

The volume of revenue freight loaded in the week ended February 24 th continued seasonally very heavy at 76,156 cars against 73,718 cars in the preceding week and 70,037 cars in the 8 th period of 1950 . The gain over last year was thus 6,119 cars or over $8.7 \mathrm{p} . \mathrm{c}$. Shortages of some type of frelght cars were in evidence as new automobiles, newsprint and other products piled up at the plants or mills and Canadian lines appealed for the prompt retun of their cars on American roads. Recelpts from connections also moved into higher ground at 39,844 cars compared with 56,420 in the previous week and only 26,693 in the corresponding period lest year. The intransit and import movements were both heavy as the two nations gird for defence.

Bastern division loadings bolstered by heavy forestry output moved up from 46,025 cars in 1950 to 52,550 cars while the western region, with cosl and crude ofl dow sharply, eased from 24,012 to 23,806 cars.

The ten province totels posted advences in 22 out of the 52 commodity groups. Grain was up fron 4,252 to 4,786 cars while grain products rose 227 cars over last year to 2,781 cars. Vegetebles, dairy products and other packing house products also improved. Building products climbed from 2,486 to 3,159 carloads and other mine products were w, 267 care to 1,685 cars. Ores and concentrates were increased slightly at 2,343 cars for the week under review.

Porestry ftems registered impressive geins with logs up from 734 to 1,140 cars, pulpwood 1,817 cars better at 6,058, lumber adv cing from 3,274 to 4,271 cars and other forest products totalling 845 cars against 342 one year earlier. Noodp 1 p and paper shipments were very heavy at 5,866 cars compered to 4,580 cars.

Gasoline and petroleum ofls and products amounted to 4,180 cars or 593 cars above the same meek of 1950 . Iron and steel moved up from 1,712 to 2,162 cars and implements from 583 to 703 cars. Autos and trucks grossed 1,681 cars or 169 more carloads. Fertilizers, canned foods, other manufectures up from 4,579 to 5,335 cars and L.C.L. merchendise at 16,654 cars against 15,987 cars served to confirm the high level of industriel activity.

Items lower than last year included fresh frults, other agricultural products, live stock at 1,34 ? cars against 1,497 cars, coal down from 7,414 to 5,587 cars, coke, and crude oil diverted to pipeline dropping from 1,665 carloads to only 487 for the week.

The first olght weake cumulative shows Canadian loadings at a peak of nearly 588,000 cars, a gain of over 59,200 cars or $12 \mathrm{p.c}$.from the same period of 1950 , some 10,573 cars better than the similar weeks of 1949 and also higher than 1948. Heather conditions generally in the first two months were also more propitious than last year.

INDEX NUMBRERS
(Adjusted for sebsonsl variations and holldays)
(hverege 1935-1939 = 100)

| Weak | TOTAL FOR CANADA |  |  | BASTEN DIVISION |  |  | TESTERN DIVISION |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1951 | ! | 1950 | 1951 | * | 1950 | 1951 | : | 1950 |
| 1 | 174.2 |  | 152.4 | 188.4 |  | 164.8 | 152.5 |  | 131.8 |
| 2 | 171.2 |  | 142.8 | 174.2 |  | 149.7 | 165.9 |  | 130.5 |
| 3 | 168.2 |  | 138.1 | 175.9 |  | 146.7 | 154.0 |  | 122.1 |
| 4 | 167.2 |  | 140.7 | 175.1 |  | 155.4 | 151.5 |  | 113.6 |
| 5 | 161.7 |  | 151.8 | 167.0 |  | 160.5 | 151.1 |  | 134.5 |
| 6 | 156.9 |  | 158.1 | 160.0 |  | 162.3 | 150.9 |  | 150.2 |
| 7 | 162.1 |  | 157.7 | $\times 170.9$ |  | 162.1 | 工 145.8 |  | 149.4 |
| 8 | 165.1 |  | 151.8 | 174.2 |  | 153.1 | 148.2 |  | 149.5 |

vol. $\operatorname{xTHI}$ CARS OF REVENUE FREIGHT LOADED ON CANADLAN RAILWAYS DURING THE WEEK ENDED Februery 24, 1951



