

CANADA'S PULPWOOD STATISTICS.

A total of 1,846,910 cords of pulpwood were cut in Canada during 1912; of this, 866,042 cords were manufactured into pulp in Canadian mills while 980,868 cords were exported in the raw or unmanufactured state. This is an increase of 21.5 per cent over the total cut of 1911—an increase of 28.8 per cent in manufacture of pulp and an increase of 16.6 per cent in export of raw pulpwood.

The average value per cord of pulpwood consumed by Canada's pulp mills decreased from \$6.45 to \$6.02. The total value of pulpwood used in the industry in 1912 was \$5,215,582.

Quebec, Ontario and New Brunswick still head the list of provinces in consumption of pulpwood. British Columbia, however, has increased its consumption by some thirty-four thousand cords bringing it up to fourth place ahead of Nova Scotia. A decrease of 18.6 per cent in consumption is noted in Ontario during 1912; all other provinces having increased during the year.

The use of balsam fir for pulp manufacture has increased from 17.5 per cent in 1911 to 19 per cent in 1912, and with this there is a decrease in the proportion of spruce from 81.6 per cent to 78.2 per cent. An increase in the proportion of hemlock used is due to the consumption in British Columbia where over seventeen thousand cords of this material were used in 1912. Western larch was reported for the first time from this Province.

The mechanical and sulphite processes still head the list, but the sulphate process used practically for the first time in 1912, was employed in manufacturing over sixty-six thousand cords of pulpwood, putting this process third on the list. This replaces the soda process, the use of which decreased by 72.9 per cent.

The export of the finished product, woodpulp, has increased by 34.1 per cent. The proportions of ground wood and chemical pulp remained practically stationary at about 85 and 15 per cent, respectively. In 1911 over 99 per cent of the export went to the United States. In 1912 only about 63 per cent was exported to that country, while Great Britain imported almost 37 per cent and Japan entered the market, purchasing 1,046 tons of pulp, mostly chemically prepared. China and New Zealand also imported small quantities of Canadian wood-pulp.

Wood-pulp was imported into Canada from the United States, Sweden, Great Britain, Germany and Austria-Hungary in 1912, indicating that in some cases these countries can manufacture pulp cheaper than Canada or that they produce some special grade of material desired by Canadian paper makers. The total value of imports of pulp increased by 83.7 per cent in 1912.

Canada still exports over half the pulpwood produced in the country. In fact, the proportion of wood exported in the raw state increased from 55.8 per cent in 1911 to 56.1 per cent in 1912.

New Brunswick and Nova Scotia manufactured less of their pulpwood in 1912 than in 1911, while the proportions in Ontario remained the same. British Columbia was the only Province which reported having manufactured all its pulpwood into pulp in the Province. The effects of legislation restricting the export of raw pulpwood are the most evident in Quebec, where 43.5 per cent of the cut of pulpwood was manufactured within the Province in 1912, as opposed to only 38.0 per cent in 1911.

LAST YEAR'S GREAT HARVEST.

The English Bulletin of Agricultural Statistics reports, as a result of the past season's harvest figures for all producing countries in the world, that the total wheat crop was 7½ per cent above that of 1911, although the area under production was smaller by 2½ per cent.

RAILROAD EARNINGS.

Railroad gross earnings again display a moderate improvement, the total of all United States roads so far reporting to Dun's Review for April amounting to \$33,429,708, a gain of 2.7 per cent as compared with the earnings of the same roads for the corresponding period a year ago. The comparison suffers considerably from the adverse returns made by a few leading systems, notably Chesapeake and Ohio, which reports a falling off of no less than \$784,311, mainly because of the interruption to traffic incident to the floods early in the month, Denver and Rio Grande a loss of \$28,300 and Central of Georgia \$32,900. On the other hand, generally satisfactory conditions are indicated by the pronounced improvement appearing on many important roads, among them Missouri Pacific, on which there is an increase of \$593,000; Missouri, Kansas and Texas, \$305,395; Chicago, Indianapolis and Louisville, \$111,516; St. Louis Southwestern, \$101,000; Minneapolis and St. Louis \$54,456; Colorado and Southern, \$61,100; International Great Northern, \$59,195; Southern, \$38,552, and Buffalo, Rochester and Pittsburgh, \$237,388. In the following table are given the gross earnings of all United States railroads so far reporting for April and the gains as compared with the earnings of the same roads for the corresponding month a year ago; also for the roads that reported for the two preceding months, together with the percentages of gains over last year:—

	1913.		Per Cent.
April	\$33,429,708	Gain \$ 893,739	2.7
March	37,076,921	Gain 1,931,525	5.5
February	29,460,633	Gain 1,723,395	4.0

Gross earnings of all Canadian railroads so far reporting for April show an increase of 7.5 per cent as compared with the earnings of the same roads for the corresponding month last year.

With returns for the first week of May, the increase in C.P.R.'s gross earnings for the current fiscal year crossed the \$15,000,000 mark. Gross for the period of ten months and one week at the same time crossed \$115,000,000 and the gain in gross for the year to date stands at approximately 15 per cent.

Returns for the first week of May from the three big systems average better than recent showings. C.P.R. reported a gain of 5.5 per cent, Grand Trunk a gain of 16.6 per cent and Canadian Northern a gain of 20.7 per cent. This averages up as a better rate of increase than the roads have shown for some weeks. Figures for the week this year and last with increases follow:—

	1913.	1912.	Increase.
C.P.R.	\$2,572,000	\$2,439,000	\$ 133,000
G.T.R.	1,060,639	909,651	150,988
C.N.R.	472,400	391,200	81,200

GRAIN SHIPMENTS.

Since the opening of navigation on April 20 last, when the big fleet of grain-laden vessels steamed out of Fort William, Ont., approximately 21,000,000 bushels of grain have been shipped by the lake route. The different figures of grain receipts at the head of the lakes from Sept. 1 to April 20 shows an amount of 125,241,143 bushels 75,216,000 bushels shipped before the close and 21,000,000 this year.

Before the close of navigation 75,216,000 bushels were forwarded by the Great Lakes, this, with the 21,000,000 bushels shipped since the opening of navigation and the 21,653,000 bushels now in store, amounts to approximately 118,000,000 bushels, denoting that between the close of navigation last fall and the opening this spring in round figures 7,000,000 bushels of grain moved east from Fort William via the all-rail route.