

UNITED STATES IRON AND STEEL EXPORTS.

Remarkable Growth in American Export Trade—An Increase of Thirty Per Cent. in One Year.

Exports of iron and steel from the United States in the fiscal year about to end will probably be 235 million dollars in value, against 184 million in the former high record year, 1908. The total for the 10 months ending with April, the latest period for which details have been compiled by the Bureau of Statistics, Department of Commerce and Labor, is, in round terms, 190 million dollars, and if the May and June exports approximate in each case those of April the total for the year will be fully 235 million dollars. Ten years ago, in 1901, the total was 117 million, or one-half the estimated figure for the current year; 20 years ago, in 1891, it was 29 million, and 30 years ago, 17 million. The value of iron and steel manufactures exported in 1911 will probably exceed by more than 50 million that of the immediately preceding year, thus showing a growth of approximately 30 per cent.

Ten Years Ago.

No feature of the export of the United States shows a more remarkable growth than that of manufactures of iron and steel. Prior to 1890 the total value of iron and steel exports had never reached as much as 25 million dollars in a single year. In 1890 the total was \$25,542,308; in 1895, \$32,000,989; in 1900, \$121,913,548; in 1905, \$134,728,363; in 1908, \$183,982,182; and in 1911, as above indicated, promises to be fully \$235,000,000, and if the record established in April is maintained until the end of June the total for the year will even exceed that sum.

Machinery of various types constitutes practically one-half of this total value of iron and steel exported, the figures for the 10 months ending with April being, in round terms, 90 million dollars, against 65 million in the corresponding period one year ago and 55 million in the like period two years ago. Typewriters, sewing machines, metal-working machinery, electrical machinery, mining machinery, engines, pumps and pumping machinery, wind-mills, printing presses, cash registers, sugar-mill machinery, and wood-working machinery, are the principal items in the list of machinery exported. Exports of typewriters in the 10 months under review amounted to 8 million dollars, against 5½ million in the corresponding period two years ago; sewing machines over 7 million, against less than 5 million in the same months of 1909; metal-working machinery, nearly 8 million, against 3 million in the corresponding period two years ago; electrical machinery, 6½ million, against 5½ million in the like period two years ago; locomotives, 3¼ million; stationary engines, 3¼ million; traction engines, nearly 3 million, and other engines and parts thereof, 3½ million.

Rails For the Railways.

The largest items aside from machinery under the head of iron and steel exports are rails for railways, 9¼ million dollars in the 10 months under consideration, against 5½ million in the corresponding months two years ago; steel sheets and plates, 7 million, against a little over 3 million in the like period of 1909; iron sheets, 5½ million dollars, against a little less than 3 million in the same months two years ago; structural iron and steel, 7 million dollars, against 4½ million in the corresponding months of 1909; wire, 8¼ million dollars, against 5¼ million in the corresponding months of 1909, and builders' hardware, including locks, hinges, saws, tools, etc., 14 million dollars, against a little less than 10 million in the corresponding period of 1909.

This largest item in the list of manufactures entering our export trade, including heavy and sometimes bulky articles and therefore difficult to distribute, is represented in the exports to literally every part of the world. The United Kingdom, Germany, France, Netherlands, and other parts of Europe; Argentina, Brazil, and practically all the South American countries; South Africa, the British East Indies, China, Japan, Australia, and the islands of Oceania, to say nothing of our nearer neighbors, the British West Indies, Central America, Mexico, and Canada appear in the list of the countries to which the various articles of iron and steel are sent.

RAILWAYS WOULD RAISE FREIGHT RATES

By Altering Classification—Board Will Consider Charges.

In December last the railway companies submitted to the railway commission for approval a supplement to the Canadian freight classification, making numerous changes in the ratings on glass, with various ratings for ribbed, rough, cathedral, chipped, ground, wired, and common window glass. The shippers' section of the Winnipeg Board of Trade filed a protest against the proposed changes, which changes, if allowed, would mean higher freight rates on various kinds of glass. It was contended that there was no good reason for the change, and that the various kinds of glass should all be rated the same as window glass, namely, fifth class freight in carload lots.

The railway commission has issued an order disallowing the application of the railways, and ordering that ribbed or rough rolled, cathedral (comprising varieties of cast or colored glass not framed or leaded), clipped or ground, and wired glass (not polished), shall have the same rating as common window glass.

Would Raise Rate on Tobacco.

The application of the railways also included a proposed advance of tin cans to fourth class, with a minimum carload weight of 16,000 lbs. Objection was also made to this. The commission ruled that the classification of tin cans shall be fifth class in carload lots, with a minimum weight of 20,000 lbs.

In the same supplement to the classification, the railways also asked to be permitted to raise the carload rate for plug tobacco from fifth class to fourth class. This tobacco has hitherto been classified under the grocery list, and the practice is to ship it in mixed cars of fifth class groceries. To raise the carload rate on tobacco to fourth class would mean that it could no longer be included in fifth class cars of groceries, and would have to be shipped at less-than-carload rates, which are practically double. Objection was made to this by the shippers' section of the Winnipeg Board of Trade, and the matter has been disposed of in the above noted order of the railway commission, which directs the railways to continue to haul tobacco at the fifth class rate.

Uniform Tariff for Cream.

The Railway Board will consider at an early date the adoption of a reasonable system whereby express companies may sign the shippers' receipt instead of itself furnishing the blank, the form being one approved by the board. The board will give consideration to the matter of the cream shipment, and the application of the express companies for authority to substitute a uniform tariff for cream in place of separate tariffs for sour and sweet cream. The application of the Montreal Milk Shippers' Association will also be heard, for an order requiring railway companies to give a rate of eight cents for a four gallon can, and fifteen cents for an eight gallon can, respectively, up to seventy-five miles, and eleven cents per four gallon can, and twenty cents per eight gallon can for all distances over seventy-five miles; railway companies to insure proper delivery, also that freight charges be collected from the consignee at point of delivery as in the case with ordinary freight. That, that part of the contract calling for farmers to take delivery of empty cans at car door be eliminated. That when trains are unduly late the trainmen load the milk. That railway companies be responsible for milk after it is placed in their possession, and until delivery is made. That train hands exercise greater care in delivering empty cans at their proper station, and that rough handling of these empty cans in unloading be avoided.

COBALT ORE SHIPMENTS.

The following are the ore shipments, in pounds, from Cobalt for the week ended June 16th:—Nipissing 245,350, Cobalt Lake 249,840, McKinley-Darragh 121,040, Colonial 46,000, O'Brien 65,250, Right of Way 63,100, La Rose 85,460, Buffalo 61,690, Chambers-Ferland 64,000, Hudson Bay 64,210, Coniagas 63,160, Hargraves 60,000, Kerr Lake 60,010, Temiskaming 85,550, total, 1,331,660 pounds or 665 tons. The total shipment since January 1st is now 23,194,780 pounds or 11,597 tons.

In 1904 the camp produced 158 tons, valued at \$316,217; in 1905, 2,144 tons, valued at \$1,437,196; in 1906, 5,129 tons, valued at \$3,900,000; in 1907, 14,040 tons; in 1908, 25,700 tons; in 1909, 29,751 tons; in 1910, 34,041 tons.

The usual monthly compilation by the London Bankers' Magazine of the aggregate value of 387 securities dealt in on the London Stock Exchange shows the insignificant decrease of £282,000, or 0.008 per cent. for May, following an increase of £18,942,000, or 0.5 per cent. for April. British and Indian funds decreased £5,778,000, or 0.8 per cent.; Home rails are £4,461,000 lower, equal to 1.5 per cent.; Africans are £1,901,000 lower, or 2.4 per cent., while Americans increased £12,930,000, or 3.3 per cent., and foreign government funds decreased £2,868,000, equal to 0.3 per cent. Thus the rise in Americans counteracted all other declines. The detailed comparisons are: Aggregate value of 387 representative securities on May 20, 1911, £3,724,602,000; aggregate value of 387 representative securities on April 20, 1911, £3,724,884,000; decrease, £282,000.