

Development of Shipbuilding in Canada Regarded as One of the Romances of the War Period — Chain of Yards Has Been Established Right from the Atlantic to the Pacific Coast, and Number of Boats Launched and Quality of Workmanship Has Been a Revelation to the World—Industry Now at the Parting of the Ways and Must be Taken to Establish the Permanence of the Industry.

In shipbuilding a great industry has been built up, and with the various yards located right across the country it has given an impetus to the entire industrial scheme of the Dominion. Although established only a few years, shipbuilding has become one of the most important industries in Canada.

Spplendid examples of modern industrial plants are Canada's shippards, which employ more than 100,000 workers and not only many millions of dollars, but also a national asset that, wisely conserved, could provide a sound basis for Dominion and to contribute to Canada's future greatness lies in the ability to develop her foreign trade. It is not, however, as a matter of course, conversely, will that ability lie in her possession of a merchant marine sufficient to carry her goods to and from the independence of the ships of other nations for the carriage of her goods. It is, however, eloquently demonstrated in the late 19th century.

Shipbuilding, indeed, is one of the few large manufacturing industries in Canada that does not depend to some extent at least on foreign industry for the successful completion of its product. In Great Britain, where the shipbuilding industry is one of the oldest and largest, the workers of Great Britain, they will constitute a national asset that will not be computable in dollars.

Many of the shipyards of Canada are still quite active, completing the ships ordered for the account of the Canadian government.

The shipbuilders of Canada stand at the parting of the ways. Encouraged by the ambitious shipbuilding programme of the Dominion Government, and inspired not only by business but by patriotism, they are being wooed by Canadians from Coast to Coast investment of millions of dollars in plants that will never pay the investment unless

lacy in Canada, though the Shipyarders have paid huge dividends since the war. The matter of fact, few have been operated on a large scale, even when the call for ships came, there were only a small number of mechanics in the country. Shipbuilding is something about shipbuilding. Most of Canadian manufacturing was of a character that required no special training, therefore, it developed each man to learn to train his own organization on the ground up, and while efficiency was not the main consideration, it maintained its sway for many years. And the loss was the loss of the organization. The men had to lose money in the first three years of the war, but patriotism, com-

If shipbuilding is to continue a force in the industrial life of Canada, it will have to be developed along lines that will have a wide and permanent basis. At present its position is precarious, and to survive it must be given national support. The Canadian shipbuilding industry is a continuous activity. For shipbuilding is quite unlike any other branch of industry. It is a continuous activity, because it is skilled labor, that becomes skilled only through constant employment in the shipyard. In other words, the efficiency of the shipbuilding plant depends largely on the stability of its organization, and the only way to maintain the organization intact is to keep it in continuous operation.

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Why Government Assistance Needed. There has been a great deal of talk lately about rising labor costs in the shipyards, but, as already shown, that is not the reason why no way commensurate with the voluntary wage increases that have been periodically put into effect in Canadian shipyards over a given period. The fact that the cost of living wages paid to shipyard workers in Great Britain and Canada in the month of March last. An analysis of this table will show the reader very clearly that it is impossible for Canadian yards to sustain competition with Great Britain without assistance from the Government.

Let us illustrate just what the British competition would mean to the Canadian shipbuilder, and what it is to the Canadian shipowner. The first source of relief is afforded to Canadian industry. We will suppose that two out of three of the British shipyards were laid down in Canada and the United Kingdom at the same time. The Canadian shipyard, the construction of a Canadian yard by Canadians, and the British yard would be required to pay a 10 per cent duty on the value of the construction and equipment of a kind and character produced in the Dominion. The British yard would pay at least 50 per cent, higher than the Canadian ship built in Great Britain, and yet the Canadian ship would be required to be, would be free to engage in every business of Canadian traffic—even in our own coastwise trade. The Canadian ship of her size would permit her passage through the canals—on free and equal terms with the British ship. There would be there anyone anywhere who would consider this equitable? Certainly, no one who has a clear view of present economic conditions.

"It is interesting to point out that when the War started we were builders of ships for the Royal Canadian Navy, but we were to be grateful to Great Britain for what she did through the Imperial War Conference and the Imperial Munitions Board towards establishing the shipbuilding industry in Canada. It was the shipbuilding genius of Canadians who at that time were certainly not skilled in shipbuilding. The over-estimate of the 'splendid achievements' of the Hon. C. Ballantyne, whose shipbuilding programme has had such a salutary effect on the Canadian industry, I think the United Kingdom would have to agree as Minister of Marine and Fisheries. In addition to doing his share in the War, raising a regiment and going to France, he was a business careerist, which any man in this country might well be proud.

ough for Canada to invest in good ships, and he decided to have Canadian ships built in Canada in the interests of Canada. He went into the subject fearlessly, in spite of very severe criticism, and today he is in this matter in a better position, that he could sell ships for more money than they cost, and, in addition, in the future, he has made a substantial business profit. That is certainly a unique achievement in the history of governments, and it is one upon which the Minister of Marine and the Government of Canada, and President Hanna, of the National Maritime Ways, and the seamen, who are operating the ships, are to be congratulated and for which they will receive the thanks of the people of this country.

Not only that, but with unexampled insight, the Minister of Marine made contract for steel plates with the Dominion Steel Company. The Government took measures to establish a steel plate industry in Canada in order to put Canada on her feet in the matter of shipbuilding. For shipbuild-



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Building Berths of the Shipbuilding Plants of the Nova Scotia Steel and Iron Company, New Glasgow, N. S.

View of Portion of Dominion Shipbuilding Company's Plant on Lake Front at Toronto

Shipbuilding a Basic Industry.

Need of a National Policy. means of a subsidy, a bonus or a protective policy until they are firmly on their feet, that shipbuilding can be done here

Another problem is the question of labor. Up to the present time the Brit-

Any Government would be derelict in its duty which did allow an

...alider than any other in the world.
...onditions were the same as they

before the War, there is no doubt that the British shipbuilder had lost his competitor. I desire to tell my hon. friend something he may not know, and something that news to me when I heard it, and is that during the War Great Britain, a free trade country, gave a subsidy of £410 to her shipbuilders very ton of plates. I have a letter from Sir Auckland Geddes addressed to an English member of parliament, in which he says: "I shall read a part of it which will be of interest. It is dated May 1916."

I have been in communication with the Ministry of Munitions, and am now in a position to reply to your letter to Sir Albert Stanley of the Ministry of Munitions, dated 14th April, on the subjects of the proposals for iron ore, pig iron and steel.

of 40 shillings per ton was paid on ship plates, and in addition Plant of the Tidewater Shipbuilders, Limited, Three River Indian Settler" and Another Vessel in Course

"Prior to the outbreak of war steel vessels were built in Canada and

"The capital actually invested at the

"An important feature to be noted

"From the above some idea of the magnitude of the industry can be

Following the suspension of hostilities, the Canadian Government

"The Hon. the Minister of Marine

Co-operation Between Government and Yards

"The workmen employed in our Can-

(Continued)

s, Showing Completed Cana-
of Construction.

S. "Alsace," Built, Engineed and Equipped by Canadian Vickers, Limited, at the Company Shipyards at Montreal.

Plant of the Tidewater Shipbuilders, Limited, Three Rivers, Showing Completed "Canadian Settler" and Another Vessel in Course of Construction.