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Sidelights on Provincial Trade and Industry

Bad guesses on after war conditions—great manufacturing activity—truce in labor circles precusor of trouble unless employer will recognize principle of co-operation—necessity to produce, save and exercise patience.

After war events as they were forecasted by business men and students of industry and finance have in very small measure fulfilled the statement ventured by those who have thought much during the war on readjustment of business. It was generally felt at the time of the signing of the armistice that that time would record the peak of high prices in commodities. This was generally ventured on the basis that the energies of the belligerents absorbed in the prosecution of the war, could be swiftly turned to the manufacture of commodities for peace purposes. It was felt that in general manufacturing lines at least the peak demand was off and that prices in general would gradually decline as peace production increased to some approximation toward pre-war days. While it was known that food supplies all over the world were extremely short, it was not anticipated that prices would advance higher than they were at the end of hostilities yet so little were conditions appreciated as later disclosed that little business preparations was made in view of the uncertainties. Six months after the end of hostilities we find that conditions as far as Canada and the United States are concerned at least in total very little short of the feverish activities which prevailed while the war was in progress. It thus transpired that at this date practically every factory which is capable of turning out a commodity of general public use is working to capacity and in view of prevailing prices is making at least reasonable and in many cases large profits. This is characteristic of practically all industries in Canada and there does not appear to be any evidence of any slackening in demand or any reduction in purchasing power so far as can be seen.

SIDELIGHTS ON PROVINCIAL TRADE AND INDUSTRY.

HOW TO CARRY ON AN "OWN YOUR HOME" CAMPAIGN.

RAMBLING COMMENT ON A RECENT VACATION TRIP.

SUCCESSFUL LIFE INSURANCE CONVENTION AT CALGARY.

PROVINCIAL PRODUCTION OF GOLD AND SILVER IN 1918.

RECENT ANNUAL REPORTS

MINING THROUGHOUT BRITISH COLUMBIA

TRUST COMPANY NOTES, COMPANY NOTES, INSURANCE, MUNICIPAL, LUMBER, MINING AND OTHER INFORMATION

The lumber industry is a illustration in point. Extreme activity in the building business in the United States is responsible for a huge lumber demand and while we are not exporting a large per cent. of our lumber cut as we are shingles to the United States we find that United States competitors in the prairies and eastern Canadian markets are gradually withdrawing from those territories necessitating a larger reqiurement of provincial stock in both of those markets. In the matter of building the United States is ahead of Canada, but that the potential demand for building in Canada is only less than it is in the United States in proportion to its population gives reason for hope that this industry will be maintained on a high level of activity for a long period in the future. In similar lines of provincial manufacture the same is true only to a less marked extent.

The building of steel ships is however, in considerable doubt as to its future. While the present yards are gradually completing their contracts strenuous efforts are being made towards securing further orders and these with some gleams of hope. Pacific coast yards fabricating steel ships on both sides of the international boundary line are finding themselves in a stronger strategic position than they first thought possible. Through longer experience and efficiency in construction notwithstanding high wages paid, Pacific coast yards are finding that they can more nearly compete with Atlantic yards, save on the basis of low cost of ship plate. In fact figures given by eastern yards as compared with Pacific yards come within measurable distance of meeting; so much so that it is highly probable that private interests may see their way clear toward placing orders on the Pacific coast, when given preference as to delivery notwithstanding a small handicap in tonnage price. The ultimate position as to the permanent establishment of a steel shipbuilding industry on the coast is in grave doubt on account of the lack of an iron and steel industry yet conditions still obtain which makes it possible for the securing of further contracts for ships to keep the present yards going and so long as contracts are still in existence and work proceeding the industry is not dead.

It is perhaps in the field of co-operation of employer with employee that the greatest progress could be made for the promotion of efficiency and the meeting of competition. If the workers in shipyards and other industries coming in direct competition with similar builders and manufacturers