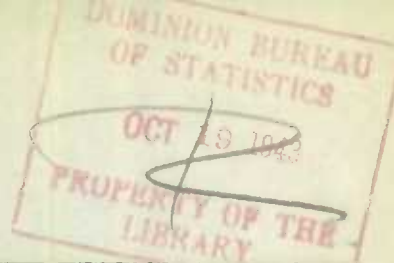


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### Unemployment Insurance

There was a decided drop during April and May in the number of applications for benefit payments under the Unemployment Insurance Act. In May the number of claims filed at local offices in Canada was 2,027 as compared with 3,953 in April, 5,046 in March and 4,822 in February. During April and May, 1942, claims registered numbered 2,925 and 2,799 respectively.

In previous monthly reports, data on claims and benefits were given according to the jurisdiction of district and regional offices. In some cases these jurisdictions extend over Provincial boundaries, but in the present report the data have been arranged by Provinces and will be so presented in subsequent reports.

The average amount paid per beneficiary was \$26.26 in April and \$26.64 in May. In April and May 1942 the corresponding amounts were \$18.87 and \$23.68. The average amount paid per compensated day was \$1.88 both in April and May compared with \$1.32 and \$1.80 in April and May, 1942. The increased average amounts paid per beneficiary over the corresponding months last year might have been due mainly to the increased average days paid, but the increase in the average amount paid per compensated day indicates that it was due in part also to a rise in the average daily rate of benefit. The daily rate of benefit of each beneficiary depends upon his daily average contribution in the past two years, which in turn depends upon his average earnings. The daily rate of benefit is about 17 per cent higher for those having dependents than for those having no dependents. Thus it would seem that those in the higher earnings brackets or those with dependents, or both, were subject in April and May, to proportionately greater compensated unemployment, as compared with the insured population as a whole than was the case a year ago.

### Record Monthly Railway Revenues

Canadian railways earned \$65,338,054 in April as against \$50,596,977 a year ago. This was the greatest revenue earned in any month to date, exceeding the previous record made last December by \$1,744,941. Operating expenses increased by \$10,862,406 over April last year and the operating income was increased from \$10,302,643 to \$12,632,362. Freight traffic increased by 16.4 per cent and freight revenues by 25.5 per cent. Passenger traffic showed an increase of 43.6 per cent. During the first four months of 1943 operating revenues increased to \$231,853,489 from \$190,920,838 and the operating income rose to \$37,159,685 from \$34,173,672.

Operating revenues of the Canadian National Railways increased by 37 per cent to \$34,161,500 in April while operating expenses increased by 40 per cent, due largely to appropriations to pension funds which increased general expenses from \$755,472 in 1942 to \$3,872,806 and the operating income was increased from \$566,936 to \$7,118,114. Freight traffic was heavier than in 1942 by 23 per cent and passenger traffic increased by 43 per cent. For the four months of 1943 gross revenues increased from \$107,939,000 to \$134,151,000 and the operating income increased from \$18,282,467 to \$21,680,041.

Gross revenues of the C.P.R. increased to \$24,160,940 in April from \$20,762,358 in 1942. Operating expenses increased by 17 per cent and the operating income increased from \$3,556,146 to \$3,790,870, the increase in taxes being \$681,277. For the first four months of 1943 operating revenues increased from \$78,755,323 to \$87,857,683, but the operating income decreased from \$13,540,157 to \$12,468,312.

### Civil Aviation in March

Revenue passengers carried by air carriers numbered 22,054 for March, which was only slightly below the record reached in June, 1942. The increase over March 1942 traffic was 4,365 passengers or 25 per cent.

Freight traffic increased from 980,246 lb. in March last year to 1,128,882 and mail increased from 391,995 to 600,927 lb.

Revenues of Canadian licensed carriers increased from \$870,243 in March, 1942 to \$1,230,453. Operating expenses increased from \$843,183 to \$1,139,167 and net operating revenues increased from \$27,060 to \$91,286.

## Business Operations in June

The factors indicating the trend of economic conditions averaged higher in June than in the preceding month. The index of the physical volume of business, which had been advancing sharply since the outbreak of hostilities, showed signs of levelling off in the month under review. Wholesale prices of industrial materials were at a higher level. The index of the cost of living advanced from 118.1 to 118.5. Common stock prices and speculative trading recorded a continuance of the upward trend which had been in evidence since last August.

Gold receipts at the Mint were 298,416 fine ounces against 307,450 in May. The meat-packing industry recorded expansion in the month under review. Cattle and hog sales were at a higher point after seasonal adjustment. The gain in the output of cheese and creamery butter was less than normal for the season. Raw cotton used by the textile industry was 15.2 million pounds against 15.8 million. A seasonal increase was recorded in the output of newsprint, and other factors indicate that the trend of forestry operations was at a higher level. The total of contracts awarded was \$20.5 million against \$23.5 million in the preceding month. The tons of freight carried by the railways rose to considerably higher level. Retail and wholesale trade showed reaction in May, the latest month for which statistics are available.

### Business Indicators for June, 1943 Compared with June, 1942 and May, 1943.

		June 1943	June 1942	May 1943
Physical Volume of Business .....	1935-39=100	*	200.0	231.8
Cost of Living .....	1935-39=100	118.5	116.7	118.1
Factory Cheese Production .....	pounds	26,880,982	32,691,395	14,312,443
Creamery Butter Production ....	pounds	46,623,894	41,443,725	32,005,798
Contracts Awarded .....	\$	20,478,700	46,756,200	23,486,900
Carloadings .....	No.	297,851	286,506	283,831
Raw Cotton Consumption .....	pounds	15,175,814	14,970,262	15,751,887
Newsprint production .....	Tons	257,845	242,762	254,046
Gold receipts at Mint .....	Fine oz.	298,416	398,695	307,450
Slaughtering -				
Cattle and calves .....	No.	144,514	150,059	163,878
Sheep and lambs .....	No.	34,765	33,981	29,095
Hogs .....	No.	537,412	462,904	584,462

(\*) The index of the physical volume of business according to preliminary calculations showed minor change from the preceding month.

## Canadian Wheat Gifted to Greece

The announcement by the Hon. James A. MacKinnon, Minister of Trade and Commerce, in the House of Commons this week that Canada had been sending approximately half a million bushels of wheat per month to the starving people of Greece must have made a strong appeal to the Canadian people generally. Here are some of the facts.

Canada started shipping wheat to Greece in August, 1942 and has been shipping since that time about half a million bushels every month and up to date more than five million bushels have been sent to that long-suffering country. This is a straight gift from Canada to the Greek people and the wheat has been carried in Swedish vessels. The distribution of the wheat in Greece is taken care of by the International Red Cross.

About a month ago when the five million mark had been reached, Mr. MacKinnon went to Halifax and poured into the hold of the vessel from a basket the last bushel of the five million.

For those who like to have actual figures, it can be stated that during the five months ending May 2,335,000 bushels of wheat was sent to Greece.

## Visible Supply of Wheat

Stocks of Canadian wheat in store or in transit in North America at midnight on July 15 totalled 400,684,957 bushels. This represented a decrease of 469,350 bushels compared with the total a week earlier. The amount in Canadian positions was 385,516,461 bushels and in United States positions 15,168,496.

### Crop Report.

Weather conditions were more favourable for crops in the Prairie Provinces during the past week but in the drier areas of Saskatchewan and Alberta, the rains were too light or too late to be of material benefit to crops. The promising outlook in Manitoba was maintained. Moisture conditions in that province are generally satisfactory and there was evidence that crops were filling well. Great variation was seen in the Saskatchewan picture but good conditions on the whole were reported from south-eastern areas, the Regina-Weyburn line, and in east-central and south-central districts.

A little relief came to the drought areas of south-eastern Alberta but the rains were too late to help stubble crops although some aid was given crops on fallow. In other areas of Alberta, notably central and west-central as well as the northern sections of the province, crop conditions were well maintained, but in the north-west more rain is needed as moisture reserves are rapidly being used up by the heavy crops.

Wheat and coarse grains are well headed in Manitoba, about 55 per cent of wheat is headed in Saskatchewan and about the same in Alberta, but crops are still late over a wide area. The flaxseed crop is promising in Manitoba, but rust is general although infection ranges from only a trace to moderate. This crop is less promising in Saskatchewan due largely to heavy weed growth while in Alberta the grasshoppers are devoting a good deal of attention to flax in some areas.

Lack of rain has been the greatest single factor in crop deterioration in western Canada this year and good soaking rains are needed now in Saskatchewan to maintain present conditions and assist in the filling process. Many sections of the drier areas cannot hope to return a normal yield even with rain and this can be said also of the drought stricken sections of Alberta.

Rainfall records compiled since April 1, show that while Manitoba has had 9.08 inches of rain, or 1.69 inches above normal for this period, Saskatchewan's precipitation is 1.5 inches below normal and Alberta is 1.15 inches behind normal for the period April 1 to July 19.

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### Marketings of Grain

The following quantities of wheat delivered from farms in western Canada during the week ending July 15 were: wheat, except Durum, 4,029,235 bushels; Durum wheat 77,714; oats 2,539,256; barley 1,758,762; rye 334,200; flaxseed 37,878.

Quantities delivered from farms since August 1, 1942 were as follows, with figures for a year ago in brackets: wheat, except Durum 246,314,332 (206,870,642) bushels; Durum wheat 3,905,882 (2,300,235); oats 113,248,530 (31,094,040); barley 80,570,403 (25,652,731); rye 8,956,655 (5,165,459); flaxseed 11,321,107 (4,816,280).

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### Stocks of U. S. Grain in Canada

Stocks of United States grain in Canada on July 15 were as follows, with figures for last year in brackets: wheat 85,772 (nil) bushels; rye 23,548 (23,526); corn 6,133,230 (1,053,731); soya beans 29,373 (2,843).

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### Shipments of Canadian Grain to the U. S.

The following were the shipments of Canadian grain to the United States during the week ending July 15; wheat 2,429,796 bushels; oats 1,129,037; barley 1,128,993; rye 6,450; flaxseed nil. Shipments from August 1, 1942 to July 15, 1943 were: wheat 67,900,019; oats 52,510,196; barley 30,432,284; rye 1,420,991; flaxseed 4,579,917.

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### Canadian Corn in Store

Canadian western corn in store on July 15 amounted to 64,759 bushels and Canadian eastern corn 204,636.

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## Steam Railway Statistics in 1941

For the third time in their history the railways earned more than five hundred million dollars. The total for 1941 was \$538,291,947 and was second only to \$563,732,260 earned in 1928. Freight revenues at \$421,407,313 were a new high record, exceeding the previous peak made in 1928 by \$7,821,329. Although passenger traffic measured in revenue passenger miles was the heaviest since 1920, reduced rates produced passenger revenues considerably below those of 1917 to 1930 inclusive. Compared with 1928 passenger miles were up by 2 p.c., but revenues were down by 29 p.c. and, compared with the peak year 1920, passenger miles were down by 9 p.c., and revenues were down by 42 p.c.

Passenger traffic showed a much greater increase in 1941 than in 1940, the increases being 47 and 24 p.c., respectively. Passenger train miles increased by 16.6 p.c. car miles by 15.2 p.c., and the time worked by road passenger conductors by 9.3 p.c. The average revenue per passenger mile was reduced to 1.86 cents, which is the lowest on record (back to 1907). Reduced rates to the armed forces was the main factor in this decrease.

The number of employees increased from 135,700 in 1940 to 148,746 or by 9.6 p.c., and the pay roll increased from \$214,505,163 to \$252,398,865 or by 17.6 p.c.

During the year 376 persons were killed in train accidents as compared with 275 in 1940 and 479 in 1928. The number of employees included in these totals increased from 49 in 1940 to 88, passengers from 5 to 10 and trespassers from 95 to 130. The number of persons injured increased from 2,070 in 1940 to 2,756, trainmen accounting for 287 and trackmen for 35 of the increase.

In accidents at railway-highway crossings 136 persons were killed, the largest number since 1928, and 430 were injured, the largest number since 1929. The majority of these were motorists in accidents at unprotected crossings, although there were three persons killed and eight injured at crossings protected by gates, and 20 killed and 61 injured at crossings protected by bells.

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## Motor Carriers in Canada

There were 7,126 freight and passenger motor carriers in Canada at the Census of 1941, compared with 1,463 in 1931. The number of buses in service was 1,794, with an average seating capacity of 24.4. The number of trucks was 16,335, with an average carrying capacity of 4 tons and the number of trailers was 1,461, with an average capacity of 6.5 tons.

The large operators reported 35,594,016 passengers carried on regular routes and 853,934 carried on special or chartered runs, or a total of 36,447,950 passengers, exclusive of 30,494,617 passengers carried by the city systems. This was a greater number than carried by the steam railways but it included urban passengers and also passengers carried by bus companies operating between air ports and cities and towns and also between municipalities not far apart. Consequently the nature of the traffic was quite different from the railway traffic.

The large operators carried around 14,000,000 tons or about 10 per cent of the railway freight. This figure does not include all freight transported by common or contract carriers. Many reports from small operators were discarded because the operators had not maintained any records of business done but their revenues averaged around \$1,000 and consequently this omission was not very important. Investment in lands, buildings and equipment of these 7,126 carriers was \$61,014,235 and their gross revenues were \$76,781,000. They employed an average of 19,000 employees and their wage bill was \$21,552,000.

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## Freight Loadings during June

Railway revenue freight loadings during June are estimated at 9,036,000 tons as compared with 8,084,000 in the previous month and 7,924,000 during the same month last year. The number of cars operating in June totalled 298,000 as against 284,000 the month before.

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### Production of Fruit in Nova Scotia

The value of all fruits harvested in Nova Scotia in 1940, according to the 1941 Census of Agriculture, was \$2,054,965. Of that amount \$1,913,792 was harvested on fruit farms, \$113,177 on farms, and elsewhere than on farms \$27,996.

The main crop of Nova Scotia is apples, the value of which to the fruit farmers was \$1,703,085, and it is interesting to note that the quantity of apples which brought that value to the farmer was 168,375,570 pounds.

The crop which brought the next highest value was strawberries at \$131,652 followed by pears at \$23,129, cranberries \$22,934, plums and prunes at \$14,818, raspberries at \$6,584, cherries at \$3,035, gooseberries \$899, crab apples \$531, grapes \$232, red currants \$209.

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### Nova Scotia Production of Vegetables

Production of vegetables in Nova Scotia in 1940, according to the Census of Agriculture of 1941, was of the value of \$326,068. That came from an area of 1,901 acres and comprised farms of one acre or more in extent. The 1941 acreage was 1,991 but of course the 1941 production was not available when the Census was taken.

The main crop values were: topped carrots \$60,994, late cabbage \$51,702, early cabbage \$28,464, green Haricot beans \$24,398, peas in pod \$21,794, tomatoes \$18,438, sweet corn \$16,350, parsnips \$13,586, bunched carrots \$11,860, bunched beets \$10,403, topped beets \$9,516, shelled peas \$7,486, rhubarb \$7,110, late cauliflower \$5,775, cucumbers \$5,693, squash and vegetable marrow \$5,638, head lettuce \$5,596, leaf lettuce \$4,622, early cauliflower \$4,520, early celery \$4,055, late celery \$2,827, spinach \$1,558, dry onions \$1,023. There were smaller returns from asparagus, Brussel sprouts, broccoli, cantaloupes and melons, Chinese cabbage, leeks, green onions, peppers and radishes.

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### Department Store Sales in June

Sales of department stores were two per cent lower in June than in June 1942 and were also two per cent below May of this year. The average monthly index during the first half of 1943 was 1.5 per cent greater than in the corresponding period last year, the gains in February, March and April being sufficient to offset decreases in January, May and June.

Results for various regions of the country revealed that declines were more widespread than in May, the Prairie Provinces being the only section to report an increase in Department store sales this year over last.

Sales of Ottawa department stores were 17 per cent higher in June this year than last, while sales in the first six months of this year also averaged 17 per cent above the same six months of 1942.

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### Civil Aviation in March

Revenue passengers carried by air carriers numbered 22,054 for March, which was only slightly below the record reached in June, 1942. The increase over March 1942 traffic was 4,365 passengers or 25 per cent.

Freight traffic increased from 980,246 lb. in March last year to 1,128,882 and mail increased from 391,995 to 600,927 lb.

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### Chemical Products

Production of miscellaneous chemical products in 1941 was valued at \$100,423,323 compared with \$37,450,041 in 1940. Quebec was the chief producer. The main products were insecticides, disinfectants, plastics and moulded products, boiler compounds, sweeping compounds etc.

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### Car Loadings on Canadian Railways

Car loadings for the week ended July 10 amounted to 66,091 cars as against 66,789 for the corresponding week last year. The main decreases were: lumber 1,106 cars, ore 968, and miscellaneous 2,001. Grain was heavier than in 1942 by 2,567 cars, pulpwood was up by 382, merchandise by 241.

In the eastern division total loadings decreased from 45,545 to 43,347 and in the western division they increased from 21,244 cars to 22,744.

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### Retail Trade in Quebec

Retail sales in the province of Quebec in 1941 totalled almost \$777,000,000 according to preliminary compilations for the Census of Merchandising and Service Establishments. In 1930 the total was more than \$651,000,000. This is an increase of over 19 per cent.

There were 37,940 retail stores in the province of which 16,565 belonged to the food group.

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### Brass and Copper Products

Eighty seven foundries and 56 fabricating plants engaged chiefly in the manufacture of commodities, other than electrical equipment, from brass, bronze or copper had a production in 1941 valued at \$100,588,991, compared with \$57,238,558 in 1940 and \$32,111,912, in 1939. The products included cartridge cases, kettles and tanks, plumbing supplies, gas and water metres, lightning rods, metal fasteners, automobile hardware, valves, wire cloth, etc. A total of 143 plants was included in this group of which 89 were located in Ontario, 36 in Quebec, 11 in British Columbia, 5 in Manitoba and one each in New Brunswick and Alberta. Ontario factories accounted for 59 per cent of the total production and Quebec's plants for 38 per cent.

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### Reports Issued During the Week.

1. Operating Revenues, Expenses and Statistics Railways in Canada, April (50 cents).
  2. Preliminary Report Retail Merchandise Trade in Quebec a year 1941 (25 cents).
  3. Electric Railways of Canada, 1941 (25 cents).
  4. Brass and Copper Products Industry, 1941 (25 cents).
  5. Census Bulletin No. 61. Fruits and Nursery Products in Nova Scotia (10 cents).
  6. Preliminary Report on Department Store Sales, June (10 cents).
  7. Miscellaneous Chemical Products Industry, 1941 (15 cents).
  8. Canadian Grain Statistics (\$2.00 a year).
  9. Civil Aviation, March, 1943 (\$1.50 a year).
  10. Statistics of Steam Railways of Canada for Year ended December 31, 1941 (50 cents)
  11. Crop Report, Prairie Provinces (10 cents).
  12. Motor Carriers, Freight - Passenger, 1941 (10 cents).
  13. Census Bulletin No. 60. Agriculture in Nova Scotia (10 cents).
  14. Railway Revenue Freight Loadings, June (10 cents).
  15. Statistical Report on the Operation of the Unemployment Insurance Act, April and May (15 cents).
  16. Car Loadings on Canadian Railways (10 cents).
  17. Civil Aviation, February (\$1.50 per year).
  18. Monthly Review of Business Statistics (\$1.00 a year).
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