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# DOMINION BUREAU OF STATISTICS TRANSPORTATION AND PUBLIC UTILITIES BRANCH OTTAWA 

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Vol. $x$.
CAR LOADINGS
No. 47
(Forty-soventh Week ended Wovember 24 th, 1934)

Car loadings for the week ended Hovember 24 th amounted to 47,748 cars, which was an increase of 3,256 car over last year' total of 44,492 cars bat was 2,516 cars under the total for the previoue week and the inder number foll from 66.76 to 65.37 . Hormally, car loadings decline quite rapidiy from the midale of Yovember till the econd veek in Jamary, but the declines in grain, live itock, conl, coke, palpwood, palp and paper and miscellaneou were more than uenal and the index mmber declined from . 45 to 25.08 pointe.

Increases of 595 cars of coal, 75 cars of other forest products and 47 cars of ore and rall increasen in other commodities in the western division ralsed the index nomber from 60,90 for the provione week to 61.28 although total loadings decreased from 19,620 cars to 19,164 cars.

Dotal loadings in the eastern division amounted to 28,584 cars, an against 30,644 cars for the previous veek and the inder number declined from 7 . 34 to 68.62 . Coal decreased by 1,264 oare and pralp and paper by 228 cars. Miscellaneous frelght declined by 349 cars, bet the inder rose slightly. Merchandise was heavior by 158 cars and was 722 cara above last year'm.

Total loadings for the forty-seven weeks ware 18.3 per ceat above last jearis in the eastern dirision, 8.4 per cent heavier in the western division and 14.7 per cent heavier in the two divielons combled.

> (Adfusted for seasonal Fariations and holsdayl) Average, $1926=100$

| Toek | Western Division |  |  | Lastern Divieion |  |  | Total for Canada |  |  | Merchandise |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1934 | : | 1933 | 1934 | : | 1933 | 1934 |  | 1933 | 1934 | , | 1933 |
| 40 | 73.57 |  | 70.19 | 65.95 |  | 68.60 | 68.98 |  | 69.17 | 76.21 |  | 74.41 |
| 42 | 84.01 |  | 74.09 | 67.66 |  | 71.44 | 74.25 |  | 72.44 | 77.08 |  | 74.32 |
| 42 | 77.16 |  | 66.99 | 70.74 |  | 66.40 | 73.23 |  | 66.57 | 75.73 |  | 72.63 |
| 43 | 69.21 |  | 57.69 | 69.35 |  | 64.93 | 69.20 |  | 61.83 | 76.92 |  | 73.43 |
| 44 | 65.39 |  | 60.36 | 66.07 |  | 66.88 | 65.70 |  | 64.06 | 73.39 |  | 72.57 |
| 45 | 62.53 |  | 58.97 | 68.92 |  | 64.34 | 66.08 |  | 61.97 | 76.32 |  | 68.42 |
| 46 | 60.90 |  | 51.33 | 71.34 |  | 71.90 | 66.76 |  | 62.99 | 74.79 |  | 74.87 |
| 47 | 61.28 |  | 49.85 | 68.62 |  | 69.38 | 65.37 |  | 60.91 | 76.16 |  | 7.55 |




Vol. 11.
CARS OF PEVENUE FREIGHT LOADED ON CANADIAN RAILWAYS DURING THE WEEK ENDED 107. 24, 1934.
10. 47

| Division | Week ended |  <br> Grain <br> Products | Live Stock | Coal | Coke | Lumber | Pulpwood | Pulp and Paper | Other Fore 8 t Products | Ore | Merchandise. LC.L. | Miscellaneous | Total Cars Londed | Total Cars Rec'd from Connections |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EASTERN DIVISION |  | $\begin{aligned} & 1,842 \\ & 1,889 \\ & 1,629 \\ & 2,378 \end{aligned}$ | $\begin{aligned} & 104 \\ & 767 \\ & 682 \\ & 805 \end{aligned}$ | $\begin{aligned} & 4,230 \\ & 5.494 \\ & 5.737 \\ & 3.120 \end{aligned}$ | $\begin{aligned} & 412 \\ & 497 \\ & 491 \\ & 864 \end{aligned}$ | $\begin{array}{r} 937 \\ 1,014 \\ 1,013 \\ 1,087 \end{array}$ | $\begin{array}{r} 711 \\ 724 \\ 793 \\ 1.030 \end{array}$ | $\begin{aligned} & 1,637 \\ & 1,865 \\ & 1,639 \\ & 1,556 \end{aligned}$ | $\begin{aligned} & 739 \\ & 738 \\ & 809 \\ & 755 \end{aligned}$ | $\begin{aligned} & 720 \\ & 773 \\ & 708 \\ & 620 \end{aligned}$ | $\begin{aligned} & 9.443 \\ & 9.285 \\ & 9.605 \\ & 8.721 \end{aligned}$ | $\begin{aligned} & 7.209 \\ & 7.558 \\ & 7.389 \\ & 7.965 \end{aligned}$ | $\begin{aligned} & 28.584 \\ & 30,644 \\ & 30,495 \\ & 28,901 \end{aligned}$ | 18,702 <br> 18,105 <br> 18.544 <br> 18.785 |
| Compared | prev. woek 1933 | $\begin{aligned} & -\quad 47 \\ & -\quad 536 \end{aligned}$ | $\begin{array}{lr} - & 63 \\ - & 101 \end{array}$ |  | $\begin{array}{r} 85 \\ 452 \end{array}$ | 77 150 |  | $\begin{array}{r} 228 \\ 81 \end{array}$ | $\begin{array}{rr} + & 1 \\ - & 16 \end{array}$ | $\begin{array}{rr} - & 53 \\ +\quad 100 \end{array}$ | $\begin{array}{r} 158 \\ +\quad 722 \end{array}$ | $\begin{aligned} & -\quad 349 \\ & - \\ & - \\ & \hline \end{aligned}$ | $\begin{array}{r} 2,060 \\ -\quad 317 \\ \hline \end{array}$ | $\begin{array}{r} 597 \\ 83 \end{array}$ |
| WESTERN DIVISION | $\begin{array}{\|ccc\|} \hline \text { Iov. } & 24, & 1934 \\ " & 17, & " \\ = & 10 & =1 \\ " & 25, & 1933 \\ \hline \end{array}$ | $\begin{aligned} & 5,029 \\ & 5,67 \\ & 6,155 \\ & 4,216 \end{aligned}$ | $\begin{aligned} & 1,243 \\ & 1,248 \\ & 1,241 \\ & 1,111 \end{aligned}$ | $\begin{aligned} & 2,689 \\ & 2,094 \\ & 2,630 \\ & 1,986 \\ & \hline \end{aligned}$ | $\begin{aligned} & 49 \\ & 31 \\ & 61 \\ & 74 \end{aligned}$ | $\begin{aligned} & 530 \\ & 501 \\ & 527 \\ & 440 \end{aligned}$ | 12 21 17 32 | $\begin{aligned} & 141 \\ & 138 \\ & 147 \\ & 174 \end{aligned}$ | $\begin{aligned} & 1,381 \\ & 1,306 \\ & 1,057 \\ & 1,456 \end{aligned}$ | $\begin{aligned} & 857 \\ & 810 \\ & 862 \\ & 593 \\ & \hline \end{aligned}$ | $\begin{aligned} & 3.527 \\ & 3.572 \\ & 3.635 \\ & 3.463 \end{aligned}$ | $\begin{aligned} & 3,706 \\ & 4,22 \\ & 4,401 \\ & 2,046 \end{aligned}$ | $\begin{aligned} & 19,164 \\ & 19,620 \\ & 20,733 \\ & 15,591 \\ & \hline \end{aligned}$ | $\begin{array}{r} 1.352 \\ 1.254 \\ 1.273 \\ 858 \\ \hline \end{array}$ |
| Compared with prev. week 19 |  | $\begin{array}{r} 649 \\ +\quad 823 \\ \hline \end{array}$ | $\begin{array}{r} 5 \\ +\quad 132 \\ \hline \end{array}$ | $\begin{array}{r} +\quad 595 \\ +\quad 703 \end{array}$ | $\begin{aligned} & 18 \\ & 25 \end{aligned}$ |  | $\begin{gathered} 9 \\ 20 \end{gathered}$ | $\begin{gathered} 3 \\ 33 \end{gathered}$ |  | $\begin{aligned} & +\quad 47 \\ & +\quad 264 \end{aligned}$ | $\begin{array}{r} 45 \\ +\quad 64 \\ \hline \end{array}$ | $\begin{array}{r} -\quad 515 \\ +\quad 1,660 \\ \hline \end{array}$ | $\begin{array}{r} 456 \\ -\quad 3.573 \\ \hline \end{array}$ | $\begin{array}{r} 98 \\ + \\ +\quad 494 \\ \hline \end{array}$ |
| TOTAL FOR CANADA | $\begin{array}{\|ccc\|} \hline \text { Mov. } & 24, & 1934 \\ " & 17, & 19 \\ = & 10 & 11 \\ = & 25 & 1933 \\ \hline \end{array}$ | $\begin{aligned} & 6.87 \\ & 7.567 \\ & 7.784 \\ & 6.594 \end{aligned}$ | $\begin{aligned} & 1,947 \\ & 2,015 \\ & 1,923 \\ & 1,916 \end{aligned}$ | $\begin{aligned} & 6.919 \\ & 7.588 \\ & 8.367 \\ & 5.106 \end{aligned}$ | $\begin{aligned} & 461 \\ & 528 \\ & 552 \\ & 938 \end{aligned}$ | $\begin{aligned} & 1,467 \\ & 1,515 \\ & 1,540 \\ & 1,527 \end{aligned}$ | $\begin{array}{r} 723 \\ 785 \\ 810 \\ 1,062 \end{array}$ | $\begin{aligned} & 1,778 \\ & 2,003 \\ & 1,786 \\ & 1,730 \end{aligned}$ | $\begin{aligned} & 2,120 \\ & 2,044 \\ & 1,866 \\ & 2,211 \end{aligned}$ | $\begin{aligned} & 1.577 \\ & 1.583 \\ & 1.570 \\ & 1.213 \end{aligned}$ | $\begin{aligned} & 12,970 \\ & 12,857 \\ & 13,240 \\ & 12,184 \end{aligned}$ | $\begin{aligned} & 10,915 \\ & 11,779 \\ & 11,790 \\ & 10,011 \end{aligned}$ | $\begin{aligned} & 47,748 \\ & 50,264 \\ & 51,228 \\ & 44,492 \end{aligned}$ | $\begin{aligned} & 20,05^{4} \\ & 19,359 \\ & 19,817 \\ & 19,643 \end{aligned}$ |
| Compared with prev. week |  | $\begin{aligned} & -696 \\ & +\quad 277 \end{aligned}$ |  | $\begin{array}{r} 669 \\ +1,813 \end{array}$ | $\begin{array}{r} 67 \\ 477 \end{array}$ | $\begin{array}{r} -\quad 48 \\ -\quad 60 \\ \hline \end{array}$ | $\begin{aligned} & -\quad 62 \\ & -\quad 339 \end{aligned}$ |  |  | $\begin{array}{lr} - & 6 \\ +\quad 364 \\ \hline \end{array}$ | $\begin{array}{r} 113 \\ +\quad 786 \\ \hline \end{array}$ |  | $\begin{array}{r}-2.516 \\ +\quad 3.256 \\ \hline\end{array}$ | $\begin{array}{r} 695 \\ +\quad 411 \\ \hline \end{array}$ |
| CUMULATIVE TOTALS |  | 81,606 <br> 74.999 <br> 89.703 | 25,821 <br> 27.844 <br> 27.898 |  | $\begin{aligned} & 23.472 \\ & 23.191 \\ & 19.584 \end{aligned}$ | $\begin{aligned} & 53,498 \\ & 42,206 \\ & 38,560 \\ & \hline \end{aligned}$ | $\begin{aligned} & 55.511 \\ & 40.532 \\ & 39,308 \end{aligned}$ | $\begin{aligned} & 79.312 \\ & 63.672 \\ & 59.124 \end{aligned}$ | $\begin{aligned} & 35.650 \\ & 28.515 \\ & 29.278 \end{aligned}$ | $\begin{aligned} & 27,022 \\ & 15,226 \\ & 11,341 \end{aligned}$ |  |  | $\begin{aligned} & 1,369,326 \\ & 1,157,398 \\ & 1,235,504 \end{aligned}$ |  |
| EASTERN <br> DIVISION | $\left\|\begin{array}{rr}108 & 24,2934 \\ -25, & 1933 \\ -\quad 26,1932\end{array}\right\|$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1934 Compared with 1933 |  | +6.607 | -2,023 | $+53,244$ | 281 | +11,292 | $+14.979$ | +15,640 | + 7.135 | +11.796 | + 28,308 | + 24.669 | +221.928 | + 128,111 |
| WESTERN Division | $\|$ov. 24, 1934  <br> $=$ 25. 1933 <br> $=$ 26,1932  | $\begin{aligned} & 221,154 \\ & 229,224 \\ & 265.511 \end{aligned}$ |  | $\begin{aligned} & 69.436 \\ & 71.819 \\ & 78.720 \end{aligned}$ | $\begin{aligned} & 1,046 \\ & 2,884 \\ & 3,085 \end{aligned}$ | $\begin{aligned} & 22,442 \\ & 18,269 \\ & 17,022 \end{aligned}$ | $\begin{aligned} & 3.656 \\ & 2.055 \\ & 1.453 \end{aligned}$ | $\begin{aligned} & 7,220 \\ & 6,705 \\ & 6,475 \end{aligned}$ | $\begin{aligned} & 52.743 \\ & 44.492 \\ & 39.955 \end{aligned}$ | $\begin{aligned} & 35.181 \\ & 26.305 \\ & 26,060 \end{aligned}$ | $\begin{aligned} & 158,045 \\ & 152,686 \\ & 164,857 \end{aligned}$ | $\begin{array}{r} 130,543 \\ 95,594 \\ 127,098 \end{array}$ | $\begin{aligned} & 747,862 \\ & 688,772 \\ & 766,522 \end{aligned}$ | $\begin{aligned} & 48.178 \\ & 38.260 \\ & 50,033 \end{aligned}$ |
| 1934 Compared with 1933 |  | - 8,070 | $+7.057$ | -2,383 | -1.238 | +4,173 | +1,601 | + 515 | +8.251 | + 8,876 | + 5.359 | + 34.949 | $\pm 59.090$ | 9.918 |
| TOTAL FOR CANADA | $\begin{array}{\|ccc\|} \hline \text { Mov. } & 24,1934 \\ = & 25,1933 \\ = & 26,1932 \\ \hline \end{array}$ |  | $\begin{aligned} & 71,617 \\ & 66,583 \\ & 64,184 \end{aligned}$ |  | $\begin{aligned} & 25,118 \\ & 26,075 \\ & 22,669 \end{aligned}$ | $\begin{aligned} & 75,940 \\ & 60,475 \\ & 55,582 \end{aligned}$ | $\begin{aligned} & 59.167 \\ & 42.587 \\ & 40.761 \end{aligned}$ | $\begin{aligned} & 86.532 \\ & 70.377 \\ & 65.599 \end{aligned}$ | $\begin{aligned} & 88.393 \\ & 73.007 \\ & 69,233 \end{aligned}$ | $\begin{aligned} & 62,203 \\ & 41,551 \\ & 37,401 \end{aligned}$ | $\begin{aligned} & 588,313 \\ & 554,646 \\ & 621,344 \end{aligned}$ | $\begin{aligned} & 469.237 \\ & 369,619 \\ & 440,414 \end{aligned}$ | $\begin{aligned} & 2,117,186 \\ & 1,546,170 \\ & 2,002,026 \end{aligned}$ | $\begin{array}{r} 1.004 .733 \\ 866.704 \\ 888.123 \end{array}$ |
| 1934 Compared with 1933 |  | - 1.463 | $+5,034$ | +50,861 | - 957 | +15.465 | +16.580 | +16,155 | +25.386 | +20,672 | $+33.667$ | +99.618 | $+271.018$ | + 138,029 |

