

matter when the war ends, Canada's war-time efficiency must go on. The factory wheels must keep turning. Ships must be launched in greater numbers than before. Farmers throughout the land must continue their pace, clinging to this one slogan—bigger crops. Lumbermen cannot afford to lag in their activity. The output of the mines and fisheries must not slacken.

**B**ECAUSE—after the war there will be a demand for everything that Canada can produce. The trade war will be on. Equipment for victory will consist of two main factors—labor and sea-going tonnage. The return of 400,000 soldiers to civilian occupations, if the process is worked out methodically, will solve the Canadian labor problem, and it will be further solved by a tremendous post-war immigration to this country. The second factor, that of tonnage, depends on the voice and labors of the Canadian people themselves. If Canada is found with a weak merchant marine, then she must of necessity drop out of the running. Especially is that a fact since Uncle Sam launched his great ship-building programme to bridge the Atlantic with ships.

The United States has learned the lesson of isolation. It has at last thrown off the shell which for nearly half a century held it down to a policy of internal development and scorned the idea of overseas expansion, not only in colonization, but in trade. Now the Americans are getting a new perspective. Merchant marine and foreign commerce are the two main foci of the picture.

Canada, after the war, should create a market for Made-in-Canada goods in every country of the world. Canada is too big to remain by itself, self-contained, reserved and self-complacent. That is not the theory that made the British Empire. Canada has got to maintain an open door—an open door to the flow as well as to the ebb. Let the ebb tide be people, and the outflow—let that be articles of commerce, carried in Canadian ships.

Canada's industrial leaders should lay their plans so as to reduce to a minimum the time necessary for readjusting their plants to peace-time requirements. And the Government should be unanimous and determined that shipbuilding must be given every encouragement. Ships will be by far the most effective weapons in the war of peace.

After an exhaustive survey, the Dominion Commercial Intelligence Service has reached this conclusion:

Export of Canadian manufactures can be maintained at the war level when the demand for munitions and other war supplies ceases, if Canadian manufacturers in general will really study the possibilities of export trade and organize for business immediately after the war. Great as Canada's exports have been during the war, the total is small compared with Germany's export trade the year before war began. To secure sufficient overseas

business to replace the present war orders, Canadian manufacturers would only need to capture a small percentage of Germany's former trade in markets where German goods are likely to be unpopular for many years.

Canadian manufacturers will be able to meet European goods in more equal competition after the war, because the European workingman has been accustomed to higher wages during the war. We shall not be competing with the sweatshop. European wages after the war will more nearly approximate those paid here.

Great natural advantages are possessed by Canada that are shared by no other country. We have almost a monopoly of several important minerals, the biggest forest reserve and the greatest grain country in the world. Canadians don't appreciate the advantage that the possession of unlimited cheap waterpower gives us over a country like Germany, for instance, which almost entirely lacks waterpower.

There are still some people left who scoff at the idea of Canada competing in foreign markets with the older-established powers of the world. The position of those people is precisely the same as those who less than twenty years ago laughed at the idea of Canada supplying its own manufactured needs, and had put in the high school geography books of the time the fact that Ontario was "not adapted to manufacturing." Here is the answer to those pessimists for the years 1911, 1913, 1917:

Farm.	Forest.	Fisheries.	Mines.	Manufactures.
		1911.		
\$134,845,458	\$45,439,057	\$15,675,544	\$42,787,561	\$35,283,118
		1913.		
194,930,040	43,255,060	16,336,721	57,442,546	43,692,708
		1917.		
352,543,470	51,271,400	22,377,977	66,589,861	242,034,998

In 1911 manufactures stood fourth on the list. Last year they were second, nearly seven times as great as the manufactures of 1911.

It was not until 1916 that industrial Canada really hit its stride, because in the year before the manufactured exports, while higher than those of any previous year, were more than two and a half times less than those of 1916. The growth of exports of manufactures would make an even more remarkable showing if all foods prepared in factories and forest products that underwent some process in the mills were also included. Munitions and war supplies, of course, swelled the total, but the figures go to show the real capability of Canadian industry when there is the demand.

One of the results of the war is certain to be the creation of a distinct imperial preference on revised conditions. In this scheme Canada, on account of her geographical position and her capabilities of production, will share bounteously. The Trade Agreement between Canada and Australia has had the effect of forcing the trend of trade between the

two dominions steadily upward, and an extension of this reciprocity between Canada and other parts of the Empire, as well as with the motherland, must bear the same fruits.

The Oriental field stands ready for Canadian exploitation, and while China is likely to be the bone of contention among half a dozen world powers bent on extension of trade, Canada's geographical situation will be of tremendous advantage—advantage that can be emphasized by ships.

As to markets in the motherland: Britain imports 11,000,000 cwt. of flour annually, of which half comes from Canada. Canada is eminently in a position to export flour, as with an annual capacity of 30,000,000 barrels per annum and an approximate home consumption of less than 10,000,000 barrels every year, our mills must grind very largely for export.

Investigations have disclosed that freight rates are practically the dominating factor in the extension of Canadian business in flour. Because Canada was dependent on the ships of other countries and had none of her own, she was helpless at the outbreak of war, and the special trade commission sent to Europe in the spring of 1915 reported that,

In taking a general view of the transportation between Canada and the Allied nations, it would appear that the established lines have not given that service in linking up Canada with other countries that might have been expected. It has been felt for some years that the rates of freight have been of such a character as to seriously impair their usefulness as a means of developing Canadian trade. Canada's ocean transportation will have to be completely reorganized if the Dominion is to derive the fullest benefit from her natural resources and manufactured products.

Devastated France and Belgium will need the products of Canada, especially in the way of building materials. Here, again, looms the question of sea transportation, for the ships suitable for carrying timber, wheat and pulp are not adapted to carrying back silks, gloves, perfumery and other articles which express the genius of the French people and which will constitute the bulk of the French imports to the Dominion. It is simply a question of ships. Ships, SHIPS! They must be had, and in great quantities.

Evidence that after the war Canada may step in and corral business hitherto untouched is inexhaustible. There can be only one conclusion reached after an examination of facts. The opportunity is there, and everyone must help Canada make the best of it. There is a part that can be played by every man, woman and child to make this wonderful land of ours still greater by making it their ambition to see Canada prosper abroad as well as at home. It is a duty which we owe the country, ourselves and those who fought and perished that Canada might go forward. Canada is too great a nation to confine her greatness within her own borders. Make way for her!

## TWO SIDES TO BOLSHEVIKISM

**WHETHER** the Bolsheviki movement will become a world movement or back itself ingloriously off the stage seems to be the one most pressing speculation just now. Constantine Nabokoff who represents Kerensky interests in London says, Trotsky is a pro-German and predicts that hunger will eliminate the Bolsheviki movement in a few weeks. The Copper King from Montana says, Bolshevism is going to last—long enough any way to use up a million dollars which he has subscribed to the movement.



**O**N the right, Col. Thompson, the copper king, who was in Petrograd for six months last year and was so impressed by the counter-revolution that he believes the Bolsheviki should be financed as the greatest living foe to autocracy the world over. He says the Bolsheviki are certainly not pro-German; anything but that.

On the left, some of the Circassian Tartars who have subscribed their lives to uproot the Bolsheviki. On the right of the picture is Prince Bagratan, the last descendant of the Circassian nobility that once ruled the Transcaucasian kingdom of Georgia—a long way from Tennessee. In the centre, Col. Gatofsky, his chief of staff, who looks as though he might revive that old song, "If I only had a moustache like the Kaiser."

