

9.—Statistics of Passenger and Freight Services and Revenue Receipts, 1942-51—
concluded

Year	FREIGHT					
	Revenue Freight-Train Miles	Revenue Freight-Train Car Miles ⁴	Freight Carried ⁵	Freight Carried One Mile	Freight Carried One Mile per Mile of Line	
	No.	No.	tons	tons	tons	
1942.....	77,080,637	2,968,594,473	134,674,537	56,153,953,000	1,325,011	
1943.....	81,443,279	3,132,419,669	153,314,264	63,915,074,000	1,509,674	
1944.....	83,564,629	3,297,475,933	155,326,332	65,928,078,000	1,560,908	
1945.....	80,712,589	3,189,311,345	147,348,566	63,349,095,000	1,498,465	
1946.....	77,794,963	2,973,411,653	139,256,125	55,310,308,000	1,306,121	
1947.....	82,377,565	3,176,646,828	152,855,820	60,143,035,000	1,421,384	
1948.....	83,398,617	3,120,704,440	154,932,804	59,080,323,000	1,396,500	
1949.....	81,648,053	3,091,633,447	142,719,431 ³	56,338,230,000 ³	1,314,379 ³	
1950 ²	81,397,148	3,093,946,961	144,218,319	55,537,900,000	1,292,120	
1951 ²	87,181,640	3,384,341,192	161,260,521	64,300,418,000	1,497,274	
	Freight Receipts per Ton per Mile	Receipts per Ton Hauled	Average Length of Freight Haul	Average Train Load, Revenue Tons	Average Load per Loaded Car Mile	Revenue per Freight-Train Mile
	cts.	\$	miles	tons	tons	\$
1942.....	0.896	3.74	417	729	30.71	6.53
1943.....	0.890	3.71	417	785	32.75	6.98
1944.....	0.876	3.72	424	789	32.70	6.91
1945.....	0.882	3.79	430	785	32.57	6.92
1946.....	0.961	3.82	397	711	29.95	6.83
1947.....	1.009	3.98	393	730	30.23	7.38
1948.....	1.183	4.51	381	708	30.16	8.38
1949.....	1.256 ³	4.96 ³	395 ³	689	29.65	8.62
1950 ²	1.385	5.33	385	682	28.91	9.45
1951 ²	1.362	5.43	399	738	30.61	10.05

¹ Includes express, baggage, mail and other cars. ² Duplications included. ³ Includes Newfoundland. ⁴ Includes caboose miles but excludes miles made in passenger and non-revenue trains. ⁵ Duplications eliminated; see Table 10 for details of freight carried.

Commodities Hauled.—Revenue freight carried by the railways in 1951 showed an increase of 12.2 p.c. over 1950 and exceeded the previous peak volume reached in 1944. The average haul increased from 385 miles in 1950 to 399 miles in 1951 with a corresponding increase in ton miles. The principal commodities showing increase over 1951 were wheat, coke, ores and concentrates, sand and gravel and stone. Lumber, timber and pulpwood moved in heavier volume while most items in the manufactured and miscellaneous group registered improvement. During the war years the intransit movement of war supplies, motor-vehicles, and gasoline and petroleum products between United States points over Canadian lines was particularly heavy and, with wheat, was responsible for the 1944 record.