had any, and should be abolished. There are still a few, very few, members of the Senate who are men of exceptional ability; but it is gradually becoming merely a partisan political club, composed of those whose constituents had no further use for them, and of worn-out party heelers, whose old age must be provided for.

I will do all in my power by vote and voice to get the further bonusing of railways by Government grants prohibited, as I believe it to be contrary to the public interest. This country has already given over \$50,000,000 in cash to railways, and of this amount \$24,000,000 has been given to roads which have no national importance whatever. They vary in length from three miles up, and from a national point of view begin at nowhere and end nowhere. The Dominion can make better use of its funds than by filling the pockets of a horde of needy railway projectors.

The four greatest questions which will have to be settled by the people of Canada are tariff adjustment, a railway commission, the opening up of our national highway to the sea, and the school question. The tariff is a tax, and as such should be used only for the purpose of raising sufficient revenue to meet the necessary expenditure of the state. According to the last census there were 1,659,355 persons in this country engaged in the different occupations, and of these over 1,300,000 were either farmers or wage-earners, who thus make up more than three-fourths of the whole productive class; while the non-productive class numbered only 52,886 persons. This being the case, it does certainly seem absurd that the great mass of wealth-producers should be made to pay special taxes for the benefit of the few. There is not, and cannot be, any protection to the farmer, who has to sell his produce for export, as, so long as there is a bushel of grain or a pound of pork more in the country than is needed, he has to sell at the export price. The wage-earner has only his labor to sell, and as there is no protection for labor he has to accept just what the highly protected manufacturer offers or starve, and, unfortunately, too many are enduring the latter alternative. There is in this city a firm who manufacture agricultural implements who have been paying good mechanics from 80 to 90 cents per day, and are prating about the advantages of the home market which they are providing for the Canadian farmer. If the worker has not money he cannot buy the produce of the farm or the factory, and if the farmers, who form very nearly 50 per cent. of the wealth producers, are so impoverished that they have to deny themselves even the bare necessities of life they cannot purchase from the storekeeper, so that he, in his turn, may buy from the wholesaler or the manufacturer. That this is so is amply evidenced by the fact that on Jan. 1st, 1893, the chattel mortgages in the county of York alone amounted to \$1,670,670, an increase of \$459,930 during the year, and requiring the price of thirty-two farms to pay the interest. The population of the whole country, which is the only home market for the farmer, has increased only 11% per cent. in ten years, while the production by manufacturers has increased by over 50 per cent., and

the imports have quite kept pace with the population. From these facts there is but one conclusion: that the country is suffering from over-production of manufactured articles, which will and has necessitated the closing down of factories and the consequent laying off of the workmen. Thus we see that a policy of protection has proven bad for the farmer, the wage-earner, the storekeeper and the manufacturer.

The Patron method of arriving at a basis for raising a revenue is simplicity itself. Having found what is the lowest possible sum which will meet the requirements of government, we proceed to divide all the articles of commerce into two great classes—on the one side the absolute necessities, on the other the luxuries. Then we take the greatest luxuries first, such as wines, liquors, cigars, billiard tables, pianos, sporting and fancy goods, foreign fruits and vegetables, and all that cannot be fairly considered as the absolute necessities of life for the poorest among our people, and upon these we place the duties as high as they will bear without stopping the importation. Thus we proceed through the whole list of luxuries, or until we have obtained a sufficient revenue.

Should this prove insufficient we would then take up the list of necessities and allot to them the lowest possible duty which would produce the required revenue, and making absolutely free as many as possible of the articles which go into daily consumption in the homes of the poor and the rich alike.

All raw materials for labor should be placed on the free list except where the manufacturers are not paying the standard or prevailing rate of wages, and I will do all in my power to so amend the Customs regulations that each free entry of raw materials shall contain an affidavit that the importer is, and has been for a certain term, paying the standard or prevailing rate of wages in his trade.

Under the existing condition of affairs the railway companies are so much the masters of the situation that they can dictate to any province, city, town or individual as to what business they may or may not engage in; they can and do fix their rates of freight so as to build up the trade of one city to the detriment of another. These companies centre at Montreal, and they have been upheld in this to such an extent by the Railway Committee of the Privy Council as to place that city in control of the entire shipping in-

terests of the provinces of Ontario and Manitoba. These roads, upon whom this country has lavished so much money, have made a practice of carrying the freight of our American competitors at from 25 per cent. to 50 per cent. less than for the same classes of Canadian produce. They have been losing money on this business, and in order to recoup themselves have taken the difference out of the Canadian farmer and producer. They have been ably assisted in this truly laudable business by a class of monopolists whom they have and are granting special rates, to the loss and detriment of all honest shippers. They have interfered again and again in the elections, and no doubt will do so in the approaching contest. They have created dangerous crossings all over the country, and, with the aid of the Railway Committee at Ottawa, have succeeded in making the municipal palities pay many hundreds of thousands of dollars which they should justly have paid themselves. No city or county in Canada has suffered more from this than the City of Toronto and the County of York. In Parkdale we have a highway which is both a street and a concession line which was there before the railways but which they refuse to open up at the demand of the people. What is necessary is the establishment of a Court of Railway Commissioners who shall be independent of all political intrigue, and to whom all questions which may arise between the people and these monopolies may be referred and settled at the least cost.

The people of Canada are the possessors of the grandest natural highway for the conveyance of their produce to the world's markets that a kindly Providence has granted to any people on earth. Every cent saved on the cost of putting the produce of the farm on the world's market is a cent saved to the producer, and the saving at the very least calculation on six products of the Ontario farms would be \$3,174,285 per annum, if we could ship our produce from this city without change; and this does not include the minor items of trade, nor the saving made by having Nova Scotia coal put on the docks for the farmers and manufacturers at \$3 per ton, as would then be done. Thirteen million bushels of Canadian grain have been shipped this year by way of Buffalo, and our carriers have lost the price of the carriage and our workmen the handling. One port, Escanaba, on Lake Michigan, with a population of less than 10,000, handled more freight over the 21-foot American system of water-

ways in one year than the total Canadian tonnage that was sent out of Canada. Space will not permit me to enlarge on this subject here, but I hope to have every chance to discuss it on the platform. We have at the mouth of the Humber the best basin for the docking of deep draught vessels that can be found on the north shore of the lakes. It can be made to accommodate 150 vessels of the largest size, and a depth of thirty feet is practicable without any rock cutting. I am pledged to the twenty-one foot standard, which will make Toronto a seaboard port.

I have been a life-long advocate of national secular schools, and will, if elected, do all that one man can do to secure the privilege of a perfectly free and untrammelled educational system in this Dominion. The school question must be settled, and settled now, and as a lover of my native land I protest against the methods of those who are trading upon the prejudices of the extremists of both the Catholic and Protestant parties. This question should be approached in a calm and judicial manner, and it is plain that until we are prepared to deal with it in such wise, and on the highest grounds of principle, and not prejudice, we shall never arrive at a satisfactory conclusion. I regret that there is a class of politicians whose public existence depends on the perpetuating of this most regrettable condition of affairs, and who, while seeming to desire a settlement, are striving to make such impossible by inflaming the warring factions.

With regard to labor on all government works. I believe that on all public works and on all contracts under or for the Dominion of Canada no person shall be employed who is not a citizen, except experts such as cannot be obtained in the country.

I will do all in my power to get a two-cent a mile railway rate, and also the reduction of the present rate of postage on letters to two cents.

The eight-hour day system, as adopted by the American Government on all government works, should be adopted here, and I will spare no effort to that end.

I will oppose the expenditure of any public money, directly or indirectly, for the purpose of assisting, bonusing or decoying emigrants, adult or juvenile, from abroad to Canada.

I am utterly opposed to child labor, and will do all in my power to abolish it throughout Canada.

It should be distinctly understood that the Patrons are not in any sense of the term a trading association, but are banded together for the purposes laid down in the official platform and for no others. I heartily agree with every plank and am prepared to stand by our platform in its entirety. I have no connection with any other party or association whatsoever, and will, if elected, use every endeavor to secure legislation on the lines I have laid down.

Yours faithfully,

JOHN BROWN.

The Popular Platform.

- Limitation of Public Employment to Canadian Citizens.
- Abolition of Child Labor.
- Eight-Hour Work Day on all Government Work.
- The Abolition of Duty on Raw Materials for Labor.
- Two Cents per mile Railway Fares.
- Two-Cent Letter Postage.
- Toronto a Seaboard Port.

**THE PEOPLE'S CANDIDATE
IN WEST YORK**

Favors Secular National Schools and Tariff Reform, and is opposed to all Monopolies.

A Canadian First, Last, and All the Time.

FATHER OF THE DEEP WATERWAYS



2 Cent Postage.
Cent Railway Fares.
Parties call him
their candidate.

**NO BANQUETS,
BANDS,
BOODLE,
BOSH.**

JOHN BROWN,

Patron and Labor Candidate.