

The opening of the shipyards has already had a revivifying effect upon the lumber industry, and there is business for machinists, for boiler shops and tank builders, for coppersmiths and for artisans of a dozen trades. Employed in the yards directly on the ships are: Wallace's, North Vancouver, 300; Cameron-Genoa Mills, Victoria, 150; Nanaimo Shipbuilding Company, Nanaimo, 100. Wages of ship carpenters, machinists, caulkers, etc., in these yards, average \$5 per day and, and still there is a dearth of competent mechanics.

British Columbia's 25 wooden schooners are designed to average three round voyages each year to Australia, South Africa, West Coast of Mexico, and South America, to the East Coast of the United States or to Europe, and it is calculated they will carry to market 120,000,000 feet of lumber each year, or about ten per cent. of the normal annual cut of the sawmills of the province.

But the shipping act, in addition to creating the wooden shipbuilding industry, has encouraged the equipment of yards for steel shipbuilding, that of the Wallace Shipbuilding Company, at North Vancouver, and the Prince Rupert Ship Building Company's yard, at Prince Rupert. The former plant represents an investment of \$1,000,000, all British Columbia capital, and it has just laid the keel of a steel steamer which is to be launched in March, 1917. Wallace expects to abandon the building of wooden ships and confine its work to the construction of steel freighters with the completion of its present contracts. In addition to the ship under the gantry, the builders have enough steel construction on order to keep the yard busy for two years.

The steel ship now under construction is for a Japanese shipping concern, and will sail under the Canadian flag. She will have 4,500 tons deadweight carrying capacity, and will be a single deck, single screw cargo boat 315 feet long, 48 feet beam, and 22 feet depth of hold. She will be powered with a 1,300-hp. reciprocating engine built in the yards, and have a speed of 10 knots.

Four hundred men are employed in this steel yard on new and repair work. The wages average \$5 per day. The plant consists of machine shop, foundry, pattern shop, boiler shop, ship fitting and paint shop, pipe and copper shop and sawmill. There are two marine railways, one able to draw from the water ships of 2,500 tons deadweight, and frequently it is in use for some of the larger Pacific freighters. The other railway is for smaller craft, of 1,000 tons or less.

Mr. Wallace, head of the concern, began business here in a small way more than 25 years ago, always dreaming of a Canadian merchant marine on the Pacific, but not until the passage of the British Columbia Shipping Act did he begin to see his dreams of a quarter of a century ago realized.

Other plants either have taken advantage of the Act or are preparing to do so. Prince Rupert will have an immense steel shipyard, and preparations are under way there for laying the keels for two big freighters. The Vulcan Ironworks, of New Westminster, plans the addition of a floating drydock and a repair shop, and a yard for steel shipbuilding.

It has been contended, with some show of reason, that shipbuilding would have come without the aid of a subsidy, and activity in newly established yards on the American side of the line in which some 20 wooden schooners are being built is pointed to in support of this contention. But it should be remembered that this activity was not shown until after the British Columbia Government had announced its determination to secure a merchant marine for the province to carry provincial produce, and that the American ships are being built to the order of American lumber concerns who hope by this means to hold the markets they have captured from Canada since the outbreak of the war. Should the total subsidy provided for have to be paid it will amount in ten years to but \$1,875,500, while the royalty paid to the province on the lumber marketed to earn this subsidy will amount to three times that figure.

But one instance is required to show the necessity of retaining British Columbia ships in British Columbia trade. As this article is being written, a wooden auxiliary schooner is on the ways in Victoria undergoing repairs in a government assisted yard. This ship, the Coquitlam City, is the only schooner built in British Columbia prior to 1916. She was launched four years ago, and immediately despatched to an American port to load lumber for Australia. Since that time she has been kicking about the seven seas until her return to Victoria for repairs, en route to another American port, to again load lumber for the Antipodes. Built in Canada, sailing under the Canadian flag, owned by a Canadian, she has never carried a Canadian cargo, but has been engaged in filling Canadian markets with American produce.

WOMAN'S BEST PLACE IS THE HOME

THE Census for 1911 tells us that single females number 1,941,354, and married females, 1,251,182. The unmarried thus apparently predominate by over 700,000.

But single women between fifteen and eighty years of age number only between 700,000 and 800,000, which shows what can be done by subtracting the years below fifteen and above eighty. Between fifteen and thirty-five, there must be at least 300,000 or 400,000 single women, and of these the large proportion, between 80 per cent. and 90 per cent., marry and are occupied in home pursuits.

There can be no question, therefore, that the representative Canadian woman is the woman at home. All other classes of women are represented in this class. They influence her, it is true, but she more greatly influences them. The business woman, the college woman, the country woman, members of women's organizations, the single woman of any class who never marries, are more affected by the standards of the woman at home than they are by any other woman's standards. She is the most influential woman among women, and the contribution of women to progress and the state must be measured to a large extent by her contribution.

It is generally supposed that this representative woman knows exactly what her work at home is. But on the contrary it is probably more difficult for this woman to think out to-day what her service to the community ought to be than it is for anyone else. The arrangements for the work of the home, her position and responsibilities have altered greatly. Then, too, people are apprehensive that she will change for the worse if she changes at all. We are so dependent on her and so attached to her that many think it would be safer for her to leave things alone. But if leaving things alone had not been prevented by the ordinary changes of the world, it would have been made impossible by two other factors, the women's revolution and the war.

Although not yet recognized as occupations by the Census, the two most important women's employments are home making and the care of children. They are the most important in every way. In one sense, the state may be said to exist for its homes; and the greatest potential wealth of any country is its children. These truths are generally recognized which makes it the more remarkable that little effort has been made to introduce skill and training into these women's employments. If a girl becomes a stenographer, she will receive more careful and precise instruction for her work than the woman has received who is caring for children—unless that woman is a trained nurse. Graduate nurses are the only class of women who receive this skilled training. What do we know about the care of children? One has actually heard the statement made within the last year that a mother is a better mother who is not taught anything. War has not been left an unskilled occupation!

A plea, then, is made that for the economic and social well-being of the nation, girls and women should be trained for the employments of home-making and the care of children. Over 80 per cent.—possibly 90 per cent.—of all women are engaged at some time in their lives in one or the other or in both of these occupations.

BUSINESS life has been revolutionized, but not more thoroughly than the economic position of the woman at home. The Canadian income last year was estimated at two billions. It is admitted that women spent one billion of this income. How many of these women knew that they were having any economic effect on the life of the country outside their own houses or apartments? The successful business of the country, which consists of the proper balance between producing, manufacturing, exporting, importing, the home market and the foreign market, borrowing, paying and lending, can hardly be carried on if the women who buys is ignored. Is the farmer important? the manufacturer? the banker? the wholesale merchant? the retail merchant? So is the woman. Nor is her place at the end of the list economically. Who is taking the trouble to learn her opinion or inform her of national economics, or of the importance of what she can do to maintain and build the solvency and strength of the country?

One of a Series of Articles on the Woman
of To-day, Embodied in a Book
on that Subject

By MARJORY MacMURCHY

But while the advertisement is meant for the convenience of the woman buyer, it is particularly intended for the individual good of the advertiser. It is not devised for real economic training, or for the good of the country.

So far one does not know of an instance in which a government has trained or taught women by means of an advertisement. But training can be given in this way, and governments often address advertisements to citizens. Yes, it is true that the "Eat an Apple" advertisement was addressed to women buyers as well as to men. It succeeded in its purpose a few years ago. But what is happening to-day? What ought we to do, and what ought we to buy? How useful it would be if the Government advertised again what food we ought to buy. What about "Eat Fish," or "Buy a Canadian Cereal," or "Cheese is King," or "Explanation of the Price of Sugar," or "Do Your Best with Home Vegetables?" The writer said to a lady who had been making apricot jam in June, "Imported, of course." She answered, "Do you think so? I ought to know about fruit. But I am more interested in flowers." Well, well, it was perfectly natural. But we cannot afford it, nationally. Still, she was making the jam, and she might easily have imported it from another country, as many do.

THE contribution of women at home in home-making and child-caring is beyond computation. This statement does not mean that their contribution has no economic value in dollars and cents; it means that the economic value can be expressed only in an indefinite number of millions. There is social value besides. The purpose of this chapter is not to make the women's contribution seem less than the incalculable sum it is; but to point out that these women's occupations are not what they might be if the same advance was made in home making and the care of children as has been made in medicine, business, science, nursing and other pursuits in which training, skill and devoted intelligence have compelled advance. There is as great an opportunity for leadership in these women's pursuits as in any occupation in the world, no matter what that occupation may be. It would take great knowledge to say that there was not even a greater opportunity.

Think of the varieties of workers in these occupations and of what might be done in improving their work. These workers range from the woman who does her own housework and looks after her children unassisted, to the woman who does no manual work at all, yet who may be a hard worker in other ways. The average woman in a home is a manual worker and has no paid help. All impressions to the contrary notwithstanding, women home-makers who have paid help in house work belong to a small minority. At one extreme of the home-making occupation is the charwoman, who goes out to work by the day, three or four days in the week, who has her own home to look after and the care of her children, except during the time when they are kept in the day nursery, an institution maintained for the children of women day workers. At the other extreme is the woman who does no work, is wholly irresponsible and idle, a spender of money to be sure, sometimes in large sums, but who is of little or no economic or social value.

A woman can easily identify her own place among these varieties of home makers. The great majority are workers, kindly and knowledgeable, adding much to the happiness and usefulness of others. Consider what a conservation of knowledge and experience there would be if this was an organized and skilled occupation. Many women at home are skilled, it is true, but they are self-taught, and their experience and discoveries are not available to other women. What do these women think of their problems, and how far have individuals solved these problems? Why should all classes of workers and students feel the need of conferences and discussion, except home makers? These occupations are gaining most rapidly in which the most advanced workers share their discoveries. Either women at home make no discoveries—which is impossible; or they are not think-

One class only in the community has recognized the importance of the woman buyer. Stores address their advertisements to her. Her training in economics of a kind is going on through the printed description of what to buy.