Dominion Statistician, IR. Coats, 3.A., F.S.S., (Fon.), F.R.S.C. Chief, Transpor tation \& Fublir Utilities Branch, G.S. Wrong, B.Sc.

## SURMAFI OE CAS TOADINGS

Car loadings continue went below those of last year and nuch more below those of 1929. The only commelity to shin a increase over last jear for the first half of the year was grain and grain products which amounted to 170,333 cars, or an increase of 18,916 cars. The large decreases have been in merchandise, which includes all lessuthan-car-load shiments, and riscellaneous freight. This latter includes all freight not included in the other ten commodity classes and is composed largely of manufactures. The decreases in these two classes from last year's loadings fo: the twentri-ix weeks were 57,442 and 75,511 cars, respectively. For industries, other than agriculture, lumbering, mining and pulp and paper, the curves for these two classes are better barometers of activities than the total car loadings and the curves for 1929,1930 and 1931 arc shom on the reverse side of this sheet.

Merchandise loadings, with $a \neq \mathrm{ew}$ creeptions, were lighter in 1930 than in 1929 and for the first helf of 1931 have been below 1930, the differences being greater than botween 1930 and 1929.

Miscellanejus fieight in 1930 was also lighter than in 1929 for every week but one and for 1931 still larger lecreases were shown with no indications of improvement during the last eight weats

For the twenty-six weoks, total car loacings amounted to $1,257,845$ oars which was a decrease from 1930 of $27 j, 019$ con's and from 1929 of 448,715 cars. The eastern division showed is lacrease of $i 88,876$ cars, or 18 per cent, and the western divfsion a decrea:e of 84,243 ears, or 17 iar cent, the heavier grain loading in the mest being the onl unight gpo in the report.

CARLOADINGS



CAR LOADINGS OF REVENUE FREIGHT
1931030
THOUSANDS OF CARS


CUMULATIVE TOTALS
JAN. 1 TO DEC. 31
MILLIONS OF CARS
JAN. I TO DATE


