

GIVE THE WORKLESS WORK

Mr. E. H. Gary, chairman of the Board of Directors of the United States Steel Corporation, heads a committee of seventy-nine bankers, railway presidents, labor leaders, state and city officials and clergymen, which is dealing with unemployment and relief in New York city. The creation of this committee is not a sudden step in the face of an unexpected crisis, but rather the result of much serious study extending over several months. The committee inspires public confidence, and tends by concentration to overcome the waste of scattered benevolence. Co-operation is requested from all existing relief agencies.

In Toronto, as in New York, unemployment is not a new development, but an old and persistent problem which calls for drastic treatment with a view to permanent elimination. As in the larger American cities, a condition which has been seasonally recurrent, tends to become chronic and to convert the unemployed into the unemployable. The Mayor of New York has truly said that unemployment must be dealt with, not as a problem of charity, but as a problem of business. Social and economic conditions which condemn numbers of industrious people to idleness and penury require overhauling.

Free Trade is no cure, for Great Britain maintains more people on the verge of starvation than any protectionist nation. The concentration of population in large centres and the consequent desertion of the land, is more marked in the United Kingdom than elsewhere. Until a permanent solution of the new-old problem is obtained

the whole effort should be to provide work instead of charity. The rapid easing of the New York money market renders this more feasible to-day than it looked two or three weeks ago.

Capital is accumulating rapidly. The Canadian Pacific Railway has just placed some of its securities at a good price. Neither the city nor the corporations should now find it difficult to raise funds for such necessary undertakings as the Bloor Street Viaduct, the Esplanade Viaduct and the two Union Stations. It should be possible to finance further good road enterprises. These are works which should be carried on when private industry is not in the high tide of prosperity. Cannot Toronto and the railways make another attempt to get on with large undertakings during the present winter?