

# What's What the World Over

*New Phases of the World's Thinking Recorded in Current Periodicals*

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## DREADING WAR'S END

*Englishman Suggests Plans for Avoiding  
big Labour Congestion*

A GREAT many people are afraid of—Peace. They dread the readjustment that must take place after the war. In England public men are interesting themselves deeply in the problems of resuming ordinary life. Lord Parker recently declared: "Whatever excuse we might have had for unpreparedness for war, we should have none if we were unprepared for Peace!" In the Nineteenth Century, Captain George S. C. Swinton outlines the situation and a plan for meeting the problem of the discharged soldier. Canada will be affected by whatever conditions arise in England after the war. It is interesting, therefore, to observe Captain Swinton's argument:

Let us try, he writes, to realize that on the day a permanent peace is signed our present "Business as usual" will cease, not gradually, but instantly. The engines will stop running. We shall be armed to the teeth, and in reserve within the gates there will be mountains of useless shells and thousands of useless machines. Outside the gates will be a million or two of munition workers with their occupation gone and much of their training wasted; a lesson in short-lived prosperity. The better organized for war we are at that moment the more dislocating will be the advent of peace. Within a week the country will dispense with State employment, backed up regardless of cost by the State's capital, and go back to private employment requiring credit and asking for interest. Slowly we shall revert to being a heterogeneous crowd, keen once more on our own little schemes for success and pleasure and our various methods of compassing both. Unquestionably capital will be shy and labour conditions difficult.

So much for the sudden cessation of the civilian war industry, but on the top of it will come the far more serious question of the demobilization of our gigantic armies. Fortunately for us, some of this must be gradual. Every war has its aftermath, where points of difficulty and danger crop up among the smouldering embers, and a parade of instant force is necessary to prevent an outbreak of flame. But the gratitude we owe to our warriors from abroad and our reserves at home will also make us insist that the whole process of disbandment should be deliberate. These are the men who have protected us. How can we protect them—and use them?

There must be some emigration. Sir Rider Haggard has said that after the South African War 259,000 soldiers emigrated. But quite naturally and rightly this talk of emigration raises again the cry of the land. Let us get into our heads, the one elementary fact which governs the whole land trouble. In these islands, even after ruling out all the high ground, there still is no scarcity of land to live on, to work on, to build on; but the distribution of our population is ridiculous. On tens of square miles there are far too many people, on thousands of square miles there are far too few. It is this packing that has made the slums. They have herded into heaps. And, oddly enough, the advent of the great railways, which one might have thought could be relied on to spread the people, had exactly the contrary effect. They actually helped the people to crowd together. They drew the industries towards the coalfields, the country towards the bigger towns, and the bigger towns to London.

We want to multiply brand-new garden cities rather than tacked-on garden suburbs; to encourage enterprising manufacturers to show not only their philanthropy, but their business acumen, by going right outside to set up garden factories like Port Sunlight, and enterprising agriculturists to look to the back and therefore cheap land for intensive culture. We want to make small holdings a business proposition, not only as experiments on little patches of State-

owned land, but far and wide wherever public-spirited landlords will come forward to help. We want to increase the acreage which is highly productive. To town-planning we would add country-planning. We want to make places which are now out of the way in the way, and to provoke a sane land-hunger, hunger not reminiscent of the tale of Naboth's Vineyard. For all this improved communications are the essential mainspring. . . . That means . . . a demand for spade labour!

So we arrive at this. When in the fulness of time the War ceases there will be a mass of men for whom the State must guarantee employment even if it has to pay heavily for it. It will be short of capital, but over-burdened with labour which it must keep going. We shall then remember, I hope, that before the War there was in embryo—scarcely endowed and therefore handicapped for want of this very labour—a proposal, or perhaps it would be more accurate to call it an intention, to develop the country on large lines to the advantage of all of us. Let us then introduce our armies to the Development Commissioners. If in the interests of safety we are compelled to maintain one large army for some months or years in a state of physical efficiency, here is something for our soldiers to do, more useful than eternal drilling and walking about the streets of garrison towns. If, for very shame at the thought of our defenders unemployed and starving, we have

## FIGHTING INFANTILE PARALYSIS



EFFECTIVE WEAPONS!

—N. Y. Tribune.

to find work for yet another army while it is in process of slowly reabsorbing itself into civil life, will it not be well to use it also for the nation's good? Instruments of war switched off to be instruments of peace. So long as a sufficient force, is kept ready for our defence I take it that in neither case would it be necessary to stand in the way of each individual man's interests and prevent him from falling out of the ranks as he found a job. The authorities would welcome his retirement and absorption, for their one and only object would be to provide stop-gap work until permanent civilian employment can be assured.

Supposing, then, that, while this gradual melting process goes dripping on until all our fighters have slipped back again into the peaceful stream of citizenship, the armies, with the whole of their impedimenta of tools and machines and transport, both horses and motors, and their skilled engineering instructors, their huts and tents also, could be used for development, what would be the process? We know that the possibilities of what can be classed as "development" are infinite. We can add on coast erosion, reclamation of land, both hill and swamp, resurrection and improvement of our canals, reser-

vation and the prevention of pollution of water, as well as the whole wide-stretching question of better communications. Every self-respecting city now desires a circular road, and most of them demand a great western approach. London has started on hers; Glasgow has got as far as mapping; Cardiff will soon realize the need. Further out there are the railway extensions to collieries and factories, and, if agriculture is to be made to pay, some light railways and a multitude of improved roads. The little farm colonies suggested by Sir Harry Verney's Committee will require quick and cheap access to their markets. For a generation, also, half Europe will be barred to tourists, and we must not despise the general improvement of our pleasure resorts.

## BLUNT TARIFF TALK

*U. S. Expert Says Commissions are  
not Entirely Perfect*

FOR a long time Canadians wanted a Tariff Commission. One was appointed by the Borden Government, but what it is doing nobody knows. It may have died in the night. Meantime it is curious to find James B. Reynolds, of the American "Tariff Board"—as near a Commission as the Americans have yet come—talking about limitations of the Commission idea, which nobody seems to talk about in Canada. Almost everything he says in his article in the North American Review, has a Canadian application. We reprint his article, leaving out matter of merely American interest:

People really believe, says Reynolds, that by the creation of a Commission they will be eliminating politics from the tariff. There is no better slogan than "Take the Tariff Out of Politics." Nor is there any more misleading.

The things that a commission can accomplish, according to some of the advocates of it, make up a splendid picture, glorious in colour and utopian in significance. But, alas, such a picture possesses many of the qualities of a mirage, and vanishes into air under the sunlight of scrutiny.

To the important and leading question: Is there a proper field for a Tariff Commission? my answer, as the result of three years' experience in Tariff Board work, is decidedly that there is, but that such a Commission should be founded upon a proper basis, and its work confined within its natural and proper boundaries. There is a field for a Tariff Commission, not for the purpose of determining what kind of a tariff shall be put upon the statute books of the country, but, after the country has determined what it wants, or what it thinks it wants, to give genuine and expert aid to the men whose duty it is to draw up a law in conformity to the verdict of the voters.

With the question of a Tariff Commission arises the question of costs of production, and whether or not it is possible to obtain such. The experience of the Tariff Board was that, if proper co-operation is given by the American manufacturer, costs of production can be secured, so far as this country is concerned, and it was also its experience that a great many foreign costs can be obtained through similar co-operation of foreign manufacturers.

There are certain essentials that must be kept in mind in any Tariff Commission law, and in any organization of such a body. One of these is permanency. Its tenure of office must be such as to leave it untouched by any change of national administration. One of the great values of a Tariff Commission would lie not in any report on any particular tariff act, nor any result of a particular inquiry or investigation, but in the permanent continuance of an unbiased study of industrial conditions from year to year.

Another essential element is the proper formation of the commission, and the practical appreciation of the fact that it is a business proposition and not one of theory. There are too many ways of using figures