



In conclusion, let me urge that efforts for conservation must not be lessened with the new harvest. The crop estimates of the United States and Great Britain have both been revised downwards during recent weeks, by reason of unfavorable weather conditions, shortage of labor, etc. The food situation of our allies will not be safe, at least until the 1919 harvest is assured, and we, on this continent, must make up the deficiency oversea. This can only be done by each individual realizing his own responsibility and appreciating the truth of our slogan that well-fed soldiers will win the war.

## \$40,000,000 in Ship Plants

*By Frank Wall*

Editor, Shipbuilding and Harbor Construction

A REVIEW of what Canada has done in ship-building since the present revival began, makes it necessary to distinguish between what Canada has done for others and what she has done for herself.

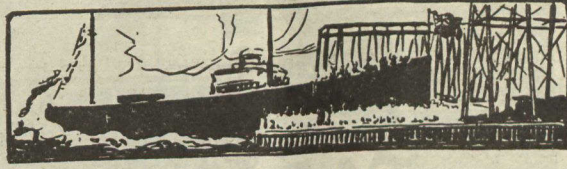
What she has done for others may be found to a great extent in the records of the activities of the Shipbuilding Section of the Imperial Munitions Board. Through this organization, ninety ships, aggregating 375,000 tons, have been built or are building by Canadian shipbuilders for the British Government, or, more properly speaking, for British shipowners, who, sooner or later, will presumably be given a chance to buy in these vessels by auction or otherwise. Canadian shipbuilders have also built ships for American, French, South American, Norwegian, Australian and other interests. This, of course, is now forbidden.

When the present Union Government was formed and Colonel C. C. Ballantyne accepted the portfolio of Minister of Marine, resigned by the Hon. Sir Douglas Hazen, he apparently wanted to know why Canada should build for others when four-fifths of the tonnage using her ports is foreign-owned. There was no reason why Canada should not have said: "We will build ships to the limit of our capacity, and

we will consecrate them to the war, but—we will keep them on the Canadian Register."

Rumor credits the Hon. C. C. Ballantyne with taking that standpoint, and also with swinging his colleagues round to his way of thinking. The outcome was the National Shipbuilding Programme whereby the fourteen Canadian shipyards equipped for steel construction were to be "commandeered" for Canadian Government work as and when each slip in their yards finished its commitments to the I. M. B.

\*Colonel Ballantyne stated recently that if all the



yards equipped for steel construction were concentrated on national work, the annual output would be around 250,000 tons, but this estimate must be accepted as progressive. By next spring the figure will be at least 300,000 tons.

Anyhow, most of these yards are still working for the I. M. B., with whose activities we are not immediately concerned, admirable as they are in other respects. It may, however, be stated that there are still about 45 I. M. B. boats to launch, after which this organization will disappear, so far as shipbuilding is concerned.

The question of what Canada has done in the present shipbuilding revival is more a question of the future than of the past or the present. The best that can be said is, that as soon as a slip is vacant it is occupied by a keel on Canadian Government account. The Vickers' yard near Montreal, the Collingwood yard in Ontario, the Wallace yard in Vancouver, and others, are already building ships for Canada's mercantile marine, and the number of yards so engaged is constantly increasing. It is estimated that by spring at least fifty ships will be on the way on this account, and thereafter the whole output of, say, 300,000 tons per annum will be for the Canadian register. The rolling mill for steel ships' plates, which is being built by the Dominion Iron & Steel Company at Sydney, N.S., under Gov-

ernment auspices, will become an important factor in the national programme as making this country more independent.

The Government plans to spend from \$25,000,000 to \$50,000,000 per annum on steel shipbuilding, leaving the wood-building yards to build on private account for coast and inland traffic. New shipyards are coming into action all along the Atlantic and Pacific coasts and along the Great Lakes, several of them \$3,000,000 and \$4,000,000 concerns. Everything, indeed, is favorable for the development of a great Canadian mercantile marine, for which Mr. J. W. Norcross and others have done such splendid missionary work. Canada has unrivalled timber resources, especially in British Columbia, where Douglas Fir grows abundantly, and with the acquisition of a steel ships' plate rolling mill or mills her future as a great shipbuilding country should be assured. At one time, only about half a century ago, Canada stood third among the nations of the world in tonnage. Why should not history repeat itself?

The country is thoroughly organized for the industry, and has now, according to official statistics recently issued, 350-400 shipyards, varying in capacity from huge steel freighters of 10,000 tons to the smallest tern schooners of less than 100 tons. The aggregate capital invested in these plants exceeds \$40,000,000, and the annual payroll \$6,000,000.

The number of Canadians engaged in shipbuilding is probably 12,000 or 13,000, distributed principally on the Atlantic and the Pacific and along the Great Lakes. In the last-named district, by the bye, they are not confined by the narrowness of the St. Lawrence channel below Kingston to small tonnage, but can build large steel ships as well as the coast yards. These are actually cut in two, floated down to Montreal in that condition, and re-welded there. That is the spirit of Canadian shipbuilding.

I have purposely reserved for the end of this necessarily brief sketch a point which seems to me of great importance, but which I cannot remember has yet been mentioned. Canada has built or will shortly have built nearly 100 ships for the Motherland. The British Government will probably sell all the tonnage it has commandeered during the war. Would not the Canadian Government be in order in asking for an option on the vessels built in Canadian yards?

(Continued on page 30.)

# When "Postie" Defies the Government

As this is being written there are in the Toronto General Postoffice, awaiting delivery for the above collection of official war-anniversary communiques, statements by the Deputy Minister of Finance, the Chairman of the Industrial Reconstruction Association, and very probably a statement by the Fuel Controller.

A strike of letter-carriers and mail-sorters in two of our biggest cities has suddenly flung Winnipeg and Toronto into a state of disorganization. This disorganization of the mail service is, for the present, a more serious matter than even a railway strike, a strike in the mines or a general strike of industry. Any community can operate for a reasonable time on its accumulated stores of commodities. But letters cannot be stored. A letter must be opened soon after its receipt, or its value is gone. The General Postoffices of Winnipeg and Toronto are now glutted with dead letters, so dead that they can't even be returned to the senders. The effect of this blow at the nerve system of communities, cannot be estimated. The letter-carriers' strike follows close on the heels of a municipal strike in both Toronto and Win-

The letter-carriers' strike follows close on the heels of a municipal strike in both Toronto and Winnipeg. These municipal strikes were again dovetailed with the prospect of a general railway and telegraph and industrial strikes. The letter-carriers' walk-out is one of the least of all strikes in the amount of money involved. To accede to the men's demands would make no appreciable difference to the economics of the country. Government says it has not the money because it has not been voted by Parliament. But Government by Order-in-Council has already done things far more drastic than paying out a few hundred thousand dollars extra for the operation of a certain branch of the Civil Service. And Government could settle this strike by an Order-in-Council at once, but for the principle involved. Broadly speaking that civil servants should not strike. All civil ser-

And what is the principle? Broadly speaking that civil servants should not strike. All civil servants are employed by the representatives of the people to do the people's work in certain public services necessary to the operation of the country's business. When the Civil Service strikes it strikes not against the Government but against the people. It is a strike against the conditions, but specifically against the Government itself.

Thus we are brought close to the verge of a revolution, which takes its most violent form in Russia, where a state of anarchy rises against all system, government and vested interest. Canadians are not Bolsheviks. We believe in Government, even a democratic government shorn of most of its democracy for war purposes. But when public opinion recognizes that men who strike against the Government are inadequately paid, public sentiment in spite of dislocation of private business rallies to the support of the strikers. The people expect the Government to conduct public services so that strikes dislocating those services are impossible. Every hour adds to the clamor for the settlement of this strike. Government is apparently powerless to act. A strike of a few hundred postal service employees is able to defy the Government. We do not class these men as outlaws. They are within their rights in protesting by no action against impossible conditions. They are not within their rights in trying to prevent the breaking of the strike by any reasonable means. But the Government has no adequate strike-breaking machinery in this case. Civil servants cannot be rushed from Ottawa to take the places of the striking letter-carriers. The men are not within their rights again if they yield to the aggressions of organized labor and

(Continued on page 25.)

(Continued on page 25.)