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The Prince of Wales has come and gone. He says that he has enjoyed himself thoroughly in our midst and we know that the people of British Columbia have thoroughly enjoyed his visit. The exceedingly pleasant impression he left on all of us will be a lasting one and we hope that he may see his way clear to come among us again not too many years distant. We hope, however, that when he does come, he may be left more to his own devices and not be so loaded down with functions which are the constant reminders of his future place as the titular head of the British Empire.

One cannot help but take a profound interest in the course of the railway strike in Great Britain which is threatening the industrial life of a nation. Trade unionism is in the throes of a struggle with the Government. Through the so-called "running unions," which in the very nature of the case must lose or else the Government and constituted authority can no longer stand, trade unionism in Great Britain advancing by radical steps is riding for a mighty fall and unless it takes moderate counsel will lose most of what it has gained since the outbreak of war. This last strike which Lloyd George characterizes as indefensible from any angle, is fast alienating the great body of public opinion against which no movement can make headway. In view, however, of the critical situation of industry in Great Britain and the known very limited food supplies on hand, the situation is very threatening and may result in considerable disorder and cause great distress for lack of the necessities of life. Railway employees, being also Government employees, have it in their power to do very great damage and it is this phase of the matter which causes such deep concern among business men within the Empire and in Anglo-Saxondom.

The steel strike in the United States while a very serious matter for the steel and allied trade, is still a struggle between capital and labor and has no where near the significance that the strike has in Great Britain. Yet the people of Great Britain, the United States and Canada are growing more and more restless with the antagonistic attitude of trade unionism.

The great body of the public are between the stones of profiteering and labor arrogance. Although long suffering and silent witnesses of the struggle they are beginning to see that for the public and their own particular welfare they had better take a hand in the settlement before it undermines the present structure of society. The great middle classes in Great Britain are beginning to see the necessity for action. Upon their taking action and actually assuming control depend the welfare of our future. There

is a great body in the structure of society as at present constituted whose opinions and rights have not been considered in the struggles between capital and labor. In some places it is called the great common people. These have suffered, have borne the brunt of the war, paid the toll in blood and taxes and are suffering from the economic results brought about by the war and the industrial struggle which has risen during the war. These have rights, in fact have the dominant right, but they are very slow to exercise their rights and to make their opinions felt. In the application of their influence and power to the problems at hand would ensure the degree of solution which our present situation demands.

The defeat of the money by-laws submitted to the ratepayers of Vancouver on September 30th last, although the vote was very light, is nevertheless indicative of the fact that ratepayers regard their tax burdens as indeed so heavy that they will not readily tolerate any increase. Years ago it was only necessary to submit a money by-law to have it overwhelmingly passed by the voters. The revulsion in feeling when the burdens of previous expenditure are having to be met is significant and generally of good omen. It is a pity, however, that the school by-law could not be made an exception to the general feeling. The ratepayers are, however, usually thorough going when they wish to express an opinion. Some opposition to the by-law developed because of the fact that the municipal council is on record as approving of a revision of the scheme of taxation whereby part of the burden will be taken off the land and placed in other directions, and these ratepayers in opposing the money by-laws are registering a protest against the side-tracking of this revision and intend to hold up any future appropriation until the matter has been attended to.

The efforts of the City of Victoria to maintain a wooden shipbuilding industry are being watched with considerable interest by the business interests of the Province and elsewhere. The Foundation Company yards at Victoria having finished its French contracts, will discontinue unless new orders are secured promptly, and some scheme of community building on the part both of the yard and its workmen and the public of Victoria is being devised. The keen demand for bottoms is anticipated to make shipbuilding and ship operation profitable for at least two years more, and this fact commends itself to the attention of the Victoria public. Recently a meeting was held at the Victoria Board of Trade where the matter was discussed. If, for instance, the workmen employed at the Foundation Company yards will subscribe shares as they have indicated their intention of doing, and the Foundation Company itself taking shares, perhaps on the basis of subscribing their profits to the undertaking, and the people of Victoria subscribing the balance, then it is thoroughly possible for the yards to continue operation. It resembles the old scheme in the Maritime Provinces where merchants, ship carpenters and farmers would take shares in a ship to be operated by some ship company. A great many of the cargo carriers in the days of the clipper ship were built in this way and the basis of a great deal of wealth was laid in these small beginnings. If Victoria in co-operation with the shipbuilders and the employees can bring a ship to the point of being ready for operation than either the ship can be sold or it can be operated by shipping interests who are clamoring for cargo space. If in the case of it being sold then the proceeds derived therefrom could be put into the construction of another ship, but if chartered the charter moneys would be paid back to the owners in the form of dividends. While ultimately such a venture must arrive at a point where ship tonnage may be a glut on the market, nevertheless for what appears to be yet a long way off, some method of community building and operation could be proceeded with with mutual profit to all concerned.