

# PRODUCTION IS THE PROBLEM TO BE FACED NOW

Era of Construction Nearly at an End—Locomotive Ahead of the Plow.

COUNTRY HAS BUILT ENOUGH FOR TRAFFIC

Capital Will Wait to See the Earth Made to Yield for Returns.

THE DOMINION IN 1920

A Forecast by Arthur Hawkes Made at a Meeting in Upper Ontario.

Special to The Star.

Liskeard, Feb. 27.—That Canada has been borrowing up to the limit, that she must now set in to increase her production which means getting people on the land, that railway building in Canada is now far ahead of population, and that over-capitalization of railway corporations must be checked, were among the points emphasized in an address Thursday night delivered before the Canadian club here by Mr. Arthur Hawkes on the subject of "Running Canada in 1920, a forecast." The next seven years, he said, will see an increasing conflict to decide whether Canada shall possess her own soul or whether it shall be in pawn to alien minds. While the financiers have united in declaring that Canada must continue to be a borrowing country no one of them as far as he knew has taken the public fully into his confidence as to the basis on which this borrowing would be justified. With financial leaders treating immigrants' capital as national income, it is time for the average man to decide whether there are not too many blind leaders of the blind.

Construction To Stop Soon.

They were not statesmen who tried to lull the public mind into believing that the Dominion was passing through a mere stringency due to the tightening of the international purse strings without regard to the past borrowings of Canada. The era of construction which has provided the country with equipment in railways and other plants that could take care of two or three times the present production of the country was rapidly approaching an end. Mr. Hawkes said that as an immigration commissioner he had tried without success, to get the Government to take in hand this vital problem of production. The Premier looked at him with kindly tolerance when with a map of Canada before them he showed Mr. Borden where the locomotive had got ahead of the plow and had warned him that it was a primary duty of the Government to prepare against the very stringency that was now afflicting the country.

The only justification of all the talk about the marvellous resources of Canada was the multiplication of the producers from the soil. In British Columbia which had indulged in a fantasia of financial exploitation of the future to which British history afforded no parallel there had been a woeeful three cornered disparity between population, production and capital obligation. And yet at this very time, nearly 40,000 people left Vancouver last year.

Building Too Fast.

Next year according to Government figures there would be less than 250 people in Canada to support each mile of railway. Twenty-five years ago there were 378 people. Next year British Columbia would have, if programs were carried out, less than 100 people to each mile of railway, and the costliest railways in Canada are in British Columbia. It was true, British Columbia railways were portages, but the portages have increased faster than the traffic. The British Columbia Government had guaranteed a railway which is now being built from Vancouver to Fort George, 400 miles, to compete with the Grand Trunk Pacific from Fort George to Prince Rupert before the first line had earned a dollar from through freight. English investors in the Grand Trunk Pacific who have been drawing interest since 1905 had never yet been told what the road was earning.

But the British investor was not a triple ass. He did not go on pouring money into enterprises that did not disclose their position. Politicians had urged him when reporting to the Government on immigration to declare that the country needed five times as many railways. As financiers and statesmen had failed to prevent the disparity between locomotives and plows. It was time for the average man to take hold of the helm. The country was entering a period when it would revise its commercial code and specially so in relation to the use of public credit for the development of natural resources over which it had all but surrendered control. Railways were magnificent servants of the State, but execrable masters.

The average man was a little over-awed by those who did big business in a big way. We need someone in Canada who has as much courage in talking to "big business" as President Woodrow Wilson is showing.

The C. N. R. Affair.

Mr. Hawkes then dealt with the Canadian Northern Railway, in its relations with which the country is now facing a peculiarly fateful crisis. Anything he said about that situation might perhaps be discounted by the knowledge that he was for several years an officer of the system. Sir William Mackenzie recently published a statement showing that the public assistance was not as great as some of his critics had asserted but still Sir William's own figures proved that the country was as much behind the enterprise as Sir William Mackenzie himself was. The partnership, therefore, was less vital to Sir William than to the State, which would carry

WHAT HE REA



Mr. Bull: "Yes, I know you don't like argument, a bit were taken off the end of Mr. Bull: "Ah, I see! You want to l

its responsibility along after Sir William had retired from business. Such a proposition as the Canadian Northern raises the whole question as to why there should be common stock by the scores of millions. The piling up of railway securities and other obligations laid a handicap upon agriculture. The question had not been thoroughly ventilated either by railway builders or statesmen, although anybody could see that it was absolutely vital to the continued prosperity of Canada. The giving to companies which enjoyed virtual monopolies authority to issue common stock which represents no actual investment was a modern device by which Parliament bestowed upon the corporations the power of levying tribute from the public, for the retention of which King Charles lost his head and around which the whole fight for political liberty in the English-speaking world had raged.

Five years from now it would be recognized in Canada that the economic condition of the farmer was the unalterably dominant consideration in our prosperity and that economic liberty must be the next great step in the progress of the State. This awakening of the public mind might cause marked changes in party political alignment.

## APPLES WEREN'T GOOD, TWO VENDORS FINED

\$19 Penalty in Each Case—Today's Afternoon Police Court.

Walter H. Gladwin didn't weight his horse on Coxwell avenue. The magistrate fined him \$1.

Elmer Norris committed the same offence on Bloor street, and the magistrate fined him also \$1.

John Whiting forgot to secure a license before he sold cigarets at 1190 St. Clair avenue. The fine was but \$1.

Nick Gavas forgot that the 22nd of February was Sunday and sold several cigars. The \$5 and costs fine will refresh his memory in future.

Kendrick Swason collected rags without the license. The fine was \$1.

C. J. Carrol sold decayed apples. The Inland Revenue Food Department received a sample of the fruit and examined them, finding worms and dirt. Mr. Carrol was fined \$19.

The Inland Revenue Food Department also received a sample of the putrid apples which A. Thompson had on sale. They pleaded a good case, and the magistrate fined Thompson \$19.

Fred Kyell, Mat Wellerfield, and A. Snatsinger trespassed on the C. P. R. at West Toronto. On account of the hard times the magistrate fined them only \$2 each.

G. Profanicuss sold candles last Sunday. He payed \$2 and costs.

Max Napkin sold two loaves of bread to Mr. Whuskey on Sunday last. He claimed Whuskey had no work and no money, so he gave him the bread. The case was remanded.

I. Shivering delivered bread on Sunday. His horse fell twice and he was late on his route. He was fined \$1.

Mr. R. T. McBride forgot to stencil his name on his rig. He paid \$1 as a fine for the oversight.

Wm. Thos. Bredin sped his machine on King street west and was fined \$10 and costs.

## JUDGES TAKE DRASTIC ACTION

Cases Struck Off the List To-day When Lawyers Were Not Ready

The congestion of cases to be heard in the Non-Jury Assize Court has resulted in drastic action being taken by the judges of the High Court. At a meeting held in Osgoode Hall yesterday afternoon, attended by nearly all the justices, a resolution was passed empowering the judges to strike off the list any cases that were not ready for trial when called, or to place them at the foot of the list. Its effect was quickly apparent in the Assize Court this morning when court was opened. There were six cases on the list, and none were ready for trial. In two of these, counsel appearing for some of the litigants were not, and their opponents were not, and Justice Middleton ordered them put on the foot of the list. In the rest of the cases no lawyers appeared and they were struck off.

"They are not to be put on," said his Lordship, "until formal notice has been received and payment of fees made."

"The court is about 100 cases behind," said a court official to The Star, "and some action was necessary. Some of the judges were lax in allowing lawyers who had but the least excuse to have an adjournment, while others were more stringent. Now, a lawyer comes to the court and says that his opponent is not ready to go on because he is eating his breakfast he will have to pay the penalty."

To cope with the situation a second Assize Court will be probably opened next week.