

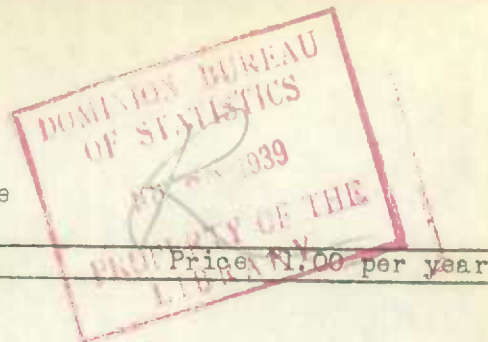
WEEKLY BULLETIN

Dominion Bureau of Statistics
Department of Trade and Commerce

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Ottawa, Saturday, July 22, 1939

Weekly Review of Economic Conditions



Six fundamental factors averaged slightly higher in the second week of July than in the first, carloadings, stock and bond prices occupying a higher position. Only two of the six factors recorded increases over the same week of 1938 and the average was consequently less than one per cent lower in this comparison.

The railway freight movement showed acceleration in the 27th week, the index of carloadings rising from 72.5 to 76.1. Gains were recorded in both the Eastern and Western divisions. The total movement during the first 27 weeks was 1,158,000 cars against 1,183,000 in the same period of 1938. A gain of 31,716 cars was shown in the grain movement, while pulpwood and miscellaneous commodities recorded important declines.

Wholesale prices averaged lower in the second week of July, as favourable crop conditions were reflected on grain markets. The price of No. 1 Northern wheat receded about five cents to 55 $\frac{3}{4}$, the average for the week of July 15th. Coarse grains receded in sympathy. Electrolytic copper showed minor recession from the relatively high point of July 11th. The recession was from 149 5s to 149 2s 6d on July 18th. Tin, lead and zinc rose somewhat during the week. The recession in export copper in New York counterbalanced only a very small portion of the rise of the preceding week. A gain was shown in tin, while lead and zinc prices were well maintained. The drop in the index of wholesale prices tended to parallel a similar movement in evidence during July last year. Despite the recession, wholesale prices have shown steadiness for more than ten months.

High-grade bond prices were strong in the week of July 13th. The long-term bond yield index receded from 60.5 to 59.9, indicating a high price level for Dominion bonds. The 4 $\frac{1}{2}$'s of 1947-57 were bid at 111 $\frac{1}{4}$ on July 18th against 111 on the 11th.

After a recession for five weeks, common stock prices rose slightly in the period ended on the 13th. The index rose from 94.0 in the preceding week to 95.9. Each of the groups in the industrial classification recorded gains. The index of 15 power and traction stocks was 58.8 against 58.3.

The weekly index based on the six prominent factors was 107.5 in the week of July 15th against 107.3 in the preceding week, a gain of 0.2 per cent. The standing in the same week one year ago was 108.3, a decline of 0.7 per cent having been indicated.

Weekly Index with the Six Components
1926=100

Week Ended	Car loadings ¹	Whole-sale Prices	Capitalized Bond Yields ²	Bank Clearings ³	Prices of Common Stocks	Shares Traded	Weekly Index ⁴
July 16, 1938	69.8	79.2	161.3	89.0	106.0	221.1	108.3
July 8, 1939	72.5	73.2	165.3	92.3	94.0	55.7	107.3
July 15, 1939	76.1	72.8	166.9	86.3	95.9	43.4	107.5

1. The index of carloadings is projected forward one week to correspond with the practice in computing the weekly index. 2. Present value of a fixed net income in perpetuity from Dominion long-term bonds. 3. Bank clearings were smoothed by taking a three weeks moving average for the purpose of eliminating irregular fluctuations. Totals for Ottawa were eliminated for all weeks shown, owing to incomparability introduced by the operations of the Bank of Canada. 4. The weighting of the six major factors is determined from the standard deviation from the long-term trend of each, based on data for the period from January 1919 to August, 1936. The weighting therefore represents, not an attempt to give the relative importance of the factors, but to place them on an equal footing by equating the tendency toward fluctuation. The long-term trend determined from half-yearly data in the post-war period was eliminated from the composite and the resulting index expressed as a percentage of the average during 1926.

THE HISTORY OF THE UNITED STATES

CHAPTER I

The first part of the history of the United States is the history of the colonies.

The second part of the history of the United States is the history of the Revolution.

The third part of the history of the United States is the history of the Constitution.

The fourth part of the history of the United States is the history of the Civil War.

The fifth part of the history of the United States is the history of the Reconstruction.

The sixth part of the history of the United States is the history of the Gilded Age.

The seventh part of the history of the United States is the history of the Progressive Era.

The eighth part of the history of the United States is the history of the World War I.

The ninth part of the history of the United States is the history of the World War II.

The tenth part of the history of the United States is the history of the Cold War.

The eleventh part of the history of the United States is the history of the Vietnam War.

The twelfth part of the history of the United States is the history of the Watergate Scandal.

The thirteenth part of the history of the United States is the history of the Iran-Contra Affair.

The fourteenth part of the history of the United States is the history of the Gulf War.

The fifteenth part of the history of the United States is the history of the Clinton Presidency.

The sixteenth part of the history of the United States is the history of the Bush Presidency.

The seventeenth part of the history of the United States is the history of the Obama Presidency.

The eighteenth part of the history of the United States is the history of the McCain Presidency.

The nineteenth part of the history of the United States is the history of the Clinton Presidency.

The twentieth part of the history of the United States is the history of the Bush Presidency.

The twenty-first part of the history of the United States is the history of the Obama Presidency.

The twenty-second part of the history of the United States is the history of the McCain Presidency.

The twenty-third part of the history of the United States is the history of the Clinton Presidency.

The twenty-fourth part of the history of the United States is the history of the Bush Presidency.

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The twenty-sixth part of the history of the United States is the history of the McCain Presidency.

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Canadian Exports during First Half of 1939

Canadian exports to foreign countries in the first six months of 1939 were valued at \$257,906,749 compared with \$178,147,952 in the corresponding period of 1938, and exports to British Empire countries were \$204,030,742 compared with \$212,928,882. Canadian exports to the United States increased to \$203,364,376 from \$121,816,638; to the United Kingdom a decrease to \$152,875,347 from \$160,931,639.

The following were the exports to other leading Empire countries in these six months with the corresponding 1938 figures in brackets: Eire \$1,763,981 (\$2,480,440), British East Africa \$313,810 (\$399,649), British South Africa \$8,566,610 (\$7,701,032), Southern Rhodesia \$633,816 (\$646,939), British India \$2,333,298 (\$1,492,281), Burma \$80,968 (\$87,023), Ceylon \$106,589 (\$126,056), Straits Settlements \$1,375,226 (\$1,521,993), British Guiana \$600,302 (\$697,258), British Honduras \$114,404 (\$134,193), British Sudan \$16,607 (\$131,493), Barbados \$715,609 (\$502,013), Jamaica \$1,987,754 (\$2,194,875), Trinidad and Tobago \$1,705,002 (\$1,756,111), Hong Kong \$845,072 (\$1,281,662), Malta \$198,655 (\$209,954), Newfoundland \$3,006,665 (\$3,509,206), Australia \$16,712,081 (\$17,094,914), New Zealand \$8,049,019 (\$7,798,614), Palestine \$92,314 (\$55,248).

Exports to other leading countries were: Argentina \$906,841 (\$2,395,077), Belgium \$4,325,480 (\$3,082,153), Brazil \$1,556,517 (\$1,867,406), China \$1,925,217 (\$1,308,817), Colombia \$827,400 (\$524,024), Cuba \$643,711 (\$543,345), Czechoslovakia \$180,632 (\$1,469,872), France \$3,619,043 (\$4,393,401), French East Indies \$156,495 (\$12,992), Germany \$4,736,828 (\$5,911,480), Greco \$269,500 (\$1,036,707), Iceland \$42,377 (\$7,843), Italy \$1,519,424 (\$677,608), Japan \$14,224,098 (\$10,193,037), Latvia \$315,518 (\$155,586), Mexico \$1,445,859 (\$1,394,638), Netherlands \$3,856,722 (\$4,608,182), Dutch East Indies \$482,720 (\$378,659), Norway \$3,407,367 (\$5,399,600), Peru \$494,097 (\$481,486), Poland and Danzig \$936,297 (\$479,548), Portugal \$167,535 (\$78,345), Russia \$539 (\$604,052), Sweden \$2,484,202 (\$2,354,722), Switzerland \$345,132 (\$352,235), Turkey \$244 (\$1,903,284), Hawaii \$537,343 (\$628,924), Philippines \$613,734 (\$748,971), Venezuela \$723,262 (\$698,494).

Canada's Leading Markets in First Six Months of 1939

Canada's fourteen leading markets in the first six months of 1939 were as follows: United States \$203,364,000, United Kingdom \$152,875,000, Australia \$16,712,000, Japan \$14,224,000, British South Africa \$8,567,000, New Zealand \$8,049,000, Germany \$4,737,000, British West Indies \$4,505,000, Belgium \$4,325,000, Netherlands \$3,857,000, France \$3,619,000, Norway \$3,407,000, Newfoundland \$3,007,000, Sweden \$2,484,000.

Canada's Leading Markets in June

Canada's fourteen leading markets in June were as follows: United States \$43,279,000, United Kingdom \$30,338,000, Australia \$3,146,000, Japan \$2,063,000, British South Africa \$1,444,000, New Zealand \$1,255,000, Germany \$1,145,000, Belgium \$1,137,000, British West Indies \$845,000, France \$915,000, Newfoundland \$685,000, Norway \$659,000, Sweden \$638,000, Netherlands \$602,000.

Sales and Purchases of Securities Between Canada and Other Countries in May

A heavy inflow of capital to Canada continued to feature the international trade in securities during May, when for the fifth successive month, sales of securities exceeded purchases by a wide margin. Net sales to all countries during the month were almost \$10.9 million compared with \$5.1 million in April and \$16.5 million in March. The balance of sales represented an excess of sales of Canadian securities, sales and purchases of United States and other securities being about equal. The volume of transactions with all countries during May was practically unchanged from the previous month, but a decline of \$2.9 million in total purchases and an equal increase in total sales resulted in the increased balance of sales. Canadian bonds accounted for more than 50 per cent, and Canadian stocks over 24 per cent of transactions with all countries.

The most marked changes in the trade during the month were in transactions with the United States. As sales increased by \$5.5 million while purchases decreased \$3.3 million, net sales to the United States increased from less than \$0.5 million in April to nearly \$9.4 million in May. The gain in sales of Canadian bonds was particularly large with the result that practically all the net sales to the United States were in the trade in Canadian bonds, each group except Municipals being sold on balance. Repurchases of about \$0.4 million of United States stocks by Americans were equalled by Canadian purchases of United States bonds.

During the first five months of 1939, the balance of sales of securities to all countries totalled almost \$61 million. During this period, net sales of all securities to the United States were \$44.6 million; \$2.4 million to the United Kingdom; and to "Other Countries," \$14 million.

Deaths from External Violence in 1938

The number of deaths in Canada from external violence during 1938 was 7,196 as compared with 7,358 in 1937 and 7,463 in 1936. The rate per 100,000 population was 64 as against 66 in 1937 and 68 in 1936. Over the period 1926-38, the highest death rate recorded from external violence was 73 in 1930.

Suicides numbered 946 as compared with 978 in 1937 and 928 in 1936. The rate was 8.5 as against 8.8 in 1937 and 8.4 in 1936. The highest death rate for suicides recorded was 9.9 in 1930.

There were 127 homicides in 1938, giving a rate of 1.1 per 100,000 population. These figures compared with 138 deaths and a rate of 1.2 in 1937 and 137 deaths with the same rate in 1936. The highest homicide rate during the period 1926-38 was 2.1 in 1930.

The number of violent deaths other than suicides and homicides in 1938 was 6,123 and the rate 55 per 100,000, as compared with 6,242 deaths and a rate of 56 in 1937 and 6,398 deaths with a rate of 58 in 1936. The rate from these causes attained its highest level, 61 per 100,000 in the three years 1928-30.

Drownings in 1938 exclusive of those occurring in mines and in land or air transportation, numbered 873 or 14 per cent of the total of fatal accidents. Land transportation accounted for 1,905 deaths or 31 per cent of the total. Of these, deaths in automobile accidents numbered 1,545 or 25 per cent of all accidental deaths. Excluding those cases where an automobile was involved, there were 197 deaths in railway accidents, and 29 in street-car accidents. Accidents in mines and quarries accounted for 193 deaths. There were 23 persons killed during the year in accidents of air transportation.

Deaths Due to Motor Vehicle Accidents in 1938

Deaths from motor vehicle accidents in Canada during 1938 numbered 1,545 as against 1,633 in 1937 and 1,316 in 1936. The death rate from this cause was 13.8 per 100,000 population as compared with 14.7 in 1937 and 11.9 in 1936. Over the period 1926-38 the highest death rate from motor vehicle accidents was 14.7 in 1937.

The deaths from motor vehicle accidents by provinces in 1938 were as follows, with 1937 figures in parentheses: Prince Edward Island, 6 (7); Nova Scotia, 75 (88); New Brunswick, 58 (67); Quebec, 413 (405); Ontario, 677 (774); Manitoba, 80 (66); Saskatchewan, 49 (47); Alberta, 77 (55); British Columbia, 110 (124). All provinces with the exception of Quebec, Manitoba, Saskatchewan and Alberta showed a smaller number of deaths than in 1937. The province of Ontario showed a significant reduction in the number of deaths and death rate from motor vehicle accidents.

Saskatchewan had the lowest provincial death rate from motor vehicle accidents in 1938, namely 5.2 per 100,000 population, and Prince Edward Island stood next with a rate of 6.4. The highest provincial rate was 18.1 in Ontario, followed by British Columbia with 14.5

Wheat Stocks in Store

Canadian wheat in store for the week ending July 14 totalled 99,250,611 bushels compared with 101,318,692 in the previous week and 23,335,957 in the corresponding week last year. The amount in rail transit was 4,469,714 bushels compared with 2,322,186 a year ago, and that in transit on the lakes was 5,245,662 bushels compared with 1,009,487. Canadian wheat in the United States amounted to 7,202,000 bushels compared with 6,630,000 the week before and 690,000 a year ago.

Primary Movement of Wheat

Wheat receipts in the Prairie Provinces for the week ending July 14 amounted to 2,237,477 bushels compared with 2,068,982 in the previous week and 770,554 in the corresponding week of 1938. The totals follow by provinces, with last year's figures in brackets: Manitoba, 104,070 (121,426) bushels; Saskatchewan, 1,349,395 (283,795); Alberta, 784,012 (365,333).

Marketings in the three Prairie Provinces for the fifty weeks ending July 14 aggregated 286,930,414 bushels compared with 124,175,008 in the corresponding period of the previous crop year. The amounts follow by provinces: Manitoba, 43,905,268 (38,012,650) bushels; Saskatchewan, 116,033,977 (27,339,249); Alberta, 126,991,169 (58,823,109).

Overseas Export Clearances of Wheat

Overseas export clearances of wheat advanced to 2,788,908 bushels during the week ending July 14 from 1,355,364 in the corresponding week last year, while that imported into the United States for consumption and milling in bond rose to 209,000 bushels from 16,000. The clearances were as follows by ports, with figures for 1938 in brackets: Montreal, 1,066,385 (978,911) bushels; Sorol, 942,000 (nil); Vancouver-New Westminster, 414,673 (376,453); Three Rivers, 252,000 (nil); United States Ports, 113,860 (nil).

The amount cleared during the fifty weeks ended July 14 was considerably higher than in the corresponding period of the previous crop year, the totals being 124,836,753 and 73,943,950 bushels, respectively. Imports into the United States were also higher, totalling 9,801,344 bushels compared with 2,212,437. The clearances follow by ports: Montreal, 41,889,779 (35,091,807) bushels; Vancouver-New Westminster 37,250,899 (9,997,445); Sorol, 19,172,522 (3,290,062); United States Ports, 11,600,986 (13,644,275); Three Rivers, 9,265,760 (922,298); Saint John, 3,140,220 (8,712,711); Victoria, 1,230,702 (nil); Churchill, 916,913 (603,982); Fort William and Port Arthur, 337,092 (114,375); Halifax, 31,880 (159,968); Prince Rupert, Nil (910,940); Quebec, nil (496,087).

Production of Copper and Nickel

The Canadian production of copper in May advanced to 55,364,021 pounds from the previous month's total of 49,759,762 and the May, 1938, total of 48,429,331 pounds. The output was also higher for the first five months of the year, the total being 246,654,672 pounds as against 243,558,959 in the same period last year.

Nickel production also reached a higher point, amounting in May to 21,595,362 pounds compared with 18,443,625 in the previous month and 18,620,908 in May, 1938. The amount produced during the five months ended May was 90,046,906 pounds compared with 92,667,972 in the same five months of 1938.

June Production of Automobiles

A total of 14,515 automobiles were manufactured during June compared with 15,706 in May and 14,732 in June, 1938. Passenger car output for the month was reported at 10,585 units and commercial vehicles, 3,930. Of these totals, 6,309 passenger cars and 1,949 trucks were made for sale in Canada while 4,276 passenger cars and 1,981 trucks were intended for export.

For the first six months of this year the output amounted to 93,755 cars, a decline of eight per cent from the total of 102,158 reported for the first half of 1938. For 1939 the output included 61,359 cars for sale in Canada and 32,396 for export while in the corresponding half-year of 1938 a total of 71,134 were made for the home market and 31,024 for export.

Revenues of Railways in April

Gross earnings of Canadian railways in April totalled \$25,191,096, practically the same as in April, 1938. Canadian lines of the Canadian National Railways earned \$12,100,426 in April compared with \$11,983,639 a year ago, and the Canadian Pacific a total of \$10,224,579 compared with \$10,507,790.

Urban Wage-Earner Family Living Expenditures
In Relation to Tenure and Housing Accommodation

Families contributing data to a recent survey of Canadian urban wage-earner family living costs, spent an average of 17.9 per cent of their total living expenditure on shelter. Differences in percentages between owner and tenant families were comparatively slight, the tenant percentage being 18.3 and that for owners 17.3. However, the average income of owner families was over 11 per cent greater than that for tenant families, and these percentages represented dollar expenditures of \$297 for owners as compared with \$279 for tenant families.

The greater part of the shelter costs of British owner families was spent in meeting payments on the home. Of the 17.3 per cent of total expenditure devoted to shelter by home-owners, 9.2 per cent was spent in this manner. Property taxes provided the next largest item averaging 4.3 per cent of expenditure. Repairs accounted for 1.9 per cent, while fractional percentages spent on water taxes, additions to property, fire insurance, etc., constituted the remainder.

Appreciable differences were noted among wage-earner families in relation to the amount of household facilities and equipment at their disposal. Eighty-six per cent of the families of British origin, who owned homes, also possessed radios; of the same families only 49 per cent had telephones. Among tenants, this type of equipment was slightly less common, 82 per cent having radios, and 36 per cent telephones. Tenant households, however, appeared more completely equipped with general plumbing facilities such as kitchen sinks, bathtubs, inside running water, etc. Practically all dwellings of both owners and tenants were lighted by electricity.

As income levels advanced, there was an appreciable rise in general living conditions and a greater proportion of expenditure was devoted to non-necessities. Household facilities and equipment were far more complete among families at high income levels. The greatest variations in this field occurred in relation to such items as motor cars, refrigerators, and telephones. Only 23.6 per cent of owner families earning an income of from \$800 to \$1,199 per annum had telephones, while in the income group from \$2,000 to \$2,399, this percentage rose to 80.6. Tenant families showed a corresponding increase from 14.1 per cent to 71.7 per cent in these respective groups.

Shelter expenditures of tenants increased at progressive levels of income per person, but such outlay formed a smaller proportion of total expenditure as income mounted. Tenant families earning an income of from \$100 to \$199 per person spent 19.4 per cent of their total expenditure on shelter. The proportion dropped steadily to 15.9 per cent for tenants with income of \$600 and over per person. In contrast, home-owner families with relatively high incomes spent a greater proportion of their expenditure on this budget item than families at lower income per person levels. Housing expenditures for owners advanced from 13.5 per cent for families with incomes of from \$100 to \$199 per person, to 19.1 per cent for those with incomes per person of \$600 and over. This difference in tendency was due in considerable part to payments on homes made by owner families.

Consumption of Meats, Poultry,
Butter, Cheese and Eggs in 1938

Canadians are quite definitely consuming less meat than they did a few years ago; for example the consumption per capita of beef and veal in 1935 was 66.18 pounds, whereas by 1938 it had dropped to 61.53. The consumption per capita of pork in 1935 was 62.01 pounds and in 1938 it had gone down to 56.88. A year or two ago Canadians were consuming more pork than beef but the situation altered last year and the consumption of pork was nearly five pounds less than of beef and veal.

It has always been notable that comparatively little mutton and lamb is used in Canada, the per capita consumption last year being only 6.09 pounds. The consumption of all these three classes of meat was 124.50 pounds or 10 pounds less than three or four years ago.

Canadians consume far more poultry than they do mutton and lamb, the average amount of hens and chickens being 15.50 pounds last year, which was pretty much the average in previous years, turkey 1.58, duck 0.25 and goose 0.58.

The consumption of butter remains somewhat the same as formerly at 31.83 pounds, nor is there much variation in cheese at 3.62. Last year the consumption of eggs at 20.83 dozen per capita was a little less than in previous years.

Construction Industry in 1938

The Construction Branch of the Dominion Bureau of Statistics has prepared a Preliminary Survey of construction operations in Canada in 1938, which has been compiled from reports of general trade and subcontractors, received in the Bureau up to and including May 31, 1939.

This report has been published in response to repeated requests by members of the construction industry for early and authoritative information. It does not permit us to arrive at a final estimate of the value of construction performed in 1938, being merely a preliminary report. If compiled annually in future, and at the same date, May 31st, it should enable us to estimate fairly accurate figures of construction operations reported to us by May 31st of the year. It will then be possible to estimate, on a percentage basis, the total value of construction for that complete year.

In view of the fact that 1938 is the first year for which this preliminary survey has been made, it is naturally impossible to make comparisons and the report may appear somewhat sketchy. It will be realized, of course, that future years will permit comparisons.

The total value of work reported was \$209,433,569, of which new work accounted for \$151,149,579 and additions, alterations, repairs, etc., for \$58,293,980. Subcontract work performed amounted to \$36,976,267, with \$29,641,629 new construction and \$7,334,638 additions, alterations, repairs, etc. Building construction accounted for a total of \$101,470,194, engineering, harbours, rivers, etc., \$70,704,266, and building trades (jobbing) \$37,269,099.

The average employment of wage-earners comprised 57,362 individuals and wages paid them amounted to \$57,710,557.

Production of Asbestos

Canadian producers shipped 29,414 tons of asbestos in May compared with 23,921 in the previous month and 31,007 in May, 1938. During the first five months of the year 116,019 tons were shipped compared with 106,952 a year ago and 162,586 in the corresponding months of 1937.

Canal Traffic in June

Welland Canal traffic in June increased to 1,580,403 tons from 1,459,455 a year ago. Wheat increased by over 8,000,000 bushels, coal by 87,000 tons and iron ore by over 65,000 tons.

Sault Ste. Marie Canal traffic increased to 8,622,403 tons from 5,363,780. Iron ore almost doubled and wheat jumped to over 25,000,000 bushels from over 7,000,000. On the other hand St. Lawrence Canal traffic declined from 1,184,399 tons to 1,161,230. Corn was the main factor in the decrease.

Shipments of Rigid Insulating Board

Domestic shipments of rigid insulating board in June totalled 4,786,601 square feet compared with 4,631,741 in May and 4,931,292 in June, 1938. The aggregate amount shipped during the first half of 1939 was 22,316,389 square feet compared with 22,765,469 in the first six months of 1938.

Civil Aviation

There was a considerable advance in Civil Aviation in Canada in 1938 as compared with 1937. There were 23 light aeroplane clubs in operation which was an addition of one, and these had 1,240 flying members, an increase of 55. The number of flights made by commercial and all other aircraft was 205,175, an increase of 14,772, and the mileage was 11,652,421, an increase of 896,897 miles. There were 10,611 student pilots carried, 19,965 student passengers and 101,594 paying passengers. The freight carried totalled 21,474,691 pounds and the mail carried was 1,900,309 pounds. The amount of freight was considerably less than in the two previous years but the mail carried was much heavier.

An important work was also carried out by aircraft, sketching 13,000 square miles, photographing vertically 58,957 square miles and obliquely 43,450; 368 forest fires were detected from the air and reported.

External Trade of the United Kingdom

With increases being shown in the value of both imports and exports, the external trade of the United Kingdom advanced in May to £125,827,038 from £109,813,353 in the previous month and £120,740,783 in May, 1938, according to Board of Trade figures.

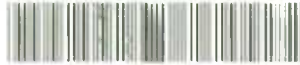
Imports were valued at £78,541,325 compared with £70,084,789 in April and £75,398,794 in May last year. Domestic exports totalled £42,273,350 compared with £35,148,691 the month before and £38,164,810 a year ago. Exports of imported merchandise amounted to £5,012,363 compared with £4,579,873 in April and £7,177,179 in May, 1938.

During the five months ended May the external trade aggregated £586,479,584 compared with £617,694,340 in the corresponding period of 1938. Imports totalled £366,186,197 compared with £393,455,430, domestic exports £196,477,109 compared with £196,306,293 and exports of imported merchandise £23,816,278 compared with £27,932,617.

Reports Issued Today

1. Canadian Grain Statistics (10 cents).
 2. Domestic Shipments of Rigid Insulating Board, June (10 cents).
 3. Sales of Asphalt Roofing, June (10 cents).
 4. Production of Asphalt Roofing, June (10 cents).
 5. Urban Wage-Earner Family **Living** Expenditures in Relation to Tenure and Housing Accommodation (15 cents). ✓
 6. Railway Statistics, April (10 cents).
 7. Automobile Production, June (10 cents).
 8. Deaths Due to Motor Vehicle Accidents, 1938 (10 cents). —
 9. Deaths from External Violence, 1938 (10 cents). —
 10. Estimated Consumption of Meats, Poultry, Butter, Cheese and Eggs, 1935-1938 (10 cents). —
 11. Copper and Nickel Production, May (10 cents).
 12. Advance Report on the Fisheries of Quebec, 1938 (10 cents). —
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 18. Summary of Canal Traffic, June, 1939 (50 cents per year).
 19. Car Loadings on Canadian Railways (10 cents).
 20. Sales and Purchases of Securities Between Canada and Other Countries, May (10 cents).
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 22. Manufacturing Industries, Quebec, 1937 (25 cents). ✓
 23. Summary of Canada's Domestic Exports, June (10 cents).
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