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THE NIAGARA OFFENSIVE AGAINST INDUSTRY

IF the consumers of power in central Ontario are forced to pay in perpetuity a price for hydro-electric energy that leaves them hopelessly outdistanced by those not dependent upon Niagara, they will, to a very great extent, have the Niagara District Trades Federation to thank for it. It is already evident that power from the Chippawa development will cost delivered, not seven or eight dollars per horse-power, as originally expected, but at least twelve dollars per horse-power. The double walk-out at Niagara is not the doing of suffering toilers, starved, underpaid and driven to a last act of desperation against heartless and inconsiderate magnates. There is no hardship. The men are paid at rates that compare favorably with those paid on work of the same class elsewhere. The housing conditions are satisfactory. Board and lodging is provided at the camps for \$7.70 a week, but little more than a laborer earns in one day. For the work of heavy construction the laboring conditions could scarcely be better. And yet labor refuses to continue.

Those who direct labor policies in the Niagara peninsula can present no proof of privation. The laborer who rejects \$1,391 a year does not do so because it is insufficient for the maintenance of himself and his family, nor is \$3,086 a starvation wage for a drag-line operator. The truth of the matter is, that reason has altogether forsaken labor along the Chippawa canal. Labor knew of the desperate race to complete the development by August 21st, 1921. It had profited by the desire of the Hydro-Electric Commission to carry out the great work on schedule to the extent of exacting high toll last year. This year it thought it could do so again. The eight-hour day was introduced in May to placate labor: half the men struck for a ten-hour day. In June the commission conceded a ten-hour day: the rest of

them struck. There is no remedy for the situation in the present temper of labor but to close down and stay closed until some semblance of sanity returns to those who are balking the commission in its effort to give cheap power to this province. If a year hence employment in Ontario is scarce and insecure, due to handicapped industry, it is to be hoped that the Niagara District Trades Federation will recognize its own brigandage.

THE BRITISH ENGINEER AND RECONSTRUCTION

WITH the adaptability and resourcefulness that characterized him in war, the British engineer is turning to the technical problems of reconstruction. Already, great numbers of shops that in war-time were entirely devoted to the manufacture of munitions are now given over to peaceful pursuits. In many others, such structural alterations are under way as will give competitive manufacture a firm basis. Several shops erected during the war for the manufacture of guns has been adapted to the building of locomotives.

In house construction, radical departures have been made to meet the pressing demand. A large industrial company in the north of England has recently developed, in connection with a housing scheme, a system of construction involving the use of a steel skeleton covered with a reinforced concrete shell. Extraordinary difficulties have been met by unthought of solutions.

There is evidence of great industrial activity and of the will to regain and hold the pre-war commercial ascendancy. Many industrial research associations have been formed and are working in conjunction with the department of Scientific and Industrial Research with the expenses of the research met partly by the industries concerned and partly from state funds. Co-operative work of this kind has not, however, discouraged private enterprise in research. Many firms are extending their research laboratories and prizes are being offered for success in special directions. The Air Ministry has offered valuable prizes for the development of aircraft design and construction. Shipbuilding is forging forward. Lloyd's returns for the quarter ending March 31st, 1920, show that Great Britain has regained its lead as the world's greatest shipbuilding nation. The tonnage under construction in Great Britain exceeds that of the United States by over 800,000 tons. New British vessels put in hand during the quarter numbered 229 and aggregated nearly 710,000 tons.

With the British engineer turning his attention to the problems of reconstruction as whole-heartedly as he did to those of war, national recovery from the consequences of the long struggle should be assured.

GOOD OUTLOOK FOR HYDRO RADIALS

CONCURRENCE in the plans and estimates prepared by the engineering staff of the Hydro-Electric Power Commission of Ontario for the Hydro Radials is the burden of the report recently submitted to the Commission by W. S. Murray, consulting engineer, of New York City.

Mr. Murray was directed to make a comprehensive survey of the whole situation respecting the proposed Hydro-Electric radial railways between Bowmanville and Toronto; Toronto, Hamilton and Niagara Falls; and Hamilton, Galt, Guelph and Elmira. He went thoroughly over the ground in connection with the three projected radials and reported substantially as follows:—

(1) The construction and operating estimates made by the Hydro-Electric engineering staff are conservative.

(2) The lines are admirably located with reference to the passenger and goods traffic they are designed to reach, the density of which is not in unfavorable comparison to the existing roads which have thrived in the states.