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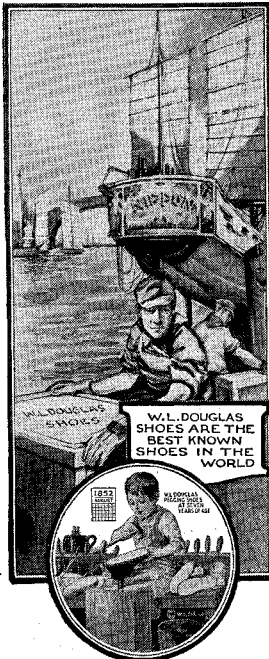
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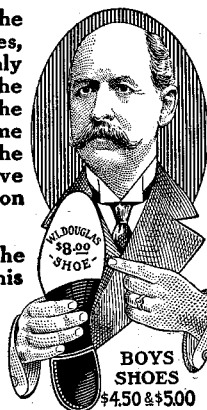
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W. L. Douglas
President
W. L. Douglas Shoe Co.,
167 Spark St., Brockton, Mass.



THIS WEEK'S OUTLOOK

A WEEKLY OUTLINE STUDY OF CURRENT HISTORY¹

BY J. MADISON GATHANY

SCARBOROUGH SCHOOL, SCARBOROUGH-ON-HUDSON, N. Y.

Ireland

IN last week's Outlook, the issue of March 30, the first article in Mr. Scarborough's rather unusual correspondence from Ireland appeared. On another page in this week's issue we find further correspondence on the same subject. In answering the following questions both of these articles should be studied.

How do you interpret the following statement, found on page 505 of last week's issue: "If the turbulent isle were, say, as far away from Whitehall as Mesopotamia, it is very probable that some sort of settlement would long since have been reached?"

Who is Sir Horace Plunkett? What is his attitude on the Irish question? Compare his ideas on this question with those of Sir Edward Carson. What is your opinion of the position taken by each?

How old is the Irish problem? What relation had the following men to it: Henry II, Henry VIII, Cromwell, William III, William Pitt, Daniel O'Connell, Gladstone, Parnell, and John Redmond?

What is the substance of anti-Irish legislation on the part of Great Britain up to 1800? Can you show by numerous definite illustrations that England has experienced a change of attitude toward Ireland since 1800?

What was Fenianism? Who organized this movement? What comparisons can you make between it and Sinn Fein?

Could Ireland to-day be enjoying the benefits of constitutional self-government within the British Empire as do Canada, Australia, and New Zealand? If so, why isn't she?

An exceptionally fair-minded presentation of the Irish question may be found in Chapter XIV of "Modern and Contemporary European History," by J. S. Schapiro (Houghton Mifflin). A very readable and unbiased volume on the Irish problem is Turner's "Ireland and England" (Century). Stimulating reading on this question will also be found in "Red Terror and Green," by Richard Dawson (Dutton), and in "Ireland—An Enemy of the Allies?" by R. C. Escoffaire (Dutton).

Cardinal Gibbons

What is the meaning of the word Cardinal? What is the function of the College of Cardinals?

What are the leading facts in the ecclesiastical record of Cardinal Gibbons?

In what respects did the Cardinal help Protestants and Catholics to understand each other better? How valuable do you consider this phase of his work?

Did Cardinal Gibbons prove that

¹ These questions and comments are designed not only for the use of current events classes and clubs, debating societies, teachers of history and English, and the like, but also for discussion in the home and for suggestions to a reader who desires to study current events as well as to read about them.—The Editor

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...ic and a loyal American? What specific illustration can you give in support of your answer?

What outstanding characteristics and aptitudes did Cardinal Gibbons possess? Are such characteristics and aptitudes beyond the possession of ordinary people?

In what respects is America and the whole world poorer for the death of Cardinal Gibbons?

Book Table: "A Remarkable Portrait"

Do you find anything new in what Mr. Lansing tells us about President Wilson? If not, of what value do you consider Mr. Lansing's book?

Mr. Lansing was very much opposed to the Versailles Treaty and the French-British-American Alliance. Is he to be respected or condemned for signing these documents? Would Mr. Lansing have done himself more credit if he had resigned as a Peace Commissioner and thus have had no part in these arrangements?

There are those who gravely doubt the wisdom of Mr. Lansing publishing his book on the peace negotiations. Among other things, such believe that he should have waited for time and the official correspondence for the vindication of his attitude and action. Was it Mr. Lansing's duty to interpret his own action and President Wilson in his relation to the Peace Treaty?

A Criminal's Jaunt to Washington

Do you think Attorney-General Daugherty did right in allowing Mr. Debs to leave the Federal penitentiary and go to Washington?

What matters would you take into consideration if you were in position to grant pardons? Do any of these fit the case of Mr. Debs?

From the standpoint of expediency, is there anything to be said in favor of pardoning Debs?

If President Harding should pardon Debs, should anybody be forced to remain in jail?

The Red Wolf in Russia

What is your explanation of why Soviet Russia proposed that trade relations between itself and the United States be established?

Have we any right to dictate, or to suggest, what kind of government Russia shall have or what attitude that government shall hold toward private property? Is it any concern of ours whether a government to which the Russian people submit is a government that recognizes no law except its own or whether it regards itself bound by ordinary international relationships?

Is every American citizen now at liberty to ship goods to Russia? Have we consulate system in Soviet Russia? Are consuls indispensable to international trade?

Two valuable books to read in connection with this topic are "Foreign Change Explained," by F. Escher Macmillan), and "Free Trade, the Off, and Reciprocity," by F. W. Taus Macmillan).



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OUR SERVANT— THE PASSENGER AUTO- MOBILE

BY ALVAN MACAULEY

THERE is an old proverb to the effect that you can "Give a dog a bad name and hang it." During the last few months the automobile industry has been more or less in the situation of such a dog, and one of the principal reasons has been that there has been given to it the bad name of "luxury." People did not like to see a "luxury," in these times of stress, absorbing the workmen, money, and raw material that have gone into the automobile.

This estimate of the automobile, however, while it was correct five years ago has long since ceased to be true. The last five or six years have seen a complete change in the status of the passenger car. What was once a rich man's toy has now become one of the most valuable of our economic servants and one that is, if possible, giving greater service to the poor man than to the rich.

The best test of the service rendered by any man or any product from an economic view-point is whether it "earns its keep," whether it increases the productive power of the man who buys and uses it, whether it permits him to do enough more work to pay for itself and leave him a profit. No product that does these things is a luxury and no industry that supplies products of that kind is a parasite. The bigger the profit that is left above the cost, the greater is the utility of the industry and the greater are the amounts of public support, material, money, and labor which it pays the public to give it.

Those of us who have kept in close touch with the automobile industry have long realized that the passenger car has become, not a luxury, but an economic servant. There is no need of considering the truck in this discussion for its economic utility is already recognized, but statistics recently compiled show that the passenger automobile itself is paying many times its cost on a pure dollar-and-cents basis.

These figures were gathered by the National Automobile Chamber of Commerce through a questionnaire sent to thousands of automobile owners at random all over the country. They show several things.

In the first place, they indicate that the average passenger automobile has increased the working capacity of its owner by 56.7 per cent; and that the average man with an automobile has 56.7 per cent larger earning capacity, worth 56.7 per cent more in economic value to the community. These figures translated, mean that the eight million passenger cars in use in the United States in 1920 added the equivalent of more than four and a half million workers every day to the Nation's productive forces. This is hardly a luxury.

There were produced in America last year nearly two million passenger automobiles. Since they will increase the productive power of their buyers, means that the industry contributed to America during the year the equivalent of a productive force of 1,140,000. Also, since these cars will last be-