

Woodlands Are The Basis For Canadian Prosperity

By FORBES RHUDE
Canadian Press Business Editor
Cross-country expansion of facilities for pulp and paper production — both under way and contemplated—featured the Canadian forestry industry in 1956.

The expansion programs — running into hundreds of millions of dollars—indicated that Canadians, already dependent on their woodlands for much of their prosperity, will draw even greater wealth from them in the future.

In actual production in 1956, the gross value of pulp and paper activities is estimated at \$1,400,000,000, up \$100,000,000 from 1955.

SAWN LUMBER DECLINE

In sawn lumber—the other great section of the forest industry — the year was variously described as “satisfactory,” “less satisfactory than the preceding years,” or plain “unsatisfactory.”

It was probably the only major sector of Canada's booming economy to show a decline. Production — probably about 7,000,000,000

board feet—was down, and so were profits, with the retail lumber trade feeling the sharpest effects.

A number of factors contributed to the duller picture.

The United Kingdom bought carefully with an eye on its foreign exchange situation; the United States market dropped off, perhaps because of some weakening in house-building; the discount on the American dollar cut into revenues high freight rates, especially ocean-freight rates, raised costs and discouraged buyers; and at home tight money put a damper on residential construction.

These conditions—and the extent to which they persist, worsen or improve—govern the outlook for 1957, but at present no drastic further drop in markets is expected, and it is hoped that buying by export sources has about reached bottom.

HOME MARKET GOOD

The continuing flood of announcements of new developments across Canada, and predictions

that 1957 construction will probably exceed this year's record of \$6,000,000,000, gives pleasant glow to the domestic picture — though the domestic picture is not enough for British Columbia's huge output, about 70 per cent of which is exported.

The following figures on sales for the first 10 months of the year, with 1955 figures in brackets, indicate the trends which affected the west coast:

United Kingdom 278,000,000 board feet (533,000,000); Australia 253,000,000 (294,000,000).

Total water exports to points other than North America 552,000,000 (875,000,000); sales to United States and Canada 307,000,000 (334,000,000).

In the first nine months, production at mills of members of the B.C. Lumber Manufacturers Association—representing about 6 per cent of the B.C. total—was down 8.6 per cent.

In the Atlantic provinces demand

is described as “good,” but somewhat behind last year. With an open fall and early winter, woods activity is high.

Both coasts continue to keep an anxious eye on tight-money developments and their effect on home building in the coming year.

EXPORTS INCREASE

Pulp and paper and associated operations predominate in the Ontario and Quebec forests.

Total value of exports of Canadian pulp and paper products in 1956 passed the \$1,000,000,000 mark for the first time.

Newsprint production totalled about 6,500,000 tons, up about 300,000 tons, and will probably rise by another 200,000 tons in 1957. Of the year's production, the United States took 5,225,000 tons.

The newsprint shortage which prevailed at the beginning of the year seems to have been relieved and it is estimated that increased production both in Canada and elsewhere will be adequate for 1957's expected increased demand.

Pulp and paper expansions touch about every section of Canada. Perhaps especially notable—because it opens up a vast forest area hitherto virtually untouched — is a planned \$60,000,000 pulp plant near Prince Albert Sask., on which construction is expected to start in early 1957.

1957 May Be Turning Point In Atlantic Area Transportation

MONCTON N.B. (Special) — “The year 1957 may well become a turning point for the Atlantic Area in the field of transportation.” This was the forecast made by A. Murray MacKay of Halifax in his year end statement as Chairman of the Maritimes Transportation Commission.

Pointing to the determination of the Governments of the four Atlantic Provinces to work together to find a solution of the region's transport problems, the M.T.C. Chairman said: “Our Commission has been given the momentous task of hammering out proposals for the revision of the Maritime Freight Rates Act which has, for the past thirty years, been our basic transportation charter.”

That Act, the M.T.C. Chairman said, is no longer doing the job it was designed to do.

“We are confident that the research presently being done by the Maritimes Transportation Commission will yield positive results quite early in the new year. The groundwork will then have been done and our four Provinces will be able to present to Ottawa what we hope will be realistic proposals for transportation improvements here.”

Mr. MacKay stated that, while the year 1956 had brought further increases in rail freight rates which had borne heavily on the economy of the Atlantic Region, there had also been bright spots in the general picture. He cited as an illustration reductions in the rates on potatoes from New Brunswick and Nova Scotia to Central Canada which had been brought about by the action of the Transportation Commission.

“What this means simply is that our potato producers will be able, in spite of rate increases made by the railways in 1956, to go on shipping their products to market.”

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CANADA'S SOLDIERS HAD ACTIVE YEAR

Canada's soldiers have ended an active year that brought new Overseas commitments for professionals of the Regular Army and proved for citizen-soldiers of the Militia their most successful post-war period.

(1) In Egypt Canada's component of the United Nations Emergency Force began in late fall its task of an international police force.

(2) During the summer 950 members of the Canadian Women's Army Corps completed a second year of field training with more than 20,000 male members of the Militia.

(3) In Germany soldiers of Canada's NATO army formation practised phases of nuclear warfare, an important feature of the Regular Army training program.

(4) In Indochina Canada's component of the International Truce Supervisory Commission worked with Indian and Polish members on United Nations-sponsored tasks in Viet Nam, Laos and Cambodia.

(5) Biggest event of the year in Canada for more than 10,000 Regular Army soldiers was the Camp Gagetown concentration where troops staged a huge Dominion Day parade, reviewed by the Governor General, and carried out Exercise “Morning Star”. It was the first divisional manoeuvre to emphasize aspects of nuclear battle as they would affect the fighting infantryman.

New Zealand And U. S. Work Together In The Antarctic

canadian Press Correspondent CHRISTCHURCH, N.Z. (CP)—The basis for a bitter international dispute between the United States and New Zealand exists in the Antarctic.

Yet instead of conflict the two countries are co-operating so closely that neither could get along there without the other.

The paradox has been pointed up by the departure of New Zealand's first full-scale expedition to the Antarctic, farewelled by the Duke of Edinburgh during his visit after the Olympic Games.

New Zealand claims sovereignty over a large sector of the Antarctic—a wedge-shaped slice extending from McMurdo Sound all the way to the South Pole. Until now, however, New Zealand has never established a base in the territory, known as the Ross dependency.

The United States has declined to recognize any territorial claims in the Antarctic. And the Americans have set up two major bases and several smaller ones in the area claimed by New Zealand.

The situation provides ample scope for the striking of attitudes, affronted dignity, strained feelings, and the whole range of diplomatic incivilities.

Instead the two countries are co-operating so closely that their projects are inextricably mixed. A huge American air and sea lift to the Antarctic has been in progress for several months. Its success has depended on the use of New Zealand as an advanced base for the ferrying of men and supplies. New Zealand has made available port facilities, airfields, communication media, meteorological services, and much other assistance.



MOUNT VESUVIUS BELOW

A C-119 of R. C. A. F's 433 Transport Squadron flies over the crater of Mount Vesuvius in Italy from Naples during airlift operations for the United Nations Emergency Force. CP Photo from National Defence.

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14" in height, four eyelet laced at top, snug fitting ankle, elastic net lining, sponge cushion insole and steel shank. Colour olive. Sizes 6 to 12 ...

10.50

Men's "Esquire" Boots

9 1/2" in height, front zipper, Zero-Fleece inch pile lining, removable felt insoles, steel shank and full bellows tongue. Color brown. Sizes 5 to 12 ...

8.95

Men's "Trooper" Boots

9 1/2" in height, 8 eyelet laced, steel shank, semi-blucher cut, ribbed reinforced back. Color black with red foxing. Sizes 6 to 12 ...

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Men's "Norway" Boots

Four buckle cashmerette full bellows tongue and fleece lining. Colour black. Sizes 6 to 12 ...

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Men's "Ungava" Overshoes

Adjustable buckle and strap at top, all rubber, genuine No. 1 sheepskin lining, expanding front pocket and special last. Colour brown. Sizes 6 to 12 ...

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Men's "Sergeant" Overshoes

Front zipper, all rubber, Blanket fleece lining, full bellows tongue. Color brown. Sizes 6 to 12 ...

6.50

Boys' Sizes
1 to 5 5.50

Men's "Flyer" Overshoes

Adjustable buckle and strap at top, all rubber, Cream Fleece lining, inside shearing cuff, expanding front cuff. Colour brown. Sizes 6 to 12 ...

6.95

Boys' sizes
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Growing girls' sizes 4 to 9 4.95

Junior's sizes
13 to 3 3.95

Child's sizes
4 to 12 3.49

Women's "Tyrol" Overshoes

Front zipper, Cream Fleece lining, Borgpile trim, and felt insole. Colour brown. Sizes 4 to 9 4.95

Misses' sizes
15 to 3 4.45

Child's sizes
4 to 12 3.98

Women's "Warmette" Overshoes

Pull-on type laced in Zero Fleece thick pile lining, felt insole, steel shank. Colour brown. Sizes 4 to 8. 11 to 3 5.98

Junior's sizes
11 to 3 4.98

Child's sizes
4 to 10 3.98

Men's "Chinook" Boots

Pullon style with adjustable buckle and strap at top, expanding front pocket and inside shearing cuff. Color brown in sizes 6 to 11 ...

8.95

Boys' sizes
1 to 5 7.95

Men's "Baffin" Boots

9 1/2" in height, front zipper, Zero Fleece thick pile lining, removable felt insole, steel shank and full bellows tongue. Colour brown. Sizes 6 to 12 ...

8.95

Boys' sizes
sizes 1 to 5 7.45

Men's "Eskimo" Overshoes

Adjustable buckle and strap at top, all rubber, Cream Fleece lining and expanding front pocket. Colour brown. Sizes 6 to 12 ...

5.95

HOLMAN'S BOTH STORES — FOOTWEAR

SHOPPING IS A "FAMILY AFFAIR" AT HOLMAN'S