

of inquiry in the human as opposed to the physical subjects. Yet the economic problems before us are scarcely less dark than the political. How long will it take the great countries to repair the losses they are now suffering? The destruction of capital has been greater during these last eleven months than ever before in so short a period, and it goes on with increasing rapidity. It took nearly two centuries for Germany to recover from the devastations of the Thirty Years' War, and nearly forty years from the end of the Civil War had elapsed before the wealth of the Southern States of America had come back to the figures of 1860. One may expect recovery to be much swifter in our days, but the extinction of millions of productive brains and hands cannot fail to retard the process, and each of the trading countries will suffer by the impoverishment of the others.

This suggests the gravest of all the questions that confront us. How will population be affected in quantity and in quality? The birth-rate had before

1914 been falling in Germany and Britain; it had already so fallen in France as only to equal the death-rate. Will the withdrawal of those slain or disabled in war quicken it? and how long will it take to restore the productive industrial capacity of each country? More than half the students and younger teachers in some of our Universities have gone to fight abroad; and many of these will never return. Who can estimate what is being lost to literature and learning and science, from the deaths of those whose strong and cultivated intelligence might have made great discoveries or added to the store of the world's thought? Those who are now perishing belong to the most wealthy and vigorous part of the population, from whom the strongest progeny might have been expected. Will the physical and mental energy of the generation that will come to manhood thirty or forty years hence show a decline? The data for a forecast are scanty, for in no previous war has the loss of life been so great over Europe as a whole, even in proportion to a

population very much larger than it was a century ago. It is said, I know not with how much truth, that the stature and physical strength of the population of France took long to recover from the losses of the wars that lasted from 1793 till 1814. Niebuhr thought that the population of the Roman Empire never recovered from the great plague of the second century A.D.; but where it is disease that reduces a people it is the weaker who die, while in war it is the stronger. Our friends of the Eugenics Society are uneasy at the prospect for the belligerent nations. Some of them are trying to console themselves by dwelling on the excellent moral effects that may spring out of the stimulation which war gives to the human spirit. What the race loses in body it may—so they hope—regain in soul. This is a highly speculative anticipation, on which history casts no certain light. As to the exaltation of character which war service produces in those who fight from noble motives, inspired by faith in the justice of their cause, there can be no doubt.

WHAT BECOMES OF OUR WHEAT?

By NORMAN PATTERSON

NEARLY everybody has learned that Canada has, this year, the biggest wheat crop in its history, but very few know what will become of it. They have a vague idea it will be sold, but to whom and how and when, they are not clear. Yet here is a country with 336 million bushels of wheat, and the job of selling it must present some difficulties. To carry it to the flour mills or elevators or ships will require 336,000 box cars, or 8,400 trains of forty cars each. Allowing for three hundred working days in the year, this would mean 28 trains a day from somewhere to somewhere every working day in the next twelve months.

After the farmers have delivered it to the stations, and it has been loaded on the trains and sent off "somewhere," the great distributing business begins. In the first place, the flour mills take a considerable portion. They would probably, during the year, take one-fifth of the total crop. The other four-fifths, less what the farmer keeps for seed, must be shipped out of the country. It must eventually find its way out via Montreal, New York and other harbours.

Just now Montreal and New York are the chief export points. Wheat from the Maritime Provinces must go out via Halifax and St. John. That produced in Quebec and Ontario goes largely to Montreal and Quebec. The wheat from the West goes mainly to Fort William and Port Arthur. A little goes West

to Vancouver and out that way, but the bulk of it goes East. From Fort William and Port Arthur, twin ports at the head of Lake Superior, the wheat goes down the lakes to either Buffalo or Montreal. That which is unloaded from boats at Buffalo goes on to New York. That unloaded at Montreal is transhipped by the big elevators there to steamers for Europe.

Later on in the year, the grain will move from Fort William and Port Arthur, "all rail" to Montreal and St. John. Up to December 1st all the grain goes by boat down the lakes, although some is transhipped at Port McNicoll, Goderich and Port Colborne, and then by rail to Montreal.

Between August 15th and October 15th, 4,265,791 bushels of Canadian wheat went out of New York. That is not a great deal, but it helps. Between October 15th and December 15th, the quantities shipped that way may be larger. This wheat goes to New York in bond and thence it proceeds by vessel to Spain and Italy.

MONTREAL is always the main shipping point for Canadian wheat and flour. This year is no exception. Between September 4th and October 16th the shipments from Montreal amounted

to 9,634,896 bushels, according to the returns furnished to the secretary of the Montreal Board of Trade. There may have been some unreported shipments, but this is the approximate total. At least one and a half million bushels are being shipped from Montreal each week.

It will be noted that the shipments from Montreal, of Canadian wheat, are just twice as large as those from New York. There has always been considerable rivalry for Canadian trade between these two ports. Montreal has done well to maintain its supremacy. When the new Welland Canal is opened, three or four years hence, Montreal should do even better than it is doing now. Then the big lake freighters, 400, 500, and 600 feet long, will not be forced to unload at Buffalo, but may go on to Kingston or Prescott.

Where is the wheat going from Montreal? This question can be answered fairly accurately from the records of the ships as chronicled in the Montreal "Trade Bulletin." Between September 23rd and October 2nd inclusive, sixteen steamers carrying wheat as whole or part cargo left that port. Ships like the Scandinavian, Sicilian, Pretorian and Corsican carried small quantities as ballast. This varied from 22,000 bushels on the Corsican to 64,000 bushels on the Pretorian. Other vessels carried from 123,000, on the Welshman, to 323,000 bushels on the Grafton. Of these sixteen vessels, eleven cleared for British ports, one for France and four for Italy. Of the total amount on these vessels, one-half went to Great Britain and the other half to other European countries.

This, then, is the record of our wheat movements. The Canadian mills will take about 70,000,000 bushels and grind it into flour. This flour will partly go to supply the home demand and partly for export. Another 36,000,000 bushels will be needed as seed. Probably another 10,000,000 bushels will be bought by American millers for grinding and mixing purposes. This leaves 220,000,000 bushels for export via ocean ports.

FINALLY, the question arises: "If Montreal ships 1,500,000 bushels a week and New York takes 500,000 bushels a week, how long will it take to export the whole surplus Canadian crop?" The answer is found by dividing two million bushels, the amount being shipped per week, into two hundred and twenty million bushels, our total available supply for export. And the answer is 110 weeks, or slightly over two years.

From this calculation it is manifest that Canada will have to find means to increase its shipments or find itself in August of next year with one-half of its export supply unsold. This is Canada's great problem at the moment. There are not enough ships to take away the wheat. Even the present rate of shipment may be diminished when navigation in the St. Lawrence closes in November, and when shipping on the Great Lakes closes in December. Then there will come a lull which will continue until May of next year.

The problem was foreseen in the spring, when it was evident that Canada, barring accidents, would have a large crop and when ships were growing scarcer and scarcer. The Government at Ottawa took the matter up and tried to find a solution. Great Britain has promised to help, if possible, but Great Britain has other big transportation problems on hand and so far the assistance has been almost nothing.

Just what will happen, no one can tell. In any case, the outlook is not promising and the price of wheat will probably fall as a result. One thing seems certain, the Dardanelles will not be open in time to let out Russian and Roumanian wheat this autumn. That means that Italy, France and Spain must come to America for their supplies. This may prevent wheat dropping below the dollar mark, around which it has been hovering for some time. On the whole, however, the outlook is not encouraging.

SOME OF THE RIFLES THE RUSSIANS LOST



This unusual photograph of a camp of stacked rifles taken by the Germans from the Russians indicates that Russia has arms enough to lose a few and still be able to assume an occasional offensive.