

a multi-millionaire that wasting his small change may bring him to poverty. He will never believe it—neither will anyone else. Canadians feel themselves so fabulously rich in opportunity that they believe they can make any mistake they like; and still become a great people.

History shakes her hoary locks at us and tells us the bitter truth—tells us that no people is rich enough to be foolish.

There was no more promising land in Europe than Spain—a rich soil, natural wealth, a soft and varied climate, two virile peoples. But the two peoples—Castilian and Moor—did not seek “a common ground.” They were irreconcilable. Ferdinand and Isabella were besieging Grenada when Columbus went out to win for them the empire of the New World. What happened Spain?

France was no fairer, no richer, no better peopled. But its varied peoples sought and found “a common ground.” Breton, Norman, Burgundian, Provençal, they got together. France rose as Spain declined.

Italy permitted itself to be divided in the Middle Ages. Genoa fought Venice and Pisa fought Florence. Naples stood alone and Rome was a separate State. The consequence was that one of the finest lands in the world, producing at that very time the greatest geniuses of the human race, lay prostrate at the feet of every bandit captain who cared to come that way. Italy was subsequently united under the House of Savoy and became one of the great powers of Europe. Its peoples found “common ground.”

Germany is a united nation. Austria is not. Which is the stronger? Yet it was not always so. When Germany was disunited, Austria bullied every German Principality. Even the great Bismarck found himself overshadowed by the Austrian representative at Frankfort. To-day Austria takes its orders from Bismarck's successor.

Why do Canadians think they can escape a law of nature?

Our Great Ports

Hon. J. D. Hazen

(Minister of Marine and Fisheries.)

WAR has strikingly demonstrated the value and strategic importance of Canada's national ports and the necessity for their further development in the future. Without them Canada would have been seriously handicapped in carrying on her share of the struggle against Germany. Canadian troops of necessity have had to sail from Canadian ports, and the fact that the ports have been developed to an advanced stage has facilitated rapid handling of the transports. Millions of tons of munitions and war equipment have been shipped from them. The increase has been enormous. For the last seven months of 1915 there were shipped 431,763 tons from Canadian ports and in 1916, 1,368,455. For the first four months of this year there have been shipped no less than 962,608 tons.

The strategic importance of Halifax to the navy is a matter that needs no comment. Halifax to-day is the headquarters of the North Atlantic Fleet and in its wonderful harbour are to be seen daily anywhere from fifty to one hundred ships. The new railway terminals when completed will make it a well equipped port. The units which have been constructed have been of the utmost importance in forwarding of men and munitions.

St. John has been a busier port even than Halifax since the outbreak of the war as it has been the great winter port owing to its shorter railway haul for the shipment of European freight. The ports of Quebec and

Montreal have been of equal importance to the two Atlantic ports, furnishing ocean transport into the very heart of Canada. Montreal is now the greatest grain port in North America. Vancouver, Victoria and Prince Rupert are of as vital importance to the prosperity of the West as the Atlantic ports are to the East.

Railway expansion is limited in value without the development of the ocean outlets. Canadian policy during the few years preceding the war was to develop our national ports so that Canadian products could be all shipped through Canadian sources. It was fortunate for Canada such a policy had been started before the outbreak of hostilities and that construction had proceeded to the extent it had. Canada is fortunate in having as fine natural harbours as are to be found in the world on the Atlantic and the Pacific. Their full development as national ports is a necessity if Canada is to properly and fully develop as a great nation.

Poetry a Lamp to Our History

Duncan Campbell Scott

(Canadian Poet, Ottawa.)

WE have immediately behind us fifty years of material and political development, and behind that a history locally interesting and absorbing when considered in its relationship to the foremost civilizations of the old world, but we have not yet produced a poet who has transfigured this life for us and brought out its significance. Poets are with us and are rewarded according to their merits, and we ask them to express the national life and create for us high thought and vision, and establish us in our heritage. The request is vain. Poets only give what they can; if it were otherwise they would all be Homers and Shakespeares. The poet is himself a gift of nature, and to one nature gives a penny-whistle and to another a trumpet. In the progress of nations a time arrives and a voice arrives and the history of that race is raised to a dignity and beauty before unimagined. The riches of history are then found to be legend and tradition and these are now slowly forming for our future poets. We can discern outlines and appearances. The long struggle of the Europeans to establish themselves here from the noblesse of old France onward to the Scotch cottar and the English navvy, the action and reaction of an old society and a new liberty culminating in the tremendous interrelations of the last three tragic years—this is the stuff on which poems are made. Let us see to it that our national ideals are lofty, for no people with low aims ever produced a great literature. Let this be so and as time goes by and as experience adds treasure to our storehouse of tradition and legend, the very urgency of the material itself, clamouring, as it were, for a voice, will produce poets powerful enough to create shining forms which will throw back a glamour on the past, making rainbows from the joy and yearning and tears of dead time, and cast forward a light on the future all coloured with confidence and hope. Then will our people trace the development of history and realize the sequence of events from the landing of Jacques Cartier, beyond that to Confederation, beyond that to the stern courage of St. Julien and the intrepid bravery of Vimy Ridge.

Canada and Russia

Prof. James Mavor

(University of Toronto.)

IT is quite impossible to deal in a serious manner with so complex a subject within the narrow limits prescribed for this article. All that can be attempted is a series of state

ments which may afford a starting point for those who wish to study the subject.

If the extreme parties of revolutionary Socialist tendency control the destinies of Russia, the reduction of the hours of labour to six or even to eight, together with the advance of wages must so increase the cost of production as either to ruin Russian industry completely or to cause the adoption of a protective tariff high enough to exclude all foreign manufactured goods. If the industries were ruined, the owners, managers and artisans would have to leave the country as well as those of the peasantry, who were relying upon the markets of the industrial towns for the disposal of their products. If a highly protective policy is adopted, there would be no importation from Canada or anywhere else. The export of grain from Russia would be conducted in these circumstances under highly unfavourable exchange conditions.

If, on the other hand, capitalist enterprise is possible in Russia, there may be a considerable development of the railway system as well as growth of industrial enterprise. In this case Canada might export to Russia, railway steel, locomotives and machinery, provided the tariff were reasonable and provided there were adequate guarantees that capital would not be confiscated.

If the ideal of Russian society is a series of self contained villages, and if this ideal is fully realized, one consequence would be the cutting off of Russia from the general economic movement of the world, with all the social reactions which that might involve.

Britain to Canada

Sir William Peterson

(Principal, McGill University.)

THE first message which I feel sure Britain would like to send Canada for what may be called her Fiftieth Birth-Day would be one of congratulation on all we have accomplished along the lines of unification and nationhood. None of the overseas Dominions better deserves Kipling's designation of a “new nation within the Empire.”

The second message would be one, I think, of gratitude and thanks for what we have been able to do in the war. But here we may get into difficulties. We Canadians have come to be very proud and independent; and there is the story of the Canadian officer who rebuked a London lady for thanking him, telling her brusquely that he and his men had not crossed the ocean to “help the old country,” but to “fight for the Empire.” Personally, I am glad that he saw the matter in that light; but we ought not to forget how dazed and bewildered many people were in the old country by our attitude before the war. It was our Canadian representatives at the last Imperial Conference whose excess of caution made it necessary to use such strange language as that which will be found enshrined in the Blue-book: “Should any of the Dominions desire to assist in the defence of the Empire at a time of real danger,” etc. The Imperial Government was told in so many words that it must not take anything for granted. Thank God, we were better than our word. When Germany sprang her surprise on the world, we rallied at once to the defence of the Empire just as vigorously as we should have done if we had been carrying out a written contract. It was the same with the other Dominions. Their instantaneous and automatic action, like our own, will always stand as one of the most conclusive proofs of the essential righteousness of the Allied cause. If there had been any suspicion of wrongfulness about it, any taint of what used to be called

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