



# WEEKLY BUSINESS REVIEW



## This Page Devoted Every Week to the Interests of Washington Industrial, Building and Business Firms

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### SUGAR HEADS LIST IN IMPORT TRADE DURING PAST YEAR

Eight Billion Pounds Represents 1920's Excess, Says Banker.

### OTHER BIG FACTORS Finished High Grade Manufacturers Play Important Part In Impressive Showing.

The principal factors in the tremendous increase in the imports of the United States in 1920 were sugar, in quantities greater than ever before irrespective of the exceptionally high price; also finished manufactures of cotton, wool, silk, fibers, wood, iron and steel, and chemicals. Sugar imports, says a statement by the National City Bank of New York, were far in excess of any earlier year—over 8,000,000,000 pounds against 7,000,000,000 in the immediately preceding year, and an annual average of 5,000,000,000 pounds during the war period; this 1920 increase being representative of the fact that the average cost abroad of the year's imports was 12 1/2 cents a pound against an average of 5.6 cents per pound in 1919 and less than 5 cents per pound in 1918. The total cost abroad of this unusually large importation of sugar at phenomenally high prices was \$1,017,624,456 against \$394,280,434 for the sugar imported in the former high record year, 1919, the addition to our import record in the single item of sugar having thus been \$623,344,022 in 1920 and accounting for nearly one-half of the phenomenal increase shown in the 1920 imports as a whole.

### Steady Growth During War.

That there has been a steady and, in fact, rapid growth in the import record of the United States during the entire war period is evident from the figures of the bank's statement, from a study of the figures, year by year, but nothing that compares with 1920. The calendar year 1916 showed a gain of \$213,000,000 over the immediately preceding year, in 1917 there was a further increase of \$561,000,000, in 1918 another gain of \$873,000,000, but the calendar year 1920 capped the increase of \$1,375,000,000, there are certain other important factors and they are, in practically all cases, finished manufactures chiefly of high grade. In cotton goods alone there was an increase of \$1,275,000,000, there are certain other important factors and they are, in practically all cases, finished manufactures chiefly of high grade. In cotton goods alone there was an increase of \$1,275,000,000, there are certain other important factors and they are, in practically all cases, finished manufactures chiefly of high grade.

### Other Important Factors.

While sugar, with an increase of \$613,000,000 in the value of imports in 1920 as compared with the immediately preceding year, is the biggest factor in this total increase of \$1,375,000,000, there are certain other important factors and they are, in practically all cases, finished manufactures chiefly of high grade. In cotton goods alone there was an increase of \$1,275,000,000, there are certain other important factors and they are, in practically all cases, finished manufactures chiefly of high grade.

### "Sugar" and "Manufactures."

In fact, nearly all of the unprecedented increase in value of imports in 1920 can be told in two words—"sugar" and "manufactures." There was, in fact, an increase in the value of imports of the manufacturing requirements—raw cotton, \$66,000,000; pig tin, \$33,000,000; rubber, \$27,000,000; and crude mineral oils, \$29,000,000—but with an increase occurred in sugar and finished manufactures, chiefly textiles. In certain other articles, in which we had been expecting an increase, such as diamonds, raw silk, coffee, and cocoa, there was a decline in the values imported in 1920, the group "diamonds and precious stones" falling from \$105,000,000 in 1919 to \$76,000,000 in 1920; coffee, which dropped in price in the second half of the year, showed for 1920 only \$252,000,000 against \$261,000,000 in 1919; and raw silk, which rapidly declined in price in the second half of the year, showed a total in 1920 of only \$285,000,000 against \$329,000,000 in 1919. In many important articles which we usually consider as "the leaders" in the manufacturing materials, the figures of 1920 were less in value than in 1919, the group "raw material for use in manufacturing" showing an increase of only \$78,000,000, while the group "manufactures ready for consumption" showed an increase of 75 per cent aggregating \$384,000,000.

### FAILURES LAST WEEK.

In contrast to the previous week's tendency, commercial failures last week disclose reduction, numbering 413 in the United States, as reported to Dun's Review. This compares with 462 defaults the previous week, 364 in the preceding week, and only 120 during the corresponding week in 1920. While more insolvencies occurred in the East last week than in the previous week, the increase being 24, there was more or less falling off in the other geographical divisions, especially in the South. Of last week's total failures, 201 involved \$5,000 or more of liabilities in each case, against 220 the previous week. Commercial defaults in Canada, last week number 45, as compared with 44 the previous week, 45 in the preceding week, and only 12 in this week last year. The number of Canadian insolvencies involving \$5,000 or more of indebtedness in each instance, the last week, whereas the number of such failures the previous week was 25.

### Extends Invitation to Insurance Men



**EUGENE G. ADAMS,**  
 President of the District of Columbia Underwriters' Association and vice chairman of the Third Southeastern Congress of Life Insurance Men, has, together with Chairman Charles R. Gantz, of Baltimore and William B. Daniels, of Hagerstown, Md., extended to all life insurance men an invitation to attend the congress to be held in Baltimore, March 10.

### KRAUSE HANDS OUT BATTERY ADVICE

**Simplex Storage Company**  
 Head Advocates Immediate Examinations.

J. F. Krause, head of the Simplex Storage Battery Company, 705 Eighth street northwest, has been in the battery business for a great many years. Prior to his advent in local batterydom he was connected with the Exide Battery Company, and with the government in the Panama Canal Zone.

### Dry Goods Buying Cautious.

A fairly active movement of textiles on contracts placed earlier in the year continues, but new buying is still cautious and is mainly to cover immediate or nearby requirements. While wholesalers and retailers are taking small lots frequently, the manufacturing trades using cotton goods are operating in a very limited way, and it is questioned whether demand is sufficient to absorb the current output of New England and other mills. The largest producer of wool overcoatings, cloakings and dress goods opened lines for fall, 1921, this week at prices 45 to 50 per cent under those of a year ago, and orders for these goods are beginning to come forward with some freedom. In making new spring offerings of dry goods it is noticeable that retailers are featuring low prices and staple standard merchandise, and competition to secure business has become keen in this quarter.

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### WAR POSTPONED SHORT DAY FOR STEEL WORKERS

Industry Has Long Considered Reducing Hours Of Labor.

### PLAN IS DISCUSSED Strike Also Mentioned as Delaying Change Sought By Labor.

**By ARTHUR M. EVANS.**  
 CHICAGO, Feb. 27.—We are of the opinion that a 12-hour day of labor, followed continuously by any group of men for any considerable number of years, means a deterioration of efficiency and lessening of the vigor and virility of such men. The question should be considered from a social as well as a physical point of view.

That steps should be taken now that shall have for their purpose and end a reasonable and just arrangement to all concerned, of the problems involved in this question—that of reducing the long hours of labor—would be respectfully recommended to the intelligent and thoughtful consideration of the proper officers of the corporation.

Excerpts from a report of a special committee of stockholders of the United States Steel Corporation, made April 15, 1912.

Had it not been for the war, the probability is that the iron and steel industry in America would have gone from two-shift to three-shift basis long before this. Had it not been for the steel strike, too, there are good grounds for the assumption that the United States Steel Corporation would have continued its shorter working day in its continuous process departments some time last year.

At the time of the strike articles were published on information that emanating from top officers, that the actual 8-hour day was under serious consideration. Present unemployment, hence affords an unusual opportunity for installing a system which the big steel men of years ago recognized to come sooner or later in the development of the industry.

Advocates of the three-shift day point out that it would come fast enough if an understanding were reached by all plants. Failing that, if the steel corporation set the pace, the rest would follow. It is a widely-voiced theory. In 1915 the corporation had 58,550 employees in its various plant departments, as reported by the American Iron and Steel Institute. It has about 45 per cent of the total employees in the industry.

Two years ago, in April, 1911, the annual meeting of the stockholders of the corporation adopted a resolution directing the appointment of a committee of five officers or stockholders to look into the question of the 8-hour day. E. H. Gary, head of the board of directors, appointed Thomas de Witt Cuyler, of Philadelphia; Stuyvesant Fish, of New York; Darius Miller, of Chicago; Charles A. Foster, of Pittsburgh; and Charles L. Taylor, of Pittsburgh.

A year later these men made a report which has been extensively used as an exhibit in Senatorial and other investigations.

### AVAILABLE FUNDS FOR ROAD MAKING

Approximately \$622,000,000 Now Known by U. S. Bureau Of Public Roads.

Approximately \$622,000,000 is now known to be available for road and bridge construction and maintenance during the year 1921, according to information sent to the Bureau of Public Roads, United States Department of Agriculture, by the several State highway departments. Should pending legislation be passed by Congress and additional appropriations be made for Federal aid, this sum would be increased by the amount of the Federal appropriation.

The approximate amounts available to each of the States from local, State, and Federal sources for road and bridge expenditures are: Alabama, \$8,000,000; Arizona, \$8,000,000; Arkansas, \$12,000,000; California, \$26,000,000; Colorado, \$7,000,000; Connecticut, \$8,000,000; Delaware, \$2,500,000; Florida, \$7,725,000; Georgia, \$10,000,000; Idaho, \$4,500,000; Illinois, \$20,000,000; Indiana, \$9,500,000; Iowa, \$37,000,000; Kansas, \$20,000,000; Kentucky, \$8,000,000; Louisiana, \$6,000,000; Maine, \$7,500,000; Maryland, \$4,500,000; Massachusetts, \$8,000,000; Michigan, \$20,000,000; Minnesota, \$20,000,000; Mississippi, \$11,000,000; Missouri, \$15,000,000; Montana, \$8,500,000; Nebraska, \$6,000,000; Nevada, \$2,500,000; New Hampshire, \$2,500,000; New Jersey, \$16,000,000; New Mexico, \$4,000,000; New York, \$55,000,000; North Carolina, \$5,500,000; North Dakota, \$1,000,000; Ohio, \$25,000,000; Oklahoma, \$8,000,000; Oregon, \$10,000,000; Pennsylvania, \$20,000,000; Rhode Island, \$1,700,000; South Carolina, \$6,000,000; South Dakota, \$7,000,000; Tennessee, \$10,275,000; Texas, \$50,000,000; Utah, \$6,000,000; Vermont, \$2,000,000; Virginia, \$10,000,000; Washington, \$14,000,000; West Virginia, \$8,000,000; Wisconsin, \$19,500,000; Wyoming, \$3,000,000.

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