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Earnings Among Wage-earners at the Census

The number of wage-earners of all classes in Canada at the Census of 1931 was 2,566,001 and they earned \$2,102,877,400 during the twelve months prior to the Census. There were 1,948,500 males whose earnings were stated and 528,538 females. The balance which did not report earnings was 88,963. The average yearly earnings of all ages was \$927 for males and \$560 for females.

At the age of seventeen or under there were 116,672 of whom 70,063 were males and 46,609 females. The average earnings of the former were \$270 and the latter \$251. There were 23,424 wage-earners of seventy and over, of whom 21,484 were males and 1,940 females. The average earnings of the former were \$791 and the latter \$340. The age of greatest earning was between forty-five and fifty-four, when the average for males was \$1,203 and for females \$698.

Amongst selected occupations the highest average earnings by males were: locomotive engineers \$2,198, railway conductors \$2,136, school teachers \$1,576, telegraph operators \$1,503, compositors and printers \$1,460, street car conductors and motormen \$1,325, locomotive firemen \$1,297, bookkeepers and cashiers \$1,232, electricians and wiremen \$1,222, stationary enginemen \$1,183. School teachers were the highest paid amongst females, the average earnings being \$918, graduate nurses \$914, bookkeepers and cashiers \$841, office clerks \$832, stenographers and typists \$831, telephone operators \$682, hairdressers and manicurists \$625, bookbinders \$605, furriers \$547, dressmakers \$532.

Unemployment affected earnings in various classes of industry. Males in construction earned on the average \$709 and females \$732; in mining, males \$903 and females \$820; in manufacturing, males \$1,038 and females \$542; in transportation and communication, males \$1,171 and females \$800; in trade, males \$1,150 and females \$630; in finance, males \$1,730 and females \$879; and in service, males \$1,176 and females \$502.

Pure-Bred Live-Stock in Canada

There were at the time of the Census, 38,117 pure-bred horses in Canada as compared with 47,782 in 1921 -- a decrease of 9,665 or 20.2 per cent during the decade. The predominating breeds in 1921 were: Clydesdale and Percheron. In 1931, 449,462 pure-bred cattle were reported as compared with 296,656 in 1921, an increase of 152,806 or 51.5 per cent during the period. Among the dairy breeds, Holstein, Ayrshire and Jersey predominate in the order mentioned, and in the beef breeds, Shorthorns came first and Herefords second. The number of pure-bred sheep has increased from 93,643 in 1921 to 122,489 in 1931 or 30.8 per cent. The number of pure-bred swine increased from 81,143 to 113,780 or 40.2 per cent during the same period. The Yorkshire breed represents 42.3 per cent of the total number of pure-bred swine in Canada.

Motor Vehicles

Motor vehicle registrations in Canada for 1932 amounted to 1,114,503, including 945,564 passenger automobiles, 1,530 motor buses, 157,990 trucks and other commercial vehicles and 9,419 motor cycles. This was a decrease from 1931 of 86,404 motor vehicles or 7.2 per cent. The greatest decrease was in New Brunswick where registrations decreased by 16.6 per cent and Saskatchewan followed with a decrease of 15.5 per cent. It is evident that the total registrations in both 1931 and 1932 were maintained largely by old cars being retained in service.

Canada, with one motor vehicle to every 9.4 persons, ranked fourth in density, the United States leading with a density of one motor vehicle to every 5.1 persons and Hawaii and New Zealand ranking second and third. Ontario, with 6.5 persons per motor vehicle, had the greatest density in Canada, British Columbia was second with 7.7 persons per motor vehicle and Quebec showed the lowest density.

The revenues collected by the provinces from registrations of motor vehicles, operators, etc., for 1932 amounted to \$21,126,271 as against \$19,684,908 for 1931. This was an increase of \$1,441,363 or 7.32 per cent, and was all made in Ontario and

Alberta. These two provinces made increases of 30.96 and 22.20 per cent, respectively, by increasing the rates. All the other provinces collected smaller revenues, ranging from 4.41 per cent for New Brunswick to 9.76 per cent for Prince Edward Island. Although Ontario raised the average passenger rate by fifty per cent, at \$9.48 per vehicle, it is still the lowest of all the provinces.

All the provinces except Quebec and Alberta raised the gasoline tax during the spring of 1932 and Quebec made a raise in December, 1931. New Brunswick, Manitoba and British Columbia raised it from five to seven cents and the other provinces raised it from five to six cents. These increases more than offset reduced consumption and raised the gasoline tax revenue by \$4,537,197, or by 20.12 per cent, or from \$22,546,119 in 1931 to \$27,083,316. Ontario led with an increase in gross revenue of \$2,699,841 and Quebec followed with an increase of \$845,012. In Saskatchewan the reduction in consumption almost offset the increase in the rate and the revenue of \$1,328,951 was larger than in 1931 by only \$18,804 or 1.44 per cent.

Dominion revenues from import duties and excise tax on motor vehicles for the calendar year 1932 amounted to \$4,508,471, or a decrease of \$3,151,255 or 41 per cent from 1931 revenues, the excise revenue being down by 52 per cent. The total of \$52,718,058 taxes paid to Dominion and Provincial Governments by motor vehicles owners does not include the sales tax at four and six per cent of the retail price, estimated at \$2,500,000, nor the import duty on gasoline, nearly all at 2½ cents per gallon which would amount to around \$1,500,000, making a grand total of approximately \$56,700,000 or over \$50 per registered motor vehicle of all kinds.

The Highways of the Dominion

The surfaced highway mileage in Canada at the end of 1932 amounted to 91,312 miles and unsurfaced roads to 307,008, making a total of 398,320. Gravel roads increased from 75,081 miles to 80,183. Cement concrete roads were located almost entirely in Ontario and Quebec, only three per cent of the total being in the other provinces. The increase in this high class type was 433 miles, or from 1,584 to 2,017.

The total expenditure on road construction in 1932 was \$45,867,491, including subsidies from the Dominion Government for relief work and for the elimination of rural level railway crossings. Expenditures on bridges and ferries amounted to \$4,164,018, making a total expenditure of \$50,031,509.

The heavy expenditure in Northern Ontario included much clearing of bush, establishment of construction camps, etc., for the Trans-Canada highway. Total expenditures by the Quebec provincial department amounted to \$13,002,245, by Ontario to \$8,985,604 and by British Columbia to \$3,550,046, the total for these three provinces being 84 per cent of the total. The large Dominion subsidy for construction in Ontario with municipal expenditures brought the total up to \$23,062,693 or 46 per cent of the total Canadian expenditures for roads, bridges and public ferries. Expenditures on road maintenance during the year amounted to \$19,954,776. This was exclusive of municipal expenditures.

Estimate of the 1933 Crops

The 1933 wheat crop of the Dominion is estimated at 282,771,000 bushels, consisting of 268,628,000 bushels of spring wheat and 14,143,000 bushels of fall wheat. Of the spring wheat production, 264 million bushels is in the three Prairie Provinces. The production of oats is forecast as 316,966,000 bushels, barley 64,291,000 bushels, rye 6,418,000 bushels and flaxseed at the very low figure of 756,000 bushels. Yields of all grains are much below average and show a close relation to the harvests in the dry season of 1931. The 1933 production of wheat is the lowest since 1924, oats since 1929, barley since 1921, rye since 1931, and flaxseed the lowest in the records of the Bureau dating back to 1908.

Judging By conditions at August 31, there will also be short harvests of the late-sown crops, including corn, potatoes and sugar beets. These late crops are distinctly less promising than in 1932 and are about 20 per cent below average. The condition of pastures throughout Canada is extremely poor.

Oysters from Japan

Seed and breeding oysters have been coming in large quantities from Japan. These were for planting in Canadian waters. The value of the importation during the last fiscal year was \$2,759. Since 1928 the value was \$5,563.

NOTE: - This is the third of a series of special articles illustrating the work and responsibilities of the Bureau, which are appearing weekly in the Bulletin.

In this brief survey, an endeavour has been made to portray the movement of Canadian grain from Canada by the different shipping routes. The bulk of the grain in Canada is produced in the Prairie Provinces and there are three outlets that this grain may take in order to reach its overseas destinations. First, it may go by the Eastern all-Canadian route, secondly, by the United States Atlantic seaboard ports, and thirdly, by the all-Canadian Pacific Coast route.

Grain passing along the all-Canadian Eastern route after leaving the western country elevators arrives at the Head of the Lakes; thence it may go by lake vessel to Georgian Bay and Lake Huron ports (Port McNicoll, Tiffin, Midland, Collingwood, Owen Sound, Goderich and Sarnia) and by rail to Montreal, Sorel and Quebec or the Maritime ports of Saint John and Halifax; or it may go to the Lower Lake ports (Port Colborne, Toronto, Kingston and Prescott) and thence by vessel or rail to Montreal, Sorel or Quebec, or on to the Maritime ports by rail.

During the past two years some export of wheat has taken place through the new port of Churchill, Manitoba, on Hudson Bay. The possibilities of this new Eastern all-Canadian route are being carefully explored.

The Canadian grain movement by United States ports is from the Head of the Lakes (Fort William and Port Arthur) to Buffalo, thence by the Erie Canal to Albany or New York, or by rail to the United States Atlantic seaboard ports of Portland, Boston, New York, Baltimore, Philadelphia and Norfolk. Until the crop year 1924-25, this route handled a large percentage of the Canadian export grain, but since that time there has been a decided change to the all-Canadian Eastern route. A small movement of Canadian grain is also shipped in bond through Duluth-Superior.

Normally almost all the grain exported by the Eastern routes during the season of navigation on the Great Lakes and St. Lawrence moves by the all-water route from the Head of the Lakes to Montreal, Sorel or Quebec; or by the Lakes to Buffalo, and thence by the Erie Canal to New York. After the close of navigation on inland waters, grain stored at the Georgian Bay ports is moved by rail to Saint John or Halifax, while grain stored at Buffalo moves by rail to New York or other United States Atlantic seaports.

Transportation costs on the two all-water routes are kept in close correspondence by competition, while the Canadian railways keep the cost of rail movement from the Georgian Bay ports to Saint John and Halifax on a parity with the cost of movement by rail from Buffalo to New York City. Normally grain does not move by rail while water routes are open.

In the case of exports of grain through the ports of Vancouver, Prince Rupert, Victoria and New Westminster, the grain is shipped by rail to the above ports and unloaded into the elevators for shipment by vessel to ports in the Orient or via the Panama Canal to the United Kingdom or continental Europe.

The foregoing is an outline of the routing of Canadian grain from the wheat fields of Canada, but there are certain details entering into the movement before its final passage from the Eastern Canadian and United States ports which should be further explained.

The export grain statistics show that various amounts leave Canada through the Eastern ports of Montreal, Sorel, Quebec, Saint John and Halifax, the figures being taken from the Canadian export entries filed with the Customs Department. No recognition, however, is taken in the official customs figures of the amount of grain re-routed from United States Lake ports to Montreal. This latter movement is comparatively new extending back only to the crop year 1925-26.

The question may arise as to how this movement is arrived at and why it should be included in the Canadian Atlantic exports. The grain which is exported directly from the Head of the Lakes to overseas countries via Buffalo and other United States lake ports, and thence re-directed to Montreal or Quebec, has already been credited to the ports of Fort William and Port Arthur as exported via United States Atlantic ports while in reality it leaves Canada through Montreal or Quebec; it has merely stopped at Buffalo in transit, and should be deducted from the amount shown as exported by United States ports. This would leave a balance that would eventually pass through United States Atlantic ports overseas or be used in the United States for grinding in bond or be otherwise consumed.

The United States Customs Department shows the amount of Canadian grain cleared from their ports, which, of course, is less than the quantity originally billed from Canada by the amount consumed in the United States or re-routed to Canadian ports.

August Retail Prices Higher

The index number of retail prices, rents and costs of services rose from 77.2 in July to 78.6 in August, due to higher prices for foods, and to a lesser degree for fuel. For forty-six food items the index moved up from 63.2 to 67.8, continuing a steady rise since April, 1933. For the first time in several months, beef, mutton and veal prices registered slight declines. Fresh and salt pork, bacon and cooked ham continued to advance moderately. Fresh eggs rose from 21.1¢ to 23.5¢ per dozen, while cooking and storage eggs were 17.1¢ and 19.5¢, respectively, for July and August. Creamery butter at 25.4¢ and dairy butter at 21.3¢ were each a cent and a half higher than corresponding prices for July. Cheese rose from 19.4¢ to 19.9¢ per pound. Flour again moved higher from 3.0¢ to 3.3¢ per pound. Bread, reflecting the higher flour prices, rose from 5.7¢ to 5.8¢ per pound. Potatoes, with the old variety almost entirely off the market, advanced sharply from 22.3¢ to 41.0¢ per peck. The fuel and lighting index rose from 86.2 to 86.5, mainly on account of slightly higher quotations for coal and coke.

August Export of Grains and Flour to United Kingdom

The August export of wheat to the United Kingdom was 4,184,833 bushels valued at \$3,228,577 compared with 11,778,186 at \$6,680,683 in August last year. The total export, as stated last week, was 8,652,970 bushels at \$6,656,511 as against 18,289,832 at \$10,642,471 a year ago. This was a decline of 9,636,862 bushels in quantity and \$3,985,960 in value. The export of wheatflour to the United Kingdom totalled 219,595 barrels valued at \$860,701 compared with 152,310 at \$501,492 in August last year. This was an increase in quantity of 67,285 barrels and in value of \$359,209. The total export was 480,288 barrels at \$1,948,441, an increase in quantity of 149,906 barrels and in value of \$853,981.

The export of oats to the United Kingdom was 89,511 bushels valued at \$28,702 compared with 507,421 at \$175,256 in August last year. The total export was 237,569 bushels at \$85,212 as against 800,804 at \$278,474 a year ago. The export of barley to the United Kingdom was 57,704 bushels of the value of \$29,158 compared with 1,152,448 at \$503,828 in August, 1932. The export to all countries was 58,954 bushels at \$30,097 against 1,547,340 at \$678,310 a year ago. The export of rye was 160,103 bushels valued at \$97,215 compared with 1,194,386 at \$605,240 a year ago. Most of last month's export was to the United States. The quantity to the United Kingdom was almost exactly the same as in August last year. The large decrease was in the export to other countries.

Food in Cold Storage

Canadian creamery butter in cold storage on September 1 totalled 41,490,000 pounds, which was about ten million pounds more than a year ago and about 7½ millions more than the five year average. Canadian cheese totalled 33,033,000 pounds which was almost eleven millions more than a year ago and four millions more than the average. Eggs, fresh and cold storage, at 15,328,000 dozen were lower, as also were frozen eggs.

Pork at 26,506,000 pounds was slightly less than last year but above average, while beef at 9,056,000 pounds was considerably above last year and about 744,000 above the average. Veal at 1,454,000 was slightly higher than a year ago, but slightly lower than the average. Mutton and lamb at 1,034,000 was a little more than a year ago and a little less than the average. Poultry at 2,311,000 pounds showed little change, but turkeys at 857,000 pounds were in advance of the average by 344,000 pounds. Chickens at 453,000 pounds were considerably less.

Wheat Supply and Exports

Canadian wheat in store on September 8 totalled 204,890,152 bushels compared with 128,678,191 a year ago. Export clearances during the week were as follows by ports, the figures in brackets being those of a year ago: Montreal 1,580,304 (2,296,647), Vancouver and New Westminster 565,716 (693,061), Churchill 223,708 (544,000), United States Atlantic Seaboard Ports 637,000 (327,000), Sorel nil (120,000), Total 3,025,395 (3,980,708). Six weeks ending September 8: Montreal 9,659,454 (10,814,560), Vancouver and New Westminster 2,572,158 (4,710,208),

Churchill 2,401,881 (1,319,803), United States Ports 2,012,000 (2,299,000), Sorel 1,335,369 (1,367,713), Quebec 304,500 (79,970), Victoria nil (62,695), Total 18,304,029 (20,653,949).

Asbestos Products in 1932

Manufactures of asbestos products in Canada during 1932 were valued at \$1,067,801 as compared with \$1,308,183 in 1931 and \$2,301,924 in 1930. Altogether thirteen plants in Canada were engaged in this line of manufacturing, but the five Quebec plants, located in the centre of the asbestos mining industry, accounted for 68 per cent of the production. There were also six plants in Ontario, one in Nova Scotia and one in British Columbia. Products from these plants included such lines of asbestos goods as brake linings, asphalt roofing, boiler and pipe coverings, packings, shingles, paper, lumber, clutch facings, blackboards, sponge blox, etc.

Gold Production in June

The production of gold in Canada during June totalled 261,411 ounces; in the preceding month 237,661 ounces were produced and in June, 1932, the output was 270,652 ounces. During the first six months of the current year 1,457,923 ounces of gold were produced in Canada as compared with 1,501,230 ounces in the corresponding months of 1932.

Ontario mines produced 180,511 ounces, Quebec 33,845. The first production of gold bullion by the Beattie Gold Mines Ltd., in Duparquet township is included in the June record. British Columbia, Manitoba, the Yukon and Nova Scotia produced 46,055 ounces. Included in this total were 13,132 ounces of alluvial gold from British Columbia and the Yukon.

Linen from Ireland

The Canadian Trade Commissioner at Belfast reports that the Canadian consumption of linen from Northern Ireland in July was £4,700 in value over July last year, the amount being £18,632, but it was much below normal. However, Canadian business for the seven months of 1933 shows an improvement of £17,000 over the corresponding period of 1932. Business with Northern Ireland is included with that of the United Kingdom in the reports of the Dominion Bureau of Statistics, and is not given separately.

World Shipments of Wheat and Wheatflour

World shipments of wheat and wheatflour for the week ending September 11 amounted to 11,061,000 bushels compared with 9,336,000 bushels for the previous week and 6,192,000 bushels for the corresponding week last year. The past week was featured by a sharp increase in clearances from Australia, while Russian shipments were slightly under one million bushels. Argentine shipments were about the same as for the preceding week, amounting to 2,824,000 bushels. North American shipments were lower than during the previous week but still remained over four million bushels.

During the first six weeks of the present crop year, world shipments amounted to 59,411,000 bushels compared with 46,144,000 bushels for the corresponding weeks last year. Shipments from North America have averaged somewhat smaller than last year. Since August 1, 1933, North American shipments have amounted to 24,549,000 bushels compared with 29,592,000 bushels for the same period in 1932. Argentine and Australian shipments are noticeably higher this year than last. The Argentine has shipped 19,294,000 bushels of wheat since the first of August as compared with 4,432,000 bushels for the same period last year.

Car Loadings on Canadian Railways

Owing to the holiday on September 4th, car loadings for the week ended September 9th amounted to only 41,027 cars, a decrease from the previous week's loadings of 4,519 cars, and the index number declined to 65.19 from 70.20. Total grain loadings decreased by 663 cars, reducing the index number from 113.72 to 66.65. Although merchandise decreased by 1,896 cars and miscellaneous freight by 1,196 cars the index numbers changed only slightly, merchandise decreasing from 72.06 to 70.29 and miscellaneous freight from 54.57 to 54.07.

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