

THE WORLD WAR and the ROAD TO PEACE

By FRANK CARRELL

Priest and Minister must work hand in hand to help to build up our foreign

are in the position of being compelled to retire to save themselves from an outflanking movement, and at the same time of being unable to retire because of the threat of the French upon their southern flank. This accounts for the energy of the German defence in the north and of the German attack in the south.

THESE seem to me to be the facts of the present situation so far as the west is concerned, and they are largely unaffected by anything that is happening in the east, or by anything that is likely to happen, short of a separate peace by Russia or a seizure by Germany of the Russian food stores. For this reason I find it hard to account for a certain pessimism as to the future of the war that has everywhere been apparent during the last few weeks. This pessimism is partly due to the reprehensible practice of certain persons in Washington who are in charge of the publicity departments, and who seem to select certain items of information to the exclusion of others, not because they are accurate in any representative way, but because of the effect that they will produce on the public mind. If the public mind is supposed to be over-confident, the evil can be remedied by some carefully assorted facts and opinions. If the public mind is despondent, it is easy to make another assortment of facts and opinions that shall serve as a stimulant. For example, within the last few weeks we have been told with much show of authority, official and otherwise, that the submarine campaign will prove fatal to the Allies before the end of next year unless something can be done in the meantime. Seeing that the German experts, Captain Persius for example, are telling their auditors that they must place no sanguine hopes upon the submarine it is hard to understand why American authorities should adopt a view so much more gloomy, even with the laudable object of hastening the building of American ships. The end of next year is a long way off. The submarine depredations are sharply, although not yet conclusively, checked. American aid in the way of shipbuilding is taking a practical and hopeful form, while Germany herself for the past two years has been suffering much more severely from the effect of the Allied blockade than the Allies themselves have yet had to suffer from the effects of the German submarine blockade. Then again we are suddenly favoured with a number of estimates of Germany's man power in the field, and of assurances that Germany is now stronger than she has ever been before in this respect. But there is a certain simultaneity about the appearance of these direful forecasts that is, to say the least of it, suspicious, and that suggests not so much a wish to communicate facts as to produce certain states of public opinion that are considered desirable. It is a bad practice, and especially bad for those parts of the country that are too far removed from the great centres to receive the antidote of public discussion as well as the poison of pronouncements that may not actually be false, but that none the less create a false impression.

There are still other assertions and arguments that are more insidious and of which one may very seriously question the good faith. These may be summarized by the one word "deadlock," and they usually emanate from those pretending to some measure of military knowledge. I have tried to deal with this on previous occasions and need not do so again, but we may remind ourselves that these arguments are based on the theory that the small territorial gains of the Allies that are recorded from week to week are insignificant in comparison with the extent of French and Belgian territory remaining in German hands, and therefore that we have reached a state of deadlock that must be broken by diplomacy and not by arms. I have tried to show on previous occasions that the Allied aim is not to push the Germans back yard by yard to their own frontier, but rather to produce such a strategical situation as to compel a general retirement, and that a gain of even half a mile might easily have that effect. As a matter of fact there is no deadlock nor the likelihood of one. On the contrary I believe that we are nearly certain to see a retirement, and very quickly, and that the alternative to such a retirement is a German disaster that will surpass anything of which history has any record.

FIFTY years ago one of the greatest obstacles to the cementing of the Eastern and Western dissenting bodies of Canadians, which finally lead to Confederation was transportation. Strange to say, we are now face to face with much the same problem, but the question is not being made as great a factor as it really is. To-day there seems to be a strong political division on the question of conscription. It has raised a cleavage of feeling particularly between two races, which, no doubt, will be bridged and settled in harmony, but there is still a sensitiveness lurking in the minds of the two races that make one suspicious of the other. This must not exist. It must be decimated before it is allowed to harbour all kinds of imaginative theories and fallacies.

After this war there will be another war for trade. Let us therefore arm to-day to meet the eventualities of a world commercial competition. Let us place our house in order for the coming strife. We are endowed with bountiful natural resources. Let us exert all our energies to make the best of them. This will never be consummated with internal turmoils and family quarrels about what? Look at the present dissenting question from any angle you like and you see politics the chief cause of all our troubles. The war has blinded many of our politicians—not statesmen, to the actual conditions and needs of the country. Both political parties are victims of rancour and bitterness, when Unity and Concord should be the watchword of all. This is no time for disagreement on political issues affecting the greatest conflict the world has ever known in a struggle for Freedom and Liberty.

What then will be the result of our present agitation at the capital City?

We think that out of the maelstrom or whirlpool of disaffection will come good. Out of the serious situation of disaffection of fifty years ago, came Confederation and ever since, Canadians have prospered and grown to nationhood under its good influence.

Out of the misunderstanding and adverse views and visions of the Canadians to-day there will come Unity and Concord of action. It must come! There is no other course for a healthy, prosperous and common sense nation to follow. Those who would wish anything else are not Canadians at heart. We all want peace at home and peace abroad. Let the two come together and then the trade war!

Every hope and aspiration of commercial instinct in every single Canadian, whether of French or English extraction, must be brought into play, in the East and West, to cultivate, mine, develop, and produce our many and varied natural resources for the world's markets.

Canada must assume its place in the affairs of the two hemispheres or it will have to retrograde. We have outgrown our childhood; we are entering maturity when our judgment must be keen, sound, and above all, we must work in Unity and Harmony. We want the West as much as it wants the East. There must be no division. With our natural resources we shall be capable of opening up trade and intercourse with all the markets of the world. From this Imperial move, it must be made plain to the French and English Canadians that we are Canadians first, last and always, and Imperialists next.

We must do business with the world as one people; our trade with the outside world will depend upon the extent of our Imperialism. We must not commit ourselves to any policy without being assured it is in our mutual benefit and interest. Our prosperity means the cordial relationship with our neighbors and friends. This question must be understood and brought home to every school boy and girl in the East and West. There must be no complex situation to lead to misunderstandings that cannot be immediately unravelled and solved. Everything must be plain and above suspicion. There must be no political divisions in a trade war that will enrich this Dominion. There must be no difference of opinion, no sectional or racial division.

trade, a different policy is required than the heresies of to-day which issue from men who have no business experience and, being impractical, are supporting men who are preaching separation from Confederation and Independence. Such propagandas are not serious, and are misleading their more simple followers. There is not one Province in the Dominion that will not want to participate in the huge benefits to be derived by Canada taking her place among the nations of the world, trading with them and thereby converting our resources to such advantage that they will enrich every part of the Dominion. Any Province or section of Canada which through peevish political feelings, desires to educate its people into a state of trade stagnation, or, isolation, is not leading them along the course of unity of common interest, but is rather shaping them for the worst that can befall a Province or a nation by blinding them to their real true interests.

What then will help this great question to a quick and sure solution?

Good roads! More good roads, and still more good roads!

The transportation problem, which was one of great concern fifty years ago has settled itself. Canada has sufficient railways to take care of its expanding trade for some years to come. She now wants good roads from ocean to ocean to bring her people in closer touch with one another. To become a good Imperialist abroad one must be a good Imperialist at home. Sectional and racial divisions in Canada will never make us a World Nation. If we cannot agree among ourselves, how can we agree with other nations, how can we agree to defend ourselves, in the event of a disagreement, which must assuredly follow?

Do you realize the great benefit of this suggestion? Well, let us explain further.

THE Railways have brought the people of the East and West together, but only in a way. It is going to take the automobile to bring them together in such a friendly manner that they will know one another with better understanding and common sense relationship. The true heart and character of the people are found in those who live with nature, those who cultivate the soil, those who produce that the world may live, develop and manufacture. Never was there a better time to revive and keep alive that great slogan, "Back to the Soil, Your Country Needs You." For once we will go backward and make a study of things in the country, learn to see the true inwardness of the life and customs of those we have read and heard about. The Ontario farmer who has been misguided by fanatical preachers will motor to Quebec and shake hands with his partners in toil and soil cultivation. He will know him as he should.

The Quebec habitant will return the visit. They will be no longer blinded by pernicious political influences and inflamed and exaggerated prejudices. They will know one another better by Good Roads. Every Canadian must, therefore, impress the Dominion Government with the imperative importance of a Transcontinental Highway, so that Canadians will come from ocean to ocean, and receive the proper insight and knowledge of the conditions, character and life of their neighbours.

Now that the Province of Quebec has led the pace of all Provinces in the Dominion, in its Good Roads Policy, it is up to every Canadian to become a Good Road advocate in his village council, town-hall or within the chambers of our Dominion and Provincial Legislatures and let us have the great Cross the Continent Highway completed at the earliest possible moment that we can all get together and shake hands in Unity, Concord and Harmony, and then let us be Imperialists in as far as our trade with the world will allow us, and in helping ourselves, we will be helping others, the Motherland, our sister Dominions, our Neighbours and our Friends—the other nations of the world.