

The Toronto World

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WHY WE SYMPATHIZE WITH THE C. P. MEN.

A member of The World staff took a little excursion across to Niagara on Saturday. On deck he encountered a friend, a city man. Almost the first greeting from the latter was, "Why is The World, as usual, taking the side of the strikers who have gone out on the Canadian Pacific?"

But the press man thought about the question that had been put to him for a good while after. He recalled that his questioner was well-to-do in his profession, that he was the son of a man who had made a great success both in business and in investments, and who had, in all probability, unaided, heaved out his own career.

The father had "emerged" into success; the son was apparently able to continue in the same way. But there was this about the latter: his whole tone and attitude toward the man on strike was that he (the well-to-do) was not in the same class as the strikers; or, to put it in a bolder way, he, by his manner, put the striking mechanic away from himself "into his place."

It is this drawing of lines, of putting people in their class and in a way telling them to keep there, that is the great social characteristic of the past twenty years in America. Capital is being consolidated into enormous aggregations in the shape of corporations, of moneyed interests, of trusts, of corporations, interests, regard labor as labor only, not as something human, not as something with any kind of rights, and especially as without the right "to emerge" into something better.

The new industrialism and swollen capitalism cares little what happens to labor, what its standard of existence and life is, nay, more, the more capitalism and industrialism become organized, the less interest they take in these questions; and there is now going on a steady deterioration of the working people in America by reason of the inflow of immigration and the breeding in our cities of millions of a new class of workers that are neither sturdy in character nor able to assert themselves.

At bottom the Canadian Pacific men are resisting an effort to reduce their standard of living, resisting an effort to supplant them by men inferior in the scale, are trying to retain for themselves and their children the right "to emerge." We have people now in Canada who would put up bars after they've got thru.

Slavery was introduced into the United States many years ago to solve the labor question, and now they have over twelve millions of beings, every one of them branded, not one in a million with a chance of rising above the "Jim-crow" line, making one of the acutest social problems in the world, to be solved by our neighbors. Wasn't that a rather gruesome story from Springfield, Illinois, in the papers of Saturday? That condition of black and white antagonism is the direct outcome of the awful mistake made by the introduction of slavery, of inferior labor, into the United States.

It is easy for Canadian Pacific labor to degrade; inferior men can be found to do the work; but heaven help the country and the race where this degrading goes on. You can put Asiatics to run the railway; you can bring in the scum of Europe; you can bring in strike-breakers from the United States, and a strike-breaker is a demoralized man of necessity; but in doing that you are breaking down Canadians and making a Canadian character, and you are sowing the seed for another labor or social problem like the colored one now with our neighbors.

Let us help our people to maintain their standard of living. Let us encourage labor if, by organization, by unionism, it can improve its position; let us not try to put it down. For what comes to the toiler to-day may come to the children of the well-to-do later; and if it may be harder for those lower in the scale to emerge it will

always be easy for those "higher up" to retrace, and once retrace to remain in the degraded classes.

And, furthermore, it is not the management and shareholders of the Canadian Pacific that pay the wages and fix the conditions of labor of the men on that system; all this is carried by the traffic charges collected from the people who use the road. The management and the capital invested are entitled to proper remuneration and interest, and equally so are the men. There has been no unfair discrimination as yet in favor of the men as against the other two associates. AND THE MEN ARE ASSOCIATES and ought to be so recognized. The people of Canada are willing to see their railway men enjoying a decent standard of living, they wish to see every opportunity open to any man who can rise to it, and they are not in sympathy with the introduction of the thin edge of the wedge of Asiatic labor and Asiatic standards, or the importation of strike-breakers from a neighboring country—where the social and labor conditions are at this moment frightfully demoralized—to force our own labor down to a lower level.

The Canadian Northwest is a rigorous country for six months in the year, and the men who work in the car shops and in the yards outside have no easy job. We are not for a moment ignoring the mistakes, the worse than mistakes, that have, at times, been made in behalf of organized labor. We condemn them. But in spite of the attendant errors of labor, labor is still honorable, and to advance the cause of labor is a worthy mission.

All this fight of Roosevelt in the United States of Europe in New York, or Bryan in the south and west, even of Hearst in the east, those surprising revelations being made by the monthly magazines, all these things are indicative of something festering in the social situation in the United States; and anyone who has had an inside view of what has been happening in Canada for the past few years cannot help but see that THE WELFARE OF THE CAPITALIST AND HIS QUESTIONABLE WAYS OF AGGRANDISEMENT HAVE BEEN PLACED ABOVE THE WELFARE OF THE PEOPLE. We are no alarmists, but we have seen too many sinister things of late not to risk being misjudged by giving a word of warning.

So we say to our young friend of the beat, and to all to whom these words come, give labor a show and help labor to hold up its standards; don't degrade labor; give labor a still better chance to emerge. And we say to the Canadian Pacific, even though you are, as we believe you are, the first in this country in decent treatment of your employees, HESITATE BEFORE YOU REDUCE THE STANDARD OF LIVING OF YOUR MEN, HESITATE BEFORE YOU IMPORT THE STRIKE-BREAKER, take the view that high-class labor generally gives high-class service. And the Canadian people will help you out.

THE CRUX OF CO-EDUCATION. There is now going on a reaction against co-education. The objections urged against the commingling of the sexes in universities and colleges are rather social than psychological. The movement for co-education began as a protest against the contempt which was held universally regarding the feminine intellect. This was definitely a psychological point of view. The advocates of co-education insisted that if women were given the same chances as men for intellectual development, the so-called weaker sex would easily prove itself the equal of males in mental capacity and accomplishment.

On the whole, in co-educational institutions women actually did prove the contention of the advocates of the commingling of the sexes. But forthwith the advocacy changed from a question of psychological endowment, mental capacity, intellectual power, to a question of the social and political right of women to the same evolution as men have experienced. If the problem of co-education is to be settled afresh in view of the reaction now going on against it, then the advocates of co-education must return to the psychological standpoint. And the argument is as logical as it is simple. Everything in the universe is a mixed good. There are objections to co-education; but its evils or ills are "accidents" (in the Aristotelian sense) of the phenomenon. The essential point in favor of co-education is this psychological proposition—that if men and women are happiest together in their home life, social recreations and all other functions of human nature, by what logic can it be argued that men and women must not THINK together? In other words, those who are now opposed to co-education have to face an indubitable paradox. In all things else men and women must act in common, but when the intellectual life has become a serious consideration, the two sexes must "go it alone." This, then, is the crux of the problem of co-education. Allow- ing for incidental evils (which in finite institutions must exist) is it better for each sex to be alone in the development of intellectual capacity and power? Psychologically viewed, no solid objection can be urged against the commingling of the sexes in universities and colleges. What problems may exist in regard to this matter are incidental and transitory.

Ottawa's Big Attraction. The latest attraction advertised for the "Central Canada Fair" is John L. Sullivan. He is going to get out in front of the grand stand and talk at himself to edify the people. Won't it be great?—Vankloek Hill Review.

Quebec Attracted to Canada. QUEBEC, AUG. 15.—The Committee Duplex, a body of distinguished Frenchmen, are on the way over to see Canada for the first time, to verify all the glowing accounts of this country's wonderful expansion and the possibilities for the placing of more capital.

POLITICAL INTELLIGENCE

Things are happening in Canada of great political import. Or rather they are happening in the provinces.

Ontario declared against Ross government and Ross and Gibson methods. Most of us desired for public ownership and public rights as against corporation aggressiveness. New Brunswick declared against a long reign of Liberal mis-administration in that province.

Henri Bourassa has started something in Quebec.

The Telegraph, analyzing The Gazette's claim, admits that Mr. Monk will vote against it; says that Mr. Bergeron "won his last election largely because his opponent was an English-speaking Protestant, and that cry was raised against him. This time he will be opposed by a clever young French-Canadian"; declares that Mr. Penney "can safely be placed among the dead men walking"; says that "if he is up against it in L'Islet, for he has not even satisfied his own party, having voted against it at times."

The election in Saskatchewan reviewed in August, the general interest in political matters in that province will have on the plans for a federal election remains to be seen.

Of course, it's the unexpected that always happens.

The Saskatoon Daily Phoenix was surely counting its chicks too soon. On Tuesday night Dr. Brabazon declared positively that "he does win"; "will not come back" in Pontiac; alleges that Conservatives admit the hopelessness of Mr. Leonard's task in Laval, and that Dr. Paquet is up against it in L'Islet, for he has not even satisfied his own party, having voted against it at times.

The Phoenix predicted anywhere from 25 to 33 seats for Scott.

The Saskatchewan Weekly Capitalist (Conservative) of Thursday was a little more optimistic. Its cross-the-page headline declares that "Landslide threatens to sweep Scott from office." It says that "the Liberal Government is that of 'the new premier.' It also gave, considering the issue of the first election, the encouraging information that "several prominent Catholics in field as candidates for Haultain and against Scott Government."

The big issue in the election of Friday, according to Premier Scott, was the construction of the Hudson Bay Railway.

Speaking at Arcola, Premier Scott said, according to the report of a friendly paper: "If Saskatchewan supported the Haultain attitude towards the Hudson Bay Railway it might be taken for granted that the Dominion Government would drop their plan of immediately building the road. Because if the Saskatchewan people declared they did not want the road, the government would be justified in taking them at their word. If not a day be lost in carrying on their present policy, they would be in a position to put their produce out via Port Churchill within three years; but if this scheme is dropped and Mr. Haultain has to negotiate with the two other governments on a new scheme before doing anything practical, the road would not likely be had for ten years."

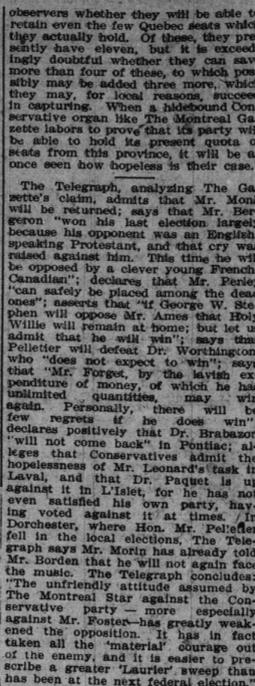
"It had taken a lot of incessant effort by Mr. Oliver, Mr. Sifton and himself (Scott) and all the western Liberals to bring Laurier and the eastern province ministers together on with the road at the Dominion's expense. If a western province declaration in effect that it did not want the road as a Dominion project, was one thing that Laurier can be expected to do, and that is to drop the scheme. Every vote cast for a Haultain candidate would be cast to delay the road. It would mean that they would later have to build at provincial expense, and he could tell them as a fact because the Dominion Government had found it to be a fact, the government guarantee was not enough to insure construction of the road. The Dominion Government was not to be deceived by the source of The Review's information, however, would indicate the probability of the report being authentic."

Dr. Kaiser, mayor of Oshawa, writes The World: "The Hon. Sir James Pliny Whitney, now on important business in England, will be home in six weeks. When we scan his record of public deeds we cannot do otherwise than admit that he has been a most successful and energetic legislator. The adoption of his legislative policy and the determination to harness Niagara falls for the benefit of Ontario, provided no other good act could be attached to his credit, entitles him to the respect and admiration of the people of the whole province. He has been recently honored by his sovereign with a knighthood, and yet he should not the people as well as the King, have a chance to express their appreciation of his sterling merits? I would suggest a welcome to Sir James Whitney upon his return from England, to be given in Toronto, upon a scale worthy of the occasion and worthy of the man."

Sir Wilfrid Laurier's Ontario itinerary has not been definitely made out, but F. G. Inwood, provincial Liberal

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CAPITAL OF THE BRITISH NATION. What is the capital of the British nation, as a commercial asset, at the present day?

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AT OSGOODE HALL

The following writs were issued on Saturday: James C. Wilgar and Charles McLean Stinson against Arthur Owen White and Edward Gage, for delivery of a promissory note for \$2500.

Mary Cribben against Grand Trunk for unstated damages for the death of her husband.

Norman C. Metcalf against W. H. Goulding and Gouldings, Limited, for a dissolution of partnership and for a declaration that the stock in trade of W. H. Goulding & Co. of Port Carling, is part of the partnership assets.

William H. Francis, Detroit, against G. H. Lange and the Old Chap Mining Co., to set aside an agreement of sale. George Head against Percy B. Potter and his wife, and the Canadian Bank of Commerce, for a declaration that money deposited in the Bank of Commerce in the name of Pearl Potter is the property of P. Potter & Co., and has been improperly withdrawn from the assets of the company.

Gordon Mackay & Co. against J. A. Carruthers & Co. of Ottawa, to recover \$57.84 alleged to be due for goods sold and delivered.

W. J. Richards, John Moore and Frank S. Moore, against P. R. Johnson and the Dominion Publishing Co., to recover \$285.64, alleged to be due for material and work done.

The American Woodworking Machinery Co. of Rochester, against the Levy, Weston & McLean Machinery Co., to recover \$1810, alleged to be due for goods sold and delivered.

J. Turcotte of Latchford, against M. Pihlstedt of Winnipeg, Man., to recover \$10,000 worth of stock in the company incorporated to take over the mining claim known as I.R. 28, in Jameson Township, Tompkins Reserve.

William Smart against G. D. Lockhart of the Village of Kinross, to recover \$1000 for alleged breach of contract.

LABOR IN POLITICS. Keir Hardie Says Canadian Force Should Be Organized at Once.

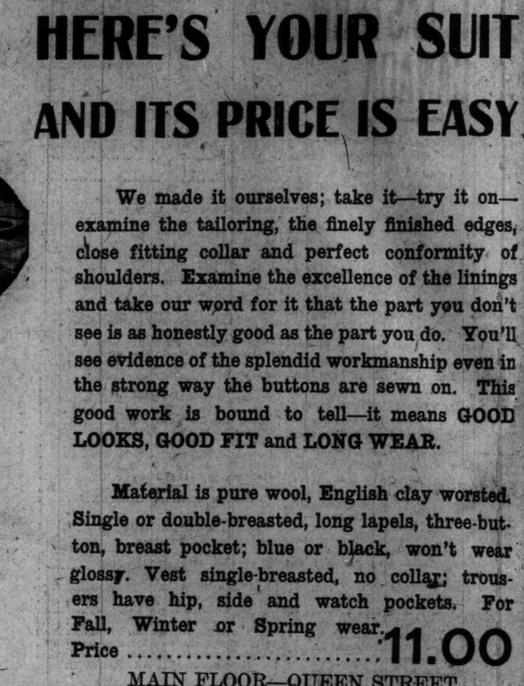
MONTREAL, Aug. 15.—(Special.)—Thomas J. Griffiths, secretary treasurer and general organizer of the National Trades and Labor Council of Canada, has received from J. Keir Hardie, member of the British House of Commons, a letter in which the famous labor leader says that he will attend the meeting of the Trades Union Congress at Halifax beginning Sept. 21.

Before then, however, he will visit Montreal and other Canadian cities in connection with the C.P.R. strike. He will make addresses on labor subjects in the cities he visits and his letter says that he will be glad to meet the leading representatives of the Trades Union, Socialist and Independent Labor Party movements.

Mr. Hardie states that these forces should be brought together for joint action at election times and can see the following:

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Advertisement for The Traders Bank of Canada, featuring a list of branches and services. The bank is incorporated in 1885 and has a capital and reserve of \$6,350,000. It offers a variety of services including savings accounts, loans, and insurance. The main office is in Toronto, and there are five branches in other cities: Yonkers and Colborne Sts., Avenue Road, cor. Davenport, and Queen and Broadview Aves.