

# Analysis of Our April Trade

**Exports of Lumber, Newsprint and Woodpulp 80 p.c. Increase of those for April of last Year.—Woodpulp being Exported to Countries other than the United States.**

By OUR OTTAWA CORRESPONDENT.

Ottawa, May.—April is a trade month in which big figures are not expected; but the total trade for the month of April this year was, in point of value, the largest of any April in the trade of this country. The grand total was \$154,161,134, as compared with \$121,527,962 in April, 1919, an increase of 26 per cent. The imports amounted to \$98,290,635, as against \$54,255,229 in April, 1919, an increase of 81 per cent. The total imports were \$55,870,499, of which \$53,356,386 were in the form of Canadian products. These figures are much below those for March, a usually big month; but no importance is to be attached to this.

A noteworthy feature of the exports are the large figures for shipments of lumber, newsprint, and wood pulp, which were over 80 per cent in excess of those for April, 1919, the figures being \$14,513,680 and \$7,830,550 respectively. Higher values are a partial explanation of this; but it is understood that the shipments have been heavier. Incidentally this was the only classification among the exports to show an increase of over \$1,000,000, as compared with April, 1919. Outward shipments of agricultural products fell off heavily, food stuffs having declined to the extent of \$8,494,000, and animal products \$6,140,000.

Scanning the imports the chief increase has been in textiles, fibres and their products, which amount to \$26,897,380, or about 27 per cent of the total. The greater percentage of these came from the United Kingdom. How rapidly this trade is being recaptured by the Mother Country may be seen in the fact that in April, 1919, the ports of vegetable products, which includes sugar, were over 100 per cent larger than in April last. \$64,874,957, as compared with \$35,597,946 a year ago. The value of dutiable goods brought in was the duty collected being \$17,316,317, compared with \$11,132,756.

As imports have greatly exceeded exports during the last two months, the following table showing the trade balances for the first four months of the last two calendar years is of interest; x indicates a favorable,—an unfavorable, balance of trade.

1920	1919
April — \$42,420,136	April x \$ 13,017,204
March — 44,278,364	March x 26,257,907
Feb. x 2,860,482	Feb. x 21,976,183
Jan. x 17,939,222	Jan. x 51,573,359
— \$65,889,776	x \$112,824,653

The total value of Canada's exports of newsprint, wood pulp and pulpwood during the year ending March, was \$103,042,077, as compared with \$90,811,392 in 1918-19. Of this amount, eighty-four per cent, or \$86,580,734 worth went to the United States. The value of all newsprint exported was \$53,203,792, as compared with \$40,718,021 during the preceding year. The exports of pulpwood were \$41,383,482, as compared with \$34,706,771 in 1918-19. Large as are these figures, there is every indication that they will be very largely exceeded in the present year.

In these returns is to be found a partial explanation of the scarcity of newsprint in the United States during the last six or eight months. They show that during the year the exports of pulp wood fell off to the extent of forty-five per cent, as compared with those for the preceding year, the figures being; export 1919-20, 838,832 cords; 1918-19, 1,597,042 cords. As the United

States is the only purchaser of Canadian pulpwood, shipments to the Republic declined to this extent. The value of pulpwood exports last year was \$8,454,803; in 1918-19 it was \$15,386,600.

On the other hand, the United States received from Canada last year 12,553,349 cwts. of newsprint, compared with 11,880,069 cwts. in 1918-19. As for wood pulp, there was very little difference in the shipments during these two years, they having been 10,867,964 cwts. in 1918-19 and 10,876,001 in 1919-20. In point of value, however, there was a very great deal of difference. The 12,553,349 cwts. of newsprint shipped last year were valued at \$48,809,178, as compared with the 11,880,069 cwts. in 1918-19 valued at \$36,031,358. The 10,867,964 cwts. of wood pulp exported in 1919 were valued at \$30,624,820; while the 10,876,001 cwts. exported in 1918-19 were valued at \$31,376,753. In other words, the 1,597,042 cords of pulpwood in 1918-19 cost \$15,386,600; while the 838,732 cords in 1919-20 cost \$8,454,803. Thus Canada's bill to the United States for newsprint, wood pulp and pulpwood last year was \$86,580,734, whereas in the year previous it was \$75,862,914.

That shipments of woodpulp to the United States remained practically stationary last year may be attributed to the growing demand from other countries, which took over four times as much as they did in 1918-19. Last year the exports

to countries outside of the United States, were 4,513,481 cwts., as compared with 973,682 cwts. in 1918-19. On the other hand these countries only took about 350,000 cwts. more of newsprint than they did in the preceding year. This undoubtedly contributed to the increase of prices; for at the present time, Canada has overseas a market for newsprint and wood pulp such as was hardly expected of five years ago. It is moreover to be remembered that high as prices are, these overseas customers seem to be quite reconciled to pay them. As an indication of the growth of this trade it may be said that the United Kingdom, which took \$614,432 of pulpwood in 1918-19, took \$5,031,000 worth last year; Japan, \$2,775,000 in 1918-19 and \$3,701,503 in 1919-20; France, and China, nothing in 1918-19, \$1,033,000 and \$135,000 respectively last year.

During the last 41 years the trade of the Dominion has increased from \$35.60 to \$261 per capita. The figures for decennial intervals by fiscal years are:

1879 . . . . .	\$ 149,469,188
1889 . . . . .	196,309,107
1899 . . . . .	304,227,339
1909 . . . . .	548,139,339
1919 . . . . .	2,185,194,620
1920 . . . . .	2,351,174,885

A short time ago an article appeared in this journal concerning the amalgamation of the Indian State Banks. The formation of exceptionally strong banks is to secure the confidence of the natives who seem particularly inclined to hoard silver and gold coins. An accident, during the past week, occurred on the Perth and Rohilkh Railway and 150 passengers were killed or burned to death. Correspondents who visited the scene afterwards state that pools of molten silver were found in the vicinity resulting from the melting of hoards of rupees carried by the natives.

## How Railway Operating Costs Mount

The Railway Association makes an appeal for the full utilization of space in freight cars.

"Ho, Bill! That'll hold her! Slam her shut! Call it a car! Hey, there, you checker! Jam your blinkin seal on that door! . . . Couple on and yank her out! Us guys is quick workers. We got two more to load tonight! Call it a car!"

Such is the simple and good-natured formula—or approximately the formula by which something like \$18,000,000 may be said to have been added unnecessarily to the past twelve months' cost of operating the Canadian railways. It is the jocular touch of an indifferent hand—by which the "safety margin" of car supply over car demand in Canada was, and still is, being cut down every day in spite of the railways. It is the little episode—repeated thousands of times a day at thousands of loading points—which added 500,000 unnecessary car trips to the Canadian transportation program in the last year—each trip averaging 243 miles under load and 89 miles empty and emptying 14 car days.

Thus the constant service of 10,000 freight cars was devoted to unnecessary work instead of remaining in reserve to meet emergencies. Thus 4,000 unnecessary trains were moved. Thus 8,000 unnecessary engines were employed instead of being in reserve. Thus 79 miles of precious track room were occupied instead of being free to preserve the elasticity of terminal and passing track capacity, thus reducing the margin between an easy car movement—and possible congestion, with embargoes. Thus 10,000 times 17 tons of tare weight (the weight of the car alone) was added to the constant burden of the railways the whole year through—or 170,000 extra tons. Thus 6,000,000 tons of coal were taken from the available

supply. Thus all movement was slower. Thus the entire machinery of Canadian business was slowed up! Depressing, subtly, but surely, the volume of business in your factories and warehouses! Cutting down the rate of turnover! Running up the overhead per unit of sale! Thinning your profits!

When shippers were on their toes during the war, average load per car rose to 27.05 tons. Now it is averaging 22.69 tons! The loss is almost five tons per car! This loss is almost wholly explainable by reference to the relaxed attitude of the shipper. His employees have a tendency to "let down" and to adopt something like the formula quoted at the top of this appeal. It is good business for you, for the country, and for your railway service to banish that attitude and substitute for it: "Ho, Bill! Call that a car? Not on your life! Open her up again! We'll cram her till the axels bust!" But she won't "bust." Try!

The Canadian Pulp and Paper Association has sent out copies of a trade custom adopted by the manufacturers of newsprint in connection with standardization of sheet newsprint. On a minimum basis of 24, 33, including wrappers and turned minimum size, 24 x 36, the following shall be standard publishers sizes: 24 x 36, 27 x 41, 28 x 42, 30 x 44, 35 x 45, 35 x 48, 38 x 48, 42 x 56. Where sizes other than these are required and where they can be accepted by the mill, an extra charge for cutting shall be made as follows: 2 or more tons, \$3.50 per ton; cars (20 tons or over) \$2.00 per ton. Not less than two tons of any odd size shall be cut. All papers are to be put up lapped.