

war. It is more than doubtful whether they will submit to such inconveniences and interferences when the dangers of war have passed. Moreover, whatever efficiency is gained in the conduct of the war by the extension of the economic activities of the government, is secured very largely at the price of tremendous interference with ordinary business relations, economic conditions, and ways of living, such as the people of this country will probably not endure excepting under the stress of patriotic motives. In other words, in the opinion of many, the efficiency necessary to win the war is gained at a cost of interference in our ordinary economic life that will not be tolerated in time of peace. There is no more evidence today that the government performance of industrial and mercantile services will be more efficient in the future than it ever has been; or that it will even approximate to the efficiency secured by individual initiative. Government conduct of industries for the purpose of conducting a war efficiently is a very different thing from such conduct for the greatest service in the more diverse purposes of human life in times of peace. Indeed, what constitutes efficiency in the former conditions may be inefficiency in the latter.

As to the alleged efficiency of government operation of the railways, for example, we must remember that this efficiency is secured at a cost. Only those who are accustomed to use the railroads frequently have a suitable realization of the inconvenience and loss injected into private business by the coordination and cooperation which the war has made necessary for the purposes of the war. The business of the war is at present imperative, and must displace everything else. Efficiency in carrying it on must be attained without much regard to the cost involved in the disturbance of passenger and freight traffic for other purposes.

Those who are now managing these new activities of