

CNR-SYSTEM REVENUE TONNAGE BY SELECTED COMMODITIES

(Source: C.N.R.)

This chart shows how the volume of traffic of the main commodities carried by Canadian National during 1959 compares with the previous year. The commodities comprised in total about two-thirds of all CNR revenue freight movements in 1959.

Year-over-year percentage increases or decreases for these commodities, are shown in black or red bars respectively.

Grain and grain products volume was down by about three per cent. This was mainly due to slightly reduced Canadian wheat exports last year. On the other hand, lumber, woodpulp and newsprint shipments were up, reflecting increased foreign demand for these commodities and increased domestic production in those areas which are served by CNR. Building materials such as sand, crushed stone and cement you will see fell off somewhat. This may have been partly associated with a slightly lower level of housebuilding activity during 1959 as compared with 1958 together with increased competition from water and road carriers. Iron ore, primary iron and steel and automobiles and parts showed substantial gains in 1959 over that of the previous year. These latter gains were, of course, associated with the fact that the Canadian economy had come out of the mild economic recession of the previous year and in the case of iron ore and primary iron and steel were due to new capacity coming into production and the effects of the U.S. steel strike.

There is a general analysis breakdown of those commodities which as I have stated comprise about two-thirds of our total freight movement in the year 1959. Manufactured iron and steel decreases reflect a substantial decrease in imports of pipe and may be largely explained by the completion of some large-scale undertakings such as the trans-Canada gas pipeline.

The decrease in CNR non-ferrous metal movements coincides with lower exports of copper and zinc.

For many years now, coal movements have been declining and last year was no exception. Our handlings of petroleum products were up slightly in 1959 as compared with 1958.

As indicated before, our total revenue freight handlings in 1959 increased by slightly more than three per cent over that of 1958. So you do find in the total railway carryings a general reflection of economic activity in the country.

The next chart, Number 6 is a little different. It will be of interest to you and it shows Canadian National Railways system piggyback traffic 1958-59.