Pubished by Authority of the Hon. James A. MACKINNON, M.P., Minister of Trade and Commerce.

## DOMINION EUREAU OF STATIBTICS

 TRANSPORTATION AND PUELHC UTILITIES ERANCH ottawa
## Dominion Statistician, R.H. COATS, LL. D., F.R.S.C., FS.S. (Hon.)

Chief, Transportation and Public Usilitie Branch, C.S. Wrong, BS.

## CAR LOADINCB

VOL. XIX.
(Finst week ended January 3, 194:)
No. 1

Lar loscings fox the mog's ended Januery 3 amounted to 49,392 cars, as against 43,136 cara for the corresponding week lust year and 45,013 cars for the previowe week. The index number dropped from 139.8 for the previous week to 134.1.

In the euntemy divieion totil loadings increased from 29,231 curs a year ago to 33,624 and in the Western division from 13,905 to 15,768 caxs.

INDEX NUMBERS
(Acijusted for seasonal varietions enal Rolidays)
(Average $1935-1239=100$ )

| Week | TOTAL FOR CANADA. |  |  | EASTERN DIVISION |  |  | WESTERN DIVISION |  |  | HEMCHANDISE |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1342 | : | 1940 | 1941 | : | 1940 | 1941 | : | 1940 | 1941 | : | 1940 |
| 46 | 130.6 |  | 106.8 | 142.9 |  | 117.6 | 118.2 |  | 96.4 | 124.1 |  | 212.7 |
| 47 | 130.5 |  | 122.8 | 145.3 |  | 131.1 | 115.3 |  | 117.1 | 118.6 |  | 114.1 |
| 48 | $7 \therefore 0.0$ |  | 1:24.6 | 151.9 |  | 132.1 | 128.1 |  | 117.2 | 123.1 |  | 115.0 |
| 49 | 141.9 |  | 123.3 | 147.2 |  | 129.4 | 129.0 |  | 125.5 | 124.5 |  | 115.7 |
| 30 | 140.3 |  | 130.0 | 142.3 |  | 128.4 | 134.0 |  | 130.3 | 121.5 |  | 118.8 |
| 51. | 142.0 |  | 132.3 | 146.9 |  | 126.4 | 130.6 |  | 139.9 | 123.3 |  | 115.5 |
| 52 | $\times 139.9$ |  | 125.3 | $x$ 151.2 |  | $131 . ?$ | 116.3 |  | 231.0 | 124.6 |  | 114.8 |
|  | 1942 |  | 194.1 | 1942 |  | 1341 | 1942 |  | 1941 | 1942 |  | 1941 |
| 1 | 134.1 |  | 117.1 | 147.6 |  | 210.0 | 108.7 |  | 95.9 | 116.7 |  | 110.7 |

9/1/42.
$x$ Fevised.
Price per year $\$ 1.50$



| Division | Week ended | Crain os Grain Product: | Live <br> Stock | Coal | Coke | Lumber | Pulpwood | Pulp <br> and <br> Paper | Other <br> Forest <br> Products | Ore | Merchandise, LC.L. | Miscellaneous | Total Cars Loaded | Total Cars Rec'd from Connections |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EASTERN DIVISION | $\left.\begin{array}{\|cc\|} \text { Jar. 3, } & 1942 \\ \text { Doc. 27, } & 1941 \\ \text { I } 20, & 1941 \\ \text { Jar. 4, } & 1941 \end{array} \right\rvert\,$ | $\begin{aligned} & 2,548 \\ & 1,886 \\ & 3,111 \\ & 1,414 \end{aligned}$ | $\begin{aligned} & 522 \\ & 458 \\ & 583 \\ & 506 \end{aligned}$ | $\begin{aligned} & 3,204 \\ & 2,145 \\ & 3,811 \\ & 3,494 \end{aligned}$ | $\begin{aligned} & 411 \\ & 579 \\ & 472 \\ & 570 \end{aligned}$ | $\begin{array}{r} 1,049 \\ 1,074 \\ 1,766 \\ 986 \end{array}$ | $\begin{aligned} & 1,537 \\ & 1,196 \\ & 1,567 \\ & 1,596 \end{aligned}$ | $\begin{aligned} & 2,939 \\ & 2,475 \\ & 3,340 \\ & 2,400 \end{aligned}$ | $\begin{aligned} & 518 \\ & 464 \\ & 698 \\ & 654 \end{aligned}$ | $\begin{aligned} & 2,073 \\ & 1,837 \\ & 2,057 \\ & 1,47 \end{aligned}$ | $\begin{array}{r} 8,783 \\ 8,980 \\ 11,266 \\ 8,174 \end{array}$ | $\begin{array}{r} 10,242 \\ 9,498 \\ 12,144 \\ 7,966 \end{array}$ | $\begin{aligned} & 33,624 \\ & 30,370 \\ & 40,815 \\ & 29,231 \end{aligned}$ | $\begin{aligned} & 24,223 \\ & 24,604 \\ & 30,945 \\ & 23, z 31 \end{aligned}$ |
| Compared with prev, week 1941 |  | $\left[\begin{array}{rr} + & 660 \\ + & 1,132 \end{array}\right]$ |  | $+\begin{array}{rr} + & 1,061 \\ - & 290 \\ \hline \end{array}$ | 32 159 | 25 63 | 141 | 464 539 | 54 136 | $\begin{aligned} & 236 \\ & 602 \end{aligned}$ | 197 609 | $\begin{array}{r} 744 \\ 2,276 \end{array}$ | $\begin{array}{\|l} + \\ + \\ + \end{array} \quad 4,354 \mid$ | $\begin{aligned} & 381 \\ & 892 \end{aligned}$ |
| WESTERN DIVISION | $\begin{aligned} \text { Jan. 3, } & 1942 \\ \text { Dac. 27, } & 1941 \\ \text { F } 20, & 1941 \\ \operatorname{Jan} .4, & 1941 \end{aligned}$ | $\begin{aligned} & 2,681 \\ & 3,162 \\ & 4,976 \\ & 2,044 \\ & \hline \end{aligned}$ | $\begin{array}{r} 1,192 \\ 764 \\ 1,136 \\ 807 \\ \hline \end{array}$ | $\begin{aligned} & 2,419 \\ & 2,002 \\ & 3,156 \\ & 2,152 \end{aligned}$ | $\begin{array}{r} \hline 74 \\ 64 \\ 105 \\ 92 \end{array}$ | $\begin{array}{r} 949 \\ 834 \\ 1,193 \\ 741 \end{array}$ | $\begin{aligned} & 247 \\ & 240 \\ & 255 \\ & 2-m \\ & \hline \end{aligned}$ | $\begin{aligned} & 511 \\ & 472 \\ & 601 \\ & 272 \end{aligned}$ | $\begin{array}{r} 812 \\ 662 \\ 1,014 \\ 813 \end{array}$ | $\begin{aligned} & 1,660 \\ & 1,571 \\ & 1,879 \\ & 1,656 \end{aligned}$ | $\begin{aligned} & 2,573 \\ & 2,501 \\ & 3,308 \\ & 2,593 \end{aligned}$ | $\begin{aligned} & 2,650 \\ & 2,37 \\ & 3,722 \\ & 2,558 \\ & \hline \end{aligned}$ | $\begin{aligned} & 15,768 \\ & 14,643 \\ & 20,945 \\ & 13,905 \end{aligned}$ | $\begin{array}{r} 1,264 \\ 1,360 \\ 1,546 \\ 927 \end{array}$ |
| Compared with prev. week 1941 |  | $\begin{aligned} & 481 \\ & 637 \\ & \hline \end{aligned}$ |  |  | 10 |  | + $+\quad 70$ + | $\begin{array}{r}+ \\ + \\ +\quad 239 \\ \hline\end{array}$ | 150\| | 89 4 | 72 <br> 20 | $\begin{array}{r}279 \\ 92 \\ \hline\end{array}$ | $+\begin{aligned} & 1,125 \\ & + \\ & \hline \end{aligned}$ | $\begin{array}{r} 96 \\ 337 \\ \hline \end{array}$ |
| TOTAL FOR CANADA | $\begin{array}{\|c\|} \hline \text { Jan. 3, } 1942 \\ \text { Dec. } 27, \\ \text { " } 20, \\ \text { Jan. } \\ \text { Jani } \\ \hline \end{array}$ | $\begin{aligned} & 5,227 \\ & 5,048 \\ & 8,087 \\ & 3,458 \end{aligned}$ | $\begin{aligned} & 1,74 \\ & 1,202 \\ & 1,719 \\ & 1,513 \end{aligned}$ | $\begin{aligned} & \hline 5,623 \\ & 4,145 \\ & 6,967 \\ & 5,646 \end{aligned}$ | $\begin{aligned} & 485 \\ & 443 \\ & 577 \\ & 662 \end{aligned}$ | $\begin{aligned} & 1,998 \\ & 1,908 \\ & 2,959 \\ & 1,727 \end{aligned}$ | $\begin{aligned} & \hline 1,504 \\ & 1,436 \\ & 1,822 \\ & 1,773 \end{aligned}$ | $\begin{aligned} & 3,450 \\ & 2,947 \\ & 3,941 \\ & 2,672 \end{aligned}$ | $\begin{aligned} & \hline 1,330 \\ & 1,126 \\ & 1,712 \\ & 1,467 \end{aligned}$ | $\begin{aligned} & 3,733 \\ & 3,408 \\ & 3,936 \\ & 3,127 \end{aligned}$ | $\begin{aligned} & 11,356 \\ & 11,481 \\ & 14,574 \\ & 10,767 \end{aligned}$ | $\begin{aligned} & 12,892 \\ & 11,869 \\ & 15,466 \\ & 10,524 \end{aligned}$ | $\begin{aligned} & 49,392 \\ & 45,013 \\ & 61,760 \\ & 43,136 \end{aligned}$ | $\begin{aligned} & 25,487 \\ & 25,964 \\ & 32,491 \\ & 24,258 \end{aligned}$ |
| Compared with prev, week 1941 |  | $\begin{array}{rr} + & 179 \\ + & 1,769 \end{array}$ | $\begin{aligned} & 512 \\ & 401 \end{aligned}$ | $\begin{array}{\|r} \hline+ \\ \hline \end{array}$ | 42 177 | $\begin{array}{r} 90 \\ 271 \end{array}$ | $\begin{aligned} & 148 \\ & 189 \end{aligned}$ | $\begin{aligned} & 503 \\ & 778 \end{aligned}$ | 204 137 | $\begin{array}{ll} + & 325 \\ + & 606 \end{array}$ |  | $\begin{aligned} & 1,023 \\ & 2,368 \end{aligned}$ | $\left.\begin{array}{ll} + & 4,379 \\ + & 6,256 \end{array} \right\rvert\,$ | $\begin{array}{rr} - & 477 \\ + & 1,229 \end{array}$ |
| CUMULATIVE TOTALS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| EASTERN DIVISION | $\begin{array}{\|ccc} \begin{array}{cc} \text { Jan. } & 3, \\ n & 4, \\ m & 1942 \\ n & 6, \\ \hline \end{array} 940 \\ \hline \end{array}$ | $\begin{aligned} & 2,546 \\ & 1,414 \\ & 1,713 \end{aligned}$ | $\begin{aligned} & 522 \\ & 506 \\ & 519 \end{aligned}$ | $\begin{aligned} & 3,204 \\ & 3,494 \\ & 3,017 \end{aligned}$ | $\begin{aligned} & 411 \\ & 570 \\ & 577 \\ & \hline \end{aligned}$ | $\begin{array}{r} 1,049 \\ 986 \\ 530 \\ \hline \end{array}$ | $\begin{aligned} & 1,337 \\ & 1,596 \\ & 1,278 \end{aligned}$ | $\begin{aligned} & 2,939 \\ & 2,400 \\ & 1,013 \end{aligned}$ | $\begin{aligned} & 518 \\ & 654 \\ & 447 \end{aligned}$ | $\begin{aligned} & 2,073 \\ & 1,471 \\ & 1,383 \end{aligned}$ | $\begin{aligned} & 8,783 \\ & 8,174 \\ & 7,218 \\ & \hline \end{aligned}$ | $\begin{array}{r} 10,242 \\ 7,966 \\ 6,473 \\ \hline \end{array}$ | 33,624 <br> 29,231 <br> 25,068 | $\begin{aligned} & 24,223 \\ & 23, z 31 \\ & 20,383 \end{aligned}$ |
| 1942 Cornpared with 1941 |  | + 1,132 | 16 | 290 | 159 | 63 | 259 | 539 | 136 | 602 | 609 | 2,275 | + 4,393 | + 892 |
| WESTERN DIVISION | $\left[\begin{array}{ccc} \text { Jann } & z, 1942 \\ n & 4,1941 \\ n & 6, & 1940 \end{array}\right.$ | $\begin{aligned} & 2,681 \\ & 2,044 \\ & 2,517 \end{aligned}$ | $\begin{array}{r} 1,192 \\ 807 \\ 708 \end{array}$ | $\begin{aligned} & 2,419 \\ & 2,152 \\ & 2,563 \end{aligned}$ | $\begin{aligned} & \hline 74 \\ & 98 \\ & 84 \\ & \hline \end{aligned}$ | $\begin{aligned} & 949 \\ & 741 \\ & 557 \end{aligned}$ | $\begin{aligned} & 247 \\ & 177 \\ & 162 \end{aligned}$ | $\begin{aligned} & 517 \\ & 272 \\ & 241 \end{aligned}$ | $\begin{aligned} & 812 \\ & 823 \\ & 840 \end{aligned}$ | $\begin{aligned} & 1,660 \\ & 1,656 \\ & 1,517 \end{aligned}$ | $\begin{aligned} & 2,573 \\ & 2,593 \\ & 2,514 \end{aligned}$ | $\begin{aligned} & 2,650 \\ & 2,558 \\ & 2,087 \end{aligned}$ | $\begin{aligned} & 15,768 \\ & 13,905 \\ & 13,790 \end{aligned}$ | $\begin{array}{r} 1,264 \\ 927 \\ 917 \end{array}$ |
| 3942 Compared with 1941 |  | + 637 | $+\quad 385$ | 267 | 18 | + 208 | $\pm \quad 70$ | 239 | 1 | + | 20 | 92 | + 1,863 | 337 |
| TOTAL FOR CANADA | $\begin{array}{ccc} \text { Jan. } & x, & 1942 \\ n & 4, & 1941 \\ n^{\prime} & 6, & 1940 \end{array}$ | $\begin{aligned} & 5,227 \\ & 3,458 \\ & 4,230 \\ & \hline \end{aligned}$ | $\begin{aligned} & 1,714 \\ & 1,315 \\ & 1,227 \end{aligned}$ | $\begin{aligned} & 5,623 \\ & 5,6.46 \\ & 5,580 \\ & \hline \end{aligned}$ | $\begin{aligned} & 485 \\ & 662 \\ & 681 \end{aligned}$ | $\begin{aligned} & 1,998 \\ & 1,727 \\ & 1,087 \end{aligned}$ | $\begin{aligned} & 1,534 \\ & 1,773 \\ & 1,440 \\ & \hline \end{aligned}$ | $\begin{aligned} & 3,450 \\ & 2,672 \\ & 2,154 \end{aligned}$ | $\begin{aligned} & 1,830 \\ & 1,467 \\ & 1,287 \end{aligned}$ | $\begin{aligned} & 3,733 \\ & 3,127 \\ & 2,900 \end{aligned}$ | $\begin{array}{r} 11,356 \\ 10,787 \\ 9,732 \end{array}$ | $\begin{array}{r} 12,892 \\ 10,524 \\ 8,560 \end{array}$ | 49,392 <br> 43,136 <br> 38,858 | 25,487 <br> 24,258 <br> 21,:00 |
| 1942 Comparce with 1941 |  | + 1,769 | + 401 | 23 | 177 | + 271 | 189 | 778 | - 137 | + 606 | 589 | 2,368 | + 6,256 | + 1,229 |

1941

Charte on pages ? 10 show the cax of aach of the laven groupe of commodities loaded wech week on Canadian railwaya for 1939, 1940 and 1941. It should be noted thet the scales are not the same for all the charte. Comparisons are made below of the loadinge for the 52 weeke of each year,

Grain and grain pruductis The effect of the war on graia loadings wae evident in both 1940 and 1941 inasmuch as the seasonal peaks duriog September and 0etobar did not develon The peak in 1941 wes reached is the midd. of June Loadings to the middle of August were 30 p g above 1940 loadinge and 72 p , c. above 1939 loadings, and at the end of the year were 26 p . above 1840 and $19 \mathrm{p}, \mathrm{c}$, above 1939 loadinge.

Lfve atock Lounsuge were huariar then in 1940 and 1958 for practically the entine year, the increaze over 1940 at the end of the year being 8,477 cars or $10 \mathrm{p} \cdot \mathrm{c}$

Coal Loadjags were well above those of 1939 and 1940 up to the ferst week in April. Ifght loadings from Nova Scotia minee reduced the total loadings in the eastern diviston as much as 2,000 cars por waok as comparad with 1940 loadinge, and i.t was not until October that they were ag hesvy ae in 1940 . At the end of the year the eastarn division ahowed a decrease frow 1940 total of 20,835 cars or 10 p.c., wheres the western division showed an ncrease of 11887 cars or 14 p. 0.

Coke Loadinga hold fairly ataady throughout the year and at the and showed an increase over 1940 totil of 2162 cars or $75 \mathrm{p} . \mathrm{c}$.

Lumber Loadinge contimed haary throughout the yaar, being particularly hoavy during the firet fones monthe in cumarema with loadrigs in prest as years The tutal for the goar was 25,492 cars on 17.5 p : abovo 1840 total and 70 p 3 above 1939 total.

Pulpwood- The peak teachod in the firgt week in February was the highest for some years and loadtags remained well above those of 1940 and 1959 up to the end of October when they kecreased to tho $1959-1940$ lovels. The year a totel was 97,130 cars or 17 y above the 1040 tutai.

Purp and paper Tading wee heavy thoughout the year and ahowed gubstantisl increases durigg the last six monthe. Total for the year was 157261 cara which was $15 \mathrm{p} . \mathrm{c}$ above tho 1940 total and 48 p . abovo the 1938 total.

Other forest proturts Loadinge wero beluw those of 1940 and 1939 for most of the year and the total wee $2 \mathrm{p} . \mathrm{c}$ bolow 1940 and 5 p cy bolo 1939 total.

Ore- For the past ntne years ore bas shown each year increased loadings over the preceding year, ranging from 48 p.c. in 1934 to 13 p.c. in 1940 and 1941 . The total for 1941 wea 201,511 cars or an increase of $23_{s} 086$ cars over 1940 total.

Merchandise- Totai loadiags for the 52 weeks were 741,881 cars, the highest since 1931 and an increase over 1940 total of 58,309 cars or $8.5 \mathrm{p} . \mathrm{c}$. Becauce of heavfer loading per car the tonnage data when available will probably show a still greater increase.

Miscellaneous- Total for 1941 was 825.771 cars which was exceeded only in 1928 and 1929. The increase over 1940 total was 132,898 cars or 19 poc.

Total- Loadings were well above those of 1940 and 1939 for practically the whole year, and for the 52 weeks amounted to $3,183,447$ cars. In 1926, 1927, 1928 and 1929 a greater number of cars were loaded but the tons of revenue fresght loaded in 1941 was probably greater than in any previous year. Tonnage loaded during the first 9 months was the heaviest in the history of the railways and was $7.5 \mathrm{p}, \mathrm{c}$. above the previous record made in 1.929. An analysis of the average tons par car i.s made in another report "Railway Revenue Freight Loadinga", Just issued.
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## WEEKLY CAR LOADINGS




## WEEKLY CAR LJADINGS




WELALY GAR LOADINGS


JAN. TEB. MAR. APR. MAY JUNE JULY AUG. SEPT OCT. NOV. DEC.

