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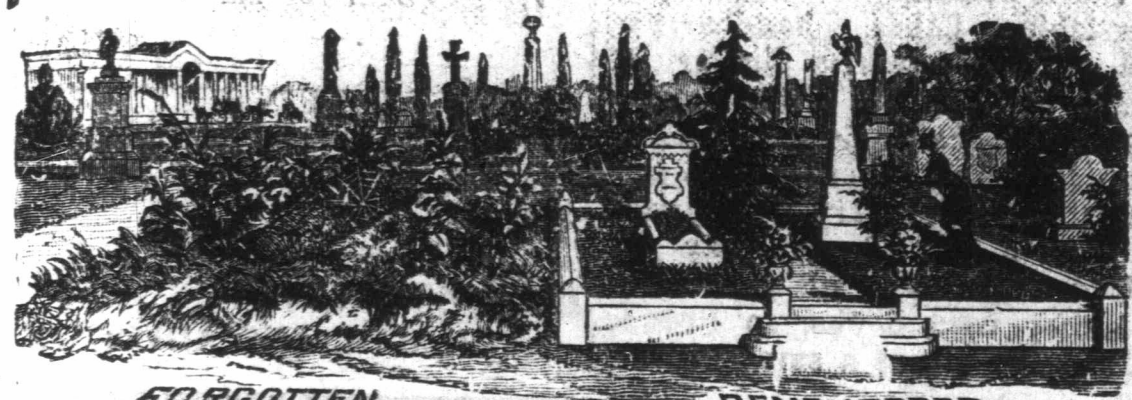
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Canada's After The War Problems

Canada's after-the-war problems have never been stated better nor with more insistence than by Hon. Robert Rogers. For more than a year past, Mr. Rogers has been the outspoken "preparation for peace" apostle in Canada, and in an address before the Union of Canadian Municipalities in Montreal this week he outlined with greater vigor than before the great duty which lies before Canadian governments and Canadian business men at the present time. Mr. Rogers sees the nations of the world thrown into an industrial melting pot after the war. To his mind—"We must realize that industrious and skilled populations of Europe are being shaken from their settled dwellings place of past centuries. They will be flung into the outer world like swarming bees. Where will they find a new life?" He sees also that in the after-the-war conditions there will be the keenest competition not only between the belligerent nations but with neutral nations as well, and Canada's problem is whether she will share in the harvest that will arise from such conditions, or whether she will be a laggard in the race and thrown definitely backward for all time. He says—"As soon as the mighty tension of the war is released, and the tremendous economic, industrial and social forces that have been pent up for years spring into action all over the world, Canada will face a problem beside which the problems that came with the beginning of the war are as nothing. The coming of peace, with the suddenly stimulated flow of emigration from Europe, will be a thousand times more fateful to this country than was the coming of war. It will mean the life or death of this moment depends whether peace shall bring overwhelming disaster to the Dominion or a great national awakening to a fuller and sounder prosperity than Canada ever knew before—a high place among the powerful and wealthy peoples of the world. There is no middle course." Mr. Rogers finds the real problem to be to get a large share of the new emigration, and to so adjust the work of our industrial establishments that there will be no dislocation or unemployment after the war. A larger population will make the burden of the war easier, and fifteen million people will carry lightly what would weigh heavily on eight million who were doing nothing to promote their national growth. The industrial problem is stated by Mr. Rogers as follows:

"At the coming of peace the munitions factories will close. We must see to it that those factories do not remain idle. We must get busy through industrial museums or some other equally effective means, by which we can ascertain in every detail what manufactured articles can be made in Canada that we have been paying others in the past to make for us. We have abundance of raw material, natural products, cheap power, and capable labor in this country, and there is nothing too intricate or difficult for us to undertake. A few million dollars spent in this way upon education will give us many, many millions in dividends." For the farmer, who is the backbone of the nation; the Minister of Public Works says—"When immigrant ships come laden to our shores, they are not filled with thousands of bankers, manufacturers and mechanics. We make no effort to induce immigration of skilled labor. These ships are filled with thousands of prospective farmers. We must have practical demonstration farms on which to place war-worn Europeans who have inclination toward farm life." Mr. Rogers' conclusion is that if Canadian bankers and business men grapple with the problem with real earnestness and intelligence Canada is bound to prosper greatly by the new conditions and set herself on a pace of up-building and expansion such as was never dreamed of as being possible before. To use his own words—"What I ask is united action to devote all surplus energy to preparing plans that will enable us to take up promptly, at the close of the war, once more the task of making the twentieth century 'Canada's Century'—and 'if we act in this way, and untidily and determinedly, a glorious success awaits the development of the future of this country.'"—Amherst, Daily News.

Robbery by violence and sneak-thieving were doubtless tolerated when society was in a far more backward state than that of to-day. When everybody was addicted to pilfering, holding up, or house-breaking, any law for the suppression of these practices would be in advance of public opinion, and would therefore be a dead letter. Opponents of legislative proposals of that kind would take their stand on laissez-faire ground. They would go on the principle of letting things alone; they would uphold the personal liberty of every man to get what he can and to protect himself and his property against attempts of others to get what they can out of him. Highway robbery, burglary, shoplifting and pocket-picking would thus be put on the high plane of things pertaining to a man's freedom of enterprise. Eventually society blacklisted these callings, and excluded them from the benefit of the laissez-faire principle, and to-day it is a very risky thing for any man to waylay another and take his purse from him, or to crack a safe that does not belong to him and empty it of its money contents.

The time is surely not far distant when some other pursuits now open to all men of venturesome spirit will be put in the same category as that to which the crimes of robbery now belong. Petty larceny and grand larceny are by no means the worst varieties of robbery. As a matter of fact, the unlawfulness of these practices has made them practically obsolete as means of acquiring wealth. He must be a man of very small-gauge rapacity who is content with the gleanings that can now be got in the dangerous fields in which the foot-pat and the house-breaker follow their fortunes. He must also be a rash fool. The royal opportunities for plunderers which the law itself holds invitingly open attract the men of brains and discretion whose bent is that way. Where the daredevils of illegal theft painfully and with great risk of personal liberty pile up a hundred dollars, the unforbidden plunderers accumulate millions. This is no less revolting to the moral sense of the people than are the grosser and illegal forms of purloining. But public opinion has yet to ripen before the grander exploits in grabbing and grafting become statutory offences. The gentlemen who are now stopping the wheat on its way from the producer to consumer, and taking large spoil large spoil of it are enriching themselves at a rate that would have made the free-booters, pirates, robber barons and looters of bolder times gasp with envy. But the "principle" of bargaining must not be meddled with. In the eyes of the wise-acre of political economy that principle is as holy a thing as was formerly freedom of others of seizing the property of others came to be placed under the penalties of the criminal code, so let us hope, the more modern ways of robbing the people will be matched with punishment to fit the crime. The men who are using the millions of dollars at their service for the purpose of intercepting the grain on its way from the growers to the consumers and exacting heavy toll are committing a wrong against society incomparably greater, incomparably more wicked, than any robbery upon which the law now places its condemning stamp. The product of the soil and the necessities of life should be kept out of the faro bank—

Washington, Aug. 30.—President Wilson issued this statement today. "I have recommended the concession of the eight-hour day—that is, the substitution of an eight-hour day for the present 10-hour in all the existing practices and agreements. I made this recommendation because I believe the concession right. The eight-hour day now undoubtedly has the sanction of the judgment of society in its favor, and should be adopted as a basis for wages even where the actual work to be done cannot be completed within eight hours.

"Concerning the adjustments which should be made, in justice to the railroads and their stockholders, in the payments and privileges to which their men are now entitled (if such adjustments are necessary), there is a wide divergence of opinion.

"The railroads which have already adopted the eight-hour day do not seem to be at any serious disadvantage in respect of their cost of operation as compared with the railroads that have retained the 10-hour day, and calculations as to the cost of the change must, if made now, be made without regard to any possible administrative economies or readjustments. Only experience can make it certain what rearrangements would be

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GEORGE OVEY in a comedy riot, "A CHANGE OF LOUCK."

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"Within the Law"

Society is fairly well protected against the burglar, the footpad and the pickpocket. True, it is still preyed on to some extent by Artful Dodgers and Bill Sykeses, but these gentry are under the ban of the law, and must be clever if they long escape the watchful police. When they are caught they have usually to "do time" behind the bars.

Robbery by violence and sneak-thieving were doubtless tolerated when society was in a far more backward state than that of to-day. When everybody was addicted to pilfering, holding up, or house-breaking, any law for the suppression of these practices would be in advance of public opinion, and would therefore be a dead letter. Opponents of legislative proposals of that kind would take their stand on laissez-faire ground. They would go on the principle of letting things alone; they would uphold the personal liberty of every man to get what he can and to protect himself and his property against attempts of others to get what they can out of him. Highway robbery, burglary, shoplifting and pocket-picking would thus be put on the high plane of things pertaining to a man's freedom of enterprise. Eventually society blacklisted these callings, and excluded them from the benefit of the laissez-faire principle, and to-day it is a very risky thing for any man to waylay another and take his purse from him, or to crack a safe that does not belong to him and empty it of its money contents.

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Pres. Gives Reasons For Asking Railroads to Yield

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fair and equitable, either on behalf of the men or on behalf of the railroads. That experience would be a definite guide to the Interstate commerce commission, for example, in determining whether, as a consequence of the change, it would be necessary and right to authorize an increase of rates for the handling and carriage of freight (for passenger service is not affected).

"I, therefore, proposed that the demand for extra pay for overtime made by the men and the contingent proposals of the railroad authorities be postponed until facts shall have taken the place of calculations and forecast with regard to the effects of a change to the eight-hour day; that in the mean time, while experience was developing the facts, I should seek and, if need be, obtain authority from Congress to appoint a small body of impartial men to observe and thoroughly acquaint themselves with the results, with a view to reporting to Congress at the earliest possible time the facts disclosed by their inquiries, but without recommendation of any kind; and that it should then be entirely open to either or both parties to the present controversy to give notice of the termination of present agreements, with a view to instituting inquiry into suggested readjustments of pay or practice.

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IN AUGUST

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