

Section T: Transportation and Communication

Statistics Canada

There was no section chief for this chapter. The work of preparing text and tables was done in the Transportation and Communications Division of Statistics Canada, under the Director, G.E. Clarey. The officers principally responsible for both text and tables were Miss June Forgie and Mr. Murray McRae of that division. Advice in the early stages of the work was given by John Baldwin, Department of Economics, Queen's University.

The data of this section are in nine subsections as follows: rail transport, (series T1-82); water transport and canal statistics, (series T83-141); roads and road transport, (series T142-194); civil aviation, (series T195-246); oil and gas pipelines, (series T247-250); transportation accident victims (series T251-292); post office statistics, (series T293-314); telecommunications carrier industry, (series T315-352) and radio and television, (series T353-359).

Published sources of data are mainly Statistics Canada publications (formerly Dominion Bureau of Statistics). The following publications are given in the order in which they appear. For rail transport: Statistics Canada, *Railway Transport: Parts I to VI*, (Catalogues 52-207 to 52-212), issues for 1952 to 1975; and its predecessor, *Steam Railways*, for 1946 to 1951; *Canada Year Book*, (Catalogue 11-202), various issues, 1946 to 1975. For water transport: *Shipping seagoing and inland vessels arrived at and departed from Canadian ports*, Water Transport Section, Transportation and Communication Division, Statistics Canada, for 1960 to 1975; for 1971 to 1975, the Saint Lawrence Seaway Development Corporation, *Traffic Report for the St. Lawrence Seaway*, annual issues for 1946 to 1970; Statistics Canada, *Canal Statistics*, (Catalogue 54-201) annual issues, for 1960 to 1969; Saint Lawrence Seaway Development Corporation, 1959 to 1969 *Annual Reports*; Statistics Canada, *Shipping Report, Parts I to V*, (Catalogues 54-202 to 54-207). For road transport: Statistics Canada, *Road and Street Mileage and Expenditure*, (Catalogue 53-201), and its predecessors, *Highway and the Motor Vehicle in Canada and Highway Statistics*; *The Motor Vehicle: Parts I to IV*, (Catalogues 53-217 to 53-220); Statistics Canada, *Passenger Bus and Urban Transit*, and its predecessors, (Catalogue 53-215); Statistics Canada, *Motor Carriers - Freight and Household Goods Movers*, (Catalogue 53-222); Statistics Canada, *For-hire Trucking Survey*, (Catalogue 53-224). For Canadian commercial aviation: for 1970 to 1975, Statistics Canada, *Air Carrier Operations in Canada*, (Catalogue 51-002), October-December issues; for 1960 to 1969, *Civil Aviation*, (Catalogue 51-202), annual issues; *Canadian Civil Aircraft Register*, for 1961 to 1975, annual March 31 issues; 'Licensed Civil Airports' from the *Canada Year Book*, various issues 1961 to 1974; *Arriving and Departing Civil Flights at Selected International Airports*, Transport Canada, annual issues from 1960 to 1975; Statistics Canada, *Aircraft Activity Statistics*, formerly *Aircraft Movement Statistics*, (Catalogue 51-203), annual issues. For oil and gas pipelines, for 1969 to 1975, Statistics Canada, *Oil Pipe Line Transport*, (Catalogue 55-201), annual issues; for 1958 to 1968, Statistics Canada, Manufacturing and Primary Industries Division; for 1969 to 1975, Statistics Canada, *Gas Utilities*, (Catalogue 55-002), December issue each year; Statistics Canada, *Gas Utilities: Transport and Distribution Systems*, (Catalogue 57-205), annual issues; for 1960 to 1968, Statistics Canada, Manufacturing and Primary Industries Division; for 1938 to 1967, Statistics Canada, *Railway Transport, Part IV: Operating and Traffic Statistics*, for 1950 to 1967, Statistics Canada, special release of April 1969, "Pipeline Statistics"; for 1938 to 1967, Statistics Canada, *Railway Transport: Part IV, Operating and Traffic Statistics*, (Catalogue 52-210). For transportation accident victims: for 1973 to 1975, *Water Transport Accident Victims*, from Transport Canada, Marine Casualty Investigations, Canadian Coast Guard; for 1946 to 1972, Statistics Canada, *Water Transportation*, (Catalogue 54-205), annual issues; Statistics Canada, *Motor Vehicle Traffic Accidents*, (Catalogue 53-306), annual issues; Statistics Canada, *Civil Aviation*, (Catalogue 51-202), annual issues; for 1970 to 1975, Transport Canada, *Aviation Safety Investigation*; for 1946 to 1947, the publication, *Transport Canada*. The Post Office series: for 1961 to 1975, were provided by R.W. Jones, Comptroller, Post Office Department, and are based upon the material collected in the department and presented in the *Annual Report* of the Canada Post Office. For telecommunications carrier industry: Statistics Canada, *Telephone Statistics*, (Catalogue 56-203), issues for the years 1961 to 1975; long distance rates based on records of Bell Canada; Statistics Canada, *Telecommunications Statistics*, formerly *Telegraph and Cable Statistics*, (Catalogue 56-201), annual, from 1961 to 1975. For radio and television: Statistics Canada, *Radio and Television Broadcasting*, (Catalogue 56-204), annual issues.

Rail Transport (Series T1-82)

General note

The systematic collection of railway statistics began in Canada for the year ending 30 June 1875, following the enactment of the Railway Statistics Act in 1875 which required all railways to furnish annual statements to the Department of Railways and Canals. Annual collection of data has continued to the present.

J.L. McDougall, the author of the chapter on Transportation and Communication in the first edition of *Historical Statistics of Canada*, (HSC I) provided a superlative treatment of the statistics for the earlier years of rail transport and the reader is referred to page 516-7 of the first edition.

Since World War II, rail transport has lost its absolute dominance of internal transport in Canada, with the development of other modes of transport and the infrastructures necessary to support them.

There have been great changes in the railway industry itself. Steam engines have gone and unit trains have arrived. Piggyback, containers and all manner of specialized equipment for the transport of freight have been developed, whereas intercity passenger traffic has undergone a steady decline.

These new trends in rail transport began around 1946 and the following statistical series in general cover the period 1946 to 1975. The exception is the series Railway Accident Victims, T251-260, which begins in 1907 and is included in the new section on Transportation Accidents T251-292. For earlier years, as noted above, the reader is referred to *HSC I*.

T1-4. Railways, capital liability, 1946 to 1975

SOURCE: for 1948 to 1975, Statistics Canada, *Railway Transport: Part I*, issues from 1952 to 1975; for 1946 to 1947, *Steam Railways: Part III*, 1951 issue, page 143.

Statistics show railway capital at 31 December.

Under the terms of the Canadian National Railways Capital Revision Act the 'Government of Canada - Shareholders' Account' formerly called 'Dominion Government - Proprietors' Equity' was increased by \$736,385,405 of the Canadian National Railways (CN) 4 per cent non-cumulative preferred stock and the 'Government of Canada - Loans and Debentures' account was reduced by a similar amount. These changes took effect 1 January 1952.

During 1963 there was a decrease in capital stock and in the funded debt of Canadian railways. Capital stock declined 0.8 per cent to \$4,975 million while funded debt guaranteed by the federal government dropped \$252 million.

T5-18. Railways, miles of line in operation, rolling stock, locomotives, cars in passenger and company service, 1946 to 1975

T19-27. Railways, rolling stock, freight cars in service, 1946 to 1975

SOURCE: for 1948 to 1975, Statistics Canada, *Railway Transport: Part I*, issues from 1952 to 1975; for 1946 to 1947, *Statistics of Steam Railways*, annual issues for 1946 and 1947.

In series T11, the 1948 figure includes 84 diesel locomotives formerly included in switching, and therefore under steam (series T10) in 1947. By 1956, when diesels were first differentiated by purpose, there were 850 road-switcher units and 516 yard-switcher units included in the diesel total of 1,895.

The CN completed their dieselization program during 1960, retiring all remaining steam locomotives from service, while the Canadian Pacific Limited (CP) had only 364 steam units to retire at the end of the year. Steam locomotives in Canadian service at the close of 1960 numbered 403 units, down from 1,514 units in 1959 and 2,849 units in 1956. Diesel units, on the other hand, totalled 3,308 in 1960, up from 3,155 a year previous and 1,895 in 1956.

By 1961, steam locomotives declined to 197 units; diesels remained virtually unchanged at 3,309.

A year later, the conversion from steam locomotives to diesel locomotives in the transportation service of Canadian railways was completed. Some steam locomotives remained in existence but were used only in work train or yard service with the last remaining coal burning steam locomotive retired in 1965.

In 1952 freight cars were reclassified, the number of classes was enlarged, and the new classification was extended back to 1948. The old classes 'flat', 'stock', 'tank' and 'refrigerator' remained unchanged. 'Box' cars were separated into 'automobile' and 'box'. 'Coal' cars were separated into 'ballast', 'gondola', 'hopper' and 'ore' cars, and most of the 'other' cars were distributed over the same four classes.

To economize in space here, the old classes were continued after 1948, though there remain few cars in the 'other' group; but the numbers in the new classes are shown below. From the data of the new classification, series T21 was obtained by adding box and automobile cars together and series T24 by adding ballast, gondola, hopper and ore cars. The new figure published for box cars can be found by subtracting the number of automobile cars from the box car total as shown in series T21.

Number of freight cars in service in new classes, on 31 December, 1948 to 1975

	Ballast	Gondola	Hopper	Ore	Automobile (Rack)
1975	2,199	21,370	29,287	7,731	2,776
1974	2,296	20,414	27,398	7,151	2,617
1973	2,363	20,464	26,365	7,371	2,579
1972	2,383	20,450	25,539	7,241	2,607
1971	2,408	20,354	25,175	6,819	2,280
1970	2,639	20,975	24,496	6,735	2,178
1969	2,856	20,721	22,480	6,684	4,737
1968	2,863	20,438	21,660	6,722	4,551
1967	2,862	20,633	21,077	6,742	4,462
1966	2,877	19,997	19,787	6,605	4,367
1965	2,906	19,335	18,161	6,459	3,696
1964	2,977	19,049	16,989	6,477	6,907
1963	3,009	19,323	16,031	6,337	7,113
1962	3,054	19,729	16,089	6,379	7,204
1961	3,113	20,168	15,571	5,892	7,225
1960	3,128	20,310	15,578	5,930	7,249
1959	3,140	20,428	15,601	5,964	7,270
1958	2,708	20,522	15,493	6,004	6,722
1957	2,646	19,904	13,788	5,967	6,733
1956	2,156	19,052	12,840	5,465	6,370
1955	2,378	18,592	12,247	2,559	7,406
1954	2,245	18,469	12,129	2,555	7,439
1953	1,940	17,603	11,598	1,969	7,560
1952	1,847	16,552	10,083	1,878	7,330
1951	1,803	14,098	8,897	1,902	6,396
1950	1,862	13,922	8,903	1,954	6,087
1949	1,772	14,135	9,100	1,902	6,075
1948	1,705	13,114	7,996	1,923	5,057

SOURCE: **Railway Transport part I**, 1960-1975 annual issues and similar tables in **Railway Transport** for earlier years.

T28-38. Railways, revenue train mileage, engine mileage and freight car mileage, 1946 to 1975

SOURCE: for 1957 to 1975, Statistics Canada, *Railway Transport: Part I*, issues for 1960 to 1975; for 1952 to 1956, *Railway Transport: Part I* and *Part II*, issues for 1952 to 1956; for 1946 to 1951, *Statistics of Steam Railways*, each annual issue.

T28-32 and T36-38. Revenue train mileage and freight car mileage do not include work train service. Motor unit cars are those cars which have space for the carrying of any one or all of passengers, baggage, express and mail and which also carry their own power unit.

With the 1971 issues of *Railway Transport*, the results of an extensive review of the railway surveys affected many of the series. In particular, a new concept, 'locomotive unit-miles' replaced the 'locomotive' or 'engine' mileage data of previous years. Series T33 and T35 therefore terminate in 1970. The table below shows the new series, which counts mileage for each locomotive, rather than that of the first engine only.

**Locomotive unit-miles 1971-1975
(millions of miles)**

	<u>Total</u>	<u>Freight</u>	<u>Passenger</u>	<u>Switching</u>
1975	248.1	170.8	44.7	32.6
1974	263.2	177.3	50.5	35.4
1973	246.8	169.8	43.5	33.5
1972	246.2	168.1	43.3	34.8
1971	232.1	159.1	38.7	34.3

T39-46. Railways, freight tonnage and mileage, passenger traffic and passenger mileage, 1946 to 1975

SOURCE: for 1956 to 1975, Statistics Canada, *Railway Transport: Part I*, issues for 1956 to 1975; for 1952 to 1955, *Railway Transport: Part I and Part II*, individual issues for each year; for 1946 to 1951, *Statistics of Steam Railways*, each annual issue.

T40. Revenue freight ton-miles is the mathematical product of tons carried times distance hauled; for example, 1,000 tons hauled 1,000 miles or 10,000 tons hauled 100 miles each produce 1,000,000 ton-miles.

T41. Revenue and non-revenue freight ton-miles differs from series T40 only in that it includes freight hauled on company service as well as revenue freight.

T42. Average load per loaded car-mile shows increasing values over the years partly because of a rise in the carrying capacity of the equipment, partly because of a change in the nature of the traffic handled. A loss of less than carload freight or a gain in ore traffic would tend to raise it even if there were no change in uniformly weighted series.

T43. Average length of freight haul is affected by changes in the nature of the traffic carried (see the note to series T42). It is calculated by taking the ratio of series T40, 'Revenue freight ton-miles', divided by the sum of series T47, 'Freight originating in Canada' and T48, 'Freight received from U.S. roads'. As it does not include the U.S. portion of an international freight haul, the series is biased downward by this omission.

T44. In 1970, the passenger details of 'GO Transit' were added to the series. 'GO Transit' is an expanded rail commuter service inaugurated 23 May 1967 by the province of Ontario and operating between Hamilton and Pickering under an agreement with Canadian National. There were 4.8 million passengers in 1969, 4.7 million in 1968 and 2.2 million in 1967.

T46. The average revenue passenger journey is the ratio of T45, 'Revenue passenger-miles', divided by T44, 'Revenue passengers'. The decline in the average passenger journey since 1969 is largely due to the addition of 'GO Transit' passenger detail to the series since 1970 (see the note to series T44).

T47-58. Railways, freight carried by origin and by commodity group, 1946 to 1975

SOURCE: for 1956 to 1975, Statistics Canada, *Railway Transport: Part I* individual issues; for 1952 to 1955, *Railway Transport: Part I and Part II* individual issues for each year; for 1946 to 1951, *Statistics of Steam Railways*, each annual issue.

During the period from 1946 to 1975, a number of changes have occurred in the reporting of freight traffic statistics which have directly affected the commodity series. Until 1969, it was possible to provide series which were consistent, albeit with some perturbations. The break came in 1970 and since that time, the commodity series have been structured on Statistics Canada's Standard Commodity Classification (S.C.C.) requiring a somewhat different presentation.

The major changes in this period begin with 1 January 1954 when freight traffic statistics were reported on a 90-code Freight Commodity Statistics Classification, a change from the previous 78-code system. As of 1 January 1957 freight traffic statistics were reported on the 262-class Freight Commodity Statistics Classification of the Association of American Railroads. Minor modifications for the purposes of its application within Canada resulted in a 266-code classification.

This classification was used from 1957 through 1969. Then, as noted above, revenue freight traffic was compiled on the basis of a new 320-commodity breakdown based on Statistics Canada's S.C.C.

Express-rated traffic was included under non-carload freight.

A bridge between the old 266-commodity series and the new 320-commodity series provides the 1969 data in both series. The difference in total carload traffic is due to a switch from a 'received' to a 'forward' basis of reporting by certain railways. The total is, however, over a million tons higher because of the inclusion of the aforementioned express-rated traffic in the non-carload category.

T47-48. Freight originating in Canada and freight received from U.S. roads are not homogeneous series. The heading of T48 in the source is 'received from U.S. roads' in 1956 to 1975. It is 'received from foreign connections' in 1946 to 1955. The result is that traffic received at Canadian ports for furtherance by rail appears in series T47 from 1956 to 1975; it is in series T48 in the years 1946 to 1955 inclusive.

T59-73. Railways, gross earnings by source and operating expenses by function, 1946 to 1975

SOURCE: for 1956 to 1975, Statistics Canada, *Railway Transport*, issues from 1956 to 1975; for 1952 to 1955, *Railway Transport: Part I and Part II*, individual issues for each year; for 1946 to 1951, *Statistics of Steam Railways*, each annual issue.

On 1 January 1956 CN and CP commenced reporting on the basis of the Uniform Classification of Accounts for Class I, Common Carriers by Railway. This method of reporting was also adopted by six other railways and was effective for all railways 1 January 1957.

T59. Total gross earnings include all rail line, water line and incidental earnings. (The last year for inclusion of the water line was 1956. See the previous edition of *HSC I* for details.)

T60. Total rail revenue includes, in addition to the items in series T61-65, revenue from baggage, sleeping parlour and chair cars, milk hauling, switching and water transfers.

T61. Freight receipts are for road haul service. They do not include switching or water transfers.

Railway freight operating revenues in 1961 were augmented by \$50.0 million in interim payments from the federal government following recommendations of the MacPherson Royal Commission on Transportation.

Included in freight revenue for 1963 was federal government compensatory payments of approximately \$22.0 million related to the Freight Rates Reduction Act and \$50.0 million related to recommendations of the MacPherson Royal Commission on Transportation. Of these amounts some \$6.0 million was referable to 1962.

T62. Passenger revenue is revenue from road transportation of passengers only. It does not include revenue from the sale of space or any other auxiliary activity.

T64. Express revenue is not a homogeneous series. From 1946 to 1955 the series includes the gross express revenues from CN; other roads reported only the rail portion of express revenues. In and after 1956, all roads conformed to the latter practice.

T65. Under the National Transportation Act of 1967 a number of specific subsidies for services provided in the national interest were replaced by payments to the railways of transitional subsidies or 'normal payments' beginning in 1967. Such payments in 1967 aggregated \$108.9 million while in 1968 they were reduced to \$95.1 million, in 1969 to \$81.3 million and in 1970 to \$67.4 million.

T66. Incidental revenue is a sum of a number of minor items such as revenue from dining and buffet cars, news and restaurant service, demurrage, grain elevators, rent of buildings and sundry other. The drop in this item after 1955 is the result of a reclassification in the source of 'telegraphs and telephones', later described as 'commercial communications', from series T66, 'incidental', to 'other income, rail, and not rail'. The latter is, in the main, income from outside interests of railways and is not included in series T59.

T67-73. Operating expenses are given by the familiar functional groups. The growth in general expenses, series T73, is due largely to the rise of the custom of paying pensions to all retired employees and to the custom of funding the accrued liability by annual charges to expense during the working life of the employee. In 1926 the charge to expenses for pensions was \$1.5 million; in 1938, \$6.6 million; in 1948, \$18.9 million; in 1959, \$59.5 million.

T71. For the period 1946 to 1956 inclusive, Water Line expenses have been included with the series. (For further information see *HSC I*.)

T74-78. Railways, freight and passenger receipts per unit of traffic, 1946 to 1975

SOURCE: For series T74 and T76-78, for 1959 to 1975, Statistics Canada, *Railway Transport; Part I* annual issues 1960 to 1975; for 1955 to 1958, *Canada Year Book, 1960*, pp. 814-15; for 1946 to 1954, *Canada Year Book, 1948-49*, pp. 689-90. For series T75, freight revenue per revenue freight ton-mile is available for the CPR back to 1885 (see *HSC I*) and this series is provided for purposes of continuation.

T79-82. Railways, number of employees, hours worked and compensation paid, 1946 to 1975

SOURCE: for 1960 to 1975, Statistics Canada, *Railway Transport: Part VI*, annual issues 1960 to 1975; for years before 1960, *Railway Transport*, and its predecessor, *Statistics of Steam Railways in Canada*, annual issues.

The employment statistics effective 1 January 1964 report in accordance with the Uniform Canadian Classification of Railway Employees. From 1956 to 1963 inclusive, the Canadian Classification of Railway Employees was used.

The Canada Labour Standards Code which became effective 1 July 1965 set minimum wages, working hours, vacations and general holidays for employees. The code provides for: a minimum wage of \$1.25 per hour for all employees; two weeks vacation after one year; and eight hours work per day, 40 hours per week, with overtime for service beyond these hours.

In 1966, labour negotiations involving unions representing non-operating and train service employees and the railways reached an impasse and a seven-day suspension of railway operations resulted from 26 August to 2 September. On 1 September, Parliament met in an emergency session to deal with the situation and enacted legislation (Maintenance of Railway Operation Act, 1966) which called for a return to work by employees and provided for an 18 per cent wage increase phased over a two-year period.

Negotiations which followed the 1966 railway strike resulted in agreements signed early in 1967 with most of the non-operating unions. These agreements provided for basic wage increases totalling 24 per cent spread over a three-year period from 1 January 1966 to 31 December 1968 plus fringe benefits.

In 1969, the major railways concluded settlements with the United Transportation Union, which represents trainmen, providing for a 13 per cent increase over two years plus fringe benefits.

Series T79 shows the average number of railway employees. It does not include express, communications and other outside operations employees. Two methods of counting are permissible under the Uniform Canadian Classification of Railway Employees. These are based on (a) mid-month count of employees on payroll, or (b) a more complicated calculation described as follows: to one-half of the sum of the total number of employees who work a specified number of days in the first semi-monthly pay period and the total number of employees working the same number of days in the second semi-monthly pay period, add the total number of employees paid once a month.

Since 1963, CN has used the second method. The CP uses both methods. Prior to 1964, the count was taken at a fixed date each month.

Monthly and annual comparisons of CN counts, taken both ways, have indicated that method (b) tends to reduce the average number of employees by about 3 per cent.

T80 and 81. Hours worked and total compensation exclude express, communications and outside operations employees.

Where figures of days worked are given in the source for daily rated employees they are converted on the basis of one day equals eight hours.

In series T81, 'Total compensation' is the gross amount paid to employees and charged to operating, capital and other company accounts as well as to 'outside parties'. This includes pay for vacations, holidays and leaves of absence; it is calculated before deductions for income tax, unemployment insurance contributions and other purposes; it excludes fringe benefits and retroactive wage payments.

Water Transport and Canal Statistics (Series T83-141)

General note

The movements through each of the canals of the St. Lawrence River system are so various that the published aggregate data can be taken as indicative only of broad trends. The limitations are still greater for totals through all the canals. A further difficulty is that the classifications in the canal statistics are not the same as in the railway statistics so that only occasionally can one make meaningful cross comparisons.

The major water movements have always been of bulk cargo carrying the freight of one consignor to one destination, with mechanical loading and unloading. The contract of carriage may be for a single cargo or for the movement of an agreed tonnage within the navigation season at the convenience of the carrier. The freight to be paid is negotiated as between shipper and the carrier.

The carriage of general merchandise upon the Great Lakes, in which the carrier holds itself out to accept the goods of many shippers, is usually done at differentials under the rails rates. This has normally been a minor part of the total tonnage handled, but a more important part of the total revenue earned.

The rise of import and export traffic through the lake ports from 1959 onward with the opening of the St. Lawrence Seaway has added a new dimension to what had been, until then, a relatively simple operation.

The basic source of data on canals and canal traffic is *Canal Statistics*, which appeared as a supplement to the report of the Department of Railways and Canals from 1886 to 1918 and which was published by Statistics Canada until 1970. The Statistics Canada *Shipping Report*, which begins with 1938, continues statistics of foreign shipping formerly published by the Department of National Revenue. In this form it was of limited value; but beginning with the year 1952 the report was greatly expanded to cover a wider list of countries of origin and destination in foreign trade, and the coasting trade was reported fully for the first time. The list of commodities was also revised to follow more closely the S.I.C. of 1948.

The publication *Canal Statistics* terminated in 1970 as the principal data were a duplication of the series available from the Saint Lawrence Seaway Development Corporation.

T83-89. Shipping, seagoing and inland vessels arrived at and departed from Canadian ports, 1946 to 1975

SOURCE: Statistics Canada: for 1960 to 1975, data supplied by the Water Transport Section, Transportation and Communications Division; for 1946 to 1959, data supplied by the Transportation Section, Public Finance and Transportation Division as recorded in *HSC I*.

T90-96. Canals, total traffic through Canadian canals by nationality of vessel and origin of freight, navigation seasons, 1946 to 1970

SOURCE: Statistics Canada: for 1959 to 1970, *Canal Statistics*, annual issues from 1960 to 1970; for 1949 to 1958 *Canada Year Book, 1960*, p. 849; for 1946 to 1948, *Canada Year Book, 1951*, p. 760.

These series terminate with the final issue of *Canal Statistics* in 1970.

T90-91. Number and registered tonnage of Canadian and British vessels are mainly Canadian registered vessels. The British vessels were unimportant until the opening of the St. Lawrence Seaway in 1959. In 1960 there were transits of 1,303 British vessels with net registered tonnage of 3,971,587 tons. By 1969, there were 1,170 transits with 4,962,991 net registered tonnage.

T92-93. Number and registered tonnage of United States and other foreign vessels were mainly United States vessels to 1950. Thereafter other foreign shipping increased steadily though still much less than United States shipping until 1959. From 1959 onward other foreign tonnage was much greater than United States tonnage.

T97-106. Canals, cargo tonnage through St. Lawrence canals, 1946 to 1975 and associated toll revenues, 1959 to 1975

SOURCE: For series T97-105: for 1971 to 1975, Saint Lawrence Seaway Development Corporation, *Traffic Report of the St. Lawrence Seaway*, annual issues; for 1946 to 1970, Statistics Canada *Canal Statistics*, each issue from 1946 to 1970. For series T106: for 1970 to 1975, Saint Lawrence Seaway Development Corporation, *Annual Report*, each issue from 1970 to 1975; for 1960 to 1969, Saint Lawrence Seaway Development Corporation, *1969 Annual Report, Tenth Anniversary*, p. 18; for 1959, Saint Lawrence Seaway Development Corporation, *Annual Report*, French edition, p. 19.

Series T97-103 cover tonnage of the named class in both directions.

T106. The administration of the canals at Cornwall and Lachine as well as the Welland and Sault Ste Marie canals was turned over to the Saint Lawrence Seaway Development Corporation on 1 April 1959. The St. Lawrence Seaway was opened to commercial traffic on 25 April 1959. The toll revenues in the series are those collected in Canada and do not include United States tolls.

T107-116. Canals, tonnage through Welland Canal, 1946 to 1975, and associated toll or lockage revenue, 1959 to 1975

SOURCE: For series T107-115: for 1971 to 1975, Saint Lawrence Seaway Development Corporation, *Traffic Report of the St. Lawrence Seaway*, annual issues; for 1946 to 1970, Statistics Canada, *Canal Statistics*, each issue from 1946 to 1970. For series T116: for 1970 to 1975, Saint Lawrence Seaway Development Corporation, *Annual Report*, each issue from 1970 to 1975; for 1960 to 1969, Saint Lawrence Seaway Development Corporation, *1969 Annual Report, Tenth Anniversary* p. 18; for 1959, Saint Lawrence Seaway Development Corporation, *Annual Report*, French edition, p. 19.

The Welland and the Sault canals are both parts of an international waterway and therefore movements between U.S. ports will be contained in their figures. T116 - (see notes for series T106 and footnote for series T116).

T117-122. Water freight charges for wheat, Great Lakes system, 1946 to 1970

SOURCE: for 1946 to 1970, Statistics Canada, *Canal Statistics*, various years.

Water freights on grain from Thunder Bay are the result of a bargain between the shipper and the vessel owner for each movement. The series given herein are weighted annual averages of such bargains. These prices include all costs of loading, unloading, handling and other charges. At mid-summer 1955, these charges for movement from the Head of the Lakes to the Georgian Bay ports and Goderich totalled \$11.15 per 1,000 bushels, which equalled 37.2 cents per ton, or about 28 per cent of the nominal charge of 4 cents per bushel. This gives a net revenue to the ship of 0.178 cents per ton-mile for a weighted average distance of 537 miles.

At May 1955, the rate on grain from the St. Lawrence to U.K. ports was reported as 74 shillings and sixpence per long ton. Out of this amount the ship was reported as bearing a cost of \$2.10 per long ton. This left a net revenue to the ship of 0.211 cents per short ton on an average distance of 3,450 miles.

Until 1959 the freight to Montreal normally included a transfer from a large vessel at Port Colborne up to 1932, and at some port between Port Colborne and Prescott thereafter, to a canal-sized vessel.

These series terminate in 1970 with the final publication of *Canal Statistics*.

T123-125. Number and registered net tonnage and tons of cargo loaded, vessels departed from Canadian ports in coastwise shipping, 1946 to 1975

SOURCE: Statistics Canada, *Shipping Report: Part III, Coastwise Shipping, 1976*. Appendix A, p. 69. For purposes of economy, only the departure data is presented here. The data provided in the source also provides the complementary arrival information which, after the inclusion of data for non-custom ports in 1957, varies less than 1.5 per cent from the departure data.

T125. Prior to 1952, coastwise cargo data is not available.

T126-141. Cargoes loaded and unloaded at selected ports for and from foreign countries, 1946 to 1975

SOURCE: Statistics Canada, for 1961 to 1975, *Shipping Report: Part IV*, annual issues; for 1946 to 1960, *Shipping Report*, each annual issue.

Roads and Road Transport (Series T142-194)

General note

While road transport has had the most vigorous growth of all modes of transportation, the quality of its statistics has been variable to an extreme. The development of this mode has long been in the hands of a large number of entrepreneurs who have been able to start business with a limited initial capital and to grow without large appeals to the capital market. Problems of definition as well as maintaining records of 'births' and 'deaths' of trucking undertakings have been a formidable constraint on the provision of consistent statistical series. In the early 1970s, all surveys in this area were reassessed and reformulated. Those who are interested in recent statistics should consult Statistics Canada reports: *Passenger Bus and Urban Transit, Motor Carriers - Freight and Household Goods Movers, For-hire Trucking Survey*.

T142-146. Road and street mileage, by type of surface, 1946 to 1975

SOURCE: Statistics Canada: for 1974 and 1975, *Road and Street Length and Financing*, each issue; for 1958 to 1973, *Road and Street Mileage and Expenditure*, annual issues; for 1946 to 1957, *Highway Statistics*, annual issues.

The classification used here are too coarse to permit a classification of road mileage other than to give a broad indication of the development of roads. The former breakdown of rural and urban mileage was abandoned in 1969 when it became impossible to apply consistent definitions across Canada. For presentation purposes here, the series includes both rural and urban, federal, provincial and municipal mileage.

While most highways in Canada are two-lane, by 1974, there were 3,332 miles of non-municipal road with four or more lanes, of which 976 miles were reported by Ontario and 1,037 miles were reported by Quebec.

T147-194. Motor vehicle registrations, by province, 1903 to 1975

SOURCE: Statistics Canada: for 1975: *Road Motor Vehicles, Registrations*; for 1960 to 1974, *The Motor Vehicle: Part III, Registrations*, annual issues 1960 to 1974; for 1948 to 1959, *The Motor Vehicle*, each annual issue; for 1945 to 1947, *The Motor Vehicle in Canada*, annual issues; for 1935 to 1946, *The Highway and Motor Vehicle in Canada*, annual issues; for 1904 to 1934, *The Highway and the Motor Vehicle in Canada, 1934*, table 6, pp. 12-17; for 1903, Ontario Ministry of Transportation and Communications.

Motor vehicles were registered for the first time in 1903 by the province of Ontario. New Brunswick followed in 1905, Quebec, Saskatchewan and Alberta in 1906, British Columbia in 1907, Manitoba in 1908, Nova Scotia in 1909 and Prince Edward Island in 1913.

Before reciprocal arrangements were made in regard to the operation of motor vehicles registered in other provinces and in the United States, a large proportion of the cars registered in Ontario were owned outside the province, largely in the United States. In 1906, the first year they were recorded, 659 of these cars, or 56 per cent of the total registered, were outside cars. In 1908 they numbered 1,165 cars or 67 per cent and in 1914, 6,415 cars, or 20 per cent, and by 1917 were reduced to 386 cars, the reciprocal arrangement having become effective in 1916.

Total registrations showed a continuous and rapid growth to 1931 when a decline was recorded. Growth in registrations resumed in 1934, continuing until 1941. A decline in registrations from 1942 to 1945 coincided with the war years. Beginning in 1946, when passenger cars were again produced, registrations have continued to increase each year.

Commercial vehicles include buses and trucks both large and small. In recent years, the use of the term 'commercial' to cover many of the smaller trucks is misleading. These are often used for personal transportation instead of a passenger car.

Motorcycle registrations, which suffered a decline in the 1950s, rose sharply in 1965 with the advent of large importations of motorcycles from Japan. Although for most of Canada the use of a motorcycle for transportation is extremely seasonal, an aggressive sales policy has been a major factor behind a ten-fold increase in registrations from 1962 to 1975. It should be recognized that for most provinces off-road motorcycles do not require registration.

In the 1970s, the use of 'mopeds' became popular particularly in Quebec. For 1975, the total registrations for Canada and for Prince Edward Island, Nova Scotia and Quebec include registered 'mopeds'. The total 1975 registrations for Canada and these three provinces therefore are each larger than the corresponding sums of passenger automobile, commercial vehicle and motorcycle registrations.

The series of registrations of motor vehicles over the years contain a number of individual provincial changes in concept and often reflect a change in the provincial administration procedures. While attempts have been made to avoid duplicate registrations of the same vehicle within each province, it has not been possible to remove duplicate registrations between provinces. Such duplication will occur when a commercial vehicle is registered in more than one province or when an owner changes his province of residence and re-registers his vehicle(s). Occasionally, with the development of computer systems, it has required heroic efforts to provide an annual breakdown of registrations and ensure that registrations for vehicles no longer registered are removed from the total counts. While some station wagons prior to 1960 were included with commercial vehicles for British Columbia, the distinction between passenger and commercial vehicles is based more on the nature of the vehicle than the uses to which it is put. Taxi cabs are therefore included with passenger vehicles and small trucks used principally for personal transport are included under 'commercial vehicles'. In addition to trucks, 'commercial vehicles' includes buses, road tractors, ambulances, etc. but generally excludes non-powered vehicles such as trailers.

Registrations for the Northwest Territories were included with those of the Yukon Territory from 1947 onward. Beginning in 1972, they were published separately. For economies of space, their registrations are combined in series T191-194. Shown here separately, their registrations are as follows:

Registrations of motor vehicles

Northwest Territories

<u>Year</u>	<u>Total</u>	<u>Passenger automobiles</u>	<u>Commercial vehicles</u>	<u>Motorcycles</u>
1975	12,482	5,850 ^r	5,835	797
1974	13,048	5,658	6,591	799
1973	12,845	5,504	6,546	795
1972	11,158	4,874	5,749	535
1971	9,111	4,340	4,223	548

Yukon Territory

1975	13,947	7,136 ^r	6,328	483
1974	13,620	6,785	6,283	572
1973	10,663	5,466	4,717	480
1972	11,232	5,942	4,859	431
1971	11,796	6,212	5,190	394

The drop in the 1975 commercial vehicle registrations for the Northwest Territories is due to the removal of 1,048 registered vehicles largely involved in construction.

T167 and 169. In Quebec, the practice in registration has been to register every motor vehicle in the province. The drop in commercial vehicles in 1972 reflects the removal of farm tractors, construction vehicles and snowmobiles from the count.

Civil Aviation (Series T195-246)

General note

The term 'civil aviation' is often used to refer to that part of civil aviation which more properly should be called 'commercial aviation'. While the commercial aspects of civil aviation are of great interest, there are data available concerning non-commercial aviation as well. In the following series, therefore, the term 'civil aviation' is reserved for those cases where the data refers to both commercial and private aircraft or activity, otherwise the term 'commercial aviation' is used.

With the immense changes in aviation since 1946, there have been parallel changes in the collecting of statistics. In 1960, a major revision of the statistical program was required to reflect the revised licence classification of the former Air Transport Board (now the Air Transport Committee of the Canadian Transportation Commission). In 1970, a major revision of the operating and financial statistics was related to the development of computer programs designed to handle the statistical reports of the air transport industry. Each of these changes has had a profound effect on the statistics gathered as some information has been dropped and other items added. In several cases, revisions have been made to the civil aviation data presented in the previous edition of *HSC I*. Such revisions are indicated in the individual notes on each series.

In the following tables, the term 'goods' encompasses freight, express and excess baggage. From 1947 onwards, transoceanic services are included in all applicable tables. Data for Canadian carriers such as hours and ton-miles are computed to cover their entire route, while that for foreign carriers are computed on an 'in Canada only' basis.

From 1951 onward, transborder traffic has been traffic between Canada and the United States, although services to Florida and Hawaii were not included under this designation until 1970. Until 1949, Canada-Newfoundland traffic was also included under transborder traffic.

From 1947 to 1950, series T206-208 include a small volume of transoceanic traffic, not reported separately until 1951. From 1951 only scheduled (unit toll) traffic is included.

T195-198. Canadian commercial aviation activity, 1946 to 1975

SOURCE: Statistics Canada: for 1970 to 1975: *Air Carrier Operations in Canada*, October - December annual issues; for 1960 to 1969, *Civil Aviation*, annual issues; for 1946 to 1959, *HSC I*.

Data for 1960, as included in *HSC I*, were revised to include the activity of group V carriers (gross annual flying revenues of less than \$60,000). Series T195 and T196 include revenue and non-revenue passengers and goods until 1959. From 1960 onward, non-revenue passengers and goods are excluded. Series T198, hours flown, includes both revenue and non-revenue hours flown.

T199-205. Canadian commercial aviation, domestic revenue traffic, scheduled services, 1946 to 1975

SOURCE: Statistics Canada: for 1970 to 1975, *Air Carrier Operations in Canada*, October - December annual issues; for 1961 to 1969, *Civil Aviation*, annual issues; for 1946 to 1960, *HSC I*. See the general note to series T195-246 for the interpretation of the series headings.

T206-208. Commercial aviation, transborder traffic, 1946 to 1975

SOURCE: Statistics Canada: for 1970 to 1975, *Air Carrier Operations in Canada*, annual October - December issues; for 1960 to 1969, unavailable; for 1946 to 1959, *HSC I*.

Transborder traffic is traffic between Canada and the United States. See the general note to series T195-246 for the interpretation of the series headings.

T209-215. Commercial aviation, transborder traffic via Canadian carriers, scheduled revenue traffic, 1946 to 1975

SOURCE: Statistics Canada: for 1970 to 1975, *Air Carrier Operations in Canada*, October - December annual issues; for 1961 to 1969, *Civil Aviation*, annual issues; for 1946 to 1960, *HSC I*.

See the note to series T206-208 and the general note to series T195-246.

T216-222. Commercial aviation, Atlantic and Pacific scheduled revenue traffic via Air Canada (Trans-Canada Air Lines) and CP Air Canadian Pacific Air Lines), 1947 to 1975

SOURCE: same as for series T209-215.

Starting in 1970, flights to and from Hawaii are classified as transborder. Prior to 1970, these flights were included in the totals for 'Pacific services'. See the general note to series T195-246 for the interpretation of series headings.

T223-225. Commercial aviation, contract and charter traffic, Canadian carriers, 1946 to 1975

SOURCE: Statistics Canada: for 1970 to 1975, *Air Carrier Operations in Canada*, October - December annual issues; for 1960 to 1969, *Civil Aviation*, annual issues; for 1946 to 1959, *HSC I*.

Data for 1960 series T223 and T224, as included in *HSC I*, were revised to include the activity of group V of carriers (gross annual flying revenues of less than \$60,000). Series T225, revenue miles flown, excluded group V carriers for the years 1960 to 1969.

T226-235. Commercial aviation, operating revenues, passenger fares per unit of traffic and employment, Canadian carriers, 1946 to 1975

SOURCE: Statistics Canada: for 1970 to 1975, *Air Carrier Operations in Canada*, October - December annual issues; for 1960 to 1969, *Civil Aviation*, annual issues; for 1946 to 1959, *HSC I*.

Series T226 has required complete revision to include the data for series T232, Non-flying services. In addition revisions have been made to the 1960 data as published in *HSC I* for series T230, Charter services, and series T231, Other flying revenues.

T233 and T234. Scheduled passenger revenue per passenger-miles is strictly not comparable before and after 1960, when reporting concepts were revised. For 1946 to 1960, series T279 refers to Air Canada (TCA) only. For 1946 to 1959, series T234 refers to the large independents (see *HSC I*).

T236-239. Civil aviation, number of aircraft and airports, 1946 to 1975

SOURCE: For series T236-238: for 1961 to 1975, Transport Canada, *Civil Aircraft Register*, annual March 31st issues; for 1946 to 1960, *HSC I*. For series T239: for 1961 to 1973, *Canada Year Book*, various issues 1961-1974; for 1946 to 1960, *HSC I*.

T240-246. Arriving and departing civil flights at selected Canadian international airports, 1960 to 1975

SOURCE: for 1960 to 1975, Transport Canada, *Aircraft Movement Statistics*, each annual issue.

These series generally exclude military arriving and departing flights and all flights designated local such as flying training flights which remain at all times under airport tower control.

During the period 1960 to 1970, the mix of private and commercial aircraft has changed considerably at most of these airports. The development of satellite airports at some cities has removed a major portion of private aircraft activity from the international airports. While Toronto International airport in 1975 was the busiest airport for itinerant movements, the total activity at such airports as St. Hubert, Pitt Meadows and Edmonton Municipal was actually greater than that of Toronto. Each of these airports has a large component of activity involving local movements of small private aircraft.

Oil and Gas Pipelines (Series T247-250)

General note

The transportation implications of oil and gas pipelines are sometimes overlooked in the presentation of statistical series. The four series presented here refer to transportation only and the user should refer to the source material for broader and more detailed information on pipelines.

T247-250. Oil and gas pipeline transport revenues and ton-miles, 1950 to 1975

SOURCE: For series T247: for 1969 to 1975, Statistics Canada, *Oil Pipe Line Transport*, annual issues; for 1958 to 1968, Statistics Canada, Manufacturing and Primary Industries Division. For series T248: for 1969 to 1975, Statistics Canada, *Gas Utilities, Transport and Distribution Systems*, annual issues; for 1960 to 1968, Statistics Canada, Manufacturing and Primary Industries Division. For series T249: Statistics Canada, for 1968 to 1975, *Oil Transport*, annual issues 1969 to 1975; for 1950 to 1967, DBS Special Release, April 1969, *Freight Ton-Miles in Canada, 1938-1967*. For series T250: Statistics Canada, for 1968 to 1975, *Gas Utilities, Transport and Distribution Systems*, annual issues 1969 to 1975; for 1957 to 1967, DBS Special Release, April 1969, *Freight Ton-Miles in Canada, 1938 to 1967*.

T248. This series is an approximation to the transport revenue as it is derived from the total operating revenues of the natural gas transport systems less the value of the total gas supply (gas purchases, exchange gas, gas delivered to or withdrawn from underground storage and gas used) for the same gas transport systems.

Transportation Accident Victims (Series T251-292)

General note

The series presented here for railway transport, water transport, motor vehicle traffic and civil aviation accidents are not strictly comparable because of differing concepts and differing reporting procedures. Nevertheless, they provide important guides to the relative levels of accidents among the several modes of transportation as well as useful trend information.

Of the nearly 13,000 deaths which were due to accidents in Canada during 1975, 6,061 or 47 per cent were due to motor vehicle traffic accidents. While household accidents as well as accidents in the work place or during recreation account for the vast majority of injury accidents, transportation related accidents alone make up more than half of all accidental fatalities. Transportation has indeed left a distressing record.

T251-260. Railway accident victims, 1907 to 1975

SOURCE: Statistics Canada: for 1956 to 1975, *Railway Transport: Part I*, annual issues 1960 to 1975; for 1952 to 1955, *Railway Transport: Part I*, individual issues for each year; for 1922 to 1951, *Statistics of Steam Railways*, each annual issue; for 1919 to 1921, *Railway Statistics of Canada*, each issue; for 1907 to 1918, *Annual Report* of the Department of Railways and Canals, each issue on railway statistics.

The number of fatal victims is probably a homogeneous series, but the number injured is affected by institutional factors. With the advent of workmen's compensation there was a stronger pressure to report employee injuries. Series T254 and T258, Others, include postal, express and pullman employees, and trespassers and automobile accident victims at level crossings.

T261-270. Water transport accident victims, 1946 to 1975

SOURCE: for 1973 to 1975, Transport Canada, Marine Casualty Investigations, Canadian Coast Guard; for 1946 to 1972, Statistics Canada: *Water Transportation*, individual annual issues.

The number of fatal victims is probably a homogeneous series, but a change in reporting procedure in 1973 has reduced the number of injured victims to those seriously injured victims as reported to Transport Canada.

The water transport accident series exclude small pleasure craft accidents and all accidents involving commercial fishing.

T271-284. Motor vehicle traffic accidents, 1921 to 1975

SOURCE: Statistics Canada: for 1954 to 1975, *Motor Vehicle Traffic Accidents*, annual issues; for 1952 to 1954, *Motor Vehicle Accidents*, each issue; prior to 1952, *The Motor Vehicle*, annual issues.

Motor vehicle traffic accidents have been obtained by several differing methods, over the years, and with 13 different reporting jurisdictions (the 10 provinces, the two territories and the city of Montreal) there are a number of inconsistencies in concepts and collection procedures. While every attempt has been made to provide usable figures for the earlier years of the series, it is not possible to separate all the totals into their component parts. For careful interpretation, therefore, it is important to use the various footnotes to the series.

T285-292. Civil aviation flying accident victims, 1931 to 1975

SOURCE: for 1970 to 1975, Transport Canada, Aviation Safety Investigation; for 1948 to 1969, Statistics Canada, *Civil Aviation*, annual issues 1952 to 1969; for 1946 and 1947, Transport Canada; for 1931 to 1945, *Transportation Accidents, 1946: A Summary of Railway, Motor Vehicle and Aircraft Accidents 1931-1945*.

Without a doubt, civil aviation accident data are the most homogeneous and consistent of the several modes. It should be noted, however, that the number of injured victims refers to seriously injured victims only, and does not include more minor injuries which have been reported in the above sources for some of these years. While accidents involving commercial aircraft are included in these series, most of the accidents relate to small private aircraft. It is suggested, therefore, that those persons wishing to obtain information on those accidents involving commercial aircraft only consult the above sources.

Post Office Statistics (Series T293-314)

General note

The Post Office is both a means of communication and a user of transportation services. During the period covered, it has turned from rail to air for the carriage of most first-class mail. Its dependence on rail, although still substantial, has been supplemented by extensive use of motor vehicles.

T293-305. Post Office, number of post offices in Canada, by province, 1946 to 1975

SOURCE: for 1961 to 1975, provided by R.W. Jones, Comptroller, Post Office Department, based upon material collected in the department and presented in the *Annual Report* of the Canada Post Office; for 1946 to 1960, *HSC I*.

These data include sub post offices as well as post offices. In the fiscal year ending 31 March 1975, there were 2,257 such sub post offices.

T306-308. Post Office, transportation statistics, operations, 1946 to 1975

SOURCE: same as for series T293-305 and *Canada Year Book*, various issues.

T306. Total number of land mail services is a total of the number of non-rail land services. It is a sum of the number of rural routes, series T307, and of other land mail services, series T308.

T307. Number of rural routes is the number of separate routes.

T308. Number of other land services includes stage services (post office to post office by land), side services (railway or ship depot to post office), parcel post delivery in cities, street letter-box pick-up service, conveyance of letter carriers, local services (general post office to postal stations) and the like. This series does not include rail services.

T309-312. Post Office, transportation statistics, cost of services, 1946 to 1975

SOURCE: same as for series T293-305.

T312. Non-rail land services include rural route services and other land services. See the note to series T308.

T313-314. Post Office, gross postal revenues and pieces of first-class mail, 1946 to 1975

SOURCE: same as for series T293-305.

T313. Gross postal revenues are total receipts for post office services before any charges are made against them. Receipts include postage stamps and other postage revenue (by far the largest item), commissions on money orders and postal notes, transit charges on mail from other countries and the like. The figures here exceed those in series G14 in *HSC I* since there was some netting of expenditure against receipts in obtaining that series. The data in these series are dependable since they are based on a complete accounting as a part of the administrative control of operations.

T314. Prices of first-class mail handled are based on estimates.

Telecommunications Carrier Industry (Series 315-352)

General note

At the beginning of the period covered, the telephone industry and the telegraph and cable industry were considered distinct. However, developments in transmission technology have been such that large systems in both industries have the capability of providing a wide range of similar services. Depending on the terminal instruments, both can transmit voice, print, electronic data and images in colour. They made possible radio and television networks, cablevision and remote computer terminals. For both, microwave, satellites and cables are transmission alternatives. Because their business reporting systems have developed on diverse lines, their statistics remain separate.

In the statistics for the telephone industry, the revenue from telephone services is not fully identifiable. For the other telecommunications carriers, the revenue from 'commercial telegraph tolls' was \$12,709,881 or 53 per cent of total operating revenue in 1950; by 1960 'public and government messages' accounted for revenues of \$17,149,202 or 29 per cent; the equivalent figures for 1975 were \$11,211,839 and 4 per cent of total operating revenue.

The series updated from those in *HSC I* reflect the extent of technological and other changes. They are only superficially comparable.

T315-323. Telecommunications carrier industry, telephones and telephone calls, 1946 to 1975

SOURCE: for 1961 to 1975, Statistics Canada, *Telephone Statistics*, issues for all years; for 1946 to 1960, *HSC I*.

Series T315-323 cover Canadian telephone systems including those of CN Telecommunications, which provides telephone services in the Yukon Territory and Northwest Territories, and in parts of British Columbia and Newfoundland. Thus from 1962, when CN Telecommunications began to operate telephone services in the Yukon Territory, these series are not fully comparable with the statistics provided in series T327-336.

T316. Business telephones include public pay telephones.

T318. Residence extensions are additional telephones which are or can be connected to the same circuit as the main residence telephone.

T319. Of the telephones connected to automatic central offices in 1975, 87.8 per cent had direct distance dialing capability.

T321-323. Statistics cover completed telephone calls only. Estimates of number of local calls are provided by the larger telephone systems; for each province and territory, Statistics Canada makes estimates for the remaining systems, on the assumption that telephones operated by these systems are used to the same extent as those of the reporting systems.

Long distance calls over the CN Telecommunications system are excluded.

T324-326. Telecommunications carrier industry, gross capital expenditures on new construction and machinery and equipment, 1946 to 1975

SOURCE: for 1960 to 1975, Statistics Canada and/or Department of Industry, Trade and Commerce, *Private and Public Investment in Canada, Outlook*, individual years; for 1946 to 1959, *HSC I*.

Series T324-326 show capitalized costs associated with the procurement, construction and installation of new durable plant and equipment, and include items such as architectural, legal and engineering fees, as well as value of work undertaken by firms with their own labour force. Construction includes not only buildings but also transmission lines and towers. In 1960, coverage was extended to telecommunications carriers other than telephone systems.

T327-335. Telephone industry, property, revenues, expenses, taxes, interest, employees and wages, 1946 to 1975

SOURCE: same as for series T315-323.

Series T327-335 give selected financial and operational statistics for the telephone industry. Excluded are other telecommunications carriers covered in series T343-352. See also introductory explanatory notes.

T327. Cost of property and equipment is gross property in use valued at cost. It includes land, buildings and other structures considered as outside plant, as well as equipment.

T328-329. Total revenues include revenues from all carriers, including local and toll service revenue for a wide variety of communications services, directory advertising and sales, plant and building rents and investment income.

T331. Comparability of the series has been maintained, although detail available from 1971 onward indicates that some non-operating expenses are included. For 1975 these amounted to \$9,468,000.

T336-341. Telephone industry, long-distance rates between Montreal and selected cities, 1918 to 1975

SOURCE: records of Bell Canada and *HSC I*.

From 1965 onward the rates shown are for customer-dialed calls.

T342-351. Other telecommunications carriers, financial and operating statistics, 1946 to 1975

SOURCE: Statistics Canada: for 1961 to 1975, *Telecommunications Statistics*, 1972 and later years, and *Telegraph and Cable Statistics*, various years; for 1946 to 1960, *HSC I*.

T342. Operating revenue includes both transmission and non-transmission revenue.

T343. Operating expenses are after deduction of expenses applicable to the carriers' rail operations and other departments.

T344. Non-transmission revenues are part of operating revenues, series T343. For 1960 and 1975 these non-transmission revenues were:

	<u>1975</u>	<u>1960</u>
Leased circuit	\$ 70,214,651	\$18,264,955
Other leased plant	44,801,666	6,104,495
Money order charges	692,811	230,060
Other non-transmission	<u>39,109,386</u>	<u>3,922,995</u>
	\$154,818,514	\$28,522,505

T345. Cost of property and equipment is the cost of the fixed assets in use before the deduction of accrued depreciation.

T346. Total telegrams transmitted is the sum of series T348 and T349.

T349. Total cablegrams is not the sum of series T351 and T352. Duplications have been removed, but transatlantic telex messages, numbering 4,484,501 in 1975, are included.

T352-359. Number of private radio and television stations, with operating revenues and expenses, for private stations and Canadian Broadcasting Corporation (CBC), 1959 to 1975

SOURCE: for 1959 to 1975, Statistics Canada, *Radio and Television Broadcasting*, annual issues from 1960 to 1975.

For additional information on broadcasting, the reader is also referred to the annual Statistics Canada publication, *Cable Television*.

T352 and T353. Number of radio and television stations, excluding the CBC, refer to the number of private stations for which the operating revenue and expenses are given. Stations operating on a non-commercial basis such as those operated by religious and educational institutes are not included.

T356 and T359. For several reasons, the data in this series for the CBC, while comparable with the data for the private stations, will not coincide with the annual report of the corporation. Since 1968, these series are based on a fiscal year ending 31 August rather than the annual report which covers a fiscal year ending 31 March. Additionally, some conceptual differences will affect the strict comparability. Major changes in reporting occurred in the period 1960-1961 making it impossible to provide comparable data before 1961.

Series T1-4. Railways, capital liability, 1946 to 1975*(millions of dollars)*

Year	Total ¹	Stocks	Debenture stock	Funded debt ¹	Year	Total ¹	Stocks	Debenture stock	Funded debt ¹
	1	2	3	4		1	2	3	4
1975	6,629.7	3,037.3	292.5	3,299.8	1960	4,970.4	2,433.3	292.5	2,244.6
1974	6,141.8	2,965.7	292.5	2,833.6	1959	4,791.7	2,376.4	292.6	2,122.7
1973	5,853.7	2,815.3	292.5	2,745.9	1958	4,599.8	2,354.0	292.6	1,953.1
1972	5,718.7	2,811.7	292.5	2,614.5	1957	4,330.2	2,272.9	292.6	1,764.7
1971	5,640.7	2,785.9	292.5	2,562.3	1956	4,185.2	2,279.8	292.6	1,612.7
1970	5,544.0	2,774.1	292.5	2,477.3	1955	4,108.6	2,250.7	292.7	1,565.1
1969	5,388.0	2,670.5	292.5	2,424.9	1954	3,975.6	2,207.0	292.8	1,475.8
1968	5,301.1	2,604.7	292.5	2,403.9	1953	3,861.8	2,122.2	300.4	1,439.1
1967	5,223.5	2,574.8	292.5	2,356.1	1952	3,715.2	2,101.1	305.2	1,308.9
1966	5,102.2	2,604.1	292.5	2,205.6	1951	3,571.7	1,341.0	305.2	1,925.5
1965	5,030.7	2,550.6	292.5	2,187.6	1950	3,475.8	1,341.4	308.1	1,826.3
1964	4,996.6	2,522.6	292.5	2,181.5	1949	3,269.6	1,268.7	308.1	1,629.9
1963	4,974.6	2,498.5	292.5	2,183.6	1948	3,250.3	1,270.0	308.1	1,672.3
1962	5,014.3	2,476.6	292.5	2,245.2	1947	3,308.6	1,314.2	309.4	1,685.0
1961	4,982.9	2,456.0	292.5	2,234.3	1946	3,290.6	1,315.4	309.4	1,665.8

¹ Includes government loans.

Series T5-18. Railways, miles of line in operation, rolling stock, locomotives, cars in passenger and company service, 1946 to 1975

Year	Miles in operation				Number of locomotives ¹				Number of passenger train cars ¹					
	All tracks ²	Single track ²	Second track	Yard track, industrial track and sidings	Total	Steam	Diesel electric	Electric	Total ³	Dining parlour and sleeping ³	Passenger carrying cars ⁴	Baggage, express postal ⁴	Passenger cars with power units	Number of cars in company service
	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1975	60,045	43,941	2,035	14,069	3,977	—	3,963	14	1,936	553	765	495	123	15,831
1974	60,247	44,266	2,019	13,962	3,884	—	3,870	14	2,056	589	788	557	122	15,320
1973	60,246	44,232	2,019	13,995	3,762	—	3,748	14	2,175	619	758	668	130	15,394
1972	60,037	44,025	2,018	13,994	3,612	—	3,598	14	2,383	675	772	808	128	15,576
1971	59,710	44,153	2,015	13,542	3,463	—	3,449	14	2,516	702	822	870	122	16,124
1970	59,629	43,983	2,018	13,628	3,417	—	3,399	18	2,801	729	913	1,037	122	16,053
1969	59,114	43,613	2,021	13,480	3,316	—	3,297	19	2,942	784	938	1,105	115	15,981
1968	58,658	43,168	2,049	13,441	3,294	—	3,275	19	2,999	796	963	1,125	115	15,876
1967	58,530	43,168	2,055	13,307	3,311	—	3,292	19	3,444	938	1,045	1,346	115	16,391
1966	58,300	43,193	2,056	13,051	3,346	—	3,327	19	3,669	967	1,161	1,426	115	16,243
1965	58,402	43,347	2,060	12,995	3,340	—	3,318	22	3,647	929	1,171	1,434	113	16,713
1964	58,443	43,545	2,066	12,832	3,321	1	3,298	22	3,994	922	1,249	1,723	100	17,367
1963	58,511	43,623	2,072	12,816	3,385	7	3,347	31	4,172	936	1,272	1,866	98	17,867
1962	58,759	43,654	2,129	12,976	3,497	138	3,320	39	4,378	969	1,377	1,933	99	18,508
1961	58,782	43,689	2,198	12,895	3,547	197	3,309	41	4,737	1,065	1,508	2,061	103	18,676
1960	59,193	44,029	2,288	12,876	3,752	403	3,308	41	5,119	1,147	1,643 ⁴	2,218 ⁴	111	19,165
1959	59,394	44,209	2,350	12,835	4,720	1,514	3,155	51	5,456	1,221	1,687	2,420	128	19,421
1958	59,319	44,125	2,444	12,750	4,823	1,960	2,799	64	5,733	1,236	1,938	2,420	139	19,547
1957	59,097	43,890	2,471	12,736	4,821	2,394	2,372	55	5,942	1,229	2,076	2,508	129	19,586
1956 ⁴	59,830	43,652	2,476	13,702	4,790	2,849	1,895	46	6,220	1,284	2,323	2,516	97	19,389
1955	59,315	43,444	2,486	13,385	4,714	3,225	1,455	33	6,574	1,342	2,609	2,548	75	19,194
1954	58,760	43,132	2,485	13,143	4,771	3,586	1,152	33	6,648	1,326	2,710	2,549	63	19,023
1953	58,695	43,163	2,485	13,047	4,818	3,829	956	33	6,456	1,142	2,686	2,569	59	18,725
1952	58,291	42,953	2,488	12,850	4,810	4,014	763	33	6,328	1,150	2,729	2,394	55	18,170
1951	58,150	42,956	2,487	12,707	4,715	4,108	574	33	6,366	1,152	2,823	2,342	49	17,643
1950	57,997	42,979	2,498	12,520	4,655	4,272	350	33	6,338	1,167	2,881	2,238	52	17,274
1949 ⁵	57,834	42,978	2,494	12,362	4,627	4,351	246	30	6,224	1,145	2,857	2,168	54	17,080
1948	57,005	42,248	2,495	12,262	4,521	4,340	148 ⁶	33	6,099	1,122	2,822	2,095	60	16,700
1947	57,051	42,322	2,489	12,240	4,451	4,364	54	33	6,030	1,120	2,822	2,024	64	16,654
1946	57,005	42,335	2,486	12,184	4,450	4,387	29	34	6,141	1,127	2,909	2,041	64	16,386

¹ Leased locomotives and passenger cars are included.

² Small mileages in the United States, operated as part of the Canadian systems, are included.

³ Includes pullman cars in Canadian service.

⁴ Multi-purpose cars included in passenger cars from 1960 onward.

⁵ Newfoundland equipment included from 1949 onward.

⁶ Includes 84 diesel locomotives formerly listed as switching and included under steam in 1947.

Series T19-27. Railways, rolling stock, freight cars in service, 1946 to 1975

Year	Number	Capacity	Box ¹	Flat	Stock	Hopper, gondola, ballast, ore and coal ²	Tank	Refrigerator	Wood pulp and other ²
		(thousands of tons)	(number)	(number)	(number)	(number)	(number)	(number)	(number)
	19	20	21	22	23	24	25	26	27
1975	193,197	12,253	95,445	25,722	2,359	60,587	379	5,016	3,689
1974	190,892	11,855	98,155	24,898	2,463	57,259	494	4,772	2,851
1973	186,653	11,413	97,818	22,010	2,503	56,563	484	4,955	2,320
1972	186,541	11,179	99,769	20,414	2,583	55,613	424	5,292	2,396
1971	187,306	11,062	102,184	19,728	2,687	54,756	468	5,403	2,080
1970	188,737	10,989	103,924	18,043	2,827	54,845	487	6,673	1,938
1969	188,268	10,684	106,556	16,430	2,945	52,741	511	7,549	1,536
1968	188,254	10,566	108,454	15,087	2,987	51,683	538	8,074	1,421
1967	188,770	10,523	109,583	14,765	3,094	51,314	532	8,030	1,452
1966	186,560	10,256	109,929	14,412	3,124	49,766	526	8,024	1,281
1965	182,686	9,844	109,541	13,520	3,150	46,861	524	7,937	1,153
1964	180,457	9,633	110,036	12,800	3,281	45,492	552	7,555	741
1963	181,719	9,526	111,706	12,430	3,952	44,700	546	7,806	579
1962	185,169	9,652	114,192	12,261	4,352	45,251	544	8,207	362
1961	186,387	9,627	115,464	12,164	4,589	44,744	479	8,635	312
1960	191,553	9,841	118,466	12,645	4,917	44,946	472	10,076	31
1959	194,512	9,935	121,451	12,270	5,025	45,133	455	10,155	23
1958	196,893	9,998	124,326	12,058	5,195	44,727	382	10,184	21
1957	197,907	9,947	128,079	11,975	5,141	42,305	384	10,022	1
1956 ²	191,974	9,531	124,727	11,877	5,501	39,557	389	9,906	17
1955	185,956	9,031	122,220	12,037	5,776	35,776	378	9,735	34
1954	189,351	9,106	126,209	11,782	5,972	35,398	363	9,583	44
1953	187,980	8,934	127,313	11,690	6,057	33,110	328	9,438	44
1952	186,557	8,735	129,158	11,748	6,284	30,360	268	8,691	48
1951	180,725	8,315	127,714	11,062	6,509	26,700	460	8,231	49
1950	175,597	8,000	122,419	11,263	6,655	26,641	469	8,050	100
1949 ³	177,614	8,052	124,651	10,951	6,648	26,909	454	7,921	80
1948	172,406	7,755	123,539	10,326	6,115	24,738 ⁴	353	7,240	95 ⁴
1947	166,451	7,389	119,589	10,453	6,277	21,618	354	6,673	1,487
1946	163,345	7,194	116,809	10,868	6,382	20,938	358	6,467	1,523

¹ Includes automobile box and rack-type cars from 1971.

² London and Port Stanley railway cars allocated in 1956. For 1957 onward these cars are included as reported.

³ Newfoundland equipment included from 1949 onward.

⁴ Due to a revision in the system of classification, some ballast and gondola cars included in series T27 prior to 1948 have been included in series T24 from 1948 onward.

Series T28-38. Railways, revenue train mileage, engine mileage and freight car mileage, 1946 to 1975
(millions of miles)

Year	Revenue train mileage					Engine mileage			Freight car mileage		
	Total		Passenger		Freight locomotive drawn train ¹	Gross total ²	Revenue road		Loaded	Empty	Caboose
	Grand total	Locomotive drawn train	Locomotive drawn train	Motor unit train			Steam	Diesel			
	28	29	30	31	32	33	34	35	36	37	38
1975	88.7	83.7	19.9	4.9	63.8	—	—	—	2,391.0	1,855.5	66.7
1974	97.0	92.1	22.6	4.8	69.5	—	—	—	2,510.8	1,838.5	71.5
1973	88.7	84.3	19.0	4.4	65.3	—	—	—	2,450.9	1,765.7	67.5
1972	90.9	86.2	19.2	4.7	67.0	—	—	—	2,473.4	1,762.9	69.3
1971	87.3	82.6	17.9	4.7	64.7	—	—	—	2,434.2	1,732.0	67.1
1970	87.8	82.9	19.9	4.9	63.0	110.7	—	83.1	2,336.3	1,690.1	65.1
1969	87.0	81.7	21.1	5.3	60.6	111.0	—	83.2	2,219.6	1,473.9	63.1
1968	87.8	82.3	22.1	5.5	60.2	111.5	—	84.1	2,190.5	1,455.0	62.1
1967	94.8	89.1	23.9	5.7	65.2	119.8	—	90.5	2,263.7	1,497.8	67.4
1966	96.4	90.8	22.0	5.6	68.8	122.8	—	92.2	2,396.8	1,541.1	70.8
1965	97.7	92.3	24.0	5.4	68.3	124.0	—	93.9	2,315.9	1,459.1	70.4
1964	95.8	90.5	23.4	5.3	67.1	121.8	—	92.2	2,296.7	1,422.3	69.0
1963	90.9	85.1	22.4	5.8	62.7	115.2	—	86.7	2,103.2	1,297.2	64.7
1962	89.5	83.7	23.4	5.8	60.3	113.6	—	85.1	2,003.3	1,190.7	62.1
1961	91.7	85.6	25.0	6.1	60.6	117.8	—	86.5	1,996.8	1,176.0	61.7
1960	98.4	91.8	27.9	6.6	63.9	126.6	1.0	92.3	2,028.8	1,156.6	64.4
1959	106.6	99.8	31.5	6.7	68.4	138.1	9.6	92.8	2,105.3	1,148.3	68.5
1958	109.2	102.7	34.0	6.5	68.7	142.7	21.6	84.7	2,127.1	1,128.3	69.1
1957	119.6	115.2	37.2	4.5	78.0	159.6	45.8	73.9	2,261.8	1,200.7	77.6
1956	130.9	127.7	40.6	3.2	87.1	178.6	74.1	61.4	2,505.9	1,297.4	87.5
1955	123.6	121.7	42.6	2.0	79.1	168.0	76.8	52.1	2,222.4	1,113.4	79.1
1954	121.1	119.6	44.2	1.5	75.3	163.6	91.2	34.8	2,020.0	993.6	75.0
1953	132.0	130.8	45.8	1.2	85.0	181.1	112.9	27.4	2,258.0	1,105.9	84.6
1952	136.9	135.7	46.5	1.2	89.2	189.3	127.5	18.6	2,334.5	1,128.8	88.5
1951	133.4	132.2	45.0	1.2	87.2	185.8	131.0	11.8	2,276.5	1,021.2	86.6
1950 ²	125.1	123.9	42.5	1.3	81.4	172.8	127.5	5.4	2,102.5	910.6	80.8
1949	127.3	126.0	44.3	1.3	81.6	174.4	132.4	—	2,076.1	934.2	81.3
1948	129.5	128.0	44.6	1.5	83.4	179.4	136.3	—	2,136.3	901.3	83.2
1947	127.7	126.3	43.9	1.4	82.4	176.9	135.1	—	2,158.3	936.4	82.0
1946	123.5	122.0	44.2	1.5	77.8	168.8	130.4	—	2,006.6	889.3	77.5

¹ Includes mixed train mileage.

² Newfoundland traffic included from 1950 onward.

Series T39-46. Railways, freight tonnage and mileage, passenger traffic and passenger mileage, 1946 to 1975

Year	Tons carried revenue freight ¹	Revenue freight ton miles	Revenue and non-revenue freight ton miles	Average load per loaded car mile	Average length of freight haul ²	Revenue passengers carried	Revenue passenger mile	Average revenue passenger journey ³
	(millions of tons)	(millions of tons)	(millions of tons)	(tons)	(miles)	(millions)	(millions)	(miles)
	39	40	41	42	43	44	45	46
1975	279.5	135,081.9	138,576.6	51.44	542	23.6	1,821	77
1974	311.2	138,655.3	141,403.2	49.14	511	24.1	1,878	78
1973	304.3	130,760.2	133,197.0	48.47	492	19.8	1,599	81
1972	274.5	123,657.1	126,513.4	46.45	521	23.0	2,043	89
1971	274.9	118,559.8	121,291.3	46.73	502	24.1	2,186	91
1970	272.9	110,104.5	112,872.3	45.48	472	23.8 ⁴	2,272 ⁴	95 ⁴
1969	241.4	96,460.9	98,936.2	42.27	465	18.9	2,336	124
1968	254.2	95,100.3	97,291.8	42.48	439	20.0	2,554	128
1967	247.8	94,100.7	96,086.6	41.62	447	24.6	3,135	127
1966	248.5	96,828.1	98,680.5	40.67	451	23.2	2,589	112
1965	236.1	89,020.3	90,837.4	39.00	432	24.6	2,666	108
1964	221.2	86,974.2	88,709.6	38.44	435	22.9	2,683	117
1963	193.4	75,796.0	77,620.1	36.81	441	20.6	2,070	100
1962	182.8	67,937.1	69,686.4	34.71	422	19.3	2,019	105
1961	174.5	65,828.4	67,630.3	33.79	430	18.8	1,961	104
1960	178.8	65,444.8	67,325.8	33.11	413	19.5	2,264	116
1959	186.2	67,956.5	70,259.6	33.31	409	20.9	2,446	117
1958	174.2	66,356.8	68,914.3	32.35	432	21.4	2,486	116
1957	196.9	71,047.2	74,452.5	32.86	408	23.0	2,925	127
1956	214.1	78,820.0	83,105.0	33.12	416	26.1	2,908	112
1955	188.5	66,176.1	69,664.8	31.30	394	27.2	2,892	106
1954	162.5	57,547.3	61,397.0	30.34	402	28.4	2,863	101
1953	176.8	65,267.0	70,350.4	31.16	418	28.7	2,986	104
1952	185.1	68,430.4	73,961.1	31.68	422	30.2	3,151	104
1951	184.4	64,300.4	69,690.7	30.61	399	31.0	3,110	100
1950 ⁵	164.4	55,537.9	60,789.1	28.91	385	31.1	2,816	90
1949	162.3	56,338.2	61,660.2	29.65	395	34.9	3,913	92
1948	176.7	59,080.3	64,427.8	30.16	381	38.3	3,477	91
1947	175.6	60,143.0	65,234.6	30.23	393	40.9	3,733	91
1946	160.6	55,310.3	60,096.5	29.95	397	43.4	4,649	107

¹ See series T47, T48 and T49 for component values.

² Series is ratio of T40 divided by sum of T47 and T48.

³ Ratio of series T45 divided by series T44.

⁴ Go Transit passenger operations were shown for the first time in 1970.

⁵ Newfoundland included from 1950 onward.

Series T47-58. Railways, freight carried, by origin and by commodity group, 1946 to 1975

(thousands of tons)

Year	Originating in Canada	Received from U.S. roads ²	Received from connecting roads in Canada	Total ²	Live animals	Food, feed beverages and tobacco	Crude materials inedible	Fabricated materials inedible	End products inedible	Special types of traffic	Total carload traffic	Non- carload
	47	48	49	50	51	52	53	54	55	56	57	58
1975	227,669	21,433	30,423	249,102	240	34,309	129,354	64,270	10,714	8,734	247,620	1,482
1974	243,565	27,950	39,701	271,516	219	34,999	137,590	75,899	10,864	9,522	269,094	2,422
1973	239,968	25,978	38,337	265,946	147	36,042	138,217	70,538	10,244	9,104	264,292	1,654
1972	213,405	24,505	36,564	237,910	173	40,550	111,575	66,993	9,254	7,932	236,477	1,432
1971	212,605	23,805	38,466	236,410	162	37,978	118,096	63,864	8,627	6,347	235,075	1,334
1970	207,177	25,987	39,706	233,163	214	35,117	119,271	65,150	7,658	4,512	231,923	1,241
1969 ¹	—	—	—	208,992	265	28,408	103,319	62,908	8,454	4,164	207,517	1,475
					Animals and products	Products of agriculture	Products of mines	Products of forest	Manufac- tures and miscel- laneous			
1969 ¹	183,451	24,144	33,802	207,595	1,110	24,450	85,875	22,865	73,135			
1968	192,691	23,706	37,849	216,396	1,306	24,220	97,892	21,622	70,987			
1967	186,325	24,150	37,364	209,794	1,378	29,426	91,954	21,037	65,998			
1966	188,802	25,815	33,841	214,618	1,361	35,166	91,199	20,019	65,907			
1965	180,461	25,988	29,675	206,448	1,466	30,370	92,006	18,445	62,929			
1964	174,590	24,909	21,349	199,860	1,664	35,686	85,324	17,732	58,493			
1963	148,834	22,901	21,618	171,736	1,529	29,304	71,829	15,927	52,062			
1962	138,435	22,495	21,909	160,930	1,508	25,177	68,237	15,441	49,343			
1961	131,128	21,953	21,438	153,080	1,619	28,012	61,389	14,492	46,378			
1960	133,855	24,607	20,375	158,462	1,695	26,666	65,541	14,960	48,286			
1959	140,505	25,591	20,107	166,095	1,571	27,989	71,178	14,736	49,163			
1958	129,238	24,203	20,758	153,442	1,635	29,309	59,896	14,557	46,535			
1957 ²	143,349	30,695	22,847	174,044	1,940	28,376	73,323	16,646	51,690			
1956	156,518	33,090	24,470	189,608	2,085	34,771	78,397	18,958	53,113			
1955	131,409	36,453	20,668	167,862	2,066	27,275	69,996	17,717	48,581			
1954 ²	109,855	33,340	19,275	143,195	1,992	28,494	51,808	16,029	42,656			
1953	119,986	36,263	20,502	156,249	1,868	36,306	53,082	16,194	48,799			
1952	125,336	36,839	22,882	162,175	1,694	37,403	54,822	19,330	48,927			
1951	121,836	39,425	23,103	161,261	2,196	31,739	56,055	20,836	50,434			
1950	108,147	36,071	20,141	144,218	2,302	24,376	55,748	15,830	45,961			
1949	108,560	34,159	19,573	142,719	2,539	28,290	51,741	15,596	44,552			
1948	112,768	42,165	21,807	154,933	2,889	27,656	56,733	19,442	48,212			
1947	108,931	43,925	22,710	152,856	2,894	32,080	51,225	18,837	47,820			
1946	98,777	40,479	21,361	139,256	3,257	30,872	45,732	16,850	42,546			

¹ The new classification introduced in 1970 was structured on Statistics Canada's Standard Commodity Classification. To provide a bridge, 1969 data are shown in both systems.

The small differences in total carload traffic between the two sets of data resulted from a change from a 'received' to a 'forwarded' system of reporting by certain railways. Less than carload traffic included for the first time small parcel freight moving at express rates.

² Changes in classification adopted in 1954 and 1957 account for irregularities in the series.

Series T59-73. Railways, gross earnings by source and operating expenses by function, 1946 to 1975

(millions of dollars)

Year	Gross earnings								Total	Ways and structures	Equip- ment	Traffic	Rail line ³	Miscel- laneous oper- ations	General expenses
	Total gross ¹	Rail line						Inci- dental							
		Total (including other) ²	Freight revenue	Passen- ger revenue	Mail revenue	Express revenue	Payments under the National Transpor- tation Act, 1967								
59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	
1975	2,733.8	2,651.6	2,263.2	83.8	12.0	27.9	237.4	82.2	2,577.9	501.9	544.9	65.4	1,119.3	28.3	318.1
1974	2,569.0	2,499.6	2,141.7	83.2	12.9	18.5	216.6	69.4	2,313.6	449.2	494.1	58.4	1,009.0	26.6	276.4
1973	2,123.0	2,071.5	1,822.7	57.2	10.2	14.6	144.4	51.5	1,864.3	354.8	420.1	49.7	784.8	18.0	237.0
1972	1,940.6	1,887.4	1,688.1	69.8	10.5	23.6	71.6	53.2	1,686.2	326.5	395.0	46.5	717.9	20.1	180.3
1971	1,805.7	1,757.8	1,579.7	64.4	10.8	23.9	53.5	47.8	1,572.6	301.3	381.9	45.0	660.8	20.1	163.5
1970	1,679.8	1,631.1	1,436.0	63.7	12.7	26.6	67.4	48.7	1,456.7	285.1	347.9	43.2	611.2	20.9	148.4
1969	1,583.8	1,534.9	1,331.3	63.0	14.3	20.2	81.3	48.9	1,393.2	275.3	326.6	41.8	582.6	22.4	144.5
1968	1,529.0	1,482.2	1,267.4	64.0	14.6	15.8	95.1	46.8	1,328.4	266.4	314.8	38.6	546.3	23.0	139.2
1967	1,519.4	1,470.4	1,222.2	78.7	16.6	17.5	108.9	48.9	1,341.1	271.9	316.0	40.2	556.0	25.1	131.8
1966	1,480.8	1,436.4	1,322.0	62.8	15.2	12.7	..	44.4	1,264.1	260.1	295.9	37.9	522.7	19.6	127.9
1965	1,372.3	1,329.6	1,210.7	65.7	15.7	15.4	..	42.7	1,202.2	251.1	284.9	34.4	493.4	20.4	117.9
1964	1,324.4	1,283.6	1,169.5	63.7	16.2	14.9	..	40.8	1,156.3	249.0	277.2	32.4	467.9	19.4	110.4
1963	1,210.2	1,175.4	1,067.3	59.5	15.9	14.8	..	34.9	1,081.4	242.9	259.7	30.6	427.7	14.7	105.8
1962	1,165.3	1,132.8	1,019.5	60.6	16.3	17.6	..	32.6	1,059.0	239.7	250.2	29.0	424.9	13.5	101.8
1961	1,156.5	1,125.3	1,013.0	61.2	16.9	16.1	..	31.2	1,053.7	243.4	249.4	29.0	423.4	13.6	95.0
1960	1,151.7	1,121.5	992.7	69.2	17.4	21.8	..	30.0	1,050.6	244.0	249.5	28.9	424.9	14.5	88.9
1959	1,224.6	1,193.8	1,058.0	73.6	17.7	23.1	..	30.6	1,103.1	260.0	256.8	29.1	443.3	14.8	99.2
1958	1,163.7	1,131.5	995.9	77.3	15.2	22.3	..	32.0	1,080.3	248.6	253.7	27.2	440.1	14.8	95.9
1957 ³	1,263.1	1,228.2	1,080.1	86.9	15.4	22.4	..	34.9	1,136.9	265.1	256.7	27.3	478.4	16.6	92.8
1956 ³	1,300.6	1,260.3	1,110.1	85.3	14.0	26.1	..	36.6	1,127.9	249.6	251.3	25.3	494.2	18.8	88.6
1955	1,198.4	1,137.1	965.9	83.0	14.5	50.1	..	56.6	1,048.6	212.4	227.9	23.8	485.5	17.7	81.3
1954	1,095.4	1,039.4	872.4	82.1	14.9	47.9	..	51.7	1,019.5	206.7	227.2	22.8	477.1	16.2	69.5
1953	1,205.9	1,148.6	971.8	86.0	15.3	51.8	..	52.2	1,100.4	227.1	254.0	22.8	516.1	16.4	64.0
1952	1,172.2	1,120.3	941.9	90.7	13.4	49.7	..	47.2	1,057.2	215.4	243.3	21.3	504.2	16.0	57.1
1951	1,088.6	1,040.6	876.0	89.0	12.5	42.0	..	43.7	977.6	202.5	224.2	20.0	468.7	15.6	46.7
1950 ⁴	959.0	916.7	769.2	78.6	14.7	36.0	..	37.8	833.7	164.0	189.5	18.6	404.0	14.3	43.3
1949	894.4	856.5	707.4	85.1	9.4	35.9	..	33.2	831.5	164.9	186.1	17.6	406.1	15.0	41.8
1948	875.8	840.5	698.7	83.5	9.2	32.5	..	31.0	808.1	160.0	174.5	16.8	403.8	14.6	38.5
1947	785.2	750.9	607.8	87.8	8.9	30.2	..	30.3	690.8	134.1	145.6	15.1	347.6	13.1	35.3
1946	718.5	684.6	531.8	100.0	8.6	27.7	..	30.4	623.5	122.1	135.9	13.8	304.6	14.0	33.2

¹ Includes water line revenues and receipts from joint facilities.

² Series T60 is not the sum of series T61-64. Small additional earnings from passenger train service and freight service are included.

³ Series T71 includes water line expenses for 1956 and prior years. For details, see the first edition of *Historical Statistics of Canada*. From 1957, water line data were considered non-rail and excluded. In 1956, reporting under the new Uniform System of Accounts began. Equipment rents, joint facility rental and railway tax accruals were included under "operating expense" from 1956 onward. In previous years, the treatment of these items varied among the railways.

⁴ Newfoundland is included beginning in 1950.

Series T74-78. Railways, freight and passenger receipts per unit of traffic, 1946 to 1975

Year	Freight receipts per ton mile	Freight revenue per ton mile Canadian Pacific Railway ¹	Freight receipts per ton originated	Average receipts per passenger mile	Average receipts per passenger mile	Year	Freight receipts per ton mile	Freight revenue per ton mile Canadian Pacific Railway ¹	Freight receipts per ton originated	Average receipts per passenger mile	Average receipts per passenger mile
	(cents)	(cents)	(dollars)	(cents)	(dollars)		(cents)	(cents)	(dollars)	(cents)	(dollars)
	74	75	76	77	78		74	75	76	77	78
1975	1.695	1.73	9.41	4.60	3.56	1960	1.517	1.52	6.26	3.05	3.55
1974	1.565	1.52	8.16	4.44	3.45	1959	1.557	1.57	6.37	3.01	3.51
1973	1.415	1.35	7.12	3.57	2.88	1958	1.501	1.47	6.49	3.11	3.62
1972	1.380	1.30	7.32	3.39	3.01	1957	1.520	1.50	6.21	2.97	3.78
1971	1.353	1.30	6.96	2.95	2.67	1956	1.489	1.39	5.85	2.93	3.27
1970	1.327	1.30	6.74	2.81	2.67	1955	1.460	1.43	5.75	2.87	3.05
1969	1.405	1.39	6.70	2.70	3.34	1954	1.516	1.46	6.09	2.87	2.89
1968	1.359	1.39	6.13	2.51	3.21	1953	1.489	1.42	6.22	2.88	2.99
1967	1.324	1.32	6.08	2.51	3.20	1952	1.377	1.30	5.81	2.88	3.01
1966	1.365	1.34	6.16	2.43	2.71	1951	1.362	1.31	5.43	2.86	2.87
1965	1.360	1.37	5.86	2.47	2.67	1950	1.385	1.33	5.33	2.79	2.52
1964	1.345	1.32	5.85	2.38	2.78	1949	1.256	1.20	4.96	2.66	2.44
1963	1.408	1.44	6.21	2.88	2.89	1948	1.183	1.13	4.51	2.40	2.18
1962	1.501	1.51	6.34	3.00	3.15	1947	1.009	.95	3.98	2.35	2.14
1961	1.539	1.54	6.62	3.12	3.26	1946	.961	.93	3.82	2.15	2.30

¹ Series T75 continues a series begun in 1885.

Series T79-82. Railways, number of employees, hours worked and compensation paid, 1946 to 1975*(series T79 in thousands; series T80 in millions and series T81 and 82 in millions of dollars)*

Year	Average number of railway employees ¹	Hours worked	Total compensation	Total compensation charged to operating expenses	Year	Average number of railway employees ¹	Hours worked	Total compensation	Total compensation charged to operating expenses
	79	80	81	82		79	80	81	82
1975	114.5	216.5	1,554.2	1,511.2	1960	145.1	290.1	632.3	659.3
1974	118.4	261.4	1,442.7	1,381.2	1959	156.3	315.6	668.8	689.2
1973	110.3	241.1	1,165.2	1,127.4	1958	159.9	323.8	646.4	669.6
1972	113.8	251.7	1,079.3	1,055.3	1957	177.2	357.1	678.0	702.2
1971	114.9	252.9	1,003.2	985.8	1956	181.6	375.1	677.4	707.3
1970	116.5	256.7	931.2	921.7	1955	171.8	369.3	595.9	601.7
1969	118.6	260.2	882.2	874.5	1954	172.9	366.6	594.3	594.8
1968	120.1	263.5	830.8	826.0	1953	188.6	404.6	655.5	644.5
1967	130.2	285.2	831.9	827.6	1952	191.9	421.2	609.7	610.2
1966	130.2	284.7	759.0	804.6	1951	183.5	425.9	570.7	566.6
1965	133.2	294.1	732.3	744.6	1950	171.2	410.8	477.3	477.2
1964	133.4	293.4	695.6	713.9	1949	173.1	419.6	478.2	473.3
1963	128.7	260.8	641.6	674.6	1948	170.9	424.1	468.6	464.5
1962	134.0	266.6	634.1	665.4	1947	166.3	409.7	393.5	391.6
1961	137.2	272.7	636.9	673.5	1946	162.7	403.7	364.1	360.4

¹ Refer to note to series T79 in text.

Series T83-89. Shipping, seagoing and inland vessels¹ arrived at and departed from Canadian ports, 1946 to 1975

(tonnage figures in thousands of tons)

Year	Registered tonnage total	British		Canadian		Foreign	
		Number	Tons register	Number	Tons register	Number	Tons register
		83	84	85	86	87	88	89
1975	231,354	2,720	23,525	13,963	53,325	23,839	154,504
1974	227,175	3,090	26,254	13,225	44,009	25,957	156,912
1973	244,466	3,512	25,416	15,031	52,183	28,548	166,867
1972	243,375	3,570	24,448	15,124	47,625	31,046	171,302
1971	228,561	3,880	23,509	14,738	44,589	31,621	160,463
1970	217,620	3,832	19,365	16,309	48,841	31,124	149,414
1969	197,390	4,321	20,195	16,921	45,873	29,319	131,322
1968	204,776	4,735	22,529	18,336	43,964	30,927	138,283
1967	197,441	4,362	22,672	18,046	40,679	32,313	134,090
1966	202,170	4,571	22,342	19,298	42,778	34,667	137,050
1965	199,454	5,174	25,045	17,896	35,820	35,456	138,589
1964	188,810	5,131	23,872	19,382	32,280	35,981	132,658
1963	175,589	4,884	22,532	18,729	31,227	35,403	121,830
1962	165,986	5,245	24,264	19,407	28,961	37,038	112,761
1961	156,987	4,797	22,720	24,465	28,565	35,615	105,702
1960	152,480	5,063	23,783	26,261	28,159	36,849	100,538
1959	138,110	5,287	23,643	25,792	27,201	36,900	87,266
1958	117,816	5,355	22,125	27,407	27,930	30,093	67,761
1957	134,994	5,242	21,524	34,377	40,505	33,016	72,964
1956	130,520	4,752	19,775	34,599	37,813	33,237	72,933
1955	118,325	4,665	18,841	33,734	34,398	31,459	65,086
1954	114,346	4,605	19,050	35,162	32,280	30,539	63,016
1953	118,552	4,603	18,876	37,258	38,347	29,685	61,329
1952	105,180	4,490	18,241	35,173	31,454	28,028	55,485
1951	105,954	5,258	20,793	37,389	35,343	26,112	49,818
1950	95,659	4,843	18,762	37,606	35,297	24,270	41,600
1949 ²	88,533	4,230	16,724	36,665	33,032	23,655	38,777
1948	83,772	8,639	13,574	36,987	37,595	19,023	32,603
1947	76,711	7,566	13,528	34,007	35,138	16,071	28,045
1946	64,512	7,741	12,781	32,983	31,246	13,741	20,485

¹ Exclusive of coastal vessels and ferriage.

² Newfoundland included with Canada from 1 April, 1949.

Series T90-96. Canals,¹ total traffic through Canadian canals by nationality of vessel and origin of freight, navigation seasons, 1946 to 1970
(tonnage figures in thousands of tons)

Year	Canadian and British vessels		United States and other foreign vessels		Tons of freight carried ²		
	Number	Registered tonnage	Number	Registered tonnage	Total	Originating in Canada	Originating in United States
	90	91	92	93	94	95	96
1970 ³	13,869	63,335	5,965	18,072	116,998	48,028	68,970
1969	13,503	55,688	6,207	18,913	97,357	43,378	53,979
1968	14,254	57,789	6,124	21,595	108,274	57,953	50,321
1967	14,244	54,599	6,802	20,076	98,773	50,191	48,582
1966	16,621	59,289	6,845	20,847	110,702	49,498	61,204
1965	15,358	53,557	7,998	18,930	99,395	43,485	55,910
1964	16,299	49,519	6,856	18,638	93,276	38,139	55,137
1963	15,458	44,972	6,353	14,264	74,585	27,854	46,731
1962	15,774	38,357	7,062	15,063	63,568	26,052	37,516
1961	19,177	38,825	6,803	12,581	57,222	16,946	40,276
1960	21,119	32,935	8,510	13,117	52,947	—	—
1959	22,488	31,837	8,071	11,555	51,076	30,830	20,246
1958	22,065	26,834	5,386	4,823	35,097	21,833	13,264
1957	24,523	27,948	4,913	5,167	37,230	21,460	15,771
1956	27,740	31,206	5,125	4,817	40,017	24,698	15,319
1955	22,958	27,842	5,214	4,843	34,874	20,003	14,872
1954	21,066	25,303	4,226	4,139	30,071	17,238	12,833
1953	23,378	27,845	4,185	4,697	33,373	18,464	14,909
1952	22,565	25,608	3,757	4,201	31,354	17,245	14,109
1951	22,141	22,951	3,407	4,298	29,325	16,004	13,321
1950	21,179	21,989	3,241	3,514	27,439	15,138	12,301
1949	21,724	20,774	2,495	3,260	24,374	14,801	9,573
1948	19,859	19,724	2,784	4,220	23,559	11,170	12,390
1947	18,542	18,614	2,332	3,796	21,514	10,288	11,225
1946	17,199	16,206	1,794	3,221	18,655	8,905	9,750

¹ Figures include duplications where two or more canals are used.

² From 1961 to 1970, heading for series T95 should read: Tons of freight carried by direction "upbound", and series T96: "downbound".

³ Comparable data not available from 1971 onward.

Series T97-106. Canals, cargo tonnage through St. Lawrence canals, 1946 to 1975 and associated toll revenues,¹ 1959 to 1975

(series T97-105 in thousands of short tons; series T106 in millions of dollars)

Year	Wheat	Total agricultural products ²	Manufactures and miscellaneous ³	Forest products	Total coal	Total mine	Total all freight	Total up	Total down	Toll revenue
	97	98	99	100	101	102	103	104	105	106
1975	12,414	9,169	8,085	121	439	17,782	48,010	21,935	26,074	16.5
1974	8,602	7,825	8,516	103	193	18,907	44,146	23,005	21,140	15.6
1973	11,417	13,201	13,153	187	277	19,399	57,634	27,630	30,003	20.4
1972	10,666	13,179	14,031	310	269	15,124	53,579	25,485	28,094	20.0
1971	9,411	13,607	13,782	362	330	15,456	52,948	26,026	26,921	20.0
1970	8,144	17,624	11,659	321	328	21,590	51,196	25,247	25,949	18.6
1969	4,881	11,586	11,021	403	394	18,056	41,066	22,464	18,602	15.6
1968	6,548	12,728	11,173	438	416	23,606	47,945	30,406	17,539	18.1
1967	6,811	13,214	8,775	559	359	21,453	44,001	26,705	17,295	16.4
1966	11,191	19,113	8,944	634	427	20,403	49,094	25,609	23,485	17.3
1965	8,641	16,964	8,422	613	564	17,379	43,378	22,174	21,203	15.5
1964	9,199	16,450	6,043	479	822	16,381	39,353	18,575	20,778	13.5
1963	7,254	13,866	4,919	415	454	11,882	31,082	17,447	13,636	10.7
1962	4,909	10,877	4,508	411	1,188	9,855	25,561	10,930	14,721	8.9
1961	6,509	10,503	4,043	352	1,129	8,483	23,381	8,223	15,158	8.1
1960	3,874	8,039	5,644	306	1,021	6,349	20,338	8,810	11,538	7.2
1959	3,587	7,512	4,597	357	1,137	8,516	21,221	11,155	10,066	7.1
1958	2,784	4,868	3,012	488	1,039	3,378	11,762	4,670	7,092	—
1957	2,085	3,523	3,237	523	1,643	4,893	12,191	5,089	7,103	—
1956	2,587	4,524	3,132	524	1,774	5,299	13,500	5,778	7,721	—
1955	2,027	3,763	2,934	474	1,602	4,253	11,447	4,782	6,665	—
1954	2,372	4,176	2,815	525	1,474	2,116	9,367	2,794	6,663	—
1953	2,081	4,366	3,152	530	1,567	2,032	10,082	2,997	7,085	—
1952	1,942	3,840	2,941	606	1,973	2,449	9,386	3,238	6,599	—
1951	1,847	2,693	3,392	794	2,379	3,036	9,917	4,047	5,870	—
1950	1,892	2,798	3,433	710	2,315	3,023	9,969	4,158	5,811	—
1949	2,223	3,129	2,481	455	1,333	1,890	1,960	2,832	5,128	—
1948	888	1,343	2,232	627	2,671	3,171	7,378	2,727	4,651	—
1947	940	1,199	1,964	591	2,956	3,420	7,180	2,329	4,851	—
1946	666	1,068	1,391	440	2,462	2,847	5,751	1,644	4,106	—

¹ Toll revenue for 1975 covers the 15-month period ending 31 March, 1976.

² Excludes animal products which are small in number.

³ Includes animal products.

Series T107-116. Canals, tonnage through Welland Canal, 1946 to 1975 and associated toll or lockage revenue,¹ 1959 to 1975

(series T107-115 in thousands of short tons; series T116 in millions of dollars)

Year	Wheat	Total agricultural products ²	Manufactures and miscellaneous ³	Forest products	Total coal	Total mine	Total all freight	Total up	Total down	Toll or lockage revenue
	107	108	109	110	111	112	113	114	115	116
1975	13,087	9,958	7,074	75	8,488	21,167	59,849	18,890	40,958	3.7
1974	9,243	8,570	7,585	69	6,483	20,409	52,359	20,150	32,209	3.2
1973	11,892	13,906	10,950	135	8,139	22,172	67,194	23,714	43,480	4.2
1972	11,030	13,695	11,223	219	9,929	17,999	64,095	21,125	42,969	4.3
1971	9,772	14,431	11,682	244	9,198	17,582	62,909	21,585	41,323	4.3
1970	8,681	18,412	9,364	380	10,772	34,809	62,965	21,161	41,804	3.5
1969	11,516	12,165	9,083	419	10,774	31,906	53,573	19,361	34,211	2.5
1968	6,809	13,081	9,921	477	9,803	34,625	58,104	26,224	31,880	1.8
1967	7,290	13,909	7,425	588	8,678	30,928	52,850	22,372	30,478	0.9
1966	11,822	19,932	7,487	688	7,691	31,030	59,137	22,444	36,692	—
1965	12,499	17,206	7,065	671	7,152	28,494	53,436	19,974	33,462	—
1964	9,815	17,319	5,307	550	6,333	28,240	51,416	18,555	32,861	—
1963	7,709	14,655	4,432	525	4,978	21,713	41,325	13,178	28,147	—
1962	5,305	19,145	4,240	605	4,669	11,520	35,510	10,916	24,594	0.6
1961	7,172	11,456	4,009	547	4,233	15,392	31,404	7,644	23,759	1.5
1960	4,524	9,526	5,464	315	4,362	13,976	29,281	8,400	20,881	1.3
1959	3,956	8,706	5,078	364	4,785	13,357	27,506	9,597	17,909	1.2
1958	3,630	6,653	4,183	524	4,411	9,915	21,274	5,006	16,269	—
1957	2,764	5,054	4,296	561	5,503	12,462	22,373	5,141	17,232	—
1956	3,195	6,085	3,880	530	5,626	12,572	23,060	5,069	17,997	—
1955	2,733	5,336	3,470	510	5,422	9,515	20,894	4,260	16,634	—
1954	2,858	5,339	3,172	516	4,988	7,618	17,514	2,396	15,118	—
1953	2,795	5,607	4,138	500	5,966	9,297	19,542	2,582	16,960	—
1952	2,598	4,960	4,316	580	5,364	8,054	17,911	2,289	15,622	—
1951	2,808	4,118	4,076	614	4,842	7,390	16,198	2,752	13,445	—
1950	2,025	3,672	3,588	532	4,687	6,949	14,741	2,732	12,009	—
1949	2,890	4,476	3,501	504	3,391	5,211	13,692	2,141	11,552	—
1948	1,536	2,470	3,233	523	4,724	7,148	13,373	2,135	11,239	—
1947	1,528	2,405	3,228	501	3,877	5,671	11,806	1,945	9,861	—
1946	1,263	2,084	3,038	376	3,584	5,082	10,580	1,416	9,164	—

¹ Welland Canal tolls were suspended on 18 July, 1962. A lockage charge was introduced in 1967. Revenue for 1975 covers the 15-month period ending 31 March, 1976.

² Excludes animal products, which are small in number.

³ Includes animal products.

Series T117-122. Water freight charges for wheat, Great Lakes system, 1946 to 1970

Year	Fort William to Georgian Bay ports			Fort William to Montreal		
	Average charge per bushel (cents)	Average charge per ton (dollars)	Average charge per ton mile (cents)	Average charge per bushel (cents)	Average charge per ton (dollars)	Average charge per ton mile (cents)
	117	118	119	120	121	122
1970 ¹	4.69	1.56	.290	8.99	2.99	.243
1969	4.66	1.55	.288	8.00	2.66	.217
1968	4.55	1.52	.283	8.35	2.78	.226
1967	4.56	1.52	.283	10.01	3.33	.271
1966	4.57	1.52	.283	10.97	3.66	.298
1965	4.59	1.53	.284	10.41	3.47	.283
1964	4.55	1.52	.283	11.02	3.67	.299
1963	4.26	1.42	.264	9.45	3.15	.257
1962	3.83	1.28	.238	11.56	3.85	.314
1961	5.06	1.69	.314	13.02	4.34	.353
1960	5.05	1.68	.312	13.00	4.33	.353
1959	4.72	1.57	.292	13.32	4.44	.361
1958	6.04	2.01	.374	16.00	5.33	.434
1957	5.90	1.97	.367	16.00	5.33	.434
1956	5.51	1.83	.341	16.00	5.33	.434
1955	4.21	1.40	.261	13.50	4.50	.366
1954	4.26	1.42	.264	14.17	4.72	.384
1953	5.51	1.84	.343	15.90	5.30	.432
1952	5.53	1.84	.343	16.00	5.33	.434
1951	5.53	1.84	.343	16.00	5.33	.434
1950	4.50	1.50	.279	12.50	4.17	.340
1949	4.50	1.50	.279	12.50	4.17	.340
1948	4.27	1.42	.264	11.17	3.72	.303
1947	4.02	1.34	.250	10.00	3.33	.271
1946	3.57	1.19	.222	8.00	2.67	.217

¹ Comparable data from 1971 onward not available.

Series T123-125. Number and registered net tonnage and tons of cargo loaded, vessels departed from Canadian ports in coastwise shipping, 1946 to 1975

Year	Number of vessels departed	Registered net tons	Cargo loaded ¹ (tons)	Year	Number of vessels departed	Registered net tons	Cargo loaded ¹ (tons)
	123	124	125		123	124	125
1975	46,875	83,664,949	59,935,600	1960	118,852	85,279,786	40,849,804
1974	53,161	85,428,053	59,120,637	1959	109,358	82,359,631	40,228,176
1973	58,054	89,282,852	60,973,294	1958	99,364	74,012,136	38,569,541
1972	63,067	91,685,940	60,986,594	1957 ²	101,879	73,565,370	37,869,188
1971	68,237	96,202,069	60,767,761	1956	89,669	76,857,713	34,505,161
1970	79,884	100,368,093	63,154,162	1955	85,190	64,889,982	27,612,854
1969	87,851	93,284,500	57,199,373	1954	85,581	60,247,848	25,796,418
1968	88,592	89,918,028	56,130,716	1953	86,000	62,022,657	28,573,792
1967	95,633	86,405,639	54,868,302	1952	81,639	57,876,563	27,574,359
1966	102,035	93,931,833	60,761,594	1951	84,591	55,609,082	..
1965	97,906	83,137,405	53,131,205	1950	82,224	51,615,568	..
1964	104,134	87,662,780	51,997,367	1949 ³	80,762	52,203,784	..
1963	106,400	85,257,490	45,831,181	1948	73,000	47,680,583	..
1962	111,099	85,231,511	43,831,540	1947	71,678	47,018,417	..
1961	113,632	87,868,807	46,143,599	1946	65,880	41,218,108	..

¹ Cargo data not available prior to 1952.

² Data for non-customs ports included for the first time in 1957.

³ Data for Newfoundland included from 1 April, 1949.

Series T126-141. Cargoes loaded and unloaded at selected ports for and from foreign countries,¹ 1946 to 1975

(thousands of tons)

Year	Halifax		Saint John		Montreal		Quebec		Hamilton		Thunder Bay		Toronto		Vancouver	
	Loaded	Un-loaded	Loaded	Un-loaded	Loaded	Un-loaded	Loaded	Un-loaded	Loaded	Un-loaded	Loaded	Un-loaded	Loaded	Un-loaded	Loaded	Un-loaded
	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141
1975	3,284	5,496	2,101	6,766	4,804	3,755	3,064	4,011	188	8,850	3,100	147	291	1,158	26,523	3,106
1974	3,848	5,846	1,919	5,699	5,224	4,357	3,829	4,526	194	5,648	4,155	317	158	1,132	25,594	3,266
1973	3,992	6,182	2,768	7,236	6,105	5,199	5,307	6,307	190	7,333	4,026	263	197	1,492	27,184	3,038
1972	3,685	5,434	2,347	6,019	4,739	5,579	4,323	5,773	351	7,620	4,534	148	268	2,298	24,364	2,918
1971	3,230	5,349	1,655	4,776	5,588	5,417	3,241	3,343	215	5,794	3,858	311	209	2,243	22,211	2,774
1970	3,044	5,476	1,784	3,367	5,786	5,434	2,689	2,306	361	6,610	3,968	97	269	2,799	15,358	1,910
1969	2,529	5,124	1,308	3,189	3,429	5,800	1,988	2,058	316	6,800	3,295	189	273	3,912	10,598	2,535
1968	2,192	4,934	1,068	3,077	3,418	5,778	2,004	1,546	258	7,151	3,726	241	206	3,333	12,956	2,400
1967	1,983	4,555	1,228	2,928	3,916	6,123	2,104	1,536	306	6,549	3,846	369	256	3,395	11,562	1,995
1966	2,846	4,228	1,571	2,947	5,548	6,475	1,614	1,191	191	7,320	3,431	420	223	3,159	10,409	1,859
1965	2,913	4,032	1,475	2,745	4,896	7,690	1,723	1,404	204	7,842	3,799	307	252	3,828	9,291	2,067
1964	2,829	3,800	1,464	2,743	5,548	6,432	1,689	841	201	7,776	4,284	180	421	3,289	10,212	1,377
1963	2,411	3,446	1,467	2,488	4,866	6,696	1,351	1,158	208	7,665	3,729	409	364	3,793	8,850	1,176
1962	2,545	3,301	1,113	2,224	3,403	7,481	943	766	235	6,959	3,641	410	298	2,781	7,240	1,124
1961	2,308	3,088	1,241	2,586	4,202	6,722	984	594	108	6,101	3,255	491	346	1,919	7,555	967
1960	2,408	3,226	1,096	2,249	3,800	5,868	859	772	229	7,003	3,600	443	291	2,096	5,987	915
1959	2,506	3,084	1,048	829	3,602	5,690	853	749	65	5,393	3,850	307	258	2,171	5,601	966
1958	1,912	2,863	1,081	699	4,232	4,436	880	463	12	5,322	1,972	480	123	2,027	5,617	760
1957	2,077	2,794	1,354	747	3,827	4,445	796	417	17	6,595	3,740	785	107	2,749	6,830	1,105
1956	2,221	2,636	1,558	816	7,292	5,469	987	699	20	6,358	4,966	1,279	91	2,672	6,071	1,464
1955	1,629	2,147	1,492	794	4,846	4,571	768	498	34	6,077	3,625	1,177	63	1,859	4,070	1,119
1954	613	1,804	893	682	3,862	4,810	655	298	35	4,489	2,987	976	74	2,309	4,659	1,482
1953	693	1,915	1,309	577	5,078	4,412	980	375	34	6,007	4,133	1,129	80	2,604	4,349	2,623
1952	758	1,980	1,585	541	5,655	3,979	1,061	472	15	4,936	4,363	1,741	33	2,511	4,480	2,677
1951	548	1,535	1,207	611	4,378	5,029	834	493	15	4,076	3,745	1,661	14	2,604	3,535	2,607
1950	512	1,613	881	678	3,323	6,454	423	596	5	3,547	2,674	1,378	8	2,460	2,565	2,510
1949	813	1,609	1,308	574	3,962	4,294	329	238	4	2,745	2,859	1,284	8	1,981	2,676	2,055
1948	987	1,689	1,528	559	3,735	4,656	185	457	5	3,654	2,198	3,162	13	2,550	2,098	2,240
1947	1,166	1,368	1,813	479	4,339	4,209	203	456	4	2,611	2,601	2,359	6	2,248	2,245	2,065
1946	1,207	1,208	1,617	495	4,275	3,031	247	300	8	2,216	2,136	2,308	36	1,966	2,445	1,640

¹ These series will differ in some cases from National Harbours Board information; for example, Montreal does not include the activity at Contrecoeur, Varennes and Lanoraie, while Vancouver does not include New Westminster. However, Vancouver includes Roberts Bank from 1970 onward.

Series T142-146. Road and street mileage, by type of surface, 1946 to 1975¹

(thousands of miles)

Year	Grand total	Surfaced			Earth	Year	Grand total	Surfaced			Earth
		Total	Concrete, bituminous pavement and bituminous surface	Gravel, crushed stone and other surfaces				Total	Concrete, bituminous pavement and bituminous surface	Gravel, crushed stone and other surfaces	
	142	143	144	145	146		142	143	144	145	146
1975	541.6	434.6	149.4	285.2	107.0	1960 ³	459.2	310.8	70.5	240.3	148.5
1974	534.8	425.9	143.3	282.1	109.0	1959 ⁴	460.6	303.1	65.2	237.9	157.5
1973	526.1	420.0	134.8	285.2	106.1	1958	423.0	271.4	56.2	215.2	151.6
1972	520.9	412.8	129.5	283.3	108.0	1957 ⁵	448.8	254.0	52.5	201.5	194.8
1971	518.3	404.9	118.6	286.3	113.4	1956	479.5	233.1	48.6	184.6	246.4
1970	515.9	400.9	113.4	287.4	115.1	1955 ⁶	480.2	222.6	45.0	177.6	257.6
1969 ²	518.2	396.1	109.2	286.9	122.1	1954	540.0	205.7	42.7	163.0	334.2
1968	513.7	386.0	104.5	281.4	127.7	1953	533.7	203.8	39.4	164.4	329.8
1967	495.5	372.5	96.6	275.9	123.0	1952	528.0	193.5	36.8	156.7	334.5
1966	485.3	359.7	93.1	266.6	125.6	1951 ⁷	526.7	186.7	34.0	152.6	340.0
1965	492.7	364.6	99.7	264.9	128.1	1950	581.6	177.8	32.2	145.6	403.8
1964	481.0	350.5	87.7	262.8	130.5	1949 ⁸	576.4	172.5	29.8	142.7	403.9
1963	484.5	344.1	85.6	258.6	140.4	1948	571.1	161.0	27.5	133.4	410.1
1962	478.4	330.5	82.1	248.5	147.8	1947	569.2	156.1	25.6	130.5	413.1
1961	467.1	318.5	78.0	240.4	148.6	1946	567.3	150.1	24.4	125.6	417.2

¹ In 1946, the mileages exclude towns under 2,000 population in Nova Scotia and New Brunswick, under 4,000 in Quebec and Ontario, and under 1,000 in the Western provinces.

² A revision in the survey includes all municipalities in Canada.

³ Decrease is due in part to exclusion of certain mining roads in British Columbia not open to the public.

⁴ Increase is mainly due to the inclusion of rural urban municipalities not previously reporting.

⁵ Decrease is mainly due to deletions of duplications of parts of Alaska highway.

⁶ Manitoba excluded approximately 72,000 miles of road allowance.

⁷ Some 56,896 miles of improved road allowances, not in use, are excluded.

⁸ Newfoundland was included.

Series T147-194. Motor vehicle registrations, by province, 1903 to 1975 (continued)

Year	New Brunswick				Quebec				Ontario				Manitoba			
	Total	Passen-ger auto-mob-iles ²	Commer-cial vehi-cles ³	Motor-cycles	Total	Passen-ger auto-mob-iles ²	Commer-cial vehi-cles ³	Motor-cycles	Total	Passen-ger auto-mob-iles ²	Commer-cial vehi-cles ³	Motor-cycles	Total	Passen-ger auto-mob-iles ²	Commer-cial vehi-cles ³	Motor-cycles
	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178
1975 ⁴	288,658	218,919	60,083	9,656	2,702,272	2,188,895	328,508	155,461	3,913,452	3,225,243	615,659	72,550	535,808	395,098	131,396	9,314
1974	274,173	208,229	58,291	7,653	2,799,352	2,186,808	461,972	150,572	3,744,158	3,111,667	565,315	67,176	508,751	378,194	121,972	8,585
1973	256,042	198,671	51,361	6,010	2,556,260	2,009,868	410,847	135,545	3,583,379	3,002,091	519,098	62,200	471,507	355,175	108,554	7,073
1972	235,108	185,183	45,257	4,668	2,370,405	1,871,802	386,734	111,869	3,382,497	2,848,907	475,863	57,727	428,360	326,848	95,499	6,418
1971	216,710	171,567	41,325	3,818	2,279,722	1,690,802	513,408	75,512	3,209,862	2,713,054	443,982	52,826	419,314	318,821	94,524	5,969
1970	201,274	159,307	38,536	3,431	2,115,126	1,602,129	463,239	49,758	3,047,599	2,576,041	426,307	45,251	403,187	306,559	90,888	5,740
1969	199,980	156,102	40,448	3,430	1,998,001	1,534,682	421,799	41,520	2,953,789	2,501,718	412,196	39,875	394,975	299,695	90,128	5,152
1968	198,406	157,444	37,408	3,554	1,888,934	1,448,120	400,191	40,623	2,869,588	2,424,916	396,846	47,826	380,488	288,750	86,785	4,953
1967	188,617	149,723	35,013	3,881	1,769,154	1,370,514	365,369	33,271	2,736,366	2,312,344	381,081	42,941	371,077	280,480	85,461	5,136
1966	183,676	144,900	35,301	3,475	1,556,342	1,168,073	363,284	24,985	2,643,474	2,235,489	370,026	37,959	356,693	270,175	81,696	4,822
1965	174,428	137,137	35,227	2,064	1,480,743	1,145,785	318,372	16,586	2,516,680	2,139,696	352,914	24,070	342,335	260,339	78,720	3,276
1964	165,311	130,463	33,959	889	1,441,201	1,115,023	311,587	14,591	2,381,219	2,028,528	342,357	10,334	339,509	258,076	79,404	2,029
1963	156,768	123,035	32,934	799	1,381,801	1,068,291	299,336	14,171	2,268,320	1,926,878	333,701	7,741	324,806	247,105	76,197	1,504
1962	151,360	118,483	32,065	812	1,281,180	986,457	282,495	12,228	2,177,148	1,840,119	329,706	7,323	312,272	236,373	74,167	1,368
1961	145,951	112,764	32,351	836	1,183,978	909,322	261,722	12,934	2,126,270	1,794,444	322,882	8,944	299,998	226,376	72,288	1,334
1960	138,469	106,167	31,485	817	1,096,053	843,731	239,169	13,153	2,062,484	1,732,933	320,190	9,261	285,689	213,263	70,987	1,439
1959	129,629	98,523	30,227	879	1,040,366	798,935	228,603	12,828	1,973,737	1,647,379	316,272	10,086	269,974	199,467	68,971	1,536
1958	121,715	91,428	29,394	893	968,058	734,403	220,762	12,893	1,868,932	1,550,457	308,317	10,148	256,064	190,964	63,601	1,499
1957	116,712	86,518	29,277	917	901,065	677,336	210,689	13,040	1,793,499	1,477,409	304,568	11,522	246,188	182,555	62,031	1,602
1956	111,315	81,390	29,018	907	844,827	627,993	203,420	13,414	1,710,240	1,401,259	297,329	11,652	240,008	173,035	65,226	1,747
1955	106,648	74,602	31,084	962	743,682	549,129	180,598	13,955	1,617,853	1,317,590	287,942	12,321	222,474	162,362	58,750	1,362
1954	99,058	67,624	30,413	1,021	674,114	490,819	168,592	14,703	1,489,980	1,205,285	272,241	12,454	210,471	151,915	56,979	1,577
1953	93,914	63,041	29,680	1,193	617,855	440,720	162,059	15,076	1,406,119	1,130,882	261,923	13,314	203,652	145,052	56,388	1,762
1952	89,839	58,991	29,535	1,313	574,974	402,864	156,094	16,016	1,291,753	1,034,755	243,591	13,407	187,881	131,992	53,899	2,000
1951	83,023	54,327	27,310	1,386	500,729	350,435	133,862	16,432	1,205,098	966,357	225,271	13,470	171,265	119,775	49,535	1,955
1950	74,415	48,890	24,061	1,464	433,701	302,811	114,768	16,122	1,104,080	887,571	202,800	13,709	157,546	110,998	44,554	1,994
1949	67,280	43,989	21,982	1,309	384,733	267,097	103,623	14,013	970,137	772,744	184,331	13,062	139,836	99,974	38,105	1,757
1948	62,366	40,795	20,440	1,131	335,953	237,942	86,570	11,441	874,933	699,583	164,138	11,212	128,000	91,860	34,598	1,542
1947	51,589	34,611	16,247	731	296,547	215,322	74,263	6,962	800,058	646,546	143,943	9,569	112,149	80,201	30,830	1,118
1946	44,654	30,670	13,656	328	255,172	187,726	63,922	3,524	711,106	586,907	117,217	6,982	101,090	73,976	26,258	856
1945	41,577	28,794	12,524	259	228,681	171,240	54,607	2,834	662,719	556,740	100,234	5,745	92,758	69,268	22,796	694
1944	39,570	29,177	10,087	306	224,042	171,389	49,923	2,734	675,057	569,544	99,612	5,901	93,297	70,643	21,916	738
1943	40,205	30,083	9,745	377	222,676	171,365	48,493	2,814	691,615	587,483	97,717	6,415	93,494	71,603	21,143	748
1942	37,758	27,623	9,751	384	222,622	173,036	46,736	2,850	715,380	613,440	95,836	6,194	93,147	71,673	20,708	766
1941	41,450	31,945	9,144	361	232,149	184,167	45,107	2,875	739,194	638,278	95,022	5,808	96,573	75,962	19,885	728
1940	39,000	30,560	8,173	267	225,152	180,556	41,785	2,811	703,872	612,431	86,038	5,403	90,932	73,404	16,758	770
1939	38,116	30,457	7,472	187	213,148	171,766	38,503	2,879	682,891	595,586	82,206	5,099	88,864	70,506	17,691	677
1938	37,110	30,257	6,657	196	205,463	166,447	36,349	2,667	669,088	582,240	81,642	5,206	88,219	71,450	16,055	614
1937	36,780	29,937	6,669	174	197,917	161,317	34,074	2,526	623,918	543,649	75,687	4,582	80,860	65,747	14,473	640
1936	33,402	27,731	5,495	176	181,628	148,374	30,756	2,498	590,226	514,211	71,462	4,553	74,940	61,730	12,550	660
1935	31,217	26,185	4,859	173	170,644	139,497	28,658	2,489	564,076	491,980	67,590	4,506	70,660	59,470	10,600	590
1934	29,994	24,614	4,332	148	165,526	135,441	27,671	2,414	542,245	473,341	64,436	4,468	70,430	59,285	10,555	590
1933	26,867	22,890	3,831	146	160,012	130,658	27,089	2,265	520,353	456,223	59,760	4,370	68,590	58,254	9,726	610
1932	28,041	24,030	3,876	135	165,730	135,594	27,911	2,225	531,597	466,162	61,347	4,088	70,840	61,026	9,284	530
1931	33,627	29,223	4,226	178	177,485	146,266	28,901	2,318	562,216	493,890	64,256	4,070	75,210	64,852	9,818	540
1930	34,699	30,318	4,209	172	178,548	147,821	28,344	2,383	562,506	496,892	61,690	3,924	78,550	68,664	9,866	520
1929	31,736	27,962	3,612	162	169,105	140,229	26,496	2,380	540,207	481,448	55,218	3,541	77,259	68,372	8,315	572
1928	27,970	25,064	2,760	146	148,090	123,641	22,186	2,263	487,337	429,426	54,714	3,197	70,578	63,336	6,739	503
1927	24,457	22,289	2,075	93	128,104	107,204	18,684	2,216	433,504	386,903	43,442	3,159	63,412	57,671	5,257	484
1926	21,421	19,412	1,906	103	107,994	90,519	15,391	2,084	386,349	343,992	39,012	3,345	58,292	53,069	4,709	514
1925	18,663	17,420	1,358	85	97,418	80,854	14,481	2,083	342,174	303,736	34,690	3,748	50,884	46,703	3,639	542
1924	19,840	18,310	1,448	82	84,949	70,736	12,195	2,018	306,770	271,341	31,488	3,941	43,875	40,843	2,475	557
1923	16,862	15,405	1,183	74	71,320	60,363	9,256	1,701	278,752	245,815	28,612	4,325	42,083	39,192	2,249	642
1922	13,611	12,609	904	98	60,940	52,144	6,910	1,886	239,296	210,333	24,164	4,799	41,870	38,913	2,102	855
1921	13,460	12,585	875	-	54,670	47,365	5,596	1,709	206,521	181,978	19,554	4,989	40,336	39,240	-	1,096
1920	11,121	10,442	679	-	41,562	35,965	4,069	1,528	177,561	155,861	16,204	5,496	38,257	37,103	-	1,154
1919	8,252	7,840	412	-	33,525	29,456	2,565	1,504	144,804	127,860	11,428	5,516	31,208	30,223	-	985
1918	6,511	6,259	252	-	26,931	24,187	1,804	940	114,376	101,845	7,529	5,002	25,062	24,114	-	948
1917	4,889	-	-	-	21,213	19,448	1,121	644	88,970	78,861	4,929	5,180	18,169	17,220	-	949
1916	2,936	-	-	-	15,348	14,159	729	460	58,662	51,589	2,786	4,287	13,111	12,170	-	941
1915	1,900	-	-	-	10,112	9,288	528	296	46,520	42,346	-	4,174	9,937	9,010	-	927
1914	1,260	-	-	-	7,413	6,824	384	205	35,357	31,724	-	3,633	8,056	7,131	-	925
1913	824	-	-	-	5,452	-	-	-	26,600	23,700	-					

Series T147-194. Motor vehicle registrations, by province, 1903 to 1975 (concluded)

Year	Saskatchewan				Alberta				British Columbia				Yukon and Northwest Territories ¹			
	Total	Passenger automobiles ²	Commercial vehicles ³	Motorcycles	Total	Passenger automobiles ²	Commercial vehicles ³	Motorcycles	Total	Passenger automobiles ²	Commercial vehicles ³	Motorcycles	Total	Passenger automobiles ²	Commercial vehicles ³	Motorcycles
	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194
1975 ⁴	613,269	348,855	254,949	9,465	1,073,020	715,713	327,589	29,718	1,554,081	1,156,964	370,958	26,159	26,429	12,986	12,163	1,280
1974	568,918	328,940	231,795	8,183	1,035,562	687,345	317,743	30,474	1,333,277	999,957	298,338	34,982	26,668	12,443	12,854	1,371
1973	523,557	304,885	212,055	6,617	933,673	627,931	278,714	27,028	1,281,917	961,497	286,925	33,495	23,508	10,970	11,263	1,275
1972	496,214	292,487	197,853	5,874	864,397	588,399	251,470	24,528	1,191,953	906,268	256,313	29,372	22,390	10,816	10,608	966
1971	464,924	277,690	182,910	4,324	813,395	557,913	231,889	23,593	1,115,028	856,086	233,603	25,339	20,907	10,552	9,413	942
1970	464,405	284,251	175,897	4,257	768,759	530,420	218,946	19,393	1,046,697	811,590	212,607	22,500	19,845	9,981	9,141	723
1969	472,363	284,356	184,147	3,860	735,729	508,835	210,524	16,370	1,014,301	790,493	202,903	20,905	19,636	9,566	9,223	847
1968	464,017	287,611	172,541	3,865	703,151	486,401	202,542	14,208	941,935	740,979	182,492	18,464	18,577	8,664	9,116	797
1967	454,252	282,374	168,044	3,834	676,270	470,143	193,228	12,899	887,736	702,003	168,504	17,229	14,938	7,620	6,718	600
1966	438,558	272,749	161,459	4,350	638,852	445,195	182,042	11,615	838,992	664,791	158,814	15,387	13,139	6,444	6,227	468
1965	418,606	267,771	148,295	2,540	606,754	424,217	173,567	8,970	786,310	623,742	149,192	13,376	12,535	6,601	5,648	286
1964	396,742	259,919	135,781	1,042	583,713	408,382	167,507	7,824	716,644	571,807	135,825	9,012	11,815	6,466	5,215	134
1963	382,190	250,183	131,191	816	560,490	393,422	161,356	5,712	662,453	531,116	126,058	5,279	11,057	6,144	4,871	42
1962	372,219	242,271	129,128	820	535,459	376,095	154,485	4,879	620,426	495,308	120,729	4,389	10,369	5,854	4,485	30
1961	349,817	228,269	120,788	760	509,298	356,721	148,572	4,005	588,280	467,370	116,671	4,239	9,304	5,113	4,163	28
1960	335,148	213,147	121,215	786	486,370	339,512	143,324	3,534	564,351	446,050	114,221	4,080	8,613	4,705	3,892	16
1959	326,690	207,612	118,311	767	456,458	315,057	138,596	2,805	545,491	419,422	121,941	4,128	7,259	4,248	2,994	17
1958	314,423	199,495	114,212	716	430,081	294,910	132,897	2,274	515,244	393,337	117,866	4,041	7,285	3,944	3,332	9
1957	300,326	186,543	113,120	663	405,229	276,679	126,558	1,992	491,884	371,727	116,443	3,714	6,195	3,451	2,737	7
1956	291,265	179,986	110,628	651	381,153	256,177	123,127	1,849	454,217	341,650	108,843	3,724	5,498	3,135	2,345	18
1955	274,950	166,864	107,409	677	356,839	236,395	118,795	1,649	409,343	303,481	102,097	3,765	5,111	2,778	2,323	10
1954	267,373	162,980	103,751	642	338,541	222,305	114,383	1,853	371,711	276,161	91,806	3,744	4,983	2,317	2,651	15
1953	257,504	157,942	98,637	925	318,812	207,402	109,104	2,306	348,830	258,940	86,065	3,825	4,560	1,770	2,781	9
1952	237,014	147,824	88,119	1,071	291,469	189,287	99,813	2,369	321,482	236,711	80,842	3,929	4,083	1,516	2,539	28
1951	215,450	137,038	77,310	1,102	259,841	168,482	88,851	2,508	291,417	213,770	73,503	4,144	3,381	1,240	2,112	29
1950	199,866	129,302	69,340	1,224	230,624	150,546	77,605	2,473	270,312	198,397	67,306	4,609	3,224	1,124	2,072	28
1949	185,027	120,291	63,438	1,298	200,428	130,945	67,218	2,265	230,008	165,106	60,221	4,681	2,544	714	1,807	23
1948	167,515	109,718	56,618	1,179	173,950	115,350	56,786	1,814	202,126	143,675	53,915	4,536	2,491	565	1,906	20
1947	158,512	105,329	52,183	1,000	155,368	105,132	48,720	1,534	179,884	128,611	46,709	4,364	1,786	...	...	...
1946	148,206	100,905	46,506	795	138,868	95,764	42,110	994	150,234	109,077	38,119	4,308	1,281	359	906	16
1945	140,257	96,268	43,217	772	130,153	92,334	37,077	742	134,788	99,421	32,861	2,506	614	214	384	16
1944	140,992	98,412	41,803	777	127,416	91,828	34,883	705	135,090	99,063	32,993	3,134	758	238	504	16
1943	133,839	93,895	39,222	722	127,559	92,551	34,119	889	134,691	98,920	32,465	3,306	540	211	305	24
1942	130,040	89,742	39,556	742	125,482	93,103	31,489	890	132,893	100,582	29,084	3,227	422	182	221	19
1941	131,545	94,973	35,828	744	126,127	96,303	29,083	741	134,499	105,140	26,668	2,421	427	171	226	30
1940	126,970	93,176	33,151	643	120,514	92,814	26,985	715	128,044	101,452	24,338	2,254	402	155	222	25
1939	119,018	89,471	28,994	553	113,702	85,516	24,512	674	122,087	96,737	23,412	1,938	371	152	203	16
1938	109,014	83,635	24,869	510	107,191	85,244	21,342	605	119,220	94,346	23,005	1,869	342	145	185	12
1937	105,064	83,905	20,672	487	100,434	81,713	18,174	547	116,341	91,549	22,979	1,813	329	149	171	9
1936	102,270	81,519	20,307	444	97,468	79,538	17,401	529	106,079	84,062	20,382	1,635	300	140	147	13
1935	94,792	75,727	18,700	365	93,870	76,882	16,508	480	98,411	78,999	17,868	1,544	263	134	120	9
1934	91,461	74,050	17,053	358	89,369	73,444	15,456	469	92,021	73,997	16,529	1,495	248	127	109	12
1933	84,944	69,713	14,884	347	86,041	71,331	14,243	467	88,554	71,439	15,669	1,446	229	121	98	10
1932	91,275	75,685	15,318	272	86,781	71,982	14,390	409	91,042	73,725	15,933	1,384	232	129	91	12
1931	107,830	91,805	15,719	306	94,642	79,140	15,119	383	97,932	79,451	17,047	1,434	224	125	91	8
1930	127,193	108,812	18,106	275	101,119	85,604	15,068	447	98,938	80,766	16,820	1,352	231	134	88	9
1929	128,426	109,537	18,671	218	98,720	85,848	12,482	390	95,571	78,065	16,234	1,272	219	134	74	11
1928	119,972	103,796	16,002	174	88,398	79,133	8,919	346	86,203	70,828	14,329	1,046	197	116	71	10
1927	105,088	93,563	11,346	179	73,306	68,347	4,699	260	77,327	63,715	12,650	962	168	110	50	8
1926	95,967	87,118	8,688	161	65,101	60,413	4,362	326	67,810	56,272	10,740	798	140	94	40	6
1925	77,940	72,196	5,560	184	54,538	51,038	3,138	362	56,427	46,336	9,321	770	112	76	28	8
1924	69,895	65,928	3,780	187	48,238	45,871	2,036	331	48,407	39,438	8,177	792	112	76	31	5
1923	63,224	60,931	2,086	207	42,323	39,742	2,191	390	40,854	33,144	6,842	868	95	69	24	2
1922	60,645	-	-	296	40,366	38,214	1,749	403	34,385	-	-	880	86	61	20	5
1921	61,184	-	-	-	39,852	38,163	1,689	-	32,900	-	-	-	82	67	10	5
1920	60,325	-	-	-	38,015	-	-	-	28,000	-	-	-	81	70	4	7
1919	56,855	-	-	-	34,000	-	-	-	22,420	-	-	-	89	77	6	6
1918	50,531	-	-	-	29,250	-	-	-	15,370	-	-	-	92	80	5	7
1917	32,505	-	-	-	20,624	-	-	-	11,645	-	-	-	84	67	3	14
1916	15,900	-	-	-	9,707	-	-	-	9,457	-	-	-	57	45	4	8
1915	10,225	-	-	-	5,832	-	-	-	8,360	-	-	-	64	44	5	15
1914	8,020	-	-	-	4,728	-	-	-	7,628	-	-	-	43	37	-	6
1913	4,659	-	-	-	3,773	-	-	-	6,138	-	-	-	-	-	-	-
1912	2,286	-	-	-	2,505	-	-	-	4,289	-	-	-	-	-	-	-
1911	1,304	-	-	-	1,631	-	-	-	2,220	-	-	-	-	-	-	-
1910	531	-	-	-	423	-	-	-	1,026	-	-	-	-	-	-	-
1909	149	-	-	-	275	-	-	-	504	-	-	-	-	-	-	-
1908	74	-	-	-	45	-	-	-	263	-	-	-	-	-	-	-
1907	55	-	-	-	51	-	-	-	175	-	-	-	-	-	-	-
1906	22	-	-	-	45	-	-	-	-	-	-	-	-	-	-	-
1905	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1904	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1903	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

¹ The Northwest Territories registrations are added to the Yukon Territory and Canada totals from 1947 onward.

Series T195-198. Canadian commercial aviation activity,¹ 1946 to 1975
(series T195 and 198 in number; series T196 and 197 in pounds)

Year	Passengers carried	Goods carried ²	Mail carried	Hours flown ³	Year	Passengers carried	Goods carried ²	Mail carried	Hours flown ³
	195	196	197	198		195	196	197	198
1975	25,626,253	987,751,516	118,521,390	2,501,015	1960	5,554,100	224,190,764	37,472,154	896,052
1974	24,621,116	945,337,199	126,066,036	2,332,596	1959	5,348,032	223,532,796	35,558,226	830,238
1973	22,094,309	935,007,118	113,955,915	2,180,411	1958	4,578,568	206,850,920	33,628,013	744,795
1972	18,079,859	816,741,563	99,733,908	1,955,014	1957	4,355,474	271,891,417	31,413,504	782,816
1971	16,128,712	739,384,212	93,024,472	1,844,157	1956	3,923,539	326,899,918	27,914,288	772,389
1970	15,040,414	678,299,789	80,217,671	1,717,218	1955	3,303,175	240,683,662	26,616,505	637,219
1969	13,505,085	603,496,332	76,978,315	1,702,916	1954	2,865,547	115,013,477	24,228,571	494,333
1968	12,073,627	486,969,327	68,294,540	1,677,046	1953	2,795,837	182,719,719	20,319,952	524,935
1967	11,813,762	389,599,228	61,666,351	1,596,769	1952	2,360,847	140,734,542	18,328,310	491,722
1966	9,248,298	375,988,640	53,929,067	1,397,286	1951	1,947,980	63,786,417	16,824,652	582,707
1965	8,061,671	315,746,104	54,677,855	1,147,837	1950	1,553,346	48,486,243	14,501,110	329,514
1964	6,987,883	267,329,868	50,705,488	966,144	1949	1,308,297	38,760,812	13,752,434	300,416
1963	6,450,884	241,648,677	45,210,723	883,094	1948	1,136,208	38,385,146	10,340,024	322,987
1962	6,220,578	228,715,071	41,596,384	858,670	1947	956,701	34,832,307	7,118,074	294,934
1961	5,892,075	221,442,327	39,024,564	882,889	1946	836,548	25,226,986	5,930,338	211,588

¹ Includes the activity of Canadian air carriers in domestic and international services and the activity of foreign scheduled air carriers in Canada.

² Freight, express and excess baggage.

³ Includes revenue and non-revenue hours flown.

Series T199-205. Canadian commercial aviation, domestic revenue traffic, scheduled¹ services, 1946 to 1975²
(series T199, 200 and 205 in thousands; series T201 and 203 in thousands of pounds; series T202 and 204 in thousands of ton miles)

Year	Passengers carried	Passenger miles	Mail carried	Mail carried	Goods carried ³	Goods ³	Miles flown
	199	200	201	202	203	204	205
1975	13,841.4	8,768,414	78,945	35,295.9	285,194	172,304.1	142,225
1974	13,376.3	8,464,621	85,955	37,792.8	262,466	151,533.7	135,402
1973	11,928.6	7,534,957	76,184	35,156.8	248,270	144,919.5	121,008
1972	9,430.9	6,009,498	67,470	30,433.6	233,363	136,659.8	105,486
1971	8,255.5	5,178,504	64,544	30,287.6	216,226	131,285.2	99,973
1970	7,833.5	5,124,616	57,686	25,457.2	202,136	120,312.7	99,683
1969	6,849.5	4,416,557	55,307	24,903.8	159,018	94,966.2	91,864
1968	6,009.3	3,947,119	51,412	20,820.8	152,647	85,496.2	85,443
1967	5,787.5	3,814,373	47,537	19,529.2	127,422	68,671.3	78,577
1966	4,735.1	3,067,957	42,407	17,596.0	119,724	63,192.7	64,124
1965	4,137.3	2,622,336	44,728	15,708.9	100,108	51,804.8	56,174
1964	3,594.1	2,233,596	41,854	14,268.1	80,993	42,119.1	51,111
1963	3,421.2	2,102,748	38,212	12,997.9	68,230	32,869.4	50,061
1962	3,406.5	2,094,015	34,311	11,805.0	66,939	30,101.3	51,377
1961	3,304.3	1,968,429	35,749	10,919.1	64,889	25,935.6	51,583
1960	3,098.7	1,649,894	34,633 ⁴	10,418.5	65,687	23,295.5	54,704
1959	3,098.3	1,449,151	29,422	9,844.1	59,392	19,393.1	52,234
1958	2,651.1	1,224,057	27,868	9,186.4	48,453	17,775.1	46,335
1957	2,393.9	1,073,192	26,114	8,770.9	46,457	15,091.4	44,689
1956	2,115.6	946,463	23,414	7,950.3	47,977	13,102.4	39,795
1955	1,797.2	794,797	22,669	7,293.3	35,603	11,071.5	36,384
1954	1,559.6	707,404	20,647	6,604.3	27,454	8,358.4	32,394
1953	1,419.6	628,098	15,971	5,265.3	23,889	6,373.4	31,146
1952	1,248.8	542,162	14,320	4,689.0	22,396	5,393.4	28,838
1951	1,053.7	451,051	13,408	4,369.3	19,278	4,547.9	30,933
1950	864.8	374,781	12,630	4,043.6	16,520	4,122.9	22,674
1949	709.3	313,265	11,788	3,783.4	13,322	3,021.0	20,090
1948	600.8	253,721	8,535	2,603.3	12,244	2,357.3	18,429
1947	462.3	179,383	5,587	1,527.5	10,035	1,607.5	17,122
1946	445.8	156,389	4,652	1,428.4	9,270	1,108.0	16,520

¹ "Scheduled" services in this context refers to "unit toll" services.

² Excludes the activity of foreign scheduled carriers in Canada.

³ Goods include cargo, express and excess baggage.

⁴ Includes international service by Canadian carriers from 1960 onward.

Series T206-208. Commercial aviation, transborder¹ traffic, 1946 to 1975

(series T206 in thousands; series T207 and 208 in thousands of pounds)

Year	Passengers	Mail	Goods ²	Year	Passengers	Mail	Goods ²
	206	207	208		206	207	208
1975	6,543.8	19,707.7	151,251.9	1960	..	..	..
1974	6,148.7	21,371.7	147,325.1	1959	1,366.3	3,541	20,200
1973	5,468.2	20,573.5	139,824.6	1958	1,193.8	3,463	18,127
1972	4,515.0	17,375.1	116,222.7	1957	1,179.3	3,323	18,677
1971	4,310.8	16,084.4	104,059.7	1956	1,040.6	2,844	19,569
1970	4,098.1	12,892.1	93,475.8	1955	915.8	2,521	18,273
1969	..	..	..	1954	780.6	2,269	15,083
1968	..	..	..	1953	718.9	1,925	14,091
1967	..	..	..	1952	579.2	1,743	11,582
1966	..	..	..	1951	536.9	1,830	7,995
1965	..	..	..	1950	421.1	1,318	5,780
1964	..	..	..	1949	364.1	1,293	3,963
1963	..	..	..	1948	310.7	1,228	3,220
1962	..	..	..	1947	311.4	1,108	2,214
1961	..	..	..	1946	319.8	1,063	1,341

¹ A change in the definition of the term "transborder" took place in 1970. After 1970, services to Hawaii and Florida were included under "transborder". Prior to 1970, such services were included under "Pacific" and "Southern" services respectively.

² Goods include freight, express and excess baggage.

Series T209-215. Commercial aviation, transborder¹ traffic via Canadian carriers, scheduled² revenue traffic, 1946 to 1975

(series T209, 210 and 215 in thousands; series T211 and 213 in thousands of pounds; series T212 and 214 in thousands of ton miles)

Year	Passengers	Passenger miles	Mail	Mail	Goods ³	Goods ³	Miles flown
	209	210	211	212	213	214	215
1975	2,496.2	2,261,931	7,090	3,504.5	60,180	33,043.1	23,918
1974	2,348.8	1,987,569	7,865	3,237.5	60,233	32,844.8	20,545
1973	1,773.7	1,697,851	7,441	3,241.3	52,548	27,011.0	19,740
1972	1,734.4	1,498,389	5,867	2,544.8	52,142	26,187.7	18,696
1971	1,879.3	1,387,112	5,502	1,944.8	51,563	22,747.0	19,523
1970	1,812.1	1,410,057	2,849	999.0	48,480	21,648.7	21,369
1969	..	736,755	..	740.6	..	10,921.2	13,352
1968	..	629,178	..	656.2	..	9,575.4	12,362
1967	..	563,403	..	644.6	..	6,747.4	10,215
1966	..	452,180	..	622.6	..	6,800.2	8,351
1965	..	421,158	..	519.9	..	5,457.6	7,753
1964	..	397,952	..	499.1	..	4,527.2	7,009
1963	..	360,098	..	471.2	..	3,882.2	6,952
1962	..	351,084	..	431.1	..	3,535.7	7,883
1961	..	313,402	..	400.0	..	2,347.4	8,352
1960	..	340,545	..	401.2	..	2,415.7	11,349
1959	848.0	284,278	1,917	348.9	12,553	2,130.2	9,220
1958	750.4	250,020	2,069	376.1	11,707	2,034.7	8,303
1957	665.0	225,938	1,864	342.3	11,821	1,875.5	7,387
1956	556.5	189,331	1,182	219.5	11,965	2,140.8	6,721
1955	429.7	144,263	746	141.2	11,315	2,014.7	5,542
1954	351.3	118,201	698	128.6	10,334	1,898.4	4,324
1953	340.7	116,416	550	99.9	9,820	1,768.3	4,328
1952	286.3	96,687	551	97.8	8,311	1,466.4	3,814
1951	254.1	80,826	532	85.4	4,725	768.9	3,293
1950	202.6	67,001	483	78.1	3,096	507.4	3,056
1949	151.1	47,767	350	59.1	1,748	287.0	2,365
1948	136.4	42,170	359	57.0	1,532	241.4	2,713
1947	122.0	35,215	322	53.0	659	99.2	3,290
1946	81.6	30,299	264	57.5	344	69.3	2,873

¹ A change in the definition of the term "transborder" took place in 1970. Starting in 1970 services to Hawaii and Florida were classified as "transborder". Prior to 1970, flights to Florida were counted in "Southern" services and flights to Hawaii were counted in the totals for "Pacific" services.

² "Scheduled" in this context refers to "unit toll" traffic.

³ Goods include freight, express and excess baggage.

Series T216-222. Commercial aviation, Atlantic and Pacific scheduled¹ revenue traffic via Air Canada (Trans-Canada Air Lines) and CP Air (Canadian Pacific Air Lines), 1947 to 1975

(series T216, 217 and 222 in thousands; series T218 and 220 in thousands of pounds; series T219 and 221 in thousands of ton miles)

Year	Passengers	Passenger miles	Mail	Mail	Goods ²	Goods ²	Miles flown
	216	217	218	219	220	221	222
1975	975.8	3,711,932	11,424	23,404.3	74,212	144,084.5	32,696
1974	1,070.2	4,034,945	10,177	20,877.4	77,062	151,865.3	35,386
1973	976.5	3,609,837	9,013	18,756.9	72,641	145,595.4	35,028
1972	866.6	3,243,777	8,397	17,805.9	68,143	131,545.8	31,230
1971	633.4	2,315,893	6,524	14,235.6	57,699	114,543.8	31,211
1970 ³	610.0	2,441,672	4,110	9,826.0	57,176	100,409.0	30,789
1969	..	2,100,895	..	7,650.2	..	92,678.0	29,792
1968	..	2,085,558	..	7,061.9	..	70,079.6	28,674
1967	..	1,893,592	..	6,907.3	..	43,064.2	24,975
1966	..	1,530,394	..	5,681.0	..	33,492.4	19,634
1965	..	1,218,577	..	4,684.6	..	24,935.3	15,835
1964	..	914,950	..	3,432.0	..	17,667.6	12,240
1963	..	824,886	..	3,452.4	..	13,701.6	13,569
1962	..	735,510	..	2,637.0	..	10,140.1	12,147
1961	..	660,427	..	2,462.9	..	8,484.4	11,849
1960	..	565,744	..	2,634.8	..	8,593.7	10,652
1959	230.2	623,958	1,556	2,922.5	4,520	7,982.0	15,952
1958	197.8	562,086	1,450	2,663.1	3,601	6,605.4	14,800
1957	158.3	438,452	1,285	2,300.3	3,415	6,431.6	12,396
1956	124.7	344,846	975	1,724.3	3,176	6,089.4	9,551
1955	84.2	236,283	852	1,503.0	2,588	4,409.8	6,667
1954	75.2	197,530	816	1,405.2	2,247	3,356.7	5,846
1953	62.4	151,084	564	942.3	1,918	2,587.1	5,410
1952	56.2	126,506	451	771.9	1,876	2,412.8	4,849
1951	54.4	156,053	339	569.6	1,618	1,987.2	6,325
1950	37.5	99,904	260	439.2	1,345	1,687.0	4,568
1949	37.4	100,913	250	415.8	1,256	1,581.3	4,578
1948	32.8	100,536	230	369.6	750	984.2	4,597
1947	15.8	50,370	152	251.6	408	531.0	2,387

¹ "Scheduled" in this context refers to "unit toll" traffic,

² Goods include freight, express and excess baggage.

³ Starting in 1970, flights to and from Hawaii are classified as "transborder". Prior to 1970, these flights were included in the totals for "Pacific" services.

Series T223-225. Commercial aviation, contract and charter traffic, Canadian carriers, 1946 to 1975

(series T223 and 225 in thousands; series T224 in thousands of pounds)

Year	Passengers carried	Goods carried	Revenue miles flown ¹	Year	Passengers carried	Goods carried	Revenue miles flown ¹
	223	224	225		223	224	225
1975	2,742	362,972	79,034	1960	611	130,170	23,939
1974	2,345	340,412	74,692	1959	505	126,524	28,702
1973	2,149	357,150	70,657	1958	424	128,006	26,372
1972	1,849	306,391	63,801	1957	509	194,456	36,743
1971	1,761	280,918	58,698	1956	524	246,886	42,370
1970	1,478	254,468	55,517	1955	406	175,789	32,266
1969	1,341	260,821	50,983	1954	320	63,141	15,456
1968	1,093	168,731	42,138	1953	379	132,730	19,532
1967	1,009	136,019	36,654	1952	295	94,694	17,447
1966	949	143,096	34,900	1951	193	26,269	9,986
1965	854	133,195	30,904	1950	165	19,813	8,286
1964	798	122,665	27,047	1949	137	15,565	7,166
1963	734	122,115	26,818	1948	143	18,169	7,905
1962	632	115,309	23,277	1947	109	19,384	6,616
1961	559	121,902	21,569	1946	83	13,046	5,399

¹ Excludes carriers with gross annual flying revenues of less than \$60,000 (Group V) for the years 1960 to 1969.

Series T226-235. Commercial aviation, operating revenues, passenger fares per unit of traffic and employment, Canadian carriers, 1946 to 1975

(series T226-232 in thousands of dollars; series T233 and 234 in cents per unit)

Year	Operating revenues, Canadian commercial air services						Scheduled ¹ passenger revenue per passenger mile		Number of employees	
	Total operating revenues	Scheduled ¹ services			Charter services	Other flying revenues	Non-flying services	Trans-continental air carriers		Regional air carriers
		Passenger	Mail	Goods						
1975	1,891,307.4	1,230,123.1	37,112.6	150,004.7	357,311.7	48,993.5	67,761.8	7.42	11.93	40,321
1974	1,597,785.4	1,085,013.4	36,320.5	125,579.4	253,018.7	41,348.7	56,504.7	6.57	10.22	38,874
1973	1,253,743.7	826,692.2	31,702.2	106,496.2	208,580.6	36,781.0	43,491.5	5.77	9.31	34,071
1972	1,055,763.7	696,617.1	29,171.3	92,634.9	177,710.8	25,972.6	33,657.0	5.79	9.29	31,480
1971	918,389.5	607,869.3	29,338.0	81,040.9	150,088.8	23,446.9	26,605.6	6.10	9.18	29,622
1970	841,808.2	560,395.3	27,935.7	77,291.7	131,727.1	23,731.2	20,727.2	5.62	8.88	30,698
1969	721,112.5	480,256.1	27,180.3	61,655.6	108,800.9	23,155.7	20,063.9	5.69	8.84	28,625
1968	634,467.4	442,999.0	24,421.6	52,623.8	78,385.9	21,238.9	14,798.1	5.74	9.16	26,550
1967	560,814.4	398,645.8	23,586.7	40,564.7	65,173.2	20,057.4	12,786.6	5.60	9.15	24,686
1966	478,509.2	331,115.5	20,578.0	36,706.8	60,986.6	15,857.8	13,264.5	5.77	8.94	21,440
1965	407,688.2	283,495.9	18,755.5	30,346.5	54,201.8	13,459.1	7,429.4	5.86	9.03	19,007
1964	347,126.7	240,189.1	17,179.2	24,340.6	48,682.5	9,936.8	6,798.5	5.96	8.87	17,795
1963	318,633.8	225,678.7	15,812.3	20,375.8	41,119.9	8,111.7	7,535.4	6.09	9.33	17,577
1962	292,674.9	211,140.0	14,414.9	18,242.4	31,800.5	10,027.4	7,049.7	5.96	8.74	17,810
1961	263,644.9	186,890.4	13,867.9	15,887.1	31,003.7	7,697.1	8,298.7	5.80	8.72	17,700
1960	243,126.2	168,718.9	13,794.1	16,177.7	30,317.1	7,273.4	6,845.0	6.25	..	17,106
1959	220,423.6	152,317.2	13,437.8	14,549.2	29,003.3	6,491.2	4,624.9	6.31	6.75	16,565
1958	201,713.9	131,167.0	12,981.6	12,440.9	29,896.6	10,129.8	5,098.2	6.28	6.89	15,990
1957	190,043.1	112,295.3	12,661.8	11,594.9	40,719.2	7,867.4	4,904.4	6.26	7.05	16,014
1956	182,168.8	96,180.5	11,532.9	10,296.7	53,435.6	7,124.1	3,599.1	6.27	7.30	14,848
1955	152,739.0	77,598.1	10,904.7	8,815.2	44,543.3	6,722.0	4,155.7	6.34	7.59	13,271
1954	108,864.3	66,748.5	10,873.2	6,705.7	15,149.5	5,984.9	3,402.5	6.26	7.56	11,690
1953	104,255.5	59,566.0	10,089.1	5,985.6	19,664.1	5,716.7	3,234.0	6.37	7.98	10,703
1952	90,519.3	51,681.7	9,830.7	5,370.4	16,952.0	4,298.4	2,386.1	6.44	8.41	9,398
1951	73,051.5	46,059.5	9,186.1	4,235.3	10,202.7	1,599.7	1,768.2	6.78 ²	5.98 ²	6,942
1950	57,408.4	37,255.9	8,405.4	3,595.7	5,231.3	1,447.6	1,472.5	6.69	7.40	6,337
1949	49,803.4	31,600.8	8,261.2	2,915.0	4,286.0	1,289.8	1,450.6	6.77	8.36	6,513
1948	44,594.6	25,604.4	7,384.2	2,335.9	5,826.5	1,853.0	1,590.6	6.68	7.70	5,983
1947	31,900.2	17,483.1	6,097.4	1,799.7	3,848.4	1,292.5	1,379.1	6.41	8.38	5,725
1946	21,988.1	11,385.4	5,278.5	1,157.4	2,442.2	662.3	1,062.3	5.18	9.75	5,413

¹ "Scheduled" in this context refers to "unit toll" traffic.

² This figure is distorted by specially priced defence transportation.

Series T236-239. Civil aviation, number of aircraft and airports, 1946 to 1975

(in units)

Year	Number of aircraft			Licensed civil airports ¹	Year	Number of aircraft			Licensed civil airports ¹
	Total all aircraft	Commercial and state aircraft	Private aircraft			Total all aircraft	Commercial and state aircraft	Private aircraft	
	236	237	238	239		236	237	238	239
1975	16,435	4,686	11,749	–	1960	4,914	2,045	2,869	460
1974	14,764	4,291	10,473	–	1959	4,547	2,034	2,513	483
1973	13,365	3,981	9,384	772	1958	4,509	2,071	2,438	452
1972	12,230	3,704	8,526	–	1957	4,005	2,001	2,004	550
1971	11,403	3,493	7,910	796	1956	3,330	1,764	1,566	519
1970	10,840	3,364	7,476	791	1955	3,148	1,682	1,466	495
1969	10,062	3,172	6,890	–	1954	2,800	1,513	1,287	430
1968	9,296	2,825	6,471	761	1953	2,654	1,503	1,151	433
1967	8,454	2,549	5,905	721	1952	2,411	1,425	986	415
1966	7,674	2,367	5,307	692	1951	2,306	1,454	852	403
1965	7,016	2,217	4,799	675	1950	1,960	1,222	738	415
1964	6,563	2,174	4,389	672	1949	2,001	1,334	667	361
1963	6,270	2,161	4,109	593	1948	2,021	1,477	544	354
1962	5,915	2,176	3,739	541	1947	1,873	1,574	299	273
1961	5,429	2,071	3,358	493	1946	911	866	45	161

¹ Includes helicopters and sea plane bases.

Series T240-246. Arriving and departing civil flights at selected Canadian international airports, 1960 to 1975

Year	Calgary	Edmonton international	Montreal (Dorval)	Ottawa	Toronto	Vancouver	Winnipeg
	240	241	242	243	244	245	246
1975	117,750	58,862	187,860	76,932	228,688	198,416	114,459
1974	110,266	49,890	186,097	79,258	226,921	180,759	112,942
1973	93,280	45,244	180,029	98,534	208,775	167,837	104,472
1972	81,310	38,807	158,123	90,422	183,025	132,110	102,257
1971	80,925	31,699	152,578	90,729	176,984	122,244	111,151
1970	73,456	26,737	152,342	89,169	176,611	132,606	117,949
1969	70,060	23,538	148,027	93,194	165,426	142,120	114,161
1968	64,849	21,929	140,511	87,359	153,336	129,730	109,268
1967	57,197	20,250	151,502	82,705	141,477	124,748	106,776
1966	62,588	17,206	125,756	76,121	119,493	106,930	96,619
1965	66,948	15,524	107,255	62,845	99,958	84,879	74,787
1964	59,012	14,796	95,186	57,538	89,205	73,763	68,724
1963	57,674	14,262	80,821	61,555	86,012	72,881	64,763
1962	51,915	14,560	82,541	58,469	89,376	67,237	61,740
1961	49,823	14,662	84,364	55,515	91,764	60,252	66,213
1960	46,841	1,032 ¹	87,104	60,035	95,388	59,671	69,186

¹ Edmonton international airport opened November 1960, December data only.

Series T247-250. Oil and gas pipeline transport revenues and ton-miles, 1950 to 1975

(series T247 and 248 in millions of dollars; series T249 and 250 in billions of ton-miles)

Year	Oil pipeline transport revenue	Gas pipeline transport revenue	Oil pipeline ton-miles	Gas pipeline ton-miles	Year	Oil pipeline transport revenue	Gas pipeline transport revenue	Oil pipeline ton-miles	Gas pipeline ton-miles
	247	248	249	250		247	248	249	250
1975	255.2	668.1	66.4	44.9	1960	73.6	64.1	17.2	6.4
1974	276.3	571.9	79.1	43.7	1959	67.6	—	16.7	3.6
1973	267.7	495.4	82.5	42.0	1958	59.1	—	14.3	1.6
1972	247.7	342.9	70.5	36.4	1957	—	—	16.5	0.2
1971	214.8	277.7	59.4	31.7	1956	—	—	16.2	—
1970	203.3	241.4	54.3	28.9	1955	—	—	12.3	—
1969	185.1	203.2	47.1	24.1	1954	—	—	9.1	—
1968	159.8	163.3	41.6	21.2	1953	—	—	6.8	—
1967	150.6	150.9	37.0	19.2	1952	—	—	4.7	—
1966	125.9	137.6	33.1	17.9	1951	—	—	3.5	—
1965	122.2	133.4	29.9	17.0	1950	—	—	0.6	—
1964	108.7	129.8	28.0	15.3					
1963	104.0	119.3	26.7	13.2					
1962	94.9	114.6	24.3	11.7					
1961	83.4	96.7	21.5	9.3					

Series T251-260. Railway accident victims, 1907 to 1975¹
(in number)

Year ²	Resulting from movement of trains								Other causes	
	Fatal victims				Injured victims				Killed total	Injured total
	Total	Passengers	Employees ³	Others ³	Total	Passengers	Employees	Others		
	251	252	253	254	255	256	257	258	259	260
1975	176	2	20	154	1,926	240	1,281	405	8	3,607
1974	188	1	22	165	2,045	244	1,393	408	11	3,833
1973	196	1	17	178	1,903	169	1,245	489	9	3,237
1972	226	5	17	204	2,122	194	1,387	541	15	3,295
1971	211	2	24	185	1,885	114	1,225	546	6	2,570
1970	180	1	17	162	1,835	157	1,223	455	8	2,870
1969	195	4	21	170	1,852	165	1,182	505	19	2,714
1968	215	6	25	184	1,910	235	1,168	507	10	2,509
1967	271	–	23	248	2,008	209	1,265	534	11	2,750
1966	305	4	20	281	2,114	216	1,307	591	8	2,688
1965	229	2	20	207	2,082	273	1,185	624	16	2,462
1964	251	8	23	220	1,776	138	1,085	553	12	2,239
1963	226	2	23	201	1,587	157	853	577	11	2,006
1962	253	–	19	234	1,465	106	877	482	20	2,116
1961	228	1	22	205	1,451	73	881	497	21	2,053
1960	262	2	24	236	1,586	151	895	540	10	1,903
1959	303	9	30	264	1,818	151	1,092	575	13	2,258
1958	304	1	33	270	1,462	83	1,016	363	23	2,422
1957	310	2	27	281	2,018	143	1,343	527	15	2,837
1956	359	7	55	297	2,311	84	1,637	590	20	2,842
1955	292	1	39	252	2,262	188	1,582	492	15	2,992
1954	281	4	37	240	2,359	215	1,646	498	16	3,132
1953	290	3	30	257	2,781	133	2,017	631	15	4,044
1952	375	2	61	312	3,156	125	2,430	601	18	4,753
1951	362	4	69	289	3,127	191	2,341	595	28	5,468
1950	299	18	54	227	3,098	262	2,244	592	18	6,051
1949	302	1	52	249	3,325	268	2,418	639	27	6,609
1948	352	15	76	261	3,841	284	2,906	651	33	7,315
1947	369	34	77	258	3,984	355	2,963	666	31	7,855
1946	304	2	90	212	3,780	349	2,844	587	23	8,858
1945	312	10	71	231	3,610	360	2,665	585	42	10,741
1944	320	8	81	231	3,548	416	2,637	495	33	10,831
1943	318	9	112	197	3,945	417	2,942	586	23	9,974
1942	411	43	103	265	3,430	639	2,163	628	32	8,100
1941	376	10	88	278	2,756	485	1,556	715	27	6,790
1940	275	5	49	221	2,070	277	1,278	515	25	5,145
1939	283	1	43	239	1,742	322	879	541	16	4,373
1938	284	4	45	235	1,741	314	898	529	11	4,139
1937	327	5	59	263	2,119	378	1,082	659	20	4,810
1936	362	6	83	273	2,572	657	1,293	622	19	5,160
1935	322	10	43	269	2,063	432	1,026	605	29	4,223
1934	295	16	43	236	2,106	417	1,119	570	20	4,094
1933	260	8	41	211	1,851	306	985	560	20	3,522
1932	304	7	57	240	1,855	339	957	559	22	3,716
1931	246	3	42	201	2,243	369	1,131	743	14	4,952
1930	425	15	81	329	2,692	488	1,477	727	38	8,371
1929	412	20	104	288	3,144	406	2,028	710	19	10,699
1928	479	15	114	350	3,257	326	2,214	717	28	10,548
1927	368	14	106	248	2,942	438	1,915	589	34	9,379
1926	424	20	102	302	3,068	375	2,141	552	35	8,638
1925	285	5	82	198	3,095	374	2,158	563	24	6,204
1924	334	19	105	210	3,197	401	2,350	446	28	6,611
1923	321	15	144	162	3,645	406	2,763	476	26	6,713
1922	323	11	107	205	3,256	336	2,440	480	18	5,991
1921	322	5	127	191	2,592	227	2,024	341	31	4,644
1920	360	28	145	187	3,402	456	2,513	433	33	5,278
1919 ²	399	33	162	204	2,712	372	1,904	436	41	4,505
1919 ²	359	34	151	174	2,546	296	1,860	390	27	3,616
1918	383	32	154	197	2,549	322	1,868	359	27	3,540
1917	419	24	177	218	2,682	410	1,909	363	33	2,747
1916	437	20	149	268	2,058	291	1,468	299	31	2,920
1915	366	17	108	241	1,578	304	1,578	328	19	1,583
1914	565	25	200	340	2,287	402	1,475	410	35	1,752
1913	710	38	298	374	2,966	650	1,834	482	32	1,606
1912	545	47	215	283	2,437	485	1,606	346	23	1,343
1911	465	28	202	235	1,906	288	1,314	304	28	1,423
1910	524	60	214	250	1,441	270	926	245	91	698
1909	478	36	182	260	1,404	281	897	226	27	782
1908	449	28	202	197	2,347	345	1,111	209	22	682
1907	598	70	249	268	2,152	352	1,126	220	11	454

¹ Excludes electric railway accidents prior to 1956.

² From 1907 to 1919, the data are for the year ending 30 June of the year given. The year 1919 is also given on a calendar year basis as are all subsequent years.

³ Newfoundland included from 1 April 1949.

Series T261-270. Water transport accident victims,¹ 1946 to 1975

(in number)

Year	Fatal victims					Injured victims				
	Total killed	Crew	Passengers	Other employees	Others	Total injured	Crew	Passengers	Other employees	Others
	261	262	263	264	265	266	267	268	269	270
1975	32	23	2	–	7	32	30	–	–	2
1974	15	14	–	–	1	42	40	1	–	–
1973 ²	13	8	–	5	–	17	15	2	–	–
1972	15	14	–	–	1	1,163	981	62	118	2
1971	7	7	–	–	–	1,534	1,165	77	284	8
1970	27	19	3	1	4	1,745	1,302	92	325	26
1969	14	10	1	3	–	1,602	1,136	86	372	8
1968	7	7	–	–	–	1,585	1,143	67	355	20
1967	10	9	–	–	1	1,651	1,145	80	404	22
1966	23	18	–	4	1	1,864	1,316	38	492	18
1965	19	17	–	1	1	1,826	1,235	66	503	22
1964	14	11	–	–	3	1,661	1,043	64	522	32
1963	16	12	–	2	2	1,679	1,137	69	451	22
1962	12	9	–	2	1	1,797	1,141	85	549	22
1961	18	16	–	2	–	1,886	1,229	50	553	54
1960	10	7	1	2	–	1,746	1,156	59	513	18
1959	13	11	2	–	–	1,744	1,160	66	515	3
1958	16	14	–	1	1	1,997	1,416	44	536	1
1957	14	13	–	1	–	1,946	1,446	39	458	3
1956	23	20	1	1	1	2,091	1,516	29	545	1
1955	19	17	2	–	–	1,879	1,414	20	441	4
1954	26	23	–	3	–	1,875	1,375	43	438	19
1953	23	23	–	–	–	1,790	1,323	50	412	5
1952	26	26	–	–	–	1,809	1,363	38	390	18
1951	12	10	–	1	1	1,700	1,270	28	402	–
1950	28	20	7	–	1	1,763	1,336	33	392	2
1949 ³	137	16	119 ⁴	2	–	1,995	1,402	115	476	2
1948	38	36	–	2	–	2,166	1,665	83	401	17
1947	89	79	5	4	1	2,350	1,845	32	465	8
1946	26	24	1	–	1	1,761	1,655	31	73	2

¹ Excludes small pleasure craft accidents and all accidents involving commercial fishing.

² From 1973 onward, data are given only for those accidents reported to Transport Canada.

³ Newfoundland is included.

⁴ Noronic disaster.

Series T271-284. Motor vehicle traffic accident victims, 1921 to 1975
(in number)

Year	Fatal victims							Injured victims						
	Total	Drivers	Passen- gers	Pedes- trians	Bi- cyclists	Motor- cyclists	Others	Total	Drivers	Passen- gers	Pedes- trians	Bi- cyclists	Motor- cyclists	Others
	killed							injured						
271	272	273	274	275	276	277	278	279	280	281	282	283	284	
1975	6,061	2,480	1,770	1,045	185	378	203	220,941	94,883	83,456	19,271	8,913	10,922	3,496
1974	6,290	2,529	1,854	1,115	182	360	250	229,641	98,673	86,993	19,871	8,546	12,045	3,513
1973	6,706	2,536	2,040	1,304	187	415	224	223,777	95,570	86,424	20,085	6,819	11,416	3,463
1972	6,221	2,508	1,799	1,203	179	314	218	215,705	90,010	84,708	20,640	6,561	10,051	3,735
1971	5,573	2,257	1,736	1,147	170	216	47	192,599	79,663	78,414	19,540	6,268	8,166	548
1970	5,080	1,990	1,540	1,181	132	201	36	178,501	72,295	73,350	20,041	4,901	7,338	576
1969	5,425	2,113	1,696	1,223	150	184	59	180,829	72,773	75,335	20,565	4,772	6,775	609
1968	5,318	2,012	1,705	1,198	156	202	45	173,901	67,681	72,778	20,489	4,877	7,586	490
1967	5,429	2,098	1,743	1,285	114	141	48	168,142 ¹	63,525	72,669	21,430	4,567	5,370	581
1966	5,281	1,988	1,671	1,318	147	128	29	161,197	60,981	68,969	20,631	4,436	5,849	331
1965	4,902	1,765	1,655	1,254	138	70	20	150,612	56,769	65,151	19,862	4,541	3,979	310
1964	4,652	1,762	1,515	1,195	116	34 ²	30	139,632	52,878	61,579	19,056	3,966	1,807 ²	346
1963	4,210	1,607	1,302	1,132	131	25	13	126,086	46,711	55,996	18,080	3,664	1,332	303
1962	3,883	1,105 ³	1,675 ³	967	62 ³	12	62 ³	111,115	32,406 ³	57,636 ³	16,444	2,155 ³	898	1,576 ³
1961	3,426	956 ³	1,432 ³	931	50 ³	21	36 ³	99,263	28,129 ³	52,502 ³	15,484	2,187 ³	816	145 ³
1960	3,283	860 ³	1,394 ³	917	69 ³	24	19 ³	90,186	24,831 ³	47,355 ³	14,690	2,237 ³	851	222 ³
1959	3,231	829 ³	1,358 ³	918	63 ³	31	32 ³	84,751	23,221 ³	43,679 ³	14,576	2,036 ³	870	369 ³
1958	3,118	815 ³	1,276 ³	920	52 ³	25	30 ³	80,061	20,100 ³	42,394 ³	14,456	2,015 ³	930	166 ³
1957	3,260 ⁴	794	1,264	692	69	31	31	78,426 ⁴	19,508	27,012	9,246	1,988	986	184
1956	3,184 ⁴	836	781	658	52	37	17	72,884 ⁴	18,109	25,534	8,973	1,898	1,087	120
1955	2,084 ⁴	691	699	601	41	31	21	49,828 ⁴	15,586	22,798	8,611	1,775	924	134
1954	2,715 ⁴	616	643	618	73 ⁵	- ⁵	10	47,020 ⁴	14,246	21,042	8,806	2,737 ⁵	- ⁵	189
1953	2,921 ⁴	598 ⁶	713 ⁶	602	49	40	18	56,749 ⁴	14,297 ⁶	21,624 ⁶	8,788	1,859	1,054	204
1952	2,701 ⁴	545	638	558	51	38	12	57,738 ⁴	13,182	20,654	8,099	1,842	1,081	174
1951	2,412 ⁴	485	561	614	55	34	18	54,755 ⁴	11,933	18,640	7,602	1,673	1,185	232
1950	2,161 ⁴	382	474	498	55	60	8	50,032 ⁴	10,249	16,701	7,090	1,656	1,281	54
1949 ⁷	2,276	554	692	830	98	93	9	43,883	10,049	19,933	9,683	2,302	1,866	50
1948	1,976	464	581	738	79	77	30	38,098	8,532	16,515	8,832	2,067	1,409	520
1947	1,760	428	506	678	75	65	8	32,685	7,738	13,639	8,260	1,776	1,188	84
1946	1,663	387	440	678	95	55	8	30,679	7,208	12,302	8,247	1,920	900	102
1945 ⁸	1,556	283	362	624	87	27	16	24,422	5,025	9,712	7,327	1,690	603	65
1944	1,374	223	300	490	60	37	7	20,228	3,439	7,365	6,720	1,775	443	64
1943	1,437	234	284	544	68	28	3	20,390	3,555	7,383	7,165	1,830	376	81
1942	1,409	246	297	508	64	30	5	22,809	4,237	7,722	7,133	2,278	474	14
1941	1,852	306	492	658	123	32	3	30,984	5,368	11,983	8,689	3,262	706	19
1940	1,723	333	426	688	91	31	5	29,504	6,862	8,808	8,214	2,976	659	46
1939	1,584	347	306	589	111	20	7	25,104	7,348	6,308	7,177	2,516	541	94
1938	1,545	334	257	579	87	22	10	24,585	6,287	6,277	7,466	2,497	526	40
1937	1,642	409	289	661	121	37	9	25,703	7,162	6,249	8,129	2,520	588	111
1936	1,316	345	247	510	45	23	49	23,207	7,414	4,258	6,973	2,233	444	597
1935	1,224	353	215	460	53	10	73	20,989	6,665	4,483	7,205	1,322	333	981
1934	1,115	470	437	38	12	26	17,998	9,793	6,066	1,059	287	499		
1933	955	322	321	28	11	36	14,947	6,780	5,232	718	228	909		
1932	1,120	..	..	..	..	..	..	11,113	..	..	..	..	..	..
1931	1,316	..	..	..	..	..	..	..	..	..	..	..	..	..
1930	1,290	..	..	..	..	..	..	..	..	..	..	..	..	..
1929	1,300	..	..	..	..	..	..	..	..	..	..	..	..	..
1928	1,082	..	..	..	..	..	..	..	..	..	..	..	..	..
1927	865	..	..	..	..	..	..	..	..	..	..	..	..	..
1926	606	..	..	..	..	..	..	..	..	..	..	..	..	..
1925	425	..	..	..	..	..	..	..	..	..	..	..	..	..
1924	340	..	..	..	..	..	..	..	..	..	..	..	..	..
1923	355	..	..	..	..	..	..	..	..	..	..	..	..	..
1922	237	..	..	..	..	..	..	..	..	..	..	..	..	..
1921	197	..	..	..	..	..	..	..	..	..	..	..	..	..

¹ Total number injured in 1967 includes 9,325 persons injured in the city of Montreal between June and December for which no breakdown is available. These injuries have been distributed to the various categories on the basis of 1966 proportions of the province of Quebec.

² Prior to 1965, motorcyclists are included with bicyclists for New Brunswick.

³ For 1958 to 1962, Quebec passengers included drivers, bicyclists and others.

⁴ For 1950 to 1957, Quebec totals only included, no breakdown available. Vital statistics used for some years. Some Manitoba figures estimated for 1950.

⁵ Bicyclists include motorcyclists for 1954.

⁶ In Manitoba for 1953, drivers killed were included with passengers killed.

⁷ Newfoundland is included.

⁸ Prior to 1946, total killed data come from Vital Statistics. Other details come from provincial reports. Series T271 will not be the sum of series T272-277.

Series T285-292. Civil aviation flying accident victims, 1931 to 1975

(in number)

Year	Fatal victims				Injured victims			
	Total killed	Crew	Passengers	Others	Total injured	Crew	Passengers	Others
	285	286	287	288	289	290	291	292
1975	175	80	91	4	92	47	43	2
1974	167	66	99	2	95	45	48	2
1973	154	73	77	4	77	37	34	6
1972	160	70	85	5	83	45	34	4
1971	169	78	91	–	104	54	47	3
1970	223	55	164	4	88	51	35	2
1969	136	64	71	1	85	51	34	–
1968	115	59	55	1	66	33	31	2
1967	157	83	73	1	77	37	39	1
1966	171	67	103	1	74	28	45	1
1965	130	53	75	2	67	35	31	1
1964	78	39	38	1	66	38	27	1
1963	211	53	157	1	49	25	24	–
1962	103	38	65	–	53	30	23	–
1961	74	38	36	–	43	23	19	1
1960	57	34	21	2	43	23	20	–
1959	91	41	49	1	39	18	20	1
1958	51	30	21	–	48	20	27	1
1957	180	45	135	–	48	30	13	5
1956	130	33	97	–	32	14	18	–
1955	86	42	42	2	44	17	26	1
1954	70	20	47	3	27	10	17	–
1953	74	31	43	–	21	8	11	2
1952	57	31	26	–	28	14	13	1
1951	109	32	77	–	18	10	7	1
1950	99	32	66	1	13	5	8	–
1949	82	27	55	–	14	7	6	1
1948	91	32	59	–	31	21	9	1
1947	49	19	30	–	67	30	37	–
1946	20	13	7	–	21	10	11	–
1945	4	2	2	–	13	4	9	–
1944	2	2	–	–	6	1	5	–
1943	8	3	2	3	4	1	3	–
1942	20	8	12	–	10	4	6	–
1941	24	10	14	–	15	5	10	–
1940	13	4	9	–	9	3	6	–
1939	14	6	8	–	9	3	6	–
1938	17	10	7	–	13	5	8	–
1937	7	4	3	–	8	3	4	1
1936	16	8	8	–	21	11	10	–
1935	12	6	5	1	15	6	9	–
1934	12	7	3	2	9	7	2	–
1933	25	10	12	3	13	8	5	–
1932	12	8	3	1	13	8	5	–
1931	27	10	16	1	20	11	7	2

Series T293-305. Post office, number of post offices in Canada, by province, 1946 to 1975

Year ¹	Total for Canada	Newfound- land	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia	Yukon Territory	Northwest Terri- tories
	293	294	295	296	297	298	299	300	301	302	303	304	305
1975	8,665	..	..	..	..	..	..	..	..	..	..	..	..
1974	8,710	..	..	..	..	..	..	..	..	..	..	..	..
1973	8,684	..	..	..	..	..	..	..	..	..	..	..	..
1972	8,564	..	..	..	..	..	..	..	..	..	..	..	..
1971	9,023	..	..	..	..	..	..	..	..	..	..	..	..
1970	9,575	..	..	..	..	..	..	..	..	..	..	..	..
1969	10,450	..	..	..	..	..	..	..	..	..	..	..	..
1968	10,838	..	..	..	..	..	..	..	..	..	..	..	..
1967	11,059	..	..	..	..	..	..	..	..	..	..	..	..
1966	11,172	..	..	..	..	..	..	..	..	..	..	..	..
1965	11,255	690	106	782	513	2,461	2,722	800	1,166	1,042	909	20	44
1964	11,260	673	106	803	530	2,423	2,709	801	1,205	1,048	901	19	42
1963	11,336	661	107	830	536	2,414	2,704	805	1,248	1,062	906	20	43
1962	11,401	660	107	869	555	2,414	2,680	804	1,266	1,070	916	20	40
1961	11,421	654	106	901	568	2,408	2,651	809	1,276	1,071	916	20	41
1960	11,497	649	104	964	597	2,403	2,629	809	1,279	1,082	922	20	39
1959	11,634	647	104	1,031	634	2,405	2,624	814	1,298	1,089	932	19	37
1958	11,768	641	105	1,096	676	2,413	2,616	810	1,310	1,112	937	16	36
1957	11,879	640	105	1,117	703	2,435	2,627	817	1,318	1,124	940	16	37
1956	11,996	636	105	1,124	736	2,463	2,644	815	1,332	1,141	947	16	37
1955	12,138	626	105	1,148	789	2,487	2,654	822	1,347	1,156	955	16	33
1954	12,202	613	106	1,179	817	2,507	2,630	824	1,364	1,152	963	15	32
1953	12,259	606	105	1,215	834	2,516	2,613	831	1,384	1,156	955	13	31
1952	12,305	592	105	1,245	837	2,530	2,598	823	1,397	1,179	955	13	31
1951	12,390	573	105	1,278	874	2,545	2,602	823	1,407	1,179	958	15	31
1950	12,415	550	105	1,315	909	2,560	2,586	809	1,404	1,184	952	15	26
1949	11,930	–	105	1,362	922	2,567	2,590	806	1,418	1,186	933	15	26
1948	11,982	–	108	1,396	949	2,582	2,578	802	1,420	1,188	920	15	24
1947	12,033	–	109	1,441	968	2,577	2,562	791	1,429	1,195	923	15	23
1946	12,105	–	115	1,465	983	2,586	2,557	794	1,443	1,209	914	16	23

¹ Data are as of 31 March of the year given.

Series T306-308. Post office, transportation statistics, operations, 1946 to 1975

Year ¹	Total number of land mail services	Number of rural routes	Number of other land mail services	Year ¹	Total number of land mail services	Number of rural routes	Number of other land mail services
	306	307	308		306	307	308
1975	7,639	5,001	2,638	1960	11,262	5,516	5,746
1974	7,735	5,030	2,705	1959	11,674	5,464	6,210
1973	7,781	5,062	2,719	1958	12,083	5,424	7,379
1972	7,541	5,093	2,448	1957	12,489	5,396	7,093
1971	8,107	5,161	2,946	1956	—	5,356	—
1970	8,048	5,220	2,828	1955	12,908	5,319	7,589
1969	—	5,449	—	1954	13,282	5,278	8,004
1968	9,364	5,561	3,803	1953	13,353	5,236	8,117
1967	9,771	5,595	4,176	1952	13,442	5,199	8,243
1966	9,934	5,625	4,309	1951	13,485	5,170	8,315
1965	10,180	5,643	4,537	1950	13,402	5,087	8,315
1964	10,284	5,639	4,645	1949	12,858	4,976	7,882
1963	10,598	5,640	4,958	1948	12,903	4,912	7,991
1962	10,757	5,637	5,120	1947	12,899	4,887	8,012
1961	10,901	5,600	5,301	1946	12,913	4,850	8,063

¹ Data are as of 31 March of the year given.

Series T309-312. Post office, transportation statistics, cost of services, 1946 to 1975

(thousands of dollars)

Year ¹	Railway mail services	Water services	Air mail services	Non-rail land services	Year ¹	Railway mail services	Water services	Air mail services	Non-rail land services
	309	310	311	312		309	310	311	312
1975	16,204	1,308	36,854	53,409	1960	16,635	2,790	13,276	26,579
1974	12,302	1,058	32,386	46,968	1959	15,057	2,515	13,056	24,960
1973	11,363	1,087	30,580	47,047	1958	14,958	2,399	12,700	23,316
1972	10,785	1,334	28,241	51,965	1957	13,902	2,311	11,635	21,085
1971	11,650	1,461	27,103	51,171	1956	14,255	2,207	11,052	18,518
1970	13,218	1,624	27,813	53,959	1955	14,487	2,318	10,882	17,783
1969	13,621	1,934	24,544	48,403	1954	15,111	2,406	10,070	16,975
1968	14,890	2,419	23,631	45,664	1953	12,944	2,559	9,835	15,589
1967	14,061	2,325	21,206	40,889	1952	11,831	2,377	9,356	14,476
1966	13,725	2,444	18,968	37,052	1951	13,986	2,181	8,491	13,673
1965	14,442	2,389	17,427	34,391	1950	8,867	2,117	8,298	12,903
1964	14,698	2,313	15,842	32,676	1949	8,682	2,512	7,772	11,859
1963	15,043	2,561	14,405	31,303	1948	8,545	2,915	6,497	10,599
1962	15,591	2,667	13,709	30,120	1947	8,324	2,362	7,147	9,592
1961	16,080	2,781	13,755	29,045	1946	8,113	2,320	8,657	8,905

¹ Data are as of 31 March of the year given.

Series T313-314. Post office, gross postal revenues and pieces of first-class mail, 1946 to 1975

Year ¹	Gross postal revenues (\$'000)	Pieces of first-class mail (millions)	Year ¹	Gross postal revenues (\$'000)	Pieces of first-class mail (millions)	Year ¹	Gross postal revenues (\$'000)	Pieces of first-class mail (millions)
	313	314		313	314		313	314
1975	617,743	3,504.0	1965	268,073	2,180.4	1955	151,682	1,849.7
1974	591,133	3,347.4	1964	239,725	—	1954	129,735	1,582.0
1973	563,159	3,141.3	1963	222,359	2,255.4	1953	129,267	1,576.4
1972	504,211	2,699.0	1962	213,579	2,138.2	1952	122,267	1,462.2
1971	432,911	2,723.0	1961	201,952	2,190.6	1951	105,534	1,453.2
1970	444,069	2,708.2	1960	193,593	2,096.2	1950	101,277	1,362.3
1969	374,902	2,531.7	1959	183,291	1,983.9	1949	95,957	1,333.3
1968	337,023	2,586.4	1958	177,433	1,956.5	1948	91,614	1,210.3
1967	305,473	2,489.7	1957	167,829	1,828.7	1947	86,401	1,151.8
1966	285,190	2,384.4	1956	158,286	1,727.0	1946	83,763	—

¹ Data are for fiscal years ending 31 March of the year given.

Series T315-323. Telecommunications carrier industry, telephones and telephone calls, 1946 to 1975
(series T315-320 in thousands, series T321-323 in millions)

Year	Number of telephones at 31 December						Number of telephone calls		
	Total ²	Business	Residence ³	Residence extension ³	Connected to automatic central offices	Connected to manual central office units	Total	Local	Long distance
	315	316	317	318	319	320	321	322	323
1975	13,165	3,928	9,237	2,194	13,139	26	21,194.1	20,340.6	853.5
1974	12,454	3,691	8,763	2,011	12,420	34	20,701.0	19,936.8	764.2
1973	11,677	3,428	8,249	1,812	11,624	53	19,054.9	18,396.6	658.3
1972	10,987	3,183	7,804	1,667	10,920	67	18,348.9	17,777.0	571.9
1971	10,269	2,996	7,273	1,423	10,184	85	16,934.8	16,439.4	495.4
1970	9,750	2,854	6,896	1,293	9,646	104	15,895.2	15,436.8	458.4
1969	9,296	2,719	6,577	1,188	9,156	140	15,030.9	14,596.6	434.3
1968	8,818	2,557	6,261	1,084	8,658	160	14,381.6	13,993.6	388.0
1967	8,358	2,423	5,935	967	8,129	229	13,410.5	13,053.1	357.4
1966	7,893	2,290	5,603	875	7,620	273	13,169.5	12,846.2	323.3
1965	7,445	2,142	5,303	794	7,123	322	12,439.8	12,138.2	301.6
1964	7,019	2,016	5,003	711	6,651	368	11,939.3	11,658.1	281.2
1963	6,657	1,910	4,746	642	6,214	443	11,299.8	11,039.6	260.2
1962	6,329	1,817	4,512	580	5,824	505	10,808.3 ¹	10,558.1 ¹	250.2 ¹
1961	6,014	1,730	4,284	521	5,357	657	10,468.9	10,242.6	226.3
1960	5,728	1,674	4,054	462	5,018	710	9,579.9	9,364.6	215.3
1959	5,439	1,569	3,870	409	4,598	841	9,250.2	9,044.8	205.4
1958	5,118	1,486	3,632	348	4,192	926	8,707.6	8,513.4	194.2
1957	4,827	1,409	3,418	308	3,855	972	8,255.7	8,077.1	178.6
1956	4,499	1,334	3,165	266	3,478	1,021	7,764.8	7,593.5	171.3
1955	4,152	1,237	2,915	224	3,070	1,082	6,961.5	6,808.4	153.1
1954	3,860	1,154	2,706	188	2,764	1,096	6,347.5	6,209.8	137.7
1953	3,606	1,085	2,521	170	2,486	1,120	6,084.7	5,952.8	131.9
1952	3,352	1,017	2,335	155	2,240	1,112	5,609.7	5,483.0	126.7
1951	3,114	957	2,157	141	2,005	1,109	5,273.6	5,146.2	127.4
1950	2,917	902	2,015	128	1,811	1,106	5,012.6	4,894.7	117.9
1949	2,700	846	1,854	115	1,627	1,073	4,559.3	4,454.0	105.3
1948	2,452	778	1,674	95	1,399	1,053	4,117.2	4,025.3	91.9
1947	2,231	712	1,519	81	1,256	975	3,843.3	3,760.6	82.7
1946	2,026	647	1,379	62	1,123	903	3,559.0	3,484.2	74.8

¹ See introduction note for series T321-323 in text.

² Series T315 is the sum of series T316 and T317; it is also the sum of series T319 and T320.

³ Series T318 is included in series T317.

Series T324-326. Telecommunications carrier industry, gross capital expenditures on new construction and machinery and equipment, 1946 to 1975¹

(millions of dollars)

Year	Total expenditure	Construction	Machinery and equipment	Year	Total expenditure	Construction	Machinery and equipment
	324	325	326		324	325	326
1975	1,692.4	533.9	1,158.5	1960	356.5 ¹	161.3 ¹	195.2 ¹
1974	1,490.1	508.7	981.4	1959	314.1	126.9	187.2
1973	1,071.1	371.0	700.1	1958	329.6	126.7	202.9
1972	903.5	308.8	594.7	1957	305.2	112.7	192.5
1971	828.4	285.5	542.9	1956	248.2	98.7	149.5
1970	732.1	254.4	477.7	1955	211.9	90.8	121.1
1969	685.7	233.0	452.7	1954	181.0	76.0	105.0
1968	630.4	222.6	407.8	1953	161.7	70.9	90.8
1967	592.2	194.2	398.0	1952	141.3	58.3	83.0
1966	542.2	196.0	346.2	1951	125.4	53.2	72.2
1965	442.9	158.6	284.3	1950	113.0	47.3	65.7
1964	409.3	146.0	263.3	1949	114.7	51.3	63.4
1963	420.3	148.3	272.0	1948	103.6	46.0	57.6
1962	371.3	135.7	235.6	1947	81.3	35.3	46.0
1961	321.1	122.7	198.4	1946	44.6	25.8	18.8

¹ For the year 1960 and onward, series T324-326 are for all telecommunications carriers; for 1959 and previous years, only the telephone industry is covered.

Series T327-335. Telephone industry, property, revenues, expenses, taxes, interest, employees and wages, 1946 to 1975

(thousands of dollars, except series T334)

Year ¹	Cost of property and equipment	Total	Long distance	Total	Operating expenses ²	Taxes	Interest	Number ³	Salaries and wages ⁴
	327	328	329	330	331	332	333	334	335
1975	11,426,333	3,054,705	1,435,202	2,650,396	1,938,305	364,724	347,367	82,866	1,091,350
1974	10,039,662	2,514,907	1,195,118	2,234,221	1,633,305	322,171	278,745	81,225	921,007
1973	8,791,434	2,200,702	1,012,751	1,920,423	1,390,447	298,452	231,524	75,407	775,700
1972	7,960,368	1,924,840	860,390	1,673,433	1,227,769	244,590	201,074	72,671	681,187
1971	7,255,227	1,725,302	748,757	1,504,854	1,092,794	230,653	181,407	69,995	600,949
1970	6,571,028	1,568,726	675,945	1,366,645	977,415	225,839	163,391	68,334	536,071
1969	5,988,211	1,404,325	586,861	1,227,420	884,547	197,587	145,286	66,578	479,068
1968	5,467,326	1,268,387	509,456	1,095,763	782,964	185,577	127,122	66,699	436,543
1967	5,010,999	1,163,856	460,692	1,006,494	727,240	169,553	109,701	68,431	408,066
1966	4,544,522	1,043,837	413,490	912,453	672,077	150,106	90,270	68,233	375,279
1965	4,127,387	948,177	363,046	821,205	605,375	137,657	78,173	63,467	335,365
1964	3,808,675	860,207	316,535	746,504	551,424	123,567	71,513	60,829	306,454
1963	3,510,479	787,375	276,656	687,273	512,116	110,437	64,720	58,416	286,068
1962	3,192,230	733,294	258,790	636,542	474,306	104,144	58,092	58,091	269,285
1961	2,926,527	679,306	238,129	590,428	444,072	94,452	51,904	56,322	254,208
1960	2,692,484	627,983	216,963	549,043	419,764	83,721	45,558	57,670	247,128
1959	2,444,577	582,263	200,080	509,727	396,720	75,528	37,479	58,826	240,691
1958	2,202,747	507,690	172,828	451,673	367,689	52,965	31,019	61,400	234,298
1957	1,941,592	467,702	159,542	412,158	334,427	51,262	26,469	64,074	219,693
1956	1,672,364	422,370	145,285	366,118	296,633	47,682	21,803	60,121	193,993
1955	1,470,679	376,717	127,228	328,881	265,200	43,902	19,779	55,673	173,923
1954	1,301,546	340,623	110,955	296,384	236,222	40,664	19,498	51,929	159,329
1953	1,152,310	310,834	100,694	269,818	214,498	38,172	17,148	50,540	145,110
1952	1,027,528	279,002	91,316	244,506	193,248	37,069	14,189	48,207	131,371
1951	909,581	240,763	81,275	213,824	173,069	28,130	12,625	47,387	117,678
1950	806,826	198,823	69,583	178,194	151,158	15,542	11,494	45,396	102,093
1949	716,520	169,113	58,700	153,066	131,672	11,358	10,036	42,326	90,634
1948	615,942	150,533	51,676	131,570	111,272	11,667	8,631	38,851	77,498
1947	521,184	134,667	46,021	116,623	96,763	12,417	7,443	35,578	66,624
1946	454,215	120,675	41,487	105,751	83,638	14,770	7,343	33,170	54,147

¹ Data as of 31 December or for years ending 31 December.

² Includes other expenses.

³ Number of full-time employees only.

⁴ For both full-time and part-time employees.

Series T336-341. Telephone industry, long-distance rates between Montreal and selected cities, 1918 to 1975*(rate for station-to-station, daytime, 3-minute call, in dollars)*

Effective date	Between Montreal and					
	Ottawa	Toronto	Windsor	Halifax	Winnipeg	Vancouver
	336	337	338	339	340	341
1 July 1975	.93	1.38	1.58	2.10	2.67	3.15
1 July 1970	.80	1.30	1.50	1.75	2.35	3.00
1 July 1965	.80	1.30	1.65	1.75	2.35	3.65
6 November 1960	.80	1.70	2.10	2.00	2.75	3.50
1 June 1959	.80	1.70	2.10	2.00	2.85	3.65
1 December 1958	.80	1.70	2.10	2.00	2.95	4.40
15 May 1953	.80	1.75	2.30	2.00	2.95	4.40
22 July 1950	.80	1.75	2.30	1.75	3.00	4.70
1 September 1945	.65	1.75	2.30	1.75	3.00	4.70
10 July 1941	.65	1.75	2.30	1.75	3.25	5.75
1 April 1937	.65	1.75	2.30	1.80	3.75	6.75
1 September 1936	.65	1.90	2.85	1.80	3.75	6.75
1 January 1930	.65	1.90	2.85	2.05	4.00	8.00
1 February 1929	.70	1.95	3.05	2.05	4.00	8.00
21 April 1921	.70	2.05	3.25	3.20	7.05	14.50
20 November 1918	.70	2.05	3.25	3.20	7.10	14.60

Series T342-351. Other telecommunications carriers, financial and operating statistics, 1946 to 1975

(series T342 in thousands of dollars; series T346-351 in thousands of units)

Year ¹	Operating revenue	Operating expense	Non-transmission revenues	Cost of property and equipment	Total telegrams transmitted	Telegrams sent	Telegrams received from United States	Total cablegrams excluding duplication ²	Cablegrams sent	Cablegrams received
	342	343	344	345	346	347	348	349	350	351
1975	259,059	193,811	154,819	939,560	4,431	4,115	316	8,016	1,558	1,246
1974	230,078	172,554	139,115	855,966	4,085	3,743	342	7,292	1,504	1,297
1973	190,703	140,114	120,308	789,269	3,830	3,454	376	7,412	1,463	1,278
1972	163,190	115,308	93,029	644,242	5,596	5,052	544	6,457	1,566	1,234
1971	146,413	107,567	91,449	606,744	6,389	5,888	501	5,347	1,497	1,290
1970	136,948	100,068	86,801	570,556	7,678	6,906	772	4,729	1,436	1,216
1969	126,568	92,770	80,460	545,695	8,498	7,618	880	4,235	1,459	1,242
1968	116,666	86,426	70,404	519,950	9,673	8,830	843	4,057	1,583	1,291
1967	104,505	78,716	65,981	494,486	10,474	9,383	1,091	3,576	1,466	1,266
1966	95,478	74,684	60,464	474,826	11,456	10,328	1,128	3,232	1,427	1,164
1965	86,087	68,869	52,117	447,295	12,789	11,534	1,255	3,038	1,479	1,094
1964	78,743	63,865	47,805	425,324	12,946	11,708	1,238	3,529	1,362	996
1963	73,611	60,257	45,320	391,173	13,339	11,931	1,408	2,940	1,280	935
1962	71,379	56,452	41,280	336,374	14,451	12,834	1,617	2,920	1,257	933
1961	64,054	51,735	33,938	299,568	15,139	13,441	1,698	2,810	1,271	975
1960	58,546	45,538	28,523	267,379	16,257	13,726	1,820	2,663	1,199	933
1959	52,963	43,512	24,036	226,914	16,391	14,437	1,954	2,603	1,203	909
1958	47,634	39,909	19,445	199,289	17,296	15,375	1,921	2,500	1,154	909
1957	44,797	39,272	17,408	169,258	19,164	17,037	2,127	2,581	1,232	964
1956	40,720	33,689	14,067	149,954	20,381	18,150	2,231	2,430	1,151	939
1955	39,321	32,502	16,627	124,301	20,068	17,887	2,181	2,238	1,086	873
1954	38,204	33,204	6,453	118,272	19,806	17,763	2,143	2,106	1,000	831
1953	36,920	33,953	14,308	110,831	21,222	19,041	2,181	2,043	955	813
1952	33,094	31,617	11,462	100,221	21,614	19,513	2,101	1,934	887	777
1951	29,128	27,808	9,749	90,506	21,816	19,693	2,123	1,786	816	722
1950	23,922	22,546	7,722	82,296	20,478	18,520	1,958	1,688	748	663
1949	22,257	22,063	6,692	76,249	20,063	18,100	1,963	1,642	742	678
1948	19,423	20,292	5,627	71,121	19,013	16,970	2,043	1,580	743	702
1947	18,515	17,360	5,032	67,111	17,988	15,596	2,392	1,614	745	710
1946	17,998	16,029	4,826	63,910	18,442	16,222	2,220	1,846	845	812

¹ Data are for the calendar year.

² Includes wireless messages and transatlantic telex messages.

Series T352-359. Number of private radio and television stations, with operating revenues and expenses, for private stations and Canadian Broadcasting Corporation (CBC), 1959 to 1975

(millions of dollars)

Year	Number of radio stations (excluding CBC)	Number of television stations ¹ (excluding CBC)	Operating revenue			Operating expenses		
			Private stations		CBC	Private stations		CBC
			Radio	Television		Radio	Television	
	352	353	354	355	356	357	358	359
1975	392	59	208.2	233.6	64.0	168.3	183.4	314.1
1974	385	59	182.5	194.0	50.1	145.5	161.2	279.1
1973	348	60	159.9	170.7	46.1	127.9	129.2	244.3
1972	343	56	145.4	132.1	38.7	113.8	98.3	210.5
1971	341	64	125.7	115.8	36.3	109.0	102.4	221.8
1970	338	66	114.5	111.2	37.6	101.3	93.5	202.2
1969	329	67	108.1	106.6	37.8	93.4	84.6	203.9
1968 ²	319	68	95.7	100.0	29.9	83.3	82.5	175.5
1967	305	66	88.8	95.2	30.3	77.1	79.3	176.0
1966	291	65	79.6	85.8	27.0	69.9	70.0	145.1
1965	281	65	70.5	75.3	25.8	63.4	60.9	124.9
1964	265	66	65.0	63.6	25.0	58.9	54.4	115.4
1963	239	63	58.2	53.6	24.4	53.5	49.5	106.9
1962	198	58	53.6	47.6	23.2	49.3	46.5	100.2
1961	194	55	49.4	37.7	23.4	46.4	40.5	94.1
1960	193	47	47.0	28.5	..	42.3	21.0	..
1959	181	43	45.1	23.7	..	38.0	18.5	..

¹ Originating stations for years 1972 to 1975.

² From 1968 onward, the reported data are for a uniform fiscal period ending 31 August, each year. The 1968 reporting period includes adjustments to actually reported data.