

Monetary Times

Trade Review and Insurance Chronicle
of Canada

Address: Corner Church and Court Streets, Toronto, Ontario, Canada.
Telephone: Main 7404, Branch Exchange connecting all departments.
Cable Address: "Montimes, Toronto."
Winnipeg Office: 1206 McArthur Building. Telephone Main 3409.
G. W. Goodall, Western Manager.

SUBSCRIPTION RATES

One Year	Six Months	Three Months	Single Copy
\$3.00	\$1.75	\$1.00	10 Cents

ADVERTISING RATES UPON REQUEST.

The Monetary Times was established in 1867, the year of Confederation. It absorbed in 1869 The Intercolonial Journal of Commerce, of Montreal; in 1870 The Trade Review, of Montreal; and the Toronto Journal of Commerce.

The Monetary Times does not necessarily endorse the statements and opinions of its correspondents, nor does it hold itself responsible therefor.

The Monetary Times invites information from its readers to aid in excluding from its columns fraudulent and objectionable advertisements. All information will be treated confidentially.

SUBSCRIBERS PLEASE NOTE:

When changing your mailing instructions, be sure to state fully both your old and your new address.

All mailed papers are sent direct to Friday evening trains. Any subscriber who receives his paper late will confer a favor by complaining to the circulation department.

THE GOVERNMENT SHIPBUILDING PROGRAMME

WHEN the armistice was signed in November the Dominion government found itself with a number of contracts outstanding for the construction of ships. These contracts had been let at practically the peak of high prices. It was, however, expected that costs would continue to increase as long as the war lasted and the Dominion government could not be expected to anticipate the dates of the cessation of hostilities.

This does not, however, justify the adoption of a government owned steamship service. It has been advocated that such a service is necessary to complete the transportation system of the Canadian Government Railways. When the taking over of the Canadian Northern Railway was being discussed no mention was made of this further advance in the scale of government operation. If it is necessary for the Dominion government to operate ocean ships, it may also be found necessary to operate an air service, elevator system, etc., which, entailing the losses which almost invariably accompany state management, will greatly increase the annual burden upon the Canadian people.

The orders for the ships now under contract were distributed on the basis, not entirely of economical production, but with some political consideration. For instance, British Columbia shipbuilders are paid \$10 per ton more than eastern shipbuilders. In explanation of this Hon. J. J. Ballantyne said in the House of Commons, on May 8th:—"First of all, I endeavored to place contracts with British Columbia shipbuilders at the eastern prices, but they pointed out that the labor cost was \$7 per ton more in British Columbia than in the east, and that freight rates were very much higher. After a great many interviews, extending over some months, the government agreed to pay the British Columbia shipbuilders \$10 per ton more than the eastern price for a similar type of ship. For instance, if an 8,100-ton ship was being built by Vickers of Montreal for \$180 per ton, the price for a similar ship in the British Columbia yards would be \$190 per ton."

Further orders are to be placed to keep busy for some time the shipbuilding yards which have come into ex-

PRINCIPAL CONTENTS OF THIS ISSUE

EDITORIAL:	PAGE
The Government Shipbuilding Programme	9
Effect of Low Money Value	10
Civic Industrial Enterprise	10
The Control of Air Traffic	10

SPECIAL ARTICLES:

Canadian Life Insurance in 1919	5
Money and War Prices	8
Provincial Power Upheld in Supreme Court	14
Vancouver and Coast Prosperous	18
Public Utility Companies in 1918	20
Canadian Pulp and Paper Exports	20
Nova Scotia Accounts and Estimates	22
Democratic Control of Industry	24
Manitoba's Financial Position	26
Industrial Conditions in Middle West	38
Dominion Fire Prevention Association	44

WEEKLY DEPARTMENTS:

New Incorporations and Bank Branch Notes	28
Municipal Finance	30
Railroad Earnings and Bank Clearings	32
Government and Municipal Bonds	34
Investments and the Market	42
Recent Fires	44

istence during the period of abnormal conditions. Referring to the policy of the government for the future, Mr. Ballantyne said:—

"I have already stated that we have forty-five ships under contract. There are at the present time certain yards in Canada that require business. Berths are becoming vacant, and many more will become vacant in the very near future. The government has not finally decided how many additional ships they will order but I will bring down in my Supplementary Estimates the amount that the government will think it wise to ask approval for. The sum of \$30,000,000 that I am dealing with now is to complete the contracts that we have already let, but in view of the fact that there is a great demand for ships and also that we could sell some of our ships under contract at the present time if the government deemed it wise to do so, we are not going to discontinue shipbuilding for the moment. We realize that there are 30,000 men engaged in the shipyards throughout Canada, from Prince Rupert to Halifax, and there are fully 10,000 more engaged in the industry of making engines, boilers, etc., and to cause 40,000 men to be out of employment at this time would be rather a dangerous thing to do. It is therefore not the intention of the government to cease their shipbuilding programme now. We are going to order additional ships at least to keep the yards that are requiring work busy throughout the balance of 1919, and probably for a few months in 1920."

The minister added, however, that the government could not go on ordering ships, because it is now getting near the limit that can be used. "The shipbuilders must not expect," he said, "that there will be many more orders to follow, and they must, therefore, look for orders for their shipyards in the same way as any other industry in the country would. There is no protection whatever given to the shipbuilders in the way of duty and bonus, and when the yards of the United Kingdom are free, a year and a half hence, to take orders, it will be most difficult for the Canadian shipbuilder to compete unless some form of assistance is given by the government. What that form of assistance will be has not yet been determined, but between now and the next session of the House, we hope to have a policy ready to present to parliament."