

From the figures on the previous page it will be seen that there are in Canada available men to the number of..... 2,183,549

Out of this number there are required for manufacturing war and other material, for agriculture, and for transportation as outlined, men to the number of..... 2,630,948

In other words for the requirements of war work there are 447,399 men short of the actual men available of military age.

If, therefore, Canada is to make up this deficiency in man-power some rearrangement is necessary. It is only fair to state that some of the manufacturing outlined in the foregoing paragraphs could well be done women and men not of military age.

WHAT IS THE AVAILABLE MAN-POWER IN CANADA BETWEEN THE AGES OF 15 AND 64?

By referring to the census figures of 1911 (See Census Bulletin XVIII, page 2,) the following table is given:

Males.

15 to 24 years of age.....	737,099
25 to 44 years of age.....	1,115,726
45 to 64 years of age.....	538,703
A total of.....	2,427,528

Thus we find that 2,427,528 is the total man-power in Canada between the ages of 15 and 64. Compare these figures with the number of men required to carry on the necessary work in Canada in connection with the successful prosecution of the war, namely, 2,630,948 and it is found that we are still short in Canada of 213,420 men. As stated above, no doubt a few women could take the place of men in connection with some of this manufacturing work but it is also fair to state that in these figures above quoted of our available man-power in Canada between the ages of 15 and 64, no deductions have been made of the men who are medically unfit to work, of the classes of people in Canada who are adverse to military service of any kind, and who have, by Order-in-Council, been exempted. If, therefore, another 100,000 men are to be enlisted in Canada one of three things must be done. Namely, our man and woman power brought to a National Service basis, or some one or all of the various works connected with the prosecution of the war interfered with, or the age limit changed.

FROM WHAT CLASSES ARE THESE MEN TO BE TAKEN?

Let us go over the list.

MANUFACTURING FOR WAR MATERIAL: Can any men be spared from this class? Perhaps so, but we imagine the manufacturers and those interested in supplying and equipping our soldiers will raise their voice in protest.

OTHER MANUFACTURING: A few men might perhaps be taken from this class but we must not lose sight of the fact that building to some extent in Canada must go on. Domestic and personal service might supply a few men; civil and municipal governments might also supply a few; fishing and hunting could hardly be interfered with, particularly the former, which at this time has much to do in regulating the high cost of living; forestry, even in times of war our forests must be protected and the industry not impaired. Mining, emphatically no, the supply of fuel is very important also the mining of nickle and other minerals used in connection with the war. Professional, trade and merchandise could hardly be expected to supply many men.

AGRICULTURE: Agriculture has already been sufficiently depleted and instead of further depletion some real effective measure should be adopted to increase our agricultural production even beyond the 20% increase provided for in these figures. In this connection one cannot overlook the action of the Government in taking from our farms in Canada at least 25,000 soldiers and then immediately filling the United States papers with advertisements calling for 25,000 men to take the place of our soldiers, promising these Americans that if they would come to Canada and take up this work that they would be exempt from compulsory service.

MUNITION WORKERS: The chairman of the Imperial Munitions Board, Sir Joseph Flavelle, has recently issued a decree that under no condition must munition workers be interfered with.

TRANSPORTATION: This class is the most vital with the exception perhaps of agriculture. The handling of munitions, of food, of our grain crops and sundry other necessities of life must not be interfered with. Most important of all is perhaps the transportation of fuel, particularly of coal. During the winter of 1916-17 Canada experienced what a real fuel famine might mean. Reports to-day are emanating from reliable sources stating that even now in mid-summer the condition is worse than it was a year ago. Great care must be taken in this connection or Canada will have a coal famine in reality during the coming winter.

THIS WHOLE QUESTION IS SERIOUS AND IT IS THE DUTY OF THE GOVERNMENT OF THE DAY TO DEAL WITH IT IN A BUSINESS-LIKE MANNER AND NOT UNDERTAKE TO TAMPER WITH AN IMPORTANT ISSUE FOR SENTIMENTAL PURPOSES ONLY. WE LEAVE THE MATTER FOR THE PEOPLE OF CANADA TO JUDGE FOR THEMSELVES.