

Transportation

RAIL TRANSPORTATION (Series Q 1-152)

Q 1-11. Railroad and other domestic intercity freight traffic, by type of transportation, 1939-1957.

Source: 1939-1954, Interstate Commerce Commission, *Inter-city Ton-Miles, 1939-1954*, Statement No. 568 (mimeographed), 1956; 1955-1957, ICC, *Annual Report*, various issues.

For description of estimates, see Statement No. 568.

Q 12-14. Indexes of transportation output, 1889-1953.

Source: 1889-1946, Harold Barger, *The Transportation Industries, 1889 to 1946*, National Bureau of Economic Research, New York, 1951; 1947-1953, National Bureau of Economic Research, unpublished estimates by John W. Kendrick.

Sources of figures and methods of computation are described in Barger's book. The components of series Q 13, passenger traffic, are airlines, intercity buslines, waterways, and steam railroads. For series Q 14, freight traffic, the components are motor trucking, pipelines, waterways, and steam railroads.

Q 15-31. Railroad mileage, equipment, and passenger and freight service, 1830-1890.

Source: Interstate Commerce Commission, *Railway Statistics Before 1890*, Statement No. 32151 (mimeographed), 1932.

Before 1890, the principal source of continuous information on railroads is the annual *Poor's Manual of Railroads*. The figures in the *Manual* were revised in successive issues. The Interstate Commerce Commission consulted the issues from 1869 to 1900 and evidently took account of the revisions. Earnings and traffic figures are understatements of actual level; mileage covered is shown in the table below. Similar but not identical figures, with the degree of coverage similarly indicated in terms of mileage, appear in Bureau of the Census, *Report on Transportation Business in the United States at the Eleventh Census, 1890*, part I.

Table I. Miles of Road Operated by Railroads

Year	Roads reporting earnings ¹	Roads reporting earnings and traffic statistics	Year	Roads reporting earnings ¹
1890.....	158,087	157,976	1879.....	79,009
1889.....	153,945	153,689	1878.....	78,960
1888.....	145,887	145,841	1877.....	74,112
1887.....	137,028	136,988	1876.....	73,508
1886.....	125,185	125,146	1875.....	71,759
1885.....	128,820	122,110	1874.....	69,273
1884.....	115,704	113,172	1873.....	66,237
1883.....	110,414	106,988	1872.....	57,323
1882.....	104,971	95,752	1871.....	44,614
1881.....	92,971	-----	1870.....	-----
1880.....	82,146	-----	1869.....	-----
			1868.....	8,886

¹ Includes elevated railways.

All figures except those for series Q 15 and Q 17 are based on reports of individual railroads for fiscal years ending in the calendar year indicated. The period of time covered is therefore not the same for all carriers included. Balance sheet and equipment data pertain to the ends of such fiscal years.

Data for 1890 shown in these series do not agree with 1890 data shown for series Q 44-72 because of different sources.

Q 32. Freight service, ton-miles carried, 13 railroads, 1865-1885.

Source: H. V. and H. W. Poor, *Manual of Railroads*, New York City, 1888, p. XXVIII.

The roads represented are 7 eastern roads (Pennsylvania; Pittsburgh, Fort Wayne, and Chicago; New York Central; Lake Shore; Michigan Central; Boston and Albany; New York, Lake Erie and Western) and 6 western roads (Illinois Central; Chicago and Alton; Chicago and Rock Island; Chicago; Burlington and Quincy; Chicago and Northwestern; Chicago, Milwaukee, and St. Paul).

Q 33-42. Railroad property investment, capital, income, and expenses, 1850-1890.

Source: See source for series Q 15-31.

See also text for same series.

Q 43. Miles of railroad built, 1830-1925.

Source: 1830-1879, Tenth Census Reports, vol. IV, *Report on the Agencies of Transportation in the United States*, p. 289; 1893-1925, *Railway Age*, vol. 104, No. 1, Simmons-Boardman Publishing Corp., New York, January 1, 1938, p. 66.

For a more detailed discussion of the problems of estimating miles of railroad built, see E. R. Wicker, "United States Railway Investment in the Pre-Civil War Period," and George R. Taylor, "Comments on E. R. Wicker's Paper," in *Studies in Income and Wealth*, Princeton University Press, vol. 24 (forthcoming).

The Tenth Census report (pp. 289-293, 300-375) contains materials on history of construction which includes figures on mileage built and existent, by groups of States, for individual companies, annually from 1830 to 1880. Somewhat similar data appear in Bureau of the Census, *Report on Transportation Business in the United States at the Eleventh Census: 1890*, part 1, pp. 3-5, 54-107.

According to the Bureau of the Census, information was received from every railroad known to exist in 1880. The letter of instructions from the Superintendent of the Census to the railroads said: "In cases . . . in which the records have been lost, the officers of such companies and roads are requested to obtain . . . this information in the best form possible. The recollection of officers and employees long in the service of a road may be used . . . if more reliable data be not accessible."

The *Railway Age* obtained its figures at annual intervals from individual railroads and from State railroad commissions.

It is not clear just when a mile of road would be reported as built. Construction of some lines extended over several years. Each annual segment may have been reported when finished, or nothing may have been reported until the whole line was completed. The year of physical completion may have differed from the year in which traffic was first carried. In such cases, the mileage may have been assigned to either year.

The Census Bureau figures pertain only to miles in operation in the census year. The figures for any year are, therefore, understatements to the extent that mileage constructed in that year may have been abandoned by June 1, 1880 (the date of the 1880 Census).

The change from year to year in miles operated (series Q 15) or miles owned (series Q 16) is sometimes used as a measure of miles constructed. The annual change in miles operated, however, is also affected by acquisitions of trackage rights, as a result of which the same line may be counted in the operation of two or more railroads. Both the change in miles operated and that in miles owned are affected by abandonments during the year (regardless of when constructed).

Q 44-152. General note.

The principal sources of these series are various issues of two annual publications of the Interstate Commerce Commission: For 1954-1957, *Transport Statistics of the United States*, part 1; and for all years prior to 1954, *Statistics of Railways in the United States*.

No attempt has been made to adjust the figures for the effect of changes in methods of accounting and reporting; hence, the data for the various years are often only approximately comparable.

Although railroads regulated by the ICC are still described legally as "steam railways," most train and switching operations are now performed by Diesel locomotives, and some divisions of the railways included are electrified. The Commission has also regulated a small and diminishing number of railways of the interurban electric type which are not included in the figures shown here.

Railway operating companies are those whose officers direct the actual transportation service and whose books contain operating as well as financial accounts. *Lessor* companies maintain a separate legal existence, but their properties are operated by the lessees. *Proprietary* companies are also non-operating companies. Their outstanding capitalization is owned by other railway companies. The term "circular" refers to roads (operating or nonoperating) for which brief circulars showing date of incorporation, mileage, and a few of the facts were filed with the Interstate Commerce Commission. They include intrastate roads and roads under construction. The term "unofficial" is used to indicate roads for which official returns were not received by the ICC—the figures having been taken from the returns by roads in prior years, and items contained in railway and engineering periodicals and newspapers, corrected in accordance with the best information available.

Switching and terminal companies are those operating separately for joint account or for revenue. Services such as those of switching and terminal companies are mostly performed directly by the line-haul carriers as an ordinary part of their business. Line haul denotes train movements between terminals and stations on main and branch lines of the road, exclusive of switching.

Beginning in 1911, the ICC classified operating companies on the basis of operating revenues. Those of Class I had annual revenues above \$1,000,000; Class II, above \$100,000; Class III, below \$100,000. Beginning in 1956, the minimum for Class I was raised to \$3,000,000 and the other two classes were consolidated. If the revenues of a company fall below the limit, it is not reclassified until the decline appears to be permanent. The relative importance of Class I railroads has increased since 1911 because of the growth of traffic and the absorption of small roads in larger systems. The ratio of operating revenues of Class I line-haul companies to the total revenues of Classes I, II, and III was 96.48 percent in 1911, 97.45 percent in 1916, 98.07 percent in 1926, 98.76 percent in 1941, and 99.06 percent in 1945.

A collection of definitions of words or phrases frequently used in discussions of railway statistics has been issued by the

ICC, entitled *Railway Statistical Terms*, Statement No. 4119, June 1941. For financial terms, see ICC, *Uniform System of Accounts for Steam Railroads*.

Statistics of mileage in existence and stocks of equipment, and balance sheet items, pertain to the end of the year indicated.

Q 44-72. Railroad mileage, equipment, and passenger traffic and revenue, 1890-1957.

Source: All series, except series Q 53-54, see general note for series Q 44-152. Series Q 53-54, American Railway Car Institute, *Railroad Car Facts*, New York, annual issues.

Q 45, mileage constructed. Miles on which operations were begun during the year. Figures exclude relocated road or road constructed to shorten distance without serving new territory.

Q 46, mileage abandoned. Miles on which operation was permanently abandoned during the year, the cost of which was written out of the investment accounts or was scheduled to be written out at the end of the year.

Q 49, track operated, first main track. Equivalent to miles of road operated. Figures exceed those for series Q 47, road owned, in some years because of two or more roads operating on same line under trackage agreements.

Q 60, average tractive effort. Figures represent the force in pounds exerted by locomotives, measured at the rim of the driving wheels.

Q 61-63, passenger-train cars. Includes coaches and parlor, sleeping, dining, club, lounge, observation, postal, baggage, express, and other cars, as well as cars serving a combination of purposes.

Q 64, freight-train cars. Includes cabooses as well as freight-carrying cars.

Q 71, passenger revenue. Excludes revenue from services such as handling of excess baggage or mail; sleeping and parlor or chair car reservations; dining and buffet service on trains; station, train, and boat privileges; parcel rooms; storage of baggage; or other miscellaneous services and facilities connected with the transportation of passengers. Passenger revenue depends upon the established tariffs (the published schedules of rates and fares) and includes extra fares on limited trains, additional railway fares for the exclusive use of space, mileage and scrip coupons honored, or revenue from the transportation of corpses.

Q 72, revenue per passenger mile. Represents figures for series Q 71 divided by those for series Q 67.

Q 73-86. Railroad freight traffic and revenue, 1890-1957.

Source: See general note for series Q 44-152.

Revenue-tons and ton-miles exclude the movement of a railroad company's materials and supplies on its own lines. A carload is a shipment of 10,000 pounds or more of one commodity from one shipper to one consignee.

Tons originated are tons identified as not having had previous line-haul transportation by other rail carriers; such shipments include import traffic and traffic from outlying possessions of the United States received from water carriers at the port of entry, and finished products from transit points. Ton-miles are computed by multiplying the weight of each shipment by the distance it moves and summing the products.

For definitions of Class I, II, and III roads, see general note for series Q 44-152.

Q 75, products of agriculture. Includes not only raw farm products but simple manufactures such as flour, corn meal, cottonseed meal, cake, and linters. On the other hand, such products as vegetable oils, sugar and molasses, canned fruits

and vegetables, and manufactured tobacco are included in series Q 79, manufactures and miscellaneous.

Q 77, products of mines. Includes coke as well as coal and other raw minerals.

Q 78, products of forests. Includes not only raw forest products but lumber, shingles, lath; box, crate and cooperage materials; veneer and built-up wood.

Q 84, freight revenue. Includes revenue from the transportation of freight and from transit, stop, diversion, and reassignment arrangements upon the basis of tariffs. Excludes revenue from such activities as switching of freight-train cars; water transfers of freight, vehicles, and livestock; movement of freight trains at a rate per train-mile or for a lump sum; storage of freight; demurrage; grain elevators; stockyards; or other miscellaneous services and facilities connected with the transportation of freight.

Q 87-88. Railroad passenger-miles per car-mile and per train-mile, 1890-1957.

Source: Interstate Commerce Commission, *Revenue Traffic Statistics*, December issues.

Figures for passenger-miles per car-mile for 1908-1919, and for passenger-miles per train-mile for 1890-1932, were computed by the National Bureau of Economic Research from figures for passenger-miles, car-miles, and train-miles presented in *Statistics of Railways in the United States*.

Q 89. Passenger train-miles per train-hour, 1936-1957.

Source: Interstate Commerce Commission, *Passenger Train Performance*, December issues.

The train-hour figures upon which these figures are based are reckoned from the time a train leaves its original terminal to the time it arrives at its final terminal. Time spent in stopping to take on and discharge traffic and other delays on the road is included.

Q 90-92. Railroad freight revenue ton-miles per loaded car-mile, train-mile, and mile of road, 1890-1957.

Source: See general note for series Q 44-152.

Q 93. Freight train-miles per train-hour, 1920-1957.

Source: Interstate Commerce Commission, *Freight Train Performance*, December issues.

For explanation of train-hour figures, see text for series Q 89.

Q 94. Freight car-miles per car-day, 1921-1957.

Source: See general note for series Q 44-152.

Days of unserviceable cars are included in the divisor.

Q 95-102. Railroad property investment and capital, 1890-1957.

Source: See general note for series Q 44-152.

Q 95, investment, book value. Figures represent recorded value, in the accounts of carriers, of land, fixed improvements such as roadbed and track, rolling stock, maintenance machinery, etc., owned by them. Figures include property held under contract for purchase.

Q 96, depreciation reserve. Figures represent the accumulated accounting allowance for loss in service value not restored by current maintenance. The loss in value is incurred in connection with the consumption or prospective retirement of physical property in the course of service from causes against which carriers are not protected by insurance, which are known to be in current operation, and the effect of which can be forecast with a reasonable approach to accuracy.

Q 100, funded debt unmatured. Funded debt is debt maturing more than one year from date of issue.

Q 101, net capitalization. Figures represent railway capital outstanding, series Q 97, minus stocks and debt of railroad companies held by other railroad companies.

Q 103-105. Railroad capital expenditures for additions and betterments, 1921-1957.

Source: Association of American Railroads, Bureau of Railway Economics, *Railroad Transportation*, annual issues.

Additions comprise: Additional facilities such as equipment (rolling stock), tracks, buildings and other structures; additions to such facilities, such as extensions to tracks, buildings and other structures; additional ties laid in existing tracks; and additional devices applied to facilities such as airbrakes applied to cars not previously thus equipped.

Betterments comprise improvements of existing facilities through the substitution of superior parts for inferior parts retired, such as the substitution of steel-tired wheels for cast wheels under equipment, the application of heavier rail in tracks, the strengthening of bridges by the substitution of heavier members, and the application of superior floors or roofs in buildings.

Q 103-116. Railroad income and expenses, and interest and dividends, 1890-1957.

Source: See general note for series Q 44-152.

Q 106, operating revenue. Includes revenue from freight, passenger, and other transportation and incidental services.

Q 107-109, operating expenses. Includes current depreciation.

Q 110, tax accruals. Taxes imposed by any form of government whether based on an assessed value of the property, on amounts of stocks and bonds, on earnings, income, dividends declared, payroll, number of passengers, quantity of freight, length of road, rolling stock, or other basis. Tax accruals do not include special assessments for street and other improvements, nor special benefit taxes such as water assessments.

Q 111, operating income. Figures represent net revenue from railway operations (series Q 106 minus series Q 107) less tax accruals (series Q 110).

Q 112, net operating income. Figures represent operating income (series Q 111) minus net payable balance of equipment and joint facility rents. The equipment rents deducted at this point are those for equipment leased for less than one year, or interchanged. They are usually on a per day or per mile basis.

Q 113, net income. Figures represent net operating income (series Q 112) plus other income, minus miscellaneous deductions and fixed and contingent charges. Fixed charges are mainly rent for leased roads and equipment (i.e., equipment leased for one year or more), and interest (except contingent interest).

Q 116, interest accrued on funded debt. Figures include interest not paid during year on debt in default of interest; exclude interest on debt owned by issuing company, or on debt incurred for new lines, extensions, additions or betterments, accrued before such property is completed or comes into service.

Q 117-123. Railroad tax accruals, 1921-1957.

Source: See general note for series Q 44-152.

Other taxes (series Q 123) are largely property taxes levied by State or local governments.

Q 124. Miles of railroad operated by receivers or trustees, 1894-1957.

Source: See general note for series Q 44-152.

Q 125-127. Railroad highway grade crossings, 1925-1957.

Source: See general note for series Q 44-152.

Specially protected highway grade crossings (series Q 126) include crossings with operated gates, watchmen, or both, during at least part of day, and those with audible signals, visible signals, or both; exclude those with fixed signs only.

Q 128-137. Fuel received, ties and rails laid, and purchases by railroads, 1917-1957.

Source: Series Q 128-134, see general note for series Q 44-152. Series Q 135-137, Association of American Railroads, *Railroad Transportation*, annual issues.

Q 128-130, fuel received. Figures include not only fuel for operation of trains but fuel for station, shop, or other use.

Q 131, new rails laid. Figures include both rails laid in replacement and rails laid in additional tracks, new lines, and extensions.

Q 132-133, cross-ties laid. Figures for 1917-1926 include only ties laid in replacement. In 1927, 78,340,000 ties were laid in replacement only. Treated ties are those which have been subjected to some preservative process, e.g., creosoting, before being placed in the track.

Q 138-140. Pullman Company operations, 1915-1957.

Source: Interstate Commerce Commission, *Statistics of Railways in the United States* and *Transport Statistics in the United States*, part 2, *The Pullman Company (Sleeping Car Companies)*, various annual issues; except series Q 139, 1915-1921, Office of Business Economics, *Survey of Current Business*, January 1939, p. 18.

Figures for series Q 139 exceed those in series Q 70, parlor and sleeping car passenger-miles, mainly because travel of

railroad employees, etc. (for which railroad companies receive no revenue) is not included in series Q 70; but if Pullman accommodations are paid for, the travel is included in series Q 139.

The number of Pullman employees (series Q 140) is the number on the payroll at the end of the year.

Q 141-142. Railroad employees and compensation, 1890-1957.

Source: See general note for series Q 44-152.

An employee is defined as a person in the service of a railroad, subject to its continuing authority to supervise and direct the manner of rendition of his service. Persons such as lawyers engaged to render only specifically defined service for specific cases and not under general or continuing retainer are not classed as employees. For 1890-1914, the number of employees is the number on the payroll at the end of the year. Thereafter, the nature of the figures included for the smaller (Class II and III) roads is not clear in the source. For Class I roads they appear to be averages of 4 quarterly counts, 1915-1920, and of 2 quarterly and 6 months counts, 1921; beginning 1922, they are averages of 12 monthly counts.

Q 143-152. Railroad accidents and fatalities, 1891-1957.

Source: Interstate Commerce Commission, *Accident Bulletin*, annual issues.

The Accident Reports Act approved May 1910 requires the filing of monthly reports of railway accidents and authorizes the Interstate Commerce Commission to investigate accidents. A reportable accident is one arising from the operation of a railway resulting . . . in the death of a person; or in the disability of an employee for more than 3 days during the 10 days following the accident; or in the disability of others for more than 1 day.

RAIL TRANSPORTATION

Q 1-22

Series Q 1-11. Railroad and Other Domestic Intercity Freight Traffic, by Type of Transportation: 1939 to 1957

[In millions of ton-miles. A ton-mile is the movement of 1 ton (2,000 pounds) of freight traffic for the distance of 1 mile. Comprises public and private traffic]

Year	Total traffic, volume	Railroads ¹		Motor vehicles		Inland waterways ²		Oil pipelines		Airways ³	
		Volume	Percent of total	Volume	Percent of total	Volume	Percent of total	Volume	Percent of total	Volume	Percent of total
		1	2	3	4	5	6	7	8	9	10	11
1957	1,852,181	626,222	46.31	260,856	19.29	231,792	17.14	232,660	17.21	601	0.44
1956	1,860,142	655,891	48.22	253,751	18.66	219,978	16.17	229,959	16.91	563	.041
1955	1,277,806	631,385	49.41	226,188	17.70	216,508	16.94	203,244	15.91	481	.087
1954	1,124,462	556,557	49.50	214,626	19.09	173,679	15.45	179,208	15.94	897	.085
1953	1,204,098	614,199	51.01	217,163	18.04	202,439	16.81	169,884	14.11	413	.084
1952	1,144,264	623,373	54.48	194,607	17.01	168,367	14.71	157,502	13.76	415	.086
1951	1,178,075	655,358	55.63	188,012	15.96	182,216	15.47	152,115	12.91	379	.082
1950	1,062,637	596,940	56.17	172,860	16.27	163,344	15.37	129,175	12.16	318	.080
1949	915,377	534,694	58.38	126,636	13.83	139,396	15.22	114,916	12.55	235	.026
1948	1,044,978	647,267	61.94	116,045	11.10	161,846	15.49	119,597	11.44	223	.021
1947	1,018,651	664,523	65.24	102,095	10.02	146,714	14.40	105,161	10.32	158	.016
1946	908,854	602,069	66.61	81,992	9.07	123,973	13.72	95,727	10.59	98	.010
1945	1,027,115	690,809	67.26	66,948	6.52	142,737	13.90	126,530	12.32	91	.009
1944	1,088,266	746,912	68.63	58,264	5.35	150,155	13.80	132,864	12.21	71	.007
1943	1,081,185	734,829	71.26	56,784	5.51	141,846	13.74	97,867	9.49	63	.005
1942	929,004	645,422	69.47	59,896	6.45	148,565	15.99	75,087	8.08	34	.004
1941	772,020	481,756	62.40	81,363	10.54	140,454	18.19	68,428	8.86	19	.002
1940	618,592	379,201	61.30	62,043	10.03	118,057	19.08	59,277	9.58	14	.002
1939	543,534	338,850	62.34	52,821	9.72	96,249	17.71	55,602	10.23	12	.002

¹ Revenue ton-miles. Includes electric railroads, express, and mail.

² Includes Great Lakes.

³ Domestic revenue service. Includes express, mail, and excess baggage.

⁴ Ton-miles revised upward on basis of new data; not applied to previous years.

⁵ Part of these year-to-year changes resulted from coverage of waterways previously in use but not covered.

Series Q 12-14. Indexes of Transportation Output: 1889 to 1953

[Weighted indexes, 1939=100]

Year	All traffic	Passenger	Freight	Year	All traffic	Passenger	Freight	Year	All traffic	Passenger	Freight
	12				13				14		
1953	220	()	()	1942	183	()	()	1930	97	108	95
1952	219	()	()	1941	137	()	()	1929	110	118	108
1951	226	()	()	1940	110	108	114	1928	106	117	108
1950	206	()	()	1939	100	100	100	1927	106	119	102
1949	182	()	()	1938	89	97	87	1926	108	121	104
1948	205	()	()	1937	101	103	101	1925	102	120	97
1947	203	()	()	1936	98	99	92	1924	98	121	91
1946	192	248	176	1935	79	87	77	1923	102	122	96
1945	213	()	()	1934	76	84	74	1922	88	116	81
1944	222	()	()	1933	70	76	68	1921	81	115	72
1943	216	()	()	1932	66	79	62	1920	108	127	96
				1931	82	94	79	1889	18.5	25.5	16.5

¹ Not available.

Series Q 15-22. Railroad Mileage and Equipment: 1830 to 1890

Year	Mileage			Equipment ¹					Year	Miles of road operated (Dec. 31)	Year	Miles of road operated (Dec. 31)
	Road operated (Dec. 31)	Road owned ²	All track (Dec. 31)	Locomotives	Revenue cars			Baggage, mail, express				
					Total	Passenger	Freight					
15	16	17	18	19	20	21	22	15	16			
1890	166,708	163,859	208,152	31,812	1,090,869	21,664	1,061,952	7,253	1870	52,922	1850	9,021
1889	161,276	159,934	202,088	30,566	1,080,665	21,471	1,051,141	7,053	1869	46,844	1849	7,865
1888	156,114	154,222	191,376	29,006	1,032,182	20,247	1,005,108	6,827	1868	42,229	1848	5,996
1887	149,214	147,953	184,935	27,275	976,772	19,339	950,889	6,554	1867	39,050	1847	5,598
1886	136,338	133,565	167,952	26,108	870,602	18,365	845,912	6,325	1866	36,801	1846	4,930
1885	123,820	127,689	160,506	25,662	828,058	16,497	805,517	6,044	1865	35,085	1845	4,633
1884	125,345	125,119	156,414	24,353	820,954	16,444	798,399	5,911	1864	33,908	1844	4,377
1883	121,422	120,519	149,101	23,405	800,741	16,230	778,663	5,848	1863	33,170	1843	4,185
1882	114,677	114,428	140,378	21,839	750,938	14,934	730,435	5,584	1862	32,120	1842	4,026
1881	103,108	103,530	130,455	19,911	687,218	13,947	648,295	4,976	1861	31,286	1841	3,535
1880	93,262	92,147	115,647	17,949	556,930	12,789	539,255	4,786	1860	30,626	1840	2,818
1879	86,556	84,393	104,756	17,084	496,718	12,009	480,190	4,519	1859	28,789	1839	2,302
1878	81,747	80,832	103,649	16,445	439,109	11,633	423,013	4,413	1858	26,968	1838	1,913
1877	79,082	79,208	97,308	15,911	408,082	12,053	392,175	3,864	1857	24,508	1837	1,497
1876	76,308	76,305	94,665	15,618	399,524	14,621	384,908	3,864	1856	22,076	1836	1,273
1875	74,096	74,096	-----	-----	-----	-----	-----	-----	1855	18,374	1835	1,098
1874	72,335	72,323	-----	-----	-----	-----	-----	-----	1854	16,720	1834	633
1873	70,268	70,651	-----	-----	-----	-----	-----	-----	1853	15,360	1833	330
1872	66,171	57,323	-----	-----	-----	-----	-----	-----	1852	12,908	1832	229
1871	60,301	51,455	-----	-----	-----	-----	-----	-----	1851	10,932	1831	96
									1830	-----	-----	23

¹ Prior to 1882, includes elevated railways.

² Prior to 1881, includes elevated railways.

³ Agrees with source; however, figures for components do not add to total shown.

⁴ Includes baggage, mail, and express.

TRANSPORTATION

Series Q 23-32. Railroad Passenger and Freight Service: 1865 to 1890

Year	Passenger service				Freight service						Year	Passenger service			Freight service		Year	Freight service	
	Passenger revenue	Passengers carried	Passenger-miles	Revenue (passenger-mile)	Freight revenue	Total revenue tons carried ¹	Ton-miles carried, all roads	Revenue per ton-mile	Revenue ton-miles per train-mile	Ton-miles carried, 13 railroads		Passenger revenue	Freight revenue	Ton-miles carried, 13 railroads	Freight revenue	Ton-miles carried, 13 railroads			
	23	24	25	26	27	28	29	30	31	32		23	27	32	27	32			
	\$1,000	1,000	Mil.	Cents	\$1,000	1,000	Mil.	Cents	163.99	Bil.	\$1,000	\$1,000	Bil.	\$1,000	Bil.				
1890	272,321	520,439	12,522	2.174	734,822	691,344	79,193	0.927	163.99	-----	1880	147,653	467,749	14.48	1870	-----	4.92		
1889	259,439	494,808	11,965	2.169	665,962	619,166	68,677	0.970	159.91	-----	1879	142,336	386,676	13.07	1869	300,000	4.22		
1888	251,356	451,354	11,191	2.246	639,201	590,857	65,423	0.977	159.36	-----	1878	124,637	365,466	10.68	1868	-----	3.44		
1887	240,543	428,226	10,570	2.276	636,666	552,075	61,561	1.034	156.16	-----	1877	125,205	347,705	8.75	1867	-----	3.03		
1886	211,930	382,285	9,660	2.194	550,359	482,245	52,802	1.042	150.99	-----	1876	136,121	361,137	8.74	1866	-----	2.62		
1885	200,884	351,428	9,134	2.199	509,691	437,040	49,152	1.057	143.59	17.83	1875	139,105	363,960	7.84	1865	-----	2.16		
1884	206,791	334,571	8,779	2.356	502,870	399,075	44,725	1.124	133.58	16.81	1874	140,999	379,467	7.73					
1883	206,837	312,687	8,541	2.422	539,510	400,453	44,065	1.224	125.86	17.09	1873	137,384	389,036	7.48					
1882	188,137	289,031	7,688	2.447	485,778	360,490	39,302	1.236	128.81	16.23	1872	132,309	340,932	6.42					
1881	173,357	-----	-----	-----	551,968	-----	-----	-----	-----	16.06	1871	108,899	294,430	5.57					

¹ Revenue tons carried for 1870 are 72,500,000 tons; for 1861, 55,073,000 tons.

Series Q 33-42. Railroad Property Investment, Capital, Income, and Expenses: 1850 to 1890

[In thousands of dollars]

Year	Property investment and capital				Income and expenses			Interest and dividends		
	Investment in railroad and equipment	Stock, mortgage bonds, equipment, obligations, etc.			Stock paying dividends	Total traffic earnings	Operating expenses	Net earnings	Dividends paid	Interest paid on funded debt
		Total	Capital stock	Bonded debt						
	33	34	35	36	37	38	39	40	41	42
EXCLUDING ELEVATED RAILWAYS										
1890	-----	10,020,925	4,590,472	5,055,225	-----	1,086,040	-----	342,071	88,576	224,500
1889	-----	9,576,940	4,447,104	4,784,173	-----	991,935	-----	317,867	79,532	216,878
1888	-----	9,281,915	4,392,287	4,685,472	-----	950,620	-----	297,807	78,943	205,288
1887	-----	8,595,041	4,146,958	4,155,628	-----	931,373	-----	331,174	90,013	202,009
1886	-----	8,089,268	3,956,377	3,853,748	-----	822,192	524,880	297,312	80,094	182,885
1885	-----	7,775,858	3,778,610	3,740,255	-----	765,311	498,822	266,489	77,672	179,681
1884	-----	7,617,986	3,726,655	3,647,318	-----	763,307	-----	266,514	93,204	167,286
1883	-----	7,423,040	3,675,793	3,479,412	-----	807,113	-----	291,688	101,579	171,414
1882	-----	6,960,649	3,478,914	3,214,084	-----	-----	-----	-----	-----	-----
INCLUDING ELEVATED RAILWAYS										
1890	8,789,222	10,122,636	4,640,240	5,105,902	1,721,094	1,097,847	-----	346,921	85,076	226,800
1889	8,598,081	9,680,942	4,495,099	4,828,366	1,790,842	1,002,926	-----	322,123	81,263	218,974
1888	8,344,305	9,369,399	4,438,411	4,624,035	1,769,773	960,256	-----	301,631	80,243	207,124
1887	7,799,472	8,673,187	4,191,562	4,186,943	1,805,488	940,151	-----	334,989	91,573	203,790
1886	7,254,995	8,163,149	3,999,509	3,882,966	1,675,670	829,941	-----	300,604	81,654	189,036
1885	7,087,627	7,842,533	3,817,698	3,765,727	1,304,802	772,569	-----	269,494	77,672	187,425
1884	6,924,554	7,676,399	3,762,617	3,669,116	1,658,919	777,396	-----	270,891	94,415	178,058
1883	6,684,756	7,477,866	3,708,061	3,500,880	1,713,702	823,773	-----	298,367	102,063	173,140
1882	6,085,090	7,016,750	3,511,036	3,235,543	1,673,791	770,210	-----	280,317	102,031	160,232
1881	5,577,997	6,278,565	3,177,375	2,878,424	-----	701,781	-----	272,407	98,344	128,587
1880	4,653,609	5,402,088	2,708,673	2,530,875	-----	613,734	-----	255,558	77,115	107,866
1879	4,416,511	4,872,018	2,395,647	2,319,489	-----	525,621	-----	216,545	61,631	112,233
1878	4,166,332	4,772,297	2,292,258	2,297,791	-----	490,103	302,523	187,575	53,629	103,161
1877	4,180,192	4,806,202	2,313,279	2,255,319	-----	472,909	301,933	170,977	58,566	98,321
1876	4,086,653	4,468,592	2,243,359	2,165,141	937,025	497,258	810,805	186,453	68,040	93,560
1875	-----	4,658,209	2,198,601	2,459,607	-----	503,066	-----	185,506	74,294	-----
1874	-----	4,221,764	1,990,997	2,230,766	-----	520,466	330,895	189,671	67,043	-----
1873	-----	3,784,543	1,947,639	1,836,904	-----	528,420	342,609	183,811	67,121	-----
1872	-----	3,159,423	1,647,844	1,511,579	-----	465,241	-----	165,754	64,418	-----
1871	-----	2,664,628	1,481,450	-----	-----	403,329	-----	141,746	56,467	-----
1870	-----	2,476,893	-----	-----	-----	-----	-----	-----	-----	-----
1869	-----	2,041,226	-----	-----	-----	-----	-----	-----	-----	-----
1868	-----	1,869,529	-----	-----	-----	-----	-----	-----	-----	-----
1867	-----	1,172,881	756,223	416,658	-----	384,000	228,700	105,300	32,125	-----
1863	-----	-----	-----	-----	-----	190,000	-----	-----	-----	-----
1861	-----	-----	-----	-----	-----	130,000	-----	-----	-----	-----
1860	-----	1,149,481	-----	-----	-----	-----	-----	-----	-----	-----
1855	-----	763,678	424,792	299,263	-----	84,250	42,802	-----	-----	-----
1851	-----	-----	-----	-----	-----	39,566	-----	-----	-----	-----
1850	-----	818,126	-----	-----	-----	-----	-----	-----	-----	-----

¹ Includes other interest. ² Sum of capital stock, bonded debt, and \$55,092,192 Pacific R.R., U.S. subsidiary bonds. ³ Includes other debt.

Series Q 43. Miles of Railroad Built: 1830 to 1925

Year	Miles	Year	Miles	Year	Miles	Year	Miles	Year	Miles	Year	Miles	Year	Miles	Year	Miles
	43		43		43		43		43		43		43		43
1925	644	1915	933	1905	4,388	1895	1,420	1871	6,660	1860	1,500	1850	1,261	1840	491
1924	579	1914	1,532	1904	3,832	1894	1,760	1870	5,658	1859	1,707	1849	1,045	1839	396
1923	427	1913	3,071	1903	5,652	1893	3,024	1869	4,103	1858	1,966	1848	1,056	1838	453
1922	324	1912	2,997	1902	6,026	1892	5,006	1868	2,468	1857	2,077	1847	263	1837	345
1921	475	1911	3,066	1901	5,368	1891	2,428	1867	2,541	1856	1,471	1846	333	1836	290
1920	314	1910	4,122	1900	4,894	1897	2,280	1866	1,404	1855	2,453	1845	277	1835	133
1919	686	1909	3,748	1899	4,669	1876	2,575	1865	819	1854	3,442	1844	180	1834	214
1918	721	1908	3,214	1898	3,265	1875	1,606	1864	947	1853	2,170	1843	283	1833	116
1917	979	1907	5,212	1897	2,109	1874	2,584	1863	574	1852	2,288	1842	505	1832	191
1916	1,098	1906	5,623	1896	1,692	1873	5,217	1862	720	1851	1,274	1841	606	1831	99
						1872	7,439	1861	1,016					1830	40

Series Q 44-72. Railroad Mileage, Equipment, and Passenger Traffic and Revenue: 1890 to 1957—Con.

Year ending—	Equipment ¹ —Con.					Passenger traffic and revenue							
	Passenger-train cars in service			Freight-train cars in service ¹¹		Passengers	Passenger-miles				Revenue		
	Railroad only	Class I railroads and Pullman Co.		Number	Average capacity ³		Total	Commu-tation ⁴	Coach ⁴	Parlor and sleeping car ⁴	Total	Per pas-senger-mile	
		Total	Air conditioned			61							62	63	64	65	66	67	68	69	70	71	72
DECEMBER 31					Tons	1,000	Mil.	Mil.	Mil.	Mil.	\$1,000	Cents	
1957	29,564	32,231	14,323	1,777,567	54.5	412,625	25,914	4,828	15,875	5,185	736,408	2.842	
1956	30,817	32,231	14,551	1,738,631	54.0	429,994	28,216	4,841	17,074	6,275	757,625	2.685	
1955	32,118	35,455	14,784	1,723,747	53.7	433,308	28,548	4,776	17,314	6,441	743,698	2.605	
1954	33,085	37,768	15,733	1,761,386	53.7	440,770	29,310	4,753	17,637	6,850	767,937	2.620	
1953	34,106	39,532	16,231	1,801,874	53.5	458,252	31,679	4,757	18,955	7,950	842,663	2.660	
1952	34,942	41,011	16,320	1,788,352	53.2	470,979	34,033	4,755	19,758	9,504	906,338	2.665	
1951	36,326	42,406	16,502	1,777,878	52.9	486,468	34,640	4,866	19,524	10,226	901,019	2.601	
1950	37,359	43,372	16,747	1,745,778	52.6	488,019	31,790	4,990	17,443	9,338	814,741	2.563	
1949	38,006	43,578	16,008	1,778,811	52.4	556,741	35,133	5,478	20,273	9,849	862,139	2.454	
1948	39,406	44,447	15,249	1,785,067	51.9	645,535	41,224	5,855	24,815	11,015	965,630	2.342	
1947	39,057	44,841	14,628	1,759,758	51.5	706,551	45,972	6,011	27,660	12,261	965,005	2.099	
1946	38,697	45,637	13,967	1,768,400	51.3	794,824	64,754	5,857	39,039	19,801	1,261,416	1.948	
1945	38,633	46,863	12,685	1,787,073	51.1	897,884	91,826	5,418	59,415	26,912	1,719,316	1.872	
1944	38,217	46,588	13,175	1,797,012	50.8	915,817	95,663	5,344	63,238	26,944	1,793,322	1.875	
1943	38,331	45,764	13,165	1,784,472	50.7	887,674	87,925	5,261	57,909	24,675	1,655,814	1.853	
1942	38,446	45,764	13,165	1,773,735	50.5	672,420	53,747	4,761	30,910	17,853	1,030,486	1.917	
1941	38,334	45,764	13,165	1,732,673	50.3	483,668	29,406	4,088	16,106	9,166	515,851	1.754	
1940	38,308	45,764	13,165	1,684,171	50.0	456,088	23,816	3,997	12,485	7,288	417,955	1.755	
1939	38,977	45,764	13,165	1,680,519	49.7	454,082	22,713	4,012	11,118	7,527	417,716	1.839	
1938	39,931	45,764	13,165	1,731,096	49.4	454,508	21,657	4,032	10,247	7,354	406,406	1.877	
1937	40,949	45,764	13,165	1,776,423	49.2	499,688	24,695	4,116	12,417	8,126	443,532	1.796	
1936	41,390	45,764	13,165	1,790,038	48.8	492,493	22,460	4,188	12,417	8,126	413,189	1.840	
1935	42,426	45,764	13,165	1,867,381	48.3	448,059	18,509	4,118	12,417	8,126	358,423	1.936	
1934	44,884	45,764	13,165	1,973,247	48.0	452,176	18,069	4,163	12,417	8,126	346,870	1.920	
1933	47,677	45,764	13,165	2,072,632	47.5	484,848	16,368	4,308	12,417	8,126	329,816	2.015	
1932	50,598	45,764	13,165	2,184,690	47.0	480,718	16,997	4,986	12,417	8,126	377,511	2.221	
1931	52,096	45,764	13,165	2,245,904	47.0	599,227	21,933	6,018	12,417	8,126	551,726	2.515	
1930	53,584	45,764	13,165	2,322,267	46.9	707,987	26,876	6,669	12,417	8,126	730,766	2.719	
1929	53,838	45,764	13,165	2,323,683	46.3	786,432	31,165	6,898	12,417	8,126	875,929	2.811	
1928	54,800	45,764	13,165	2,346,751	45.8	795,476	31,718	6,626	12,417	8,126	905,271	2.854	
1927	55,729	45,764	13,165	2,378,800	45.5	840,030	33,793	6,650	12,417	8,126	980,528	2.901	
1926	56,855	45,764	13,165	2,403,967	45.1	874,539	35,678	6,605	12,417	8,126	1,049,210	2.941	
1925	56,814	45,764	13,165	2,414,083	44.8	901,963	36,167	6,592	12,417	8,126	1,064,806	2.944	
1924	57,451	45,764	13,165	2,411,627	44.3	950,459	36,368	6,407	12,417	8,126	1,085,672	2.985	
1923	57,159	45,764	13,165	2,379,131	43.8	1,008,538	38,294	6,401	12,417	8,126	1,158,925	3.026	
1922	56,827	45,764	13,165	2,352,483	43.1	989,509	35,811	6,132	12,417	8,126	1,087,516	3.037	
1921	56,950	45,764	13,165	2,378,510	42.5	1,061,131	37,706	6,132	12,417	8,126	1,166,252	3.093	
1920	56,102	45,764	13,165	2,388,424	42.4	1,269,913	47,370	6,132	12,417	8,126	1,304,815	2.755	
1919	56,290	45,764	13,165	2,426,889	41.9	1,211,022	46,838	6,132	12,417	8,126	1,193,431	2.548	
1918	56,611	45,764	13,165	2,397,943	41.6	1,122,963	43,212	6,132	12,417	8,126	1,046,166	2.421	
1917	55,939	45,764	13,165	2,379,472	41.5	1,109,943	40,100	6,132	12,417	8,126	840,910	2.097	
1916	55,193	45,764	13,165	2,329,475	40.9	1,048,987	35,220	6,132	12,417	8,126	722,859	2.051	
JUNE 30													
1916	54,774	45,764	13,165	2,313,378	40.5	1,015,338	34,309	6,132	12,417	8,126	689,627	2.010	
1915	55,810	45,764	13,165	2,341,567	39.7	985,876	32,475	6,132	12,417	8,126	646,475	1.991	
1914	54,492	45,764	13,165	2,349,734	39.1	1,063,249	35,357	6,132	12,417	8,126	703,484	1.990	
1913	52,717	45,764	13,165	2,298,478	38.3	1,043,603	34,673	6,132	12,417	8,126	695,968	112.008	
1912	51,533	45,764	13,165	2,229,163	37.4	1,004,081	33,132	6,132	12,417	8,126	660,373	1.987	
1911	49,906	45,764	13,165	2,208,997	36.9	997,410	33,202	6,132	12,417	8,126	657,638	1.974	
1910	47,179	45,764	13,165	2,148,478	35.9	971,633	32,338	6,132	12,417	8,126	628,992	1.933	
1909	45,664	45,764	13,165	2,086,835	35.3	891,472	29,109	6,132	12,417	8,126	563,609	1.928	
1908	45,292	45,764	13,165	2,100,784	34.9	890,010	29,033	6,132	12,417	8,126	566,333	1.937	
1907	43,973	45,764	13,165	1,991,557	33.8	873,905	27,719	6,132	12,417	8,126	564,606	2.014	
1906	42,262	45,764	13,165	1,837,914	32.2	797,946	25,167	6,132	12,417	8,126	510,033	2.003	
1905	40,713	45,764	13,165	1,731,409	30.8	738,835	23,800	6,132	12,417	8,126	472,695	1.962	
1904	39,752	45,764	13,165	1,692,194	30.1	715,420	21,923	6,132	12,417	8,126	444,327	2.006	
1903	38,140	45,764	13,165	1,653,782	29.4	694,892	20,916	6,132	12,417	8,126	421,705	2.006	
1902	36,987	45,764	13,165	1,546,101	28.4	649,879	19,690	6,132	12,417	8,126	392,963	1.986	
1901	35,969	45,764	13,165	1,464,328	27.8	607,278	17,354	6,132	12,417	8,126	351,356	2.013	
1900	34,713	45,764	13,165	1,365,531	26.8	576,831	16,038	6,132	12,417	8,126	323,716	2.003	
1899	33,850	45,764	13,165	1,295,510	25.9	529,177	14,591	6,132	12,417	8,126	291,113	1.973	
1898	33,595	45,764	13,165	1,248,826	25.1	501,067	13,380	6,132	12,417	8,126	266,970	1.973	
1897	33,626	45,764	13,165	1,221,730	24.5	489,445	12,257	6,132	12,417	8,126	251,136	2.022	
1896	33,003	45,764	13,165	1,221,837	24.1	511,773	13,049	6,132	12,417	8,126	266,563	2.019	
1895	33,112	45,764	13,165	1,196,119	23.8	507,421	12,188	6,132	12,417	8,126	252,246	2.040	
1894	33,018	45,764	13,165	1,205,169	23.8	540,688	14,289	6,132	12,417	8,126	285,350	1.986	
1893	31,334	45,764	13,165	1,018,307	22.9	593,561	14,223	6,132	12,417	8,126	301,492	2.108	
1892	28,376	45,764	13,165	966,938	22.3	560,958	13,353	6,132	12,417	8,126	286,806	2.126	
1891	27,949	45,764	13,165	947,300	22.1	531,184	12,844	6,132	12,417	8,126	281,179	2.142	
1890	26,820	45,764	13,165	918,491	21.8	492,431	11,848	6,132	12,417	8,126	260,786	2.167	

¹ Class I line-haul railroads.

² Includes switching and terminal companies.

³ For 1916-1956, represents steam locomotives and freight cars of Class I railroads excluding switching and terminal companies; for 1957, includes all Class I locomotives including switching and terminal companies.

⁴ Excludes caboose cars.

¹¹ Class I and II railroads.

Series Q 87-94. Railroad Passenger and Freight Operations: 1890 to 1957

[Tons are of 2,000 pounds. Class I, II, and III railroads except as follows: Series Q 87, Class I beginning 1911; series Q 88, Class I beginning 1988; and series Q 89, Q 93, Q 94, Class I for all years]

Year ending—	Passenger service			Freight service					Year ending—	Passenger service, passenger-miles per—		Freight service, revenue ton-miles per—		
	Passenger-miles per—		Train-miles per train-hour	Revenue ton-miles per—			Train-miles per train-hour	Car-miles per car-day		Car-mile	Train-mile	Loaded car-mile ¹	Train-mile	Mile of road
	Car-mile	Train-mile		Loaded car-mile ¹	Train-mile	Mile of road								
	87	88	89	90	91	92	93	94		87	88	90	91	92
DECEMBER 31									DECEMBER 31—					
1957	18.1	93.9	40.2	32.42	1,369.56	2,676,573	18.8	43.7	Con.					
1956	18.1	96.9	40.0	31.98	1,347.21	2,789,340	18.6	45.0	1919	20.5	84.7	25.44	622.51	1,423,390
1955	17.8	95.2	39.8	30.99	1,296.86	2,679,482	18.6	45.7	1918	19.9	79.4	26.96	620.68	1,582,796
1954	17.4	92.0	39.5	30.27	1,216.54	2,356,646	18.7	41.2	1917	17.2	67.6	24.75	588.29	1,538,211
1953	17.7	94.8	39.1	30.66	1,219.03	2,592,188	18.2	44.3	1916	15.5	59.2	22.83	552.26	1,409,957
1952	18.1	98.4	38.3	31.02	1,210.90	2,622,463	17.6	44.0	JUNE 30					
1951	18.1	97.2	37.7	31.38	1,211.06	2,748,700	17.0	45.0	1916	15.3	58.2	22.39	536.67	1,325,089
1950	17.0	88.5	37.4	29.97	1,131.47	2,496,927	16.8	43.6	1915	15.0	56.0	21.14	476.13	1,075,962
1949	18.0	92.0	37.0	29.48	1,044.83	2,229,430	16.9	40.3	1914	15.4	58.4	21.09	446.96	1,125,084
1948	19.4	100.8	36.7	30.90	1,080.30	2,695,708	16.2	45.1	1913	15.4	58.5	21.12	445.43	1,190,397
1947	21.1	110.2	36.1	30.61	1,052.43	2,752,915	16.0	46.9	1912	15.1	56.5	20.18	406.76	1,078,580
1946	24.7	143.7	35.1	29.25	992.95	2,488,499	16.0	43.5	1911	15.6	57.9	19.74	383.10	1,053,566
1945	30.4	189.7	34.7	30.18	1,034.49	2,852,615	15.7	47.7	1910	15.7	58.9	19.84	380.38	1,071,086
1944	32.2	199.8	34.8	30.62	1,045.67	3,084,195	15.7	50.6	1909	15.4	57.5	19.26	362.57	953,986
1943	31.7	188.6	34.7	31.36	1,027.64	3,032,199	15.4	49.7	1908	15.5	57.5	19.62	351.80	974,654
1942	23.7	124.9	35.7	29.76	947.87	2,638,067	15.8	47.4	1907	15.5	54.5	19.68	357.35	1,052,119
1941	16.0	72.7	36.1	26.28	827.48	1,950,166	16.5	41.6	1906		52.5	18.92	344.39	982,401
1940	14.0	60.3	35.8	25.40	764.30	1,525,579	16.7	35.6	1905		51.7	18.14	322.26	861,396
1939	13.5	57.6	35.4	24.59	727.45	1,355,052	16.7	32.3	1904		49.8	17.72	307.76	829,476
1938	13.1	54.5	34.7	23.80	676.57	1,171,637	16.6	28.5	1903		49.2	17.60	310.54	855,442
1937	14.0	59.0	34.5	24.68	708.35	1,446,921	16.1	32.9	1902		48.5	16.92	296.47	793,351
1936	13.6	55.4	34.0	24.32	687.49	1,353,406	15.8	30.7	1901		45.1	16.55	281.26	760,414
1935	11.2	47.5		23.49	646.17	1,119,290	16.0	25.8	1900		44.2		270.86	735,352
1934	10.9	46.7		23.19	623.62	1,058,609	15.9	24.2	1899		41.2		243.52	659,565
1933	10.2	42.5		23.26	619.13	972,262	15.7	21.3	1898		39.1		226.45	617,810
1932	9.8	39.9		22.56	585.49	908,296	15.5	19.8	1897		36.6		204.62	519,079
1931	10.5	44.7		23.44	652.87	1,196,960	14.8	24.5	1896		39.2		198.81	523,832
1930	11.3	48.9		24.28	699.27	1,481,199	13.8	28.7	1895		38.3		189.69	479,490
1929	12.5	54.4		24.52	713.03	1,727,786	13.2	32.3	1894		43.7		179.80	457,252
1928	12.9	55.1		24.31	705.86	1,677,089	12.9	31.2	1893		42.4		183.97	551,232
1927	13.5	57.9		24.60	689.68	1,668,800	12.3	30.3	1892		42.0		181.89	543,365
1926	14.2	60.4		24.96	688.56	1,732,295	11.9	30.4	1891		41.7		181.67	502,705
1925	14.8	61.5		24.55	662.53	1,613,862	11.8	28.5	1890		41.4		175.12	487,245
1924	15.3	62.1		24.47	634.43	1,518,556	11.5	26.8						
1923	16.3	65.9		25.18	632.32	1,615,741	10.9	27.8						
1922	15.9	64.6		24.31	599.12	1,330,460	11.1	23.5						
1921	16.4	66.4		24.60	566.74	1,199,328	11.5	22.4						
1920	19.8	82.4		26.71	639.03	1,597,133	10.3							

¹ This average is obtained by dividing the revenue ton-miles by the total loaded car-miles, the latter item including some cars loaded with nonrevenue freight. This method is necessary to preserve comparability with figures for the earlier years, and the figures differ slightly from the average "net tons per loaded car" shown in the

regular monthly statements of Freight and Passenger Service Operating Statistics based on revenue and nonrevenue ton-miles and car-miles.
² Class I and II railroads.

Series Q 95-105. Railroad Property Investment, Capital, and Capital Expenditures: 1890 to 1957

Includes intercorporate duplications. Figures subject to general exception that prior to 1908, the returns for switching and terminal companies were included where applicable. Capital expenditure represents total money outlay without deductions for property retired]

Year ending—	Property investment and capital (Class I, II, III railroads and their lessors)								Capital expenditures for additions and betterments (Class I railroads)			
	Road and equipment		Railroad capital outstanding ¹					Net capitalization	Stock paying dividends	Total	Equipment	Roadway and structures
	Investment, book value ²	Depreciation reserve ³	Total	Common stock	Preferred stock	Funded debt unmatured						
	95	96	97	98	99	100	101	102	103	104	105	
DECEMBER 31	\$1,000	\$1,000	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.	\$1,000	\$1,000	\$1,000		
1957	\$34,614,517	7,800,925	18,695	6,660	1,420	10,615	14,682	6,465,352	1,394,261	1,007,937	386,324	
1956	\$33,714,159	7,542,856	19,324	7,271	1,443	10,610	15,285	6,785,113	1,227,857	821,357	406,500	
1955	\$33,034,952	7,313,951	19,309	7,696	1,355	10,258	15,171	7,300,386	909,521	568,202	341,319	
1954	\$32,708,945	7,175,101	19,777	7,847	1,582	10,348	15,336	6,618,539	820,246	498,726	321,520	
1953	\$32,416,356	7,009,758	19,967	7,545	1,929	10,493	15,365	7,252,253	1,259,797	857,893	401,904	
1952	\$31,822,114	6,926,771	20,072	7,514	1,987	10,571	15,487	6,734,590	1,340,912	935,090	405,822	
1951	\$31,077,781	6,837,120	20,272	7,491	2,006	10,775	15,489	6,700,472	1,413,995	1,050,849	363,146	
1950	\$30,174,312	6,629,150	20,399	7,492	2,002	10,905	15,618	6,768,658	1,065,842	779,399	286,443	
1949	\$29,519,832	6,438,177	20,427	7,519	2,012	10,896	15,609	5,924,295	1,312,200	981,320	330,880	
1948	\$28,664,759	6,279,892	20,302	7,543	2,016	10,743	15,467	6,446,317	1,273,484	917,449	356,035	
1947	\$27,686,103	6,037,033	20,173	7,539	2,003	10,681	15,301	5,184,182	864,689	565,901	298,788	
1946	\$27,277,974	5,800,975	20,545	7,733	1,980	10,832	15,509	5,221,681	561,957	319,017	242,940	
1945	\$26,967,756	5,549,720	20,891	7,743	2,004	11,144	15,667	5,383,158	562,980	314,779	248,201	
1944	\$26,631,654	4,382,604	21,693	7,790	2,023	11,880	16,276	5,523,271	560,112	328,231	231,881	
1943	\$26,145,458	3,939,562	22,149	7,842	1,936	12,371	16,755	5,466,566	454,282	255,981	198,301	
1942	\$25,838,351	3,561,570	22,742	7,882	1,959	12,901	17,315	5,355,928	534,897	349,374	185,523	
1941	\$25,668,984	3,240,145	22,952	7,832	1,980	13,140	17,568	3,861,658	543,021	367,568	175,453	
1940	\$25,646,014	3,095,237	23,371	8,005	2,064	13,302	17,630	3,741,132	429,147	271,906	157,241	
1939	\$25,538,157	3,102,779	23,609	8,025	2,050	13,534	17,698	3,190,115	262,029	133,388	128,641	
1938	\$25,595,739	3,044,972	23,855	8,040	2,049	13,766	17,988	3,139,486	226,937	115,408	111,529	
1937	\$25,636,082	2,950,848	24,123	8,064	2,050	14,009	18,319	3,890,177	509,793	322,877	186,916	
1936	\$25,432,388	2,809,063	24,003	7,993	2,036	13,974	18,336	3,594,789	298,991	159,104	139,887	

See footnotes at end of table.

RAIL TRANSPORTATION

Q 95-105

Series Q 95-105. Railroad Property Investment, Capital, and Capital Expenditures: 1890 to 1957—Con.

Year ending—	Property investment and capital (Class I, II, III railroads and their lessors)							Capital expenditures for additions and betterments (Class I railroads)			
	Road and equipment		Railroad capital outstanding ⁴				Net capital-ization	Stock paying dividends	Total	Equipment	Roadway and structures
	Investment book value ¹	Depreciation reserve ²	Total	Common stock	Preferred stock	Funded debt unmatured					
	95	96	97	98	99	100	101	102	103	104	105
DECEMBER 31— Con.	\$1,000	\$1,000	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.	\$1,000	\$1,000	\$1,000	\$1,000
1935	25,500,465	2,771,404	24,247	7,987	2,086	14,224	18,342	3,412,968	188,302	79,885	108,967
1934	25,481,608	2,764,726	24,570	7,994	2,044	14,532	18,653	3,411,520	212,712	92,005	120,707
1933	25,901,962	2,707,942	24,723	8,057	2,042	14,624	18,831	3,119,282	103,947	15,454	88,498
1932	26,086,991	2,632,922	24,837	8,067	2,047	14,728	18,894	3,298,822	167,194	36,371	130,823
1931	26,094,899	2,520,738	24,344	8,031	2,049	14,264	18,941	7,325,664	861,912	73,105	288,807
1930	26,051,000	2,860,767	24,331	8,009	2,074	14,248	19,066	7,702,021	872,608	323,269	544,339
1929	25,465,036	2,169,786	23,983	7,853	2,065	14,065	18,680	7,506,265	853,721	321,306	532,415
1928	24,875,954	2,043,976	23,747	7,809	2,034	13,904	18,511	7,159,989	676,665	224,301	452,364
1927	24,453,871	1,946,798	23,614	7,683	1,980	13,951	18,137	6,701,427	771,552	288,701	482,851
1926	23,800,740	1,811,002	23,677	7,560	1,925	14,192	18,234	6,473,280	885,086	371,922	513,164
1925	23,217,209	1,681,291	23,644	7,602	1,937	14,105	18,191	6,278,532	748,191	333,114	410,077
1924	22,182,267	1,549,969	23,636	7,539	1,935	14,162	18,202	6,042,268	874,744	493,609	381,135
1923	21,372,858	1,408,461	22,839	7,398	1,852	13,589	17,810	5,646,076	1,059,149	681,724	377,425
1922	20,580,001	1,335,453	22,290	7,307	1,834	13,149	17,280	5,321,347	429,273	245,509	188,764
1921	20,329,224	1,237,030	22,292	7,275	1,801	13,216	17,083	5,059,844	557,035	319,374	237,161
1920	19,849,320	1,081,342	21,891	7,215	1,898	12,778	16,994	5,075,040	-----	-----	-----
1919	19,300,121	1,009,322	20,950	7,193	1,898	11,859	16,550	5,298,321	-----	-----	-----
1918	18,984,756	936,979	20,785	7,249	1,806	11,780	16,454	5,138,851	-----	-----	-----
1917	18,574,298	796,395	21,249	7,454	1,848	11,947	16,402	5,610,774	-----	-----	-----
1916	17,842,777	628,934	21,049	7,594	1,455	12,000	16,333	5,430,123	-----	-----	-----
JUNE 30											
1916	17,689,425	571,360	21,092	7,608	1,456	12,033	16,336	5,279,428	-----	-----	-----
1915	17,441,420	511,452	21,123	7,600	1,395	12,133	16,308	5,219,847	-----	-----	-----
1914	17,153,786	435,835	20,247	7,304	1,376	11,567	15,759	5,667,073	-----	-----	-----
1913	16,588,608	327,847	19,796	7,232	1,376	11,185	15,366	5,780,982	-----	-----	-----
1912	16,004,745	259,661	19,753	7,249	1,374	11,130	15,126	5,581,289	-----	-----	-----
1911	15,612,379	210,466	19,209	7,075	1,396	10,738	15,044	5,730,250	-----	-----	-----
1910	14,557,316	-----	18,417	6,710	1,403	10,304	14,376	5,412,578	-----	-----	-----
1909	13,609,184	-----	17,488	6,218	1,468	9,802	13,914	4,920,174	-----	-----	-----
1908	13,213,767	-----	16,768	5,911	1,463	9,394	12,834	4,843,371	-----	-----	-----
1907	13,030,344	-----	16,082	5,933	1,424	8,725	-----	4,948,756	-----	-----	-----
1906	12,420,288	-----	14,570	5,403	1,401	7,766	11,672	4,526,959	-----	-----	-----
1905	11,951,349	-----	13,805	5,181	1,373	7,251	11,167	4,119,087	-----	-----	-----
1904	11,511,537	-----	13,213	5,051	1,289	6,373	10,712	3,643,427	-----	-----	-----
1903	10,973,505	-----	12,600	4,877	1,279	6,444	10,232	3,450,738	-----	-----	-----
1902	10,658,321	-----	12,134	4,722	1,302	6,110	9,926	3,337,645	-----	-----	-----
1901	10,405,095	-----	11,688	4,475	1,331	5,882	9,483	2,977,575	-----	-----	-----
1900	10,263,313	-----	11,491	4,522	1,323	5,646	9,548	2,668,970	-----	-----	-----
1899	9,961,841	-----	11,034	4,323	1,192	5,519	9,432	2,239,503	-----	-----	-----
1898	9,760,581	-----	10,819	4,269	1,119	5,431	9,297	1,818,113	-----	-----	-----
1897	9,709,329	-----	10,635	4,367	998	5,270	9,168	1,603,550	-----	-----	-----
1896	9,500,328	-----	10,567	4,257	970	5,340	9,066	1,559,024	-----	-----	-----
1895	9,203,491	-----	10,347	4,202	760	5,335	8,900	1,485,618	-----	-----	-----
1894	9,073,471	-----	10,191	4,104	730	5,357	8,647	1,767,926	-----	-----	-----
1893	8,937,546	-----	9,895	3,982	687	5,226	8,332	1,809,601	-----	-----	-----
1892	8,690,033	-----	9,686	3,979	654	5,053	8,295	1,825,705	-----	-----	-----
1891	8,444,856	-----	9,291	3,796	655	4,840	8,008	1,796,391	-----	-----	-----
1890	8,133,665	-----	8,984	3,803	606	4,575	7,577	1,598,132	-----	-----	-----

¹ Includes proprietary.
² Increase in investment over a period of years cannot be obtained accurately by subtraction of 1 year's investment from that of another owing to reorganization, sale, or abandonment reclassification, etc.
³ Includes depreciation on "Miscellaneous physical property," prior to 1920. Amortization of defense projects included subsequent to 1940, and, beginning in 1950, includes amortization applicable to proprietary companies.
⁴ Figures subsequent to 1914 include actually outstanding, nominally issued, and nominally outstanding securities in order that they may be comparable with those of previous years in which these items were not segregated. Funded debt unmatured

does not include equipment obligations subsequent to 1942, but they are included herein to preserve the comparability of the figures.
⁵ For 1921-1924, includes investment of lessor companies; and for 1925-1957, investment of lessor and proprietary companies.
⁶ Class I and II railroads and their lessor subsidiaries.
⁷ Class I railroads.
⁸ Includes \$170,000,000, estimated reserve for accrued depreciation to put figure on a comparable basis with those of other years.
⁹ Represents 1893 investments less increases each year on account of change in classification in 1893.

RAIL TRANSPORTATION

Q 117-127

Series Q 117-123. Railroad Tax Accruals: 1921 to 1957

[In millions of dollars. Class I railroads]

Year	Total	U. S. Government taxes						Year	Total	U. S. Government taxes						Other taxes
		Total	Old-age retirement	Un-employment insurance	Income and excess profits	All other	Other taxes			Total	Old-age retirement	Un-employment insurance	Income and excess profits	All other	Other taxes	
1957	1,068.4	664.2	258.7	82.9	320.3	2.4	404.2	1988	840.8	75.4	47.1	5.9	18.9	3.5	265.4	
1956	1,121.3	728.5	269.3	64.9	392.0	2.3	392.8	1987	325.7	66.7	25.1	4.5	32.0	5.1	259.0	
1955	1,080.4	700.9	262.5	21.8	414.3	2.7	379.5	1986	319.8	91.8	47.3	8.8	30.7	5.0	228.0	
1954	861.3	499.6	250.6	20.0	226.4	2.6	361.7	1985	286.9	24.7	-----	-----	18.9	5.8	212.2	
1953	1,185.0	822.4	266.8	21.2	538.1	1.3	862.6	1984	259.6	19.8	-----	-----	14.3	5.5	219.8	
1952	1,261.8	906.4	269.8	21.6	612.6	2.4	355.4	1983	249.6	19.3	-----	-----	12.7	6.6	230.3	
1951	1,208.3	855.8	264.1	22.0	567.1	2.6	347.5	1982	275.1	11.9	-----	-----	-----	-----	268.2	
1950	1,194.6	866.5	242.1	20.2	601.2	3.0	328.1	1981	308.5	10.2	-----	-----	-----	-----	298.3	
1949	832.5	517.8	233.8	19.4	261.6	3.0	314.7	1980	348.6	39.9	-----	-----	-----	-----	308.6	
1948	1,028.5	721.2	248.9	21.1	448.4	7.9	307.3	1979	396.7	89.4	-----	-----	-----	-----	307.2	
1947	986.4	654.0	232.2	121.2	297.6	3.0	282.4	1978	359.4	88.0	-----	-----	-----	-----	301.4	
1946	498.1	242.1	136.9	117.4	-15.7	3.4	256.0	1977	376.1	84.6	-----	-----	-----	-----	291.5	
1945	823.5	548.0	119.8	110.8	305.7	11.9	275.5	1976	388.9	108.3	-----	-----	-----	-----	290.6	
1944	1,846.0	1,560.4	120.2	110.8	1,304.4	25.0	285.6	1975	358.5	86.5	-----	-----	-----	-----	272.0	
1943	1,849.2	1,578.5	110.0	101.6	1,385.1	31.8	270.7	1974	340.8	78.4	-----	-----	-----	-----	266.9	
1942	1,198.8	950.6	85.5	85.5	755.1	24.5	248.2	1973	331.9	77.1	-----	-----	-----	-----	254.8	
1941	547.2	328.3	69.1	69.0	178.8	11.4	228.9	1972	301.0	51.9	-----	-----	-----	-----	249.1	
1940	396.4	181.5	58.2	58.2	69.9	5.2	214.9	1971	275.9	37.3	-----	-----	-----	-----	238.6	
1939	355.7	118.7	50.3	28.7	32.8	6.9	237.0									

Series Q 124. Miles of Railroad Operated by Receivers or Trustees: 1894 to 1957

[As of end of year. Class I, II, and III railroads]

Year ending—	Miles	Year ending—	Miles	Year ending—	Miles	Year ending—	Miles	Year ending—	Miles	Year ending—	Miles
	124		124		124		124		124		124
DEC. 31		DEC. 31—Con.		DEC. 31—Con.		DEC. 31—Con.		JUNE 30		JUNE 30—Con.	
1957	1,022	1945	89,714	1985	68,345	1925	18,687	1916	37,353	1905	796
1956	1,594	1944	60,497	1984	42,168	1924	8,105	1915	30,223	1904	1,323
1955	11,685	1943	64,758	1983	41,698	1923	12,623	1914	18,608	1903	1,185
1954	11,608	1942	66,904	1982	22,545	1922	15,259	1913	16,286	1902	1,475
1953	12,054	1941	69,859	1981	12,970	1921	18,512	1912	9,786	1901	2,497
1952	11,942							1911	4,593		
1951	12,212	1940	75,270	1980	9,486	1920	16,290	1910	5,257	1900	4,178
1950	12,223	1939	77,013	1979	5,703	1919	16,590	1909	10,530	1899	9,353
1949	12,679	1938	76,938	1978	5,256	1918	19,208	1908	9,629	1898	12,745
1948	18,283	1937	70,884	1977	16,752	1917	17,376	1907	3,926	1897	18,962
1947	22,750	1936	69,712	1976	17,632	1916	34,804	1906	3,971	1896	30,475
1946	34,389									1895	37,656
										1894	40,819

Series Q 125-127. Railroad Highway Grade Crossings: 1925 to 1957

[Class I railroads. Includes switching and terminal companies]

Year	Total	Specially protected	Eliminated during year by separation of grades	Year	Total	Specially protected	Eliminated during year by separation of grades
1957	223,381	39,884	113	1940	230,285	32,421	209
1956	224,519	39,324	72	1939	231,104	31,775	204
1955	226,318	39,060	84	1938	231,400	31,448	235
1954	226,522	38,528	80	1937	232,322	31,119	400
1953	227,110	37,990	53	1936	232,902	30,466	521
1952	227,291	37,242	95				
1951	227,415	36,682	50	1935	234,231	30,200	164
1950	227,364	35,968	61	1934	234,820	30,226	231
1949	226,791	35,243	58	1933	235,827	30,628	221
1948	226,844	34,507	26	1932	237,035	30,309	189
1947	226,501	33,789	24	1931	238,017	31,052	361
1946	226,143	33,320	23				
1945	226,153	33,321	7	1930	240,678	30,287	403
1944	226,357	33,211	14	1929	242,809	30,190	275
1943	226,938	33,124	37	1928	240,089	29,215	270
1942	227,496	33,075	149	1927	236,283	28,724	245
1941	229,722	32,859	182	1926	235,158	27,927	195
				1925	233,638	27,241	-----

Series Q 128-137. Fuel Received, Ties and Rails Laid, and Purchases by Railroads: 1917 to 1957

(Class I line-haul railroads)

Year	Fuel received			New rails laid	Cross-ties laid		Purchases			
	Bituminous coal	Fuel oil	Diesel oil		Total	Treated	Total, incl. miscellaneous	Fuel	Forest products	Iron and steel products
	128	129	130		131	132	133	134	135	136
	1,000 short tons	Mil. gal.	Mil. gal.	1,000 long tons	1,000	1,000	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.
1957	8,160	279	8,638	698	25,123	24,497	1,816	460	128	609
1956	12,280	443	3,639	788	27,323	26,848	1,884	477	155	613
1955	15,188	613	8,453	860	27,173	26,490	1,637	454	119	510
1954	15,964	656	8,160	886	25,728	24,531	1,425	438	114	406
1953	28,005	1,153	8,067	1,163	33,462	32,144	1,920	510	176	613
1952	37,829	1,668	2,759	970	34,231	32,910	1,818	539	177	513
1951	54,226	2,335	2,323	1,145	32,457	30,804	2,176	621	188	704
1950	63,906	2,519	1,923	1,222	33,091	31,553	1,740	609	121	510
1949	64,671	2,638	1,486	1,293	32,926	31,198	1,641	564	142	454
1948	98,826	3,759	1,170	1,333	40,472	38,281	2,133	833	166	590
1947	109,884	4,052	785	1,464	40,206	37,920	1,909	692	172	504
1946	108,148	4,144	544	1,240	40,150	37,671	1,571	553	149	418
1945	123,007	4,706	441	1,628	46,624	43,657	1,572	555	137	418
1944	135,579	4,744	816	1,583	51,259	47,695	1,611	586	159	432
1943	129,788	4,802	219	1,298	49,344	44,822	1,894	527	150	340
1942	120,910	4,135	174	1,208	53,241	47,932	1,260	426	115	354
1941	104,100	3,368	114	1,210	50,077	43,872	1,161	350	104	380
1940	88,595	2,752	73	1,013	45,326	38,698	854	274	82	264
1939	81,813	2,573	44	886	46,410	39,654	769	257	70	238
1938	74,784	2,426	---	606	42,508	34,589	533	244	57	127
1937	91,718	2,875	---	1,038	49,738	39,674	966	294	105	311
1936	91,707	2,569	---	931	49,117	38,206	803	272	77	239
1935	81,286	2,282	---	587	45,260	33,939	598	233	57	135
1934	79,494	2,108	---	639	44,131	32,367	600	217	64	151
1933	75,487	1,943	---	408	38,007	26,818	466	181	42	104
1932	74,670	1,984	---	407	40,137	30,107	445	178	52	95
1931	91,136	2,380	---	1,030	54,449	41,851	695	245	76	189
1930	108,651	2,870	---	1,592	69,325	54,529	1,039	307	135	305
1929	124,152	3,208	---	2,037	81,964	64,724	1,330	364	158	407
1928	119,820	2,847	---	2,147	84,585	64,331	1,271	385	161	375
1927	130,606	2,921	---	2,212	86,243	62,963	1,396	439	176	407
1926	139,602	3,173	---	2,210	80,746	55,558	1,559	478	186	507
1925	131,452	3,114	---	1,950	82,717	50,090	1,392	459	170	419
1924	126,340	3,095	---	1,791	83,073	44,490	1,343	472	181	366
1923	157,900	3,017	---	1,730	84,435	41,656	1,739	618	233	465
1922	120,654	---	---	1,390	86,642	40,630	---	---	---	---
1921	127,630	---	---	1,464	86,522	36,072	---	---	---	---
1920	---	---	---	1,412	86,829	37,792	---	---	---	---
1919	---	---	---	2,335	80,903	---	---	---	---	---
1918	---	---	---	1,883	76,139	---	---	---	---	---
1917	---	---	---	2,047	79,070	---	---	---	---	---

¹ Figures for this and earlier years less inclusive than for later years.

Series Q 138-140. Pullman Company Operations: 1915 to 1957

Year	Average miles of road over which operations conducted	Revenue passenger-miles ¹ (millions)	Employees	Year	Average miles of road over which operations conducted	Revenue passenger-miles (millions)	Employees
	138	139	140		138	139	140
1957	85,068	5,388	14,890	1935	112,117	7,146	20,436
1956	87,472	6,630	16,793	1934	112,420	6,891	19,066
1955	89,124	6,882	18,061	1933	112,298	6,142	15,887
1954	91,920	7,271	19,866	1932	118,061	6,757	17,132
1953	94,518	8,200	21,529	1931	125,703	9,891	22,546
1952	96,390	9,336	22,588	1930	129,578	12,516	26,165
1951	99,592	9,893	23,862	1929	130,019	14,059	29,250
1950	102,722	10,558	22,820	1928	123,753	13,938	26,815
1949	104,287	10,544	22,286	1927	123,334	14,099	27,359
1948	104,940	12,172	23,724	1926	126,907	14,409	26,185
1947	105,950	13,516	29,046	1925	126,840	14,016	26,919
1946	100,653	20,672	36,982	1924	124,795	13,082	25,091
1945	95,765	27,276	41,601	1923	124,794	12,982	23,579
1944	103,766	28,267	39,703	1922	123,547	11,759	19,066
1943	104,123	25,891	33,132	1921	---	---	---
1942	106,408	19,072	26,591	1920	---	14,334	---
1941	108,084	10,070	22,704	1919	---	13,720	---
1940	109,595	8,214	20,877	1918	---	10,679	---
1939	109,886	8,485	21,335	1917	---	11,072	---
1938	110,723	8,270	20,750	1916	---	9,285	---
1937	111,507	9,170	23,406	1915	---	8,925	---
1936	111,522	8,855	21,711				

¹ 1939-1957 includes Pullman operations on Canadian and Mexican railroads; excludes that of chartered car passengers.

RAIL TRANSPORTATION

Q 141-152

Series Q 141-152. Railroad Employment and Wages, and Accidents and Fatalities: 1890 to 1957

(Statistics on accidents and fatalities not strictly comparable because of changing definition of a reportable accident)

Year ending—	Employees ¹		Railroad accidents and fatalities (all steam railroads)									
	Number	Compensation	Total		Passengers ^{2,3}		Employees ⁴		Other persons ⁵		Trespassers ^{6,7}	
			Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
	141	142	143	144	145	146	147	148	149	150	151	152
DECEMBER 31	1,000	\$1,000										
1957	999	5,422,080	2,393	18,688	15	1,566	195	12,246	1,441	4,259	742	617
1956	1,058	5,387,681	2,578	28,676	57	2,756	288	19,608	2,238	6,812	818	724
1955	1,071	5,045,278	2,849	27,846	24	2,253	282	19,011	2,455	6,576	867	680
1954	1,078	4,906,584	2,575	25,547	30	2,247	285	17,219	2,810	6,081	870	727
1953	1,221	5,380,828	3,089	29,214	49	2,503	343	20,170	2,647	6,541	1,044	796
1952	1,242	5,382,489	3,011	30,001	24	2,049	386	21,339	2,601	6,613	1,043	807
1951	1,292	5,328,072	3,459	34,454	150	3,184	432	24,266	2,877	7,004	1,142	826
1950	1,287	4,644,890	3,486	33,287	180	3,419	392	22,586	2,914	7,262	1,215	942
1949	1,209	4,468,545	3,426	32,123	87	2,545	450	22,998	2,939	6,585	1,257	921
1948	1,345	4,820,747	3,888	43,107	59	3,607	622	31,961	3,202	7,539	1,445	964
1947	1,371	4,399,296	4,285	48,819	79	4,246	791	36,880	3,415	7,698	1,480	1,018
1946	1,378	4,218,580	4,508	52,026	128	4,714	738	39,472	3,642	7,840	1,685	987
1945	1,439	3,900,928	4,812	61,515	156	4,840	972	48,682	3,684	8,043	1,592	1,012
1944	1,484	3,897,755	4,908	61,251	267	4,854	1,087	48,618	3,554	7,784	1,550	964
1943	1,375	3,556,189	5,051	60,848	278	5,166	1,072	46,971	3,701	8,211	1,755	1,185
1942	1,291	2,966,062	5,887	48,123	122	3,501	1,005	36,082	4,210	8,590	2,013	1,353
1941	1,159	2,360,369	5,191	37,829	48	3,009	807	25,866	4,386	8,954	2,195	1,576
1940	1,046	1,990,681	4,740	29,606	83	2,597	583	18,850	4,074	8,659	2,095	1,773
1939	1,007	1,889,180	4,492	28,144	40	2,580	536	17,388	3,916	8,181	2,362	1,956
1938	958	1,771,083	4,649	27,275	81	2,345	513	16,569	4,055	8,361	2,360	2,108
1937	1,187	2,018,677	5,502	36,718	34	2,594	712	24,114	4,756	10,005	2,654	2,302
1936	1,086	1,878,819	5,550	34,723	41	2,548	720	22,409	4,789	9,766	2,801	2,418
1935	1,014	1,666,229	5,258	28,108	30	1,949	600	16,742	4,628	9,417	2,786	2,706
1934	1,027	1,541,313	5,020	28,641	38	1,945	556	17,388	4,426	9,358	2,697	2,785
1933	991	1,424,392	5,180	27,516	27	2,067	533	15,982	4,596	9,517	2,892	3,602
1932	1,052	1,535,066	4,905	29,232	61	1,912	579	17,742	4,299	9,578	2,577	3,364
1931	1,283	2,124,784	5,271	35,671	46	2,104	677	23,358	4,548	10,209	2,489	2,977
1930	1,517	2,588,598	5,665	49,443	61	2,666	977	35,872	4,627	10,905	2,409	2,675
1929	1,694	2,940,206	6,890	77,013	114	3,346	1,423	60,739	5,148	12,428	2,424	2,346
1928	1,692	2,374,429	6,680	86,205	91	3,468	1,329	70,873	5,260	11,864	2,487	2,367
1927	1,776	2,963,034	6,992	104,817	88	3,898	1,570	88,228	5,334	12,701	2,726	2,725
1926	1,822	3,001,804	7,090	130,235	152	4,461	1,672	111,903	5,266	13,871	2,561	2,545
1925	1,786	2,916,193	6,766	137,435	176	5,643	1,599	119,224	4,996	13,259	2,584	2,688
1924	1,795	2,882,658	6,617	143,739	153	6,023	1,543	125,319	4,925	13,066	2,556	2,853
1923	1,902	3,062,026	7,885	171,712	143	6,463	2,026	152,878	5,221	13,187	2,779	3,047
1922	1,670	2,698,292	6,325	134,871	203	6,712	1,657	117,197	4,468	11,521	2,430	2,844
1921	1,705	2,823,970	5,996	120,685	206	5,584	1,446	104,530	4,845	10,571	-----	-----
1920	2,076	3,754,281	6,958	168,309	223	7,591	2,578	149,414	4,151	11,804	-----	-----
1919	1,960	2,897,769	6,978	149,053	279	7,456	2,188	131,018	4,567	10,579	-----	-----
1918	1,892	2,665,013	9,236	174,575	471	7,316	3,419	156,018	5,396	11,246	-----	-----
1917	1,786	1,782,965	10,087	194,805	301	7,582	3,199	174,247	6,587	12,976	-----	-----
1916	1,701	1,506,961	10,001	196,722	246	7,152	2,941	176,923	6,314	12,647	-----	-----
JUNE 30												
1916	1,654	1,403,963	9,364	180,375	239	7,488	2,687	160,668	6,438	12,224	-----	-----
1915	1,548	1,277,663	8,621	162,040	199	10,914	2,152	138,092	6,270	13,034	-----	-----
1914	1,710	1,381,117	10,302	192,642	232	13,887	3,259	165,212	6,311	13,568	-----	-----
1913	1,815	1,378,831	10,964	200,308	350	15,130	3,715	171,417	6,899	13,761	-----	-----
1912	1,716	1,252,343	10,535	169,538	288	14,938	3,635	142,442	6,667	12,158	-----	-----
1911	1,670	1,208,466	10,396	150,159	299	12,042	3,602	126,089	6,495	12,078	-----	-----
1910	1,699	1,143,725	9,682	119,507	324	12,451	3,382	95,671	5,976	11,885	-----	-----
1909	1,608	988,324	8,722	95,626	253	10,311	2,610	75,006	5,859	10,309	-----	-----
1908	1,436	1,035,433	10,138	104,230	381	11,556	3,405	82,487	6,402	10,187	-----	-----
1907	1,672	1,072,386	11,839	111,016	610	13,041	4,534	87,844	6,695	10,331	-----	-----
1906	1,521	900,802	10,618	97,706	359	10,764	3,929	76,701	6,330	10,241	-----	-----
1905	1,382	839,945	9,703	86,008	537	10,457	3,361	66,888	5,805	8,718	-----	-----
1904	1,296	817,599	10,046	84,155	441	9,111	3,632	67,067	5,973	7,977	-----	-----
1903	1,313	757,321	9,840	76,553	355	8,231	3,606	60,481	5,379	7,841	-----	-----
1902	1,189	676,029	8,538	64,662	345	6,633	2,969	50,524	5,274	7,455	-----	-----
1901	1,071	610,714	8,455	53,339	232	4,988	2,675	41,142	5,498	7,209	-----	-----
1900	1,018	577,265	7,865	50,320	249	4,123	2,550	39,643	5,066	6,549	-----	-----
1899	929	522,968	7,123	44,620	239	3,442	2,210	34,923	4,674	6,255	-----	-----
1898	875	495,056	6,859	40,852	221	2,945	1,958	31,761	4,680	6,176	-----	-----
1897	823	465,602	6,437	36,731	222	2,795	1,699	27,667	4,522	6,269	-----	-----
1896	827	468,825	6,448	33,637	181	2,878	1,361	29,969	4,406	5,845	-----	-----
1895	785	445,508	6,136	33,748	170	2,375	1,311	25,696	4,155	5,677	-----	-----
1894	780	-----	6,447	31,839	324	3,034	1,823	23,422	4,300	5,433	-----	-----
1893	374	-----	7,346	40,338	299	3,229	2,727	31,729	4,320	5,435	-----	-----
1892	321	-----	7,147	36,652	376	3,227	2,554	23,267	4,217	5,158	-----	-----
1891	784	-----	7,029	33,881	293	2,972	2,660	26,140	4,076	4,769	-----	-----
1890	749	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

¹ See headnote for series Q 106-116.

² Passengers on trains and travelers not on trains.

³ Casualties sustained in nontrain accidents included with "Other persons." Non-train accidents are those not caused directly by operation or movement of trains, locomotives, or cars, but attributable to shop machinery or use of tools and apparatus that result in reportable casualties.

⁴ Prior to 1921 casualties sustained by employees not on duty in nontrain accidents included with "Other persons."

⁵ Trespassers included with "Other persons" prior to 1922.

⁶ Class I and II railroads.

WATER TRANSPORTATION (Series Q 153-245)

Q 153-245. General note.

Basic governmental sources of historical merchant-marine and water-traffic statistics include *American State Papers: Class IV, Commerce and Navigation*, vols. 1 and 2, for 1789-1823; the various annual issues of *Foreign Commerce and Navigation of the United States*, for 1821-1946, originally issued by the Register of the Treasury and then by the Treasury Department, later by the Department of Commerce and Labor, and finally by the Department of Commerce; the *Annual Report of the Commissioner of Navigation*, 1884-1923, the issuance of which followed a similar succession beginning with the Treasury Department; annual issues of *Merchant Marine Statistics*, 1924-1957, originally prepared by the Department of Commerce as successor to the statistical section of the *Annual Report of the Commissioner of Navigation*, and now issued annually by the Bureau of Customs; and the various annual issues of the *Annual Report of the Office of the Chief of Engineers*, Corps of Engineers. The *Statistical Abstract of the United States*, a secondary source, also contains historical merchant-marine and water-traffic statistics. The *Statistical Abstract* has been issued by the following agencies: 1878-1902, Bureau of Statistics (Treasury Department); 1903-1911, Bureau of Statistics (Department of Commerce and Labor); 1912, Bureau of Foreign and Domestic Commerce (Department of Commerce and Labor); 1913-1937, Bureau of Foreign and Domestic Commerce (Department of Commerce); 1938-1957, Bureau of the Census (Department of Commerce).

Congressional documents also contain historical series on the merchant marine, foreign commerce, and related fields. For 1789-1882, a particularly valuable collection of documents was found in the library of the Department of Commerce, bound together under the title *Decadence of American Shipping and Compulsory Pilotage*. The documents included are as follows: *Foreign Commerce and Decadence of American Shipping*, H. R. Ex. Doc. No. 111, 41st Congress, 2d session; *Causes of the Reduction of American Tonnage and the Decline of Navigation Interest . . .*, H. R. Report No. 28, 41st Congress, 2d session; *Foreign Commerce and the Practical Workings of Maritime Reciprocity*, H. R. Ex. Doc. No. 76, 41st Congress, 3d session; *Causes of the Decadence of Our Merchant Marine; Means for Its Restoration and the Extension of Our Foreign Commerce*, H. R. Report No. 342, 46th Congress, 3d session; *American Shipping*, H. R. Report No. 1827, 47th Congress, 2d session; *American Merchant Marine*, H. R. Report No. 363, 48th Congress, 1st session; *Ship-Building and Ship-Owning Interests*, H. R. Report No. 750, 48th Congress, 1st session; and reports of lesser interest, H. R. Misc. Doc. No. 37 and Report No. 1848, both of the 48th Congress, 1st session.

Since 1921, publications of the Maritime Commission and its predecessor agencies also should be consulted, particularly the reports entitled, *Ocean-Going Merchant Fleets of Principal Maritime Nations, Iron and Steel, Steam and Motor, Vessels of 2,000 Gross Tons and Over*, issued quarterly or semi-annually, 1921-1941, and *Employment of American Flag Steam and Motor Merchant Vessels of 1,000 Gross Tons and Over*, issued quarterly, 1923-1941. Finally, the Bureau of the Census (and its predecessor Census Office) has published the results of five censuses of water transportation, as follows: 1880, 1889, 1906, 1916, and 1926 (see general note for series Q 153-190, below).

Q 153-190. General note.

Statistics on documented merchant vessels and shipbuilding are from *Merchant Marine Statistics*, various annual issues, supplemented by records of the Bureau of Customs. Many are from the 1936 issue. Some of the estimates from the 1936 report have been modified, however, as explained below in table II. The text statements, and the correction of errors found in the published tables are based on reference to the primary sources, as follows: For 1789-1823, see *American State Papers: Class IV, Commerce and Navigation*, vols. 1 and 2 (published in 1834); for 1821-1892, see annual issues of *Commerce and Navigation of the United States*; for 1884-1923, see issues of *Annual Report of the Commissioner of Navigation*; for 1924-1945, see annual issues of *Merchant Marine Statistics*.

Of the Maritime Commission reports cited in the general note for series Q 153-245, above, the first, *Ocean-Going Merchant Fleets . . .*, provides data for each leading maritime nation on ocean-going merchant vessels of 2,000 gross tons and over, showing number and tonnage of such fleets classified by age, speed, size, boilers, engines, draft, etc., by major vessel type. The second, *Employment of American Flag Steam and Motor Merchant Vessels . . .*, shows for seagoing merchant vessels of 1,000 gross tons and over the number and tonnage of such vessels employed in U.S. foreign and domestic trade, arranged by major vessel type, ownership (government and private), and area of operation.

Census statistics on water transportation are not presented here. For reports of these censuses, see *Tenth Census Reports*, vol. IV, *Report on Agencies of Transportation*, 1880; *Eleventh Census Reports*, *Report on Transportation Business*, part 1, "Transportation by Water"; *Transportation by Water, 1906*; *Water Transportation, 1916*; and *Water Transportation, 1926*.

The first census, for 1880, was limited to steam vessels. The report of this census includes a detailed history of steam navigation in the United States with separate discussion and single-year construction statistics by geographic region, from the beginning to 1880. (See T. C. Purdy, "Report on Steam Navigation in the United States," *Tenth Census Reports*, 1880, vol. IV.) The report of the shipbuilding census, also taken the same year, includes a detailed technical history of shipbuilding in all aspects, with particular reference to sailing craft. Single-year figures are shown for New England shipbuilding, 1674-1714, classified by type of vessel and place where built. (See Henry Hall, "Report on the Ship-Building Industry of the United States," *Tenth Census Reports*, 1880, vol. VIII.)

The Censuses of 1889 and 1906 included all classes of vessels. However, the 1889 Census included fishing vessels for the Pacific Division only and the 1906 Census excluded fishing vessels. The Censuses of 1916 and 1926 provided data for all U.S., documented and undocumented, vessels and craft of 5 tons net register and over, whether propelled by machinery or sails, or unrigged, except that certain specified types of vessels were excluded. (See Bureau of the Census, *Water Transportation, 1926*, p. 5.) While the Census reports of 1850 and 1860 contain some statistics relating to water transportation, these statistics apparently were collected by other agencies.

Data shown here are for documented merchant vessels only, exclusive of yachts. The following definitions are those currently applicable:

Documented vessels include all vessels granted registers, enrollments and licenses, or licenses, as "vessels of the United States," and as such have certain benefits and privileges. Vessels of 5 net tons and over owned by citizens of the United States and otherwise complying with the requirements for documentation may be documented to engage in the foreign or coasting trades or the fisheries.

Registers are ordinarily issued to vessels engaged in the foreign trade or the whale fisheries. Historically, this group has included the major portion of the whaling fleet.

Enrollments and licenses are issued to vessels of 20 net tons and over engaged in the coasting trade or fisheries.

Licenses may be issued to vessels of less than 20 net tons engaged in the coasting trade or fisheries.

Undocumented craft are those not registered, enrolled, or licensed. Barges, scows, lighters, and canal boats, without any propelling power of their own, operated exclusively in a harbor, on the canals or other internal waters of a State, or on the rivers or lakes of the United States, not in any case carrying passengers, and vessels under 5 net tons are exempt from the requirements of the laws governing documentation.

Gross tonnage refers to *space* measurement, 100 cubic feet equalling 1 ton; it is not a measure of weight. Gross tonnage is the capacity of the entire space within the frames and the ceiling of the hull, together with those closed-in spaces above deck available for cargo, stores, passengers, or crew, with certain minor exemptions. Before 1865, 95 cubic feet equalled 1 ton, and the admeasurement method differed in other respects.

Changes in maritime law: Admeasurement method. "Admeasurement" refers to the method of calculating gross tonnage of ships or vessels. The first law of the United States on the subject appears to have been enacted September 1, 1789 (1 Stat. 55). The enactment then made was reenacted with certain minor amendments in the Acts of August 4, 1790 (1 Stat. 169), and of March 2, 1799 (1 Stat. 675), and as so enacted was in force until January 1, 1865.

A basic change in admeasurement method was provided in the act of May 6, 1864, effective January 1, 1865 (13 Stat. 70-72, R. S. 4153, 46 U. S. C. 77). The method described in the act of May 6, 1864, appears to have been substantially the same as that in force in 1945.

For the transition period, 1865-1868, the total tonnage figures for the fleet are "mixed." During those years, the total fleet tonnage was obtained by combining the "old admeasurement" tonnage of vessels not yet readmeasured and the "new admeasurement" tonnage of vessels which had been readmeasured or newly built. For a recapitulation of the "old" and "new" components of the fleet tonnage (not the same vessels) for each year, 1865-1868, see *Commerce and Navigation, 1870*, p. 798.

No table has been located comparing the tonnage of a substantial number of vessels under "new" and "old" admeasurement; hence, neither the magnitude nor the direction of the change can be stated here. Apparently it varied for different types of vessels. "Brigs, schooners, and sloops measure less under the 'new' admeasurement . . . while ships, barks, steamboats, and vessels having closed-in spaces above their hulls have their tonnage largely increased." Further, the difference between "old" and "new" was not believed to affect a comparison of New England shipbuilding for the years 1855 and 1868. (See *Treasury Annual Report, 1868*, p. 496.)

Another type of change in maritime law affecting the statistics is illustrated by the act of April 18, 1874 (18 Stat. 31), which exempted the greater amount of canalboat and other unrigged tonnage from documentation. (See U.S. Code, title 46, sec. 336.) For 1874-1876, the "balance sheets of tonnage," published annually in the source volumes, record the removal of 879,000 tons of vessels for this reason alone. However, *Merchant Marine Statistics, 1936*, lists 843,000 tons exempted in 1876, whereas the 1876 balance sheet of tonnage specified 601,000 tons exempted. The reason for this discrepancy is not clear. The tonnage exempted annually, 1874-1936, is shown on pp. 54-55 of *Merchant Marine Statistics, 1936*.

At irregular intervals, steps were taken to remove from the tonnage accounts those vessels lost, abandoned, captured, sold to aliens, etc., which had not been officially reported for removal purposes. From the outset, the failure to remove such vessels annually resulted in a cumulative error which inflated the statistics of tonnage. When general clearances of this cumulative error were made, the effect was concentrated in a single year or a small group of years.

For a basic statement on this subject, see *American State Papers*, cited above, vol. 1, p. 494, where Albert Gallatin, Secretary of the Treasury, outlines the problem and discusses the first attempt (1800) to deal with it. Recurrently, in the annual tonnage reports found in the source volumes, the problem is discussed, the announcement is made that the rolls have been finally cleared, and assurance is given that the problem has been solved for the future. However, as late as 1867, in spite of repeated clearances in earlier years, the "First Annual Report of the Director of the Bureau of Statistics" stated, "The tonnage returns were swelled with thousands of ghostly ships—ships that had gone to the bottom years ago." (See *Annual Report of the Secretary of Treasury, 1867*, p. 244.)

In 1869, the Register of the Treasury attributed the entire decline of tonnage reported for 1869 to this factor. (See *Treasury Report, 1869*, p. 300.) In the same year, Francis A. Walker, Deputy Special Commissioner of Revenue in Charge of the Bureau of Statistics, stated that the process of assigning a number to each vessel and the institution of an annual list of vessels, as required by the Act of July 28, 1866, "has succeeded in clearing from the lists of vessels . . . a vast amount of purely fictitious tonnage, which have been carried forward from year to year [although] thousands of vessels which this tonnage originally represented had been meanwhile lost at sea, broken up, or sold abroad." (See *Treasury Report, 1869*, p. 342.)

In the "balance sheets of tonnage" published annually in the source volumes, clearances of cumulative error are generally identified as "not heretofore credited" to distinguish them from listings of removals of the various types routinely reported as having occurred during the given year.

Some of the more important clearances of this cumulative error, and the tons of shipping thereby removed, were: 1800-1901, 197,000; 1811, amount not stated but the effect is evident in series Q 154; 1818, 182,000; 1829-1830, 604,000; 1837, 96,000; 1841-1842, 267,000; and 1855-1858, 945,000.

In later years, the terms "obsolete," "obsolete, not heretofore reported," and "correction of balance" found in annual balance sheets of tonnage, frequently reflect removal of cumulative errors. Examples are (in tons): 1864, 188,000; 1866, 1,063,000; 1867, 260,000; 1868, 128,000; 1869, 338,000; 1870, 58,000; 1871, 103,000; 1881, 157,000.

Other factors which require that early merchant-vessel statistics should be used with some caution are the following: (1) In some instances, systematic differences in identically described statistical series appear in the source volumes (see

text for series Q 178-182) which reflect conflicting series of figures, possibly originating from different primary sources of data (see table II below); (2) transcription and typographical errors have crept into historical tables in the source volumes in the process of repeated recopying and retypesetting; (3) statistically significant footnotes which appeared in early reports frequently were dropped in later years; and (4) caution is suggested in referring back to the earlier volumes in the search for explanations of discrepancies or major changes, since the earlier data may reflect the same or similar errors.

In this volume (see table II below), a number of the copying and typesetting errors have been corrected where the exact nature of the discrepancy could be determined beyond reasonable doubt; several broad differences in figures have been pointed out; and a few detailed tabular notes have been added based on information in various annual issues selected largely at random.

Table II. Merchant Marine Tonnage—Changes in Figures From Those Shown in Source

["Source" is *Merchant Marine Statistics, 1936*]

Series No.	Year	In source volume	In this volume
Q 153.....	1868	128,118	128,167
Q 154.....	1886	² 4,181,116	² 4,181,136
	1868	4,318,309	4,351,758
	1817	⁴ 1,389,912	⁴ 1,399,912
	1815	1,368,182	1,368,128
Q 155.....	1928	14,348,679	14,346,679
	1913	5,335,541	5,333,247
	1851	582,607	583,607
Q 161.....	1868	2,475,067	2,508,516
	1868	4,357,537	4,579,537
	1824	1,367,453	1,367,553
	1817	1,330,986	1,390,986
Q 162.....	1921	1,232,728	1,242,728
	1913	1,043,847	1,045,641
Q 163.....	1928	14,064,199	14,064,119
Q 165.....	1858	2,301,408	2,301,148
	1818	589,944	589,954
Q 166.....	1927	9,482,869	9,532,869
	1856	2,447,663	2,247,663
Q 167.....	1833	101,666	101,636
Q 168.....	1879	79,855	79,885
	1878	86,447	86,547
	1841	77,783	77,873
	1831	170,189	107,189
Q 169.....	1936	12,511,777	12,511,523
	1868	3,141,540	3,174,935
Q 170.....	1876	1,447,844	1,147,844
	1873	1,051,991	1,055,019
	1868	1,012,749	1,046,198
Q 171.....	1873	2,242,890	2,242,862
	1868	1,962,279	1,962,225
Q 173.....	1932	1,856,568	1,856,553
	1887	683,721	783,721
Q 174.....	1868	481,271	481,218
Q 180.....	1898	184,308	184,368
Q 181.....	1894	37,824	37,827
Q 182.....	1901	83,743	83,783
	1895	6,978	6,948
Q 183.....	1895	87,127	87,127
	1894	90,099	90,099
	1885	12,010	121,010
Q 184.....	1917	52,536	52,526
	1881	54,888	54,488
Q 185.....	1881	59,801	59,861
Q 187.....	1914	64,523	64,550
	1910	184,239	174,239
	1892	60,710	60,770

¹ Number of vessels. ² As shown in table 10, p. 16, of source.

³ As shown in table 16, p. 30, of source. ⁴ As shown in table 10, p. 14, of source.

⁵ As shown in table 16, p. 23, of source.

Q 153-168. Documented merchant vessels, by major classes, material of which built, and trade, 1789-1957.

Source: Bureau of Marine Inspection and Navigation, *Merchant Marine Statistics, 1936*, and Bureau of Customs, records. (Series Q 163-164, 1884, Treasury Department, *Annual Report of Commission of Navigation, 1884*, p. 161.)

See also general notes for series Q 153-245 and Q 153-190.

For 1789-1793, tonnage figures are the "duty tonnage," i.e., the tonnage of vessels on which duties were collected during the year. (See *American State Papers*, cited above in general note for series Q 153-190, vol. 1, p. 895.) The "duty tonnage" appears to have been the tonnage on which duties were collected on registered vessels, including "the repeated voyages of the same vessel," plus tonnage of the enrolled and licensed vessels which paid tonnage duties once each year. (See *American State Papers*, cited above, vol. 1, pp. 494, 498, 528.) Beginning in 1794, "district tonnage returns" were used, derived from reports of District Collectors of Customs, which gave the tonnage of vessels in each district based on registers, enrollments, and licenses outstanding, as of December 31.

For 1794-1801, figures are district tonnage returns, with no attempt to correct for the cumulative error caused by failure to remove vessels lost, abandoned, sold to aliens, etc. (See *American State Papers*, vol. 1, pp. 494, 499.) The figures for 1800-1801 ignore the first clearing of tonnage accounts which took place during these years. (See *American State Papers*, vol. 1, pp. 494-499, 527-531.) The correction for the cumulative error for *registered vessels only* would reduce the 1800 total to 819,571 tons and the 1801 total to 903,235 tons. The sharp drop attributable to the clearing of tonnage accounts would thereby be shifted back to 1800 instead of appearing in 1802.

For 1802-1818, the figures in series Q 154 consist of the "corrected registered" tonnage plus the uncorrected enrolled or licensed tonnage (see 1813 tonnage report in *American State Papers*, cited above, vol. 1, p. 1017). The figures for 1811 and 1818 reflect two additional attempts to clear out the cumulative error of registered vessels improperly retained on the registers. (See *American State Papers*, vol. 1, pp. 876, 958, and vol. 2, p. 406.)

The figures shown below in table III are those which were derived by a method authorized by Secretary of the Treasury Gallatin. They were reported to Congress in the annual tonnage reports in *American State Papers* as being the "actual" or "more nearly correct" tonnage.

Table III. "Actual Tonnage" of Documented Vessels: 1800 to 1818

[In thousands of gross tons]

Year	Tons	Year	Tons
1818.....	1,150	1808.....	1,173
1817.....	1,341	1807.....	1,208
1816.....	1,264	1806.....	1,166
1815.....	1,262	1805.....	1,085
1814.....	1,029	1804.....	983
1813.....	1,032	1803.....	917
1812.....	1,127	1802.....	865
1811.....	1,181	1801.....	850
1810.....	1,329	1800.....	768
1809.....	1,266		

These were obtained by taking the "corrected registered tonnage" and adding to it the "duty tonnage" for enrolled and licensed vessels. Since duties were paid only once each year on enrolled and licensed vessels, and owners were not likely to pay duties on nonexistent vessels, it was reasoned that the lower "duty tonnage" figure more accurately reflected the true total for the enrolled or licensed craft than did the district

returns of tonnage based on outstanding marine documents. This correction for enrolled and licensed craft was dropped after 1818, probably because, beginning 1819, the "duty tonnage" for this group exceeded the district tonnage returns for the group.

In *American State Papers*, vol. 1, p. 499, the tonnage described as "actual tonnage" in the comparative table for 1794-1799 is, in fact, the district returns of tonnage without correction of any kind. Elsewhere in the tonnage report for 1800 (pp. 494-499), and in tonnage reports for later years, the term "actual tonnage" normally means the district returns based on outstanding marine documents (registers, enrollments, and licenses) corrected for cumulative error. In table III, the term "actual tonnage" is used in the latter sense; the figures are from annual tonnage reports, 1800-1818, in *American State Papers*, vols. 1 and 2.

Q 163-164, vessels, by material of which built. The source publication also classifies tonnage of each material by type of propulsion (steam, motor, sail, canalboat, and barge).

Q 165-168, vessels, by trade in which engaged. The source publication also presents the number of vessels engaged in each type of trade as well as tonnage. The statutes do not recognize for documenting purposes any fisheries except the cod, mackerel, and whale. Vessels engaged in catching any other fish, such as salmon or menhaden, are documented for the mackerel fishery.

Figures in early reports identified as "registered," or as "registered in foreign trade," commonly include the registered vessels engaged in the whale fishery. Accordingly, figures on "whale fishery" found in early reports should be examined carefully to determine whether they represent the entire whaling fleet or only the "enrolled or licensed" portion. The term "fisheries" as used in early volumes refers to cod, and later, to cod and mackerel fisheries. It rarely includes the whale fishery.

In terms of documentation as "registered," "enrolled," "licensed," series Q 165-168 are composed broadly as follows:

Series Q 165 (foreign trade) represents the total "registered" minus "registered whale fishery." The "registered" whaling tonnage, is, however, included for 1794-1798.

Series Q 166 (coastwise and internal) represents the portion of the enrolled or licensed group engaged in this trade. The rest of the enrolled or licensed group is in series Q 168 (cod and mackerel fisheries).

Series Q 167 (whale fishery) is the "registered whale fishery" portion of the registered fleet plus the "whale fishery" portion of the enrolled or licensed fleet. For 1794-1798, however, the registered whaling tonnage is not included here, but in series Q 165.

Series Q 168 (cod and mackerel fishery) is the cod and mackerel fishery portion of the enrolled or licensed fleet. The rest of the enrolled or licensed group is in series Q 166 (coastwise and internal).

Q 169-174. Documented merchant vessels, by geographic region, 1816-1957.

Source: See source for series Q 153-168.

See also general notes for series Q 153-245 and Q 153-190.

Q 175-177. Documented merchant vessels, by type of service, 1934-1957.

Source: See source for series Q 153-168.

Series Q 177 includes cable, cod, dredging, elevator, ferry, fireboat, fishing, ice breaker, lightering, oil exploitation, oystering, passenger, pile driving, pilot boat, police boat, patrol boat, refrigerator, towing, waterboat, whaling, welding, wrecking,

and miscellaneous. The source presents details for each of these in recent years.

See also general notes for series Q 153-245 and Q 153-190.

Q 178-182. Merchant vessels built and documented, by type, 1797-1957.

Source: See source for series Q 153-168.

The source publication also presents statistics separately for steam, motor, and sailing vessels, canalboats, and barges. Statistics for motor vessels begin in 1898.

For 1938-1957, figures are not comparable with those for earlier years and are probably understated. They represent those vessels built during the 12-month period which were still existent and documented as part of the merchant fleet at the end of the period. Hence, they exclude vessels completed during the period which were lost, sold to U.S. Government, sold to aliens, or otherwise removed from merchant vessel documentation before the end of the period.

See also general notes for series Q 153-245 and Q 153-190.

Q 183-187. Merchant vessels built and documented, by region, 1817-1936.

Source: Bureau of Marine Inspection and Navigation, *Merchant Marine Statistics, 1936*, pp. 46-48, and table 2.

See general notes for series Q 153-245 and Q 153-190.

Q 188-190. Merchant vessels built and documented, by region, 1817-1850.

Source: Fold-in table on the history of shipbuilding (1817-1868) at back of the *Annual Report of the Secretary of the Treasury, 1868*.

Source also presents figures separately, for "The United States," "The Lakes," and "Western Rivers." For a discussion of these data see the *Annual Report*. The source table, with a more detailed discussion appears as Plate XXII in H. R., Ex. Doc. No. 111, 41st Congress, 2d Session, where the period covered is extended to 1869, and as Plate X (extended to 1870) in H.R. Ex. Doc. No. 76, 41st Congress, 8d Session. These three series do not add to series Q 179.

See also general notes for series Q 153-245 and Q 153-190.

Q 191. Persons entering the United States by ship, 1933-1957.

Source: Treasury Department, *Annual Report of the Secretary of the Treasury on the State of the Finances*, various issues.

Data include persons entering by documented vessels, excluding ferryboats.

Q 192-203. General note.

Net tonnage capacity, as used here, refers to net or registered tonnage of the vessel, not weight of cargo. The net tonnage is what remains after deducting from the gross tonnage (defined in general note for series Q 153-190) the spaces occupied by the propelling machinery, fuel, crew quarters, master's cabin, and navigation spaces. It represents, substantially, space available for cargo and passengers. It is the usual basis for tonnage taxes and port charges. The net tonnage capacity of a ship recorded as "entered with cargo" may bear little relation to actual weight of cargo. Gross tonnage and net tonnage are both measures of cubic capacity, not of weight, 100 cubic feet equalling 1 ton. These terms should not be confused with the cargo ton of 2,000 pounds. Tonnage figures shown in series Q 193 and Q 199 for U.S. vessels entered and cleared, respectively, in foreign trade are greater than the total tonnage of U.S. vessels documented for the foreign trade because the "entered" and "cleared" series include tonnage for each vessel as often as it "enters" or "clears"

each year. The documented tonnage (series Q 154) includes the tonnage of each vessel once for each year.

These figures include the tonnage of all types of watercraft engaged in the foreign trade, whether entering or clearing with cargo or in ballast, which are required to make formal entrance and clearance under U.S. customs regulations. Vessels engaged in trade on the Great Lakes with Canada as well as in trade with Mexico are also included. Vessels touching at a U. S. port in distress or for other temporary causes without discharging cargo, and Army and Navy vessels carrying no commercial cargo, are not required by customs regulations to enter or clear and thus are not included in the figures.

Vessels are reported as entered at the first port in the United States at which entry is made, regardless of whether any cargo is unladen at that port; arrivals at subsequent ports are not counted. Vessels are reported as cleared from the last port in the United States where loading of outward cargo is completed or where the vessel cleared in ballast; departures from prior ports are not counted.

Q 192-194. Vessels entered, all ports, 1789-1957.

Source: 1789-1820, Fred J. Guetter and Albert E. McKinley, *Statistical Tables Relating to the Economic Growth of the United States*, McKinley Publishing Co., Philadelphia, 1924, p. 39; 1821-1879, Bureau of Marine Inspection and Navigation, *Merchant Marine Statistics, 1936*, p. 93; 1880-1888, *Statistical Abstract of the United States, 1908*, p. 286; 1889-1916, *Statistical Abstract, 1916*, p. 338; 1917-1930, *Statistical Abstract, 1931*, p. 474; 1931-1944, *Statistical Abstract, 1947*, p. 558 (see general note for series Q 153-245 for the various agencies which have issued the *Statistical Abstract*); 1945-1946, *Foreign Commerce and Navigation of the United States, 1947*; 1947-1957, Bureau of the Census, *Vessel Entrances and Clearances*, Summary Report FT 975, various issues, and records.

Q 195. Total vessels entered at seaports, 1840-1957.

Source: 1840, *Statistical Abstract of the United States, 1946*, p. 546; 1844-1855, *Statistical Abstract, 1878*, p. 134; 1856-1879, *Statistical Abstract, 1880*, p. 138; 1880-1957, see source for series Q 192-194.

Q 196-197. U.S. and foreign vessels entered at seaports, 1856-1957.

Source: 1856-1879, see source for series Q 195; 1880-1957, see source for series Q 192-194.

Q 198-200. Vessels cleared, all ports, 1821-1957.

Source: See sources cited for specific periods (except 1789-1820) for series Q 192-194; the following page numbers apply respectively to the sources cited: 93, 287, 475, 558, and 592.

Q 201. Total vessels cleared at seaports, 1840-1957.

Source: 1840 and 1850, *Statistical Abstract of the United States, 1946*, p. 546; 1853-1879, *Statistical Abstract, 1881*, p. 138; 1880-1957, see source for series Q 192-194.

Q 202-203. U.S. and foreign vessels cleared at seaports, 1857-1957.

Source: 1857-1879, *Statistical Abstract of the United States, 1881*, p. 136; 1880-1957, see source for series Q 192-194.

Q 204-209. Value of waterborne imports and exports (including reexports) of merchandise, 1790-1946.

Source: 1790-1820, see source for series Q 192-194; 1821-1858, Bureau of Marine Inspection and Navigation, *Merchant Marine Statistics, 1936*, p. 91; 1859-1866, *Statistical Abstract of the United States, 1895*, pp. 399-400; 1867-1912, *Statistical Abstract, 1913*, pp. 318-319; 1913-1923, *Statistical Abstract,*

1924, p. 417; 1924-1935, *Statistical Abstract, 1946*, p. 552 (see general note for series Q 153-245 for the various agencies which have issued the *Statistical Abstract*); 1943-1946, Bureau of the Census, *Foreign Commerce and Navigation of the United States*, annual issues.

The primary source of figures for 1790-1820 is J. R. Soley, "The Maritime Industries of America," *The United States of America* (N. S. Shaler, Editor), vol. II, 1894, pp. 522-527, 534, 536, 538. The report gives the percent of imports and exports in U.S. vessels. Guetter and McKinley (cited above for series Q 192-194) have derived absolute figures by applying these percentages to total imports and exports of merchandise and specie. The primary source of figures for 1821-1935 is *Foreign Commerce and Navigation of the United States*, annual issues. Starting with 1943, import or export statistics by method of transportation showing shipping weight, as well as dollar value, have been compiled by the Bureau of the Census.

Q 210-215. Waterborne imports and exports, by flag of carrier vessel, 1921-1957.

Source: 1921-1945, Bureau of the Census, *Foreign Commerce and Navigation of the United States*, annual issues; 1946-1957, Bureau of the Census, releases and records.

Excludes cargoes (small in the aggregate) carried by ships of less than 100 tons gross capacity prior to 1946. Beginning in 1946 excludes Army and Navy cargo, and includes Alaska, Hawaii, and Puerto Rico. Beginning in July 1950 excludes commodities classified for security reasons as "special category." From July 1953 to December 1955 and beginning July 1956, exports exclude shipments under \$500 in value regardless of shipping weight; for January-June 1956, exports exclude shipments under \$1,000. Beginning 1954, imports exclude shipments under 2,000 pounds shipping weight.

Q 216-229. Waterborne cargo tonnage, foreign and domestic, 1924-1957.

Source: 1924-1953, Corps of Engineers, *Annual Report of the Chief of Engineers*, part 2; 1954-1957, *Annual Report of the Chief of Engineers, U. S. Army, on Civil Works Activities*, part 1.

In 1954, part 2 of the *Annual Report* was superseded by a separate publication entitled *Waterborne Commerce of the United States* (published in several regional parts). Part 5 of this report, *National Summaries*, presents separate figures for series Q 221-222 for "Canadian" and "overseas" for recent years.

Cargo tonnage refers to the weight of cargo and should not be confused with gross tonnage shown in series Q 153-190 or the net or registered tonnage capacity shown in series Q 192-203, which are measures of cubic capacity, not of weight. See also text for those series.

Q 230-234. Waterborne bulk freight traffic on the Great Lakes, 1900-1956.

Source: Lake Carriers' Association, *Annual Report, 1956*, pp. 62-63.

Includes tonnage moving to or from Canadian or U.S. lake ports, in Canadian or U.S. bulk carriers.

Q 235-237. Commercial ocean traffic on the Panama Canal, 1915-1957.

Source: 1915-1924, Governor of the Panama Canal, *Annual Report, 1948*, p. 10; 1925-1957, Panama Canal Company, *Annual Report*, various issues.

Does not include U.S. Government traffic.

Q 238-242. Freight traffic on the Sault Ste. Marie canals, 1855-1900.

Source: Corps of Engineers, *Statistical Report of Lake Commerce Passing Through Canals at Sault Ste. Marie*, 1931.

These series include traffic moving through the American and Canadian canals. Figures for later years may be obtained from various issues of Corps of Engineers, *Annual Report*, part 2, *Commercial Statistics*. They are not shown here because they pertain only to traffic between Lake Superior and the other lakes and series Q 230-234 therefore provide more comprehensive totals of Great Lakes traffic.

Q 243-244. Tonnage moved on New York State canals, 1837-1957.

Source: State of New York, Department of Public Works, *Annual Report of the Superintendent*, annual issues, and records.

Q 245. Federal expenditures for rivers and harbors, 1822-1957.

Source: 1822-1882, *Statement of Appropriations and Expenditures for Public Buildings, Rivers and Harbors, Forts, Arsenal, Armories, and Other Public Works from March 4, 1789 to June 30, 1882*, U. S. Senate Ex. Doc., vol. 7, No. 196, 47th Congress, 1st Session (Treasury Department Doc. No. 873), pp. 521-522; 1883-1919, Federal Works Agency, records (compiled from Treasury Department accounts); 1920-1957, Corps of Engineers, *Annual Report of the Chief of Engineers, U.S. Army*, part 1, vol. 1, annual issues (in 1954, changed to *Annual Report of the Chief of Engineers, U.S. Army, on Civil Works Activities*, part 1).

Figures include expenditures for rivers, harbors, and flood control prior to 1928. In 1928, expenditures for flood control amounted to less than \$13,500,000. Figures for 1929-1957 exclude expenditures for flood control. The figures include amounts expended from emergency relief and Public Works Administration funds, 1933-1937, but exclude \$5,500,000 for purchase of Cape Cod Canal, 1928, expended by and accounted for by Treasury Department.

Series Q 153-168. Documented Merchant Vessels, by Major Classes, Material of Which Built, and Trade: 1789 to 1957

[In thousands of tons except number of vessels. Gross tonnage of documented vessels of 5 tons or more. As of December 31, 1789-1834; September 30, 1835-1842; June 30, 1843-1940; January 1 thereafter]

Year	Total documented vessels		Major classes								Material of which built		Trade in which engaged			
	Number	Gross tons	Steam and motor						Sailing ¹	Canal-boats and barges	Metal ⁴	Wood	Foreign trade	Coast-wise and internal	Whale fisheries	Cod and mackerel fisheries ⁵
			Total	Steam			Motor									
				Total ¹	Coal burning ¹	Oil burning ¹	Total ¹	Diesel and semi-Diesel engines ¹								
153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	
1957.....	40,191	29,421	25,785	23,788	2,190	21,597	1,998	1,886	24	8,612	27,985	1,486	17,265	12,154	1	1
1956.....	39,499	29,610	26,261	24,210	2,204	22,005	2,041	1,886	84	8,326	28,073	1,587	17,765	11,843	1	1
1955.....	39,242	29,958	26,792	24,706	2,252	22,454	2,086	1,907	40	8,125	28,386	1,622	18,148	11,812	1	2
1954.....	39,008	30,764	27,631	25,489	2,321	23,168	2,142	1,960	46	8,087	28,982	1,782	18,974	11,787	1	2
1953.....	38,072	30,546	27,507	25,377	2,387	22,990	2,130	1,951	55	2,984	28,761	1,785	19,071	11,587	1	2
1952.....	37,389	30,416	27,459	25,356	2,405	22,951	2,103	1,923	66	2,891	28,559	1,857	19,280	11,134	1	2
1951.....	36,745	30,341	27,424	25,390	2,441	22,948	2,038	1,865	71	2,846	28,417	1,924	18,876	11,463	1	2
1950.....	36,083	31,215	28,327	26,273	2,507	23,765	2,055	1,885	82	2,806	29,268	1,952	19,154	12,048	1	2
1949.....	35,264	32,182	29,323	27,225	2,543	24,682	2,099	1,932	87	2,771	30,212	1,969	20,654	11,525	1	3
1948.....	33,843	33,167	30,469	28,401	2,606	25,796	2,067	1,902	87	2,611	31,211	1,956	22,021	11,143	1	3
1947.....	32,760	37,832	35,149	32,941	2,699	30,242	2,208	2,058	95	2,588	35,897	1,986	26,535	11,294	1	3
1946.....	31,386	38,501	35,928	33,779	2,884	30,895	2,149	2,002	98	2,475	36,571	1,929	29,706	8,791	1	3
1945.....	29,797	32,813	30,247	28,669	2,981	25,737	1,578	1,433	115	2,452	30,898	1,915	26,043	6,766	1	3
1944.....	28,690	25,795	23,217	21,674	3,014	18,660	1,543	1,392	129	2,449	23,537	1,959	18,685	7,105	1	4
1943.....	27,612	16,762	14,052	12,547	3,043	9,499	1,505	1,361	142	2,568	14,647	2,115	9,235	7,471	2	5
1942.....	27,325	18,860	11,072	9,704	2,965	6,789	1,359	1,213	166	2,621	11,641	2,218	4,109	9,744	2	6
1941.....	27,075	18,722	11,047	9,814	3,058	6,756	1,233	1,075	182	2,493	11,393	2,329	3,047	10,654	14	7
1940.....	27,212	14,018	11,853	10,102	3,159	6,943	1,251	1,090	200	2,466	(?)	(?)	3,638	10,852	20	3
1939.....	27,470	14,632	11,952	10,760	3,250	7,510	1,192	1,023	221	2,459	12,159	2,478	3,312	11,258	21	11
1938.....	27,155	14,651	12,007	10,836	3,325	7,510	1,172	1,005	261	2,384	12,180	2,521	3,551	11,064	21	16
1937.....	26,588	14,676	12,170	11,055	3,322	7,559	1,115	878	312	2,194	12,233	2,443	3,933	10,798	20	25
1936.....	25,392	14,497	12,267	11,161	3,371	7,617	1,105	867	379	1,851	12,263	2,234	4,159	10,800	9	23
1935.....	24,919	14,654	12,535	11,433	3,496	7,748	1,102	841	441	1,677	12,469	2,185	4,560	10,049	9	35
1934.....	24,904	14,862	12,637	11,599	3,539	7,860	1,087	824	500	1,675	12,601	2,261	4,598	10,220	9	35
1933.....	24,868	15,060	12,862	11,788	3,615	7,971	1,075	812	563	1,635	12,736	2,324	4,701	10,813	9	37
1932.....	25,156	15,839	13,568	12,499	3,991	8,308	1,069	810	625	1,646	13,421	2,417	5,071	10,723	2	33
1931.....	25,471	15,908	13,528	12,475	4,103	8,202	1,053	792	673	1,707	13,344	2,565	5,576	10,286	7	40
1930.....	25,214	16,068	13,757	12,775	4,209	8,429	982	715	757	1,554	13,514	2,554	6,296	9,723	7	42
1929.....	25,326	16,477	14,162	13,301	4,462	8,751	861	609	825	1,490	13,910	2,567	6,906	9,526	7	39
1928.....	25,385	16,688	14,847	13,614	4,557	9,002	730	494	915	1,421	14,064	2,619	6,984	9,706	7	36
1927.....	25,778	16,838	14,507	13,374	4,919	8,907	633	397	989	1,392	14,160	2,723	7,809	9,533	8	33
1926.....	26,343	17,311	14,848	14,318	5,370	8,895	530	293	1,092	1,371	14,473	2,538	7,119	9,552	3	33
1925.....	26,367	17,406	14,976	14,495	5,512	8,931	481	254	1,125	1,304	14,499	2,907	8,151	9,216	4	35
1924.....	26,575	17,741	15,315	14,870	5,921	8,947	445	128	1,185	1,240	14,627	3,114	8,794	8,911	3	32
1923.....	27,017	18,285	15,821	15,426	6,556	8,870	397	17	1,254	1,209	14,775	3,510	9,069	9,177	4	35
1922.....	27,358	18,463	15,982	15,607	6,908	8,699	375	16	1,238	1,193	14,905	3,658	10,720	7,708	4	36
1921.....	28,012	18,282	15,745	15,376	7,069	8,302	374	15	1,294	1,243	14,426	3,856	11,077	7,163	4	37
1920.....	28,183	18,324	13,823	13,466	7,551	5,915	357	24	1,272	1,228	12,448	3,376	9,925	6,858	4	33
1919.....	27,513	12,907	10,415	10,115	7,000	7,000	357	24	1,200	1,292	9,236	3,671	6,665	6,201	4	36
1918.....	26,711	9,925	7,471	7,471	7,471	7,471	357	24	1,210	1,244	6,814	3,110	3,599	6,232	4	33
1917.....	26,397	8,871	6,433	6,433	6,433	6,433	357	24	1,278	1,159	5,856	3,015	2,441	6,393	6	32
1916.....	26,444	8,470	6,070	6,070	6,070	6,070	357	24	1,311	1,089	5,476	2,994	2,185	6,245	7	33
1915.....	26,701	8,389	5,944	5,944	5,944	5,944	357	24	1,384	1,061	5,305	3,085	1,863	6,436	9	32
1914.....	26,943	7,929	5,423	5,423	5,423	5,423	357	24	1,433	1,069	4,733	3,196	1,066	6,818	10	34
1913.....	27,070	7,887	5,333	5,333	5,333	5,333	357	24	1,508	1,046	4,608	3,278	1,019	6,817	9	42
1912.....	26,528	7,714	5,130	5,130	5,130	5,130	357	24	1,539	995	4,433	3,282	923	6,737	9	45
1911.....	25,991	7,639	5,074	5,074	5,074	5,074	357	24	1,598	967	4,299	3,340	863	6,720	9	46
1910.....	25,740	7,508	4,900	4,900	4,900	4,900	357	24	1,655	952	4,117	3,391	733	6,669	9	47
1909.....	25,868	7,389	4,749	4,749	4,749	4,749	357	24	1,711	928	3,925	3,464	679	6,451	9	50
1908.....	25,425	7,365	4,711	4,711	4,711	4,711	357	24	1,761	898	3,860	3,505	980	6,372	10	54
1907.....	24,911	6,339	4,279	4,279	4,279	4,279	357	24	1,814	845	3,433	3,501	861	6,011	10	57
1906.....	25,006	6,675	3,975	3,975	3,975	3,975	357	24	1,899	801	3,115	3,560	928	5,874	11	61
1905.....	24,631	6,457	3,741	3,741	3,741	3,741	357	24	1,962	758	2,850	3,607	944	5,442	11	60
1904.....	24,558	6,292	3,595	3,595	3,595	3,595	357	24	1,945	751	2,669	3,623	839	5,335	10	58
1903.....	24,425	6,087	3,408	3,408	3,408	3,408	357	24	1,966	713	2,440	3,647	879	5,141	10	58
1902.....	24,278	5,798	3,177	3,177	3,177	3,177	357	24	1,942	679	2,180	3,613	873	4,859	9	57
1901.....	24,057	5,524	2,921	2,921	2,921	2,921	357	24	1,933	670	1,901	3,623	830	4,533	10	52
1900.....	23,333	5,165	2,658	2,658	2,658	2,658	357	24	1,885	622	1,593	3,572	817	4,237	10	52
1899.....	22,728	4,864	2,476	2,476	2,476	2,476	357	24	1,825	563	1,376	3,489	837	3,965	11	51
1898.....	22,705	4,750	2,372	2,372	2,372	2,372	357	24	1,836	542	1,224	3,526	726	3,960	11	52
1897.....	22,633	4,769	2,359	2,359	2,359	2,359	357	24	1,904	546	1,207	3,562	793	3,897	13	67
1896.....	22,908	4,704	2,307	2,307	2,307	2,307	357	24	1,923	463	1,090	3,614	830	3,790	15	69
1895.....	23,240	4,636	2,213	2,213	2,213	2,213	357	24	1,965	458	970	3,666	822	3,729	16	69
1894.....	23,536	4,634	2,139	2,139	2,139	2,139	357	24	2,023	472	830	3,754	900	3,696	16	72
1893.....	24,512	4,325	2,133	2,133	2,133	2,133	357	24	2,118	524	896	3,830	853	3,855	17	71
1892.....	24,353	4,765	2,074	2,074	2,074	2,074	357	24	2,178	512	785	3,979	978	3,701	17	69
1891.....	23,399	4,685	2,016	2,016	2,016	2,016	357	24	2,172	497	742	3,943	939	3,610	17	69
1890.....	23,467	4,424	1,859	1,859	1,859	1,859	357	24	2,109	456	627	3,798	923	3,409	19	63
1889.....	23,623	4,307	1,766	1,766	1,766	1,766	357	24	2,099	443	554	3,753	1,000	3,211	22	74
1888.....	23,231	4,192	1,648	1,648	1,648	1,648	357	24	2,124	419	494	3,693	919	3,172		

WATER TRANSPORTATION

Q 153-168

Series Q 153-168. Documented Merchant Vessels, by Major Classes, Material of Which Built, and Trade: 1789 to 1957—Con.

[In thousands of tons except number of vessels

Year	Total documented vessels		Major classes			Material of which built		Trade in which engaged			
	Number	Gross tons	Steam and motor	Sailing ¹	Canal-boats and barges	Metal ⁴	Wood	Foreign trade	Coastwise and internal	Whale fisheries	Cod and mackerel fisheries
1885	23,963	4,266	1,495	2,374	397	430	3,836	1,263	2,895	25	83
1884	24,082	4,271	1,466	2,414	391	387	3,885	1,277	2,884	27	83
1883	24,217	4,285	1,418	2,387	436	-----	-----	1,270	2,838	32	95
1882	24,368	4,166	1,356	2,361	449	-----	-----	1,259	2,796	33	78
1881	24,065	4,058	1,265	2,350	442	-----	-----	1,297	2,646	39	76
1880	24,712	4,068	1,212	2,366	490	-----	-----	1,314	2,638	38	78
1879	25,211	4,170	1,176	2,423	571	-----	-----	1,452	2,598	40	80
1878	25,264	4,213	1,168	2,521	524	-----	-----	1,589	2,497	40	87
1877	25,386	4,243	1,171	2,580	491	-----	-----	1,571	2,540	41	91
1876	25,934	4,279	1,172	2,609	498	-----	-----	1,554	2,599	39	88
1875	32,285	4,854	1,169	2,585	1,100	-----	-----	1,516	3,220	38	80
1874	32,486	4,801	1,186	2,474	1,141	-----	-----	1,390	3,298	39	78
1873	32,672	4,696	1,156	2,382	1,156	-----	-----	1,379	3,163	45	110
1872	31,114	4,438	1,112	2,325	1,001	-----	-----	1,859	2,930	52	98
1871	29,651	4,283	1,088	2,286	909	-----	-----	1,864	2,765	61	93
1870	28,998	4,247	1,075	2,363	808	-----	-----	1,449	2,638	68	91
1869	27,487	4,145	1,104	2,400	641	-----	-----	1,496	2,516	70	63
1868	28,167	4,352	1,199	2,509	644	-----	-----	1,487	2,702	78	84
1867	4,804	4,804	1,192	3,118	-----	-----	-----	1,512	2,600	52	76
1866	4,811	4,811	1,084	3,227	-----	-----	-----	1,388	2,720	105	98

Year	Total documented vessels, gross tons	Major classes		Trade in which engaged				Year	Total documented vessels, gross tons	Major classes		Trade in which engaged			
		Steam and motor	Sailing	Foreign trade	Coastwise and internal	Whale fisheries	Cod and mackerel fisheries			Steam and motor	Sailing	Foreign trade	Coastwise and internal	Whale fisheries	Cod and mackerel fisheries
1865	5,097	1,067	4,030	1,518	3,382	84	113	1825	1,423	23	1,400	665	641	85	81
1864	4,986	978	4,008	1,487	3,245	95	159	1824	1,389	22	1,368	637	642	33	77
1863	5,155	576	4,580	1,927	2,961	99	168	1823	1,337	25	1,312	600	618	41	78
1862	5,112	710	4,402	2,174	2,617	118	204	1822	1,325	23	1,304	583	624	49	69
1861	5,540	877	4,663	2,497	2,705	146	193	1821	1,299	23	1,276	594	615	23	62
1860	5,354	868	4,486	2,379	2,645	167	163	1820	1,280	22	1,258	584	588	36	72
1859	5,145	769	4,376	2,322	2,481	186	157	1819	1,261	17	1,243	581	571	32	76
1858	5,050	729	4,320	2,301	2,401	199	149	1818	1,225	18	1,213	590	549	17	69
1857	4,941	706	4,235	2,268	2,337	196	140	1817	1,400	9	1,391	805	525	5	65
1856	4,872	673	4,199	2,302	2,248	189	132	1816	1,372	6	1,366	801	522	1	48
1855	5,212	770	4,442	2,343	2,543	187	134	1815	1,368	3	1,365	854	476	1	37
1854	4,803	677	4,126	2,152	2,322	182	147	1814	1,159	3	1,156	675	466	1	18
1853	4,407	605	3,802	1,910	2,134	198	169	1813	1,167	3	1,164	678	471	3	20
1852	4,138	643	3,495	1,706	2,056	194	183	1812	1,270	2	1,268	759	478	3	30
1851	3,772	584	3,189	1,545	1,900	182	146	1811	1,233	1	1,231	764	420	5	48
1850	3,535	526	3,010	1,440	1,798	146	152	1810	1,425	1	1,424	981	405	4	35
1849	3,334	462	2,872	1,259	1,770	180	125	1809	1,350	1	1,350	907	405	4	34
1848	3,154	423	2,726	1,169	1,659	198	133	1808	1,225	(*)	1,242	765	421	5	52
1847	2,839	405	2,434	1,047	1,489	194	109	1807	1,269	(*)	1,268	840	349	9	70
1846	2,562	348	2,214	943	1,816	187	116	1806	1,209	-----	1,209	799	341	11	59
1845	2,417	326	2,091	904	1,223	191	98	1805	1,140	-----	1,140	744	333	6	57
1844	2,230	272	2,008	900	1,110	169	101	1804	1,042	-----	1,042	661	318	12	52
1843	2,159	237	1,922	857	1,076	153	78	1803	949	-----	949	586	299	12	52
1842	2,092	230	1,863	824	1,046	152	71	1802	892	-----	892	558	290	3	42
1841	2,131	175	1,956	788	1,107	157	78	1801	943	-----	943	681	275	3	39
1840	2,181	202	1,978	763	1,177	137	104	1800	972	-----	972	667	272	3	29
1839	2,096	195	1,901	702	1,154	132	108	1799	939	-----	939	657	247	6	30
1838	1,996	193	1,802	703	1,041	125	127	1798	898	-----	898	603	251	1	43
1837	1,897	155	1,742	633	957	129	127	1797	877	-----	877	598	237	1	41
1836	1,882	146	1,737	753	873	146	110	1796	832	-----	832	577	218	2	35
1835	1,825	123	1,702	733	797	98	142	1795	748	-----	748	529	184	3	31
1834	1,759	123	1,636	749	784	108	117	1794	629	-----	629	439	163	4	23
1833	1,606	102	1,504	649	744	102	111	1793	521	-----	521	368	122	-----	31
1832	1,439	91	1,349	614	650	78	102	1792	564	-----	564	411	121	-----	32
1831	1,268	69	1,198	538	540	83	107	1791	502	-----	502	363	106	-----	33
1830	1,192	64	1,127	533	517	40	98	1790	478	-----	478	346	104	-----	28
1829	1,261	54	1,207	593	509	57	102	1789	202	-----	202	124	69	-----	9
1828	1,741	39	1,702	758	843	55	86	-----	-----	-----	-----	-----	-----	-----	-----
1827	1,621	40	1,580	702	789	46	84	-----	-----	-----	-----	-----	-----	-----	-----
1826	1,534	34	1,500	696	722	42	74	-----	-----	-----	-----	-----	-----	-----	-----

¹ For 1920-1937, tonnage for vessels with electric screw included in total (series Q 156 or Q 159) but excluded from series Q 157, Q 158, and Q 160. Maximum such tonnage included in series Q 156 is 201,246 in 1933 and maximum in series Q 159 is 91,470 in 1934.

² Includes gasoline engines, not shown separately.

³ Includes canalboats and barges prior to 1868.

⁴ Includes iron, steel, composite, concrete, bronze, and aluminum.

⁵ Beginning 1937, excludes mackerel.

⁶ Increase due to documentation of 1 large vessel on Atlantic Coast.

⁷ Not available.

⁸ Less than 500 tons.

⁹ Figures for 1789 are for ships paying tonnage duties during the last 5 months of the year. Figures for 1790-1792 are for ships paying duties at some time during the year.

WATER TRANSPORTATION

Q 175-182

Series Q 175-177. Documented Merchant Vessels, by Type of Service: 1934 to 1957

[In thousands of tons. Gross tonnage of documented vessels of 5 tons or more. As of June 30, 1934-1940; January 1 thereafter]

Year	Freight (dry cargo)	Tanker	All other	Year	Freight (dry cargo)	Tanker	All other	Year	Freight (dry cargo)	Tanker	All other
	175	176	177		175	176	177		175	176	177
1957	22,024	4,984	2,464	1949	23,766	6,001	2,414	1941	8,115	8,053	2,558
1956	22,280	4,945	2,386	1948	24,047	4,171	4,949	1940	8,267	8,028	2,723
1955	22,298	5,279	2,381	1947	27,407	8,196	2,280	1939	8,615	8,089	2,929
1954	22,818	5,520	2,427	1946	28,087	8,336	2,077	1938	8,702	2,989	2,960
1953	22,605	5,478	2,463	1945	23,931	6,835	2,047	1937	8,671	2,881	3,123
1952	22,556	5,451	2,409	1944	18,878	4,802	2,115	1936	8,702	2,686	3,109
1951	22,598	5,854	2,889	1943	11,365	8,123	2,268	1935	8,748	2,668	3,238
1950	23,209	5,564	2,452	1942	8,226	8,261	2,373	1934	8,887	2,674	3,301

Series Q 178-182. Merchant Vessels Built and Documented, by Type: 1797 to 1957

[Gross tonnage of documented vessels of 5 tons or more. As of December 31, 1797-1834; September 30, 1835-1842; June 30, 1843-1940; January 1 thereafter]

Year	All vessels		Steam and motor	Sailing ¹	Canal-boats and barges	Year	All vessels		Steam and motor	Sailing ¹	Canal-boats and barges
	Number of vessels	Gross tons					Number of vessels	Gross tons			
	178	179	180	181	182		178	179	180	181	182
1957	1,582	585,048	248,801		336,247	1916	937	325,413	250,125	14,765	60,523
1956	1,385	445,617	152,359	8	293,250	1915	1,157	225,122	154,990	8,021	62,111
1955	1,116	400,076	117,011	24	283,041	1914	1,151	316,250	224,225	13,749	78,276
1954	1,186	589,317	369,016	10	220,291	1913	1,475	346,155	243,408	28,610	74,137
1953	1,190	633,966	477,421	28	156,517	1912	1,505	232,669	153,493	21,221	57,955
1952	990	437,378	313,296		124,082	1911	1,422	291,162	227,231	10,092	53,839
1951	992	308,825	165,064		143,761	1910	1,361	342,068	257,993	19,358	64,717
1950	861	194,370	103,358	7	91,005	1909	1,247	238,090	148,208	28,950	60,932
1949	978	195,190	85,288	39	109,863	1908	1,457	614,216	481,624	31,981	100,611
1948	1,118	200,290	108,206		92,084	1907	1,157	471,332	365,405	24,907	81,020
1947	1,259	267,331	186,109	16	81,206	1906	1,221	418,745	315,707	35,209	67,829
1946	1,275	548,262	509,538	7	38,717	1905	1,012	330,316	197,702	79,418	53,196
1945	1,744	6,313,977	6,258,608		55,369	1904	1,184	378,542	255,744	64,908	57,890
1944	1,723	8,032,009	8,009,277	129	22,603	1903	1,311	436,152	271,781	89,979	74,392
1943	1,901	10,431,734	10,339,670	23	92,041	1902	1,491	468,831	308,178	97,698	62,955
1942	1,108	4,543,946	4,504,398	14	39,534	1901	1,580	483,489	273,591	126,165	83,733
1941	703	647,097	586,443		60,654	1900	1,447	393,790	202,528	116,460	74,802
1940 ²	705	446,894	385,681	87	61,126	1899	1,273	300,038	151,058	98,073	50,907
1940 ³	319	193,229	172,433	17	20,779	1898	952	180,458	105,838	34,416	40,204
1939	673	339,899	269,188	22	70,689	1897	891	232,233	106,154	64,308	61,771
1938	753	237,374	(4)	(4)	(4)	1896	723	227,097	138,029	65,236	23,832
1937	1,939	471,364	113,661	71	357,632	1895	694	111,602	69,754	34,900	6,948
1936	1,207	224,084	59,020	79	164,985	1894	838	131,195	83,720	37,827	9,648
1935	748	62,919	30,341	50	32,528	1893	956	211,639	134,368	49,348	27,923
1934	724	66,649	26,916	33	39,700	1892	1,395	199,633	92,531	83,217	23,885
1933	642	190,803	168,488	46	22,269	1891	1,384	369,302	185,037	144,290	39,975
1932	722	212,892	164,620	18	48,254	1890	1,051	294,123	159,046	102,873	32,204
1931	1,302	386,906	212,996	52	173,858	1889	1,077	231,134	159,318	50,570	21,246
1930	1,020	254,296	172,969	210	81,117	1888	1,014	218,087	142,007	48,590	27,490
1929	808	128,976	75,725	797	52,454	1887	844	150,450	100,074	34,633	15,743
1928	969	257,180	172,901	230	84,049	1886	715	95,453	44,468	41,238	9,747
1927	917	245,144	181,504	326	63,314	1885	920	159,056	84,333	65,362	9,361
1926	924	224,673	140,586	263	83,824	1884	1,190	225,514	91,328	120,621	13,565
1925	967	199,846	141,053	2,869	55,924	1883	1,268	265,430	107,229	137,046	21,155
1924	1,049	223,968	145,493	914	77,561	1882	1,371	282,270	121,843	118,798	41,629
1923	770	335,791	241,802	17,442	76,547	1881	1,108	280,459	118,070	81,209	81,180
1922	845	661,232	597,137	25,459	38,636	1880	902	157,410	78,854	59,057	19,499
1921	1,361	2,265,115	2,071,221	91,743	102,151	1879	1,132	193,031	86,361	66,867	39,803
1920	2,067	3,880,639	3,660,023	132,184	88,432	1878	1,258	235,504	81,860	106,066	47,578
1919	1,953	3,326,621	3,157,091	79,234	90,296	1877	1,029	176,592	47,514	106,331	22,747
1918	1,528	1,300,868	1,090,996	83,629	126,243	1876	1,112	208,586	69,251	118,672	15,663
1917	1,297	664,479	513,243	43,185	108,051						

¹ Includes canalboats and barges prior to 1868.
² Jan. 1-Dec. 31.

³ July 1, 1939-June 30, 1940.
⁴ Not available.

Series Q 178-182. Merchant Vessels Built and Documented, by Type: 1797 to 1957—Con.

Year	All vessels					Year	All vessels					
	Number of vessels		Gross tons	Steam and motor	Sailing ¹		Canal-boats and barges	Number of vessels		Gross tons	Steam and motor	Sailing ¹
	178	179						178	179			
1875	1,301	297,689	62,460	206,884	28,295	1885	725	75,107	12,847	62,760		
1874	2,147	482,725	101,990	216,816	114,479	1884	957	118,889	18,905	104,484		
1873	2,261	859,246	88,011	144,629	126,606	1883	1,187	161,492	12,620	148,872		
1872	1,648	209,052	62,210	76,291	70,551	1882	1,065	144,544	17,886	127,158		
1871	1,755	273,227	87,842	97,179	88,206	1881	712	85,556	11,487	74,119		
1870	1,618	276,958	70,621	146,840	59,992	1880	648	58,560	8,269	50,291		
1869	1,726	275,290	65,066	149,029	61,185	1879	796	79,408	10,281	69,127		
1868	1,802	285,304	68,940	142,742	78,622	1878	886	98,964	5,881	98,083		
1867	1,518	805,594	72,010	233,584	---	1877	951	106,456	11,010	95,446		
1866	1,898	886,146	125,183	210,968	---	1876	1,083	180,378	12,818	117,555		
1865	1,789	894,523	146,433	248,090	---	1875	1,000	116,464	9,171	107,298		
1864	2,388	415,740	147,499	268,241	---	1874	798	82,798	5,216	87,582		
1863	1,816	811,045	94,233	216,812	---	1873	680	75,857	8,766	72,091		
1862	864	175,076	55,449	119,627	---	1872	639	77,569	1,861	75,708		
1861	1,146	233,194	60,986	172,208	---	1871	519	57,275	3,017	54,258		
1860	1,071	214,798	69,370	145,428	---	1870	557	51,894	5,572	45,822		
1859	875	156,602	35,805	121,297	---	1819	876	86,670	5,824	80,846		
1858	1,241	244,712	65,374	179,338	---	1818	923	87,346	8,695	88,651		
1857	1,448	878,804	74,469	304,345	---	1817	1,087	87,626	2,548	85,083		
1856	1,708	469,398	74,865	394,523	---	1816	1,431	135,186	2,926	132,260		
1855	2,024	583,450	78,127	505,323	---	1815	1,329	155,579	546	155,033		
1854	1,774	535,616	91,037	444,579	---	1814	490	29,751	598	29,158		
1853	1,710	425,572	109,402	816,170	---	1813	371	32,588	1,140	31,443		
1852	1,444	351,493	98,624	252,869	---	1812	---	55,148	118	55,090		
1851	1,357	298,208	78,197	220,006	---	1811	---	146,691	1,145	145,546		
1850	1,360	272,218	56,911	215,307	---	1810	---	127,575	---	127,575		
1849	1,547	256,577	61,241	195,336	---	1809	---	91,397	458	90,939		
1848	1,851	818,075	66,652	251,423	---	1808	---	81,755	182	81,573		
1847	1,598	243,732	58,979	189,753	---	1807	---	99,783	78	99,705		
1846	1,420	188,208	51,778	136,425	---	1806	---	126,093	---	126,093		
1845	1,088	146,018	40,926	105,092	---	1805	---	128,507	---	128,507		
1844	766	108,537	30,976	72,561	---	1804	---	109,753	---	109,753		
1843	482	68,617	17,624	45,992	---	1803	---	89,448	---	89,448		
1842	1,021	129,089	29,158	99,925	---	1802	(¹)	(¹)	(¹)	(¹)		
1841	761	118,893	27,941	90,950	---	1801	---	124,755	---	124,755		
1840	871	118,809	19,811	98,498	---	1800	---	995	106,261	106,261		
1839	899	125,260	34,219	91,041	---	1799	---	767	77,921	77,921		
1838	913	115,905	23,607	92,298	---	1798	---	635	49,435	49,435		
1837	972	125,918	33,811	92,102	---	1797	---	---	56,679	56,679		
1836	911	116,230	26,630	89,600	---							

¹ Includes canalboats and barges prior to 1868.
² Not available.

³ 9-month period.
⁴ Figures by class of vessel do not add to the total for this year.

Series Q 183-190. Merchant Vessels Built and Documented, by Region: 1817 to 1936

[Gross tonnage of documented vessels of 5 tons or more. As of December 31, 1817-1834; September 30, 1835-1842; June 30 thereafter]

Year	Seaboard					Year	Seaboard					Northern lakes and western rivers
	Total	New England coast	Mid-Atlantic and Gulf coasts	Pacific coast	Northern lakes and western rivers		Total	New England coast	Mid-Atlantic and Gulf coasts	Pacific coast		
											183		184	185	186	187	183	184	185	186	187
1936	175,398	711	166,671	8,016	48,686	1910	167,829	23,442	127,517	16,870	174,239	
1935	49,054	1,910	38,452	8,692	13,865	1909	131,748	27,237	81,752	22,759	106,342	
1934	49,946	862	37,390	11,694	16,708	1908	266,937	70,903	138,984	57,050	347,279	
1933	181,593	25,851	151,823	3,919	9,210	1907	219,753	44,428	140,134	35,191	251,579	
1932	195,529	52,163	133,625	9,741	17,363	1906	146,883	32,311	94,311	20,261	271,862	
1931	355,771	26,639	287,884	41,248	31,135	1905	230,716	119,377	91,224	20,115	99,600	
1930	198,116	18,601	143,656	30,859	61,180	1904	208,288	51,417	135,263	21,608	170,254	
1929	104,769	12,766	71,750	20,253	24,207	1903	288,196	66,973	177,887	43,336	147,956	
1928	11,434	11,434	146,532	23,715	75,499	1902	290,122	75,852	161,211	53,059	178,709	
1927	181,681	6,574	124,068	45,565	68,937	1901	291,516	82,971	153,977	54,568	191,973	
1926	159,658	4,995	131,994	22,669	65,015	1900	249,006	72,179	135,473	41,354	144,784	
1925	123,933	5,615	76,784	41,534	75,913	1899	196,120	68,761	85,825	41,534	108,918	
1924	145,837	3,174	106,414	36,249	78,131	1898	112,879	23,944	39,146	49,789	67,579	
1923	262,769	13,057	199,026	50,686	73,022	1897	103,504	21,942	74,067	7,495	128,729	
1922	637,708	56,973	448,197	132,538	23,524	1896	102,544	39,582	52,143	10,819	124,553	
1921	2,147,555	150,745	1,383,185	613,625	117,560	1895	67,127	26,783	33,200	7,144	44,475	
1920	3,475,872	208,023	1,931,514	1,336,335	404,767	1894	80,099	28,665	46,042	5,392	51,096	
1919	2,815,733	177,758	1,274,472	1,363,503	510,888	1893	102,830	37,091	52,018	13,721	108,809	
1918	1,080,437	88,302	473,698	518,437	220,431	1892	138,863	60,624	57,469	20,770	60,770	
1917	518,958	52,526	298,958	167,474	145,521	1891	237,462	105,491	112,901	19,070	131,840	
1916	275,749	37,568	188,550	49,631	49,664	1890	169,091	78,577	78,179	12,335	125,032	
1915	208,156	18,551	152,906	31,699	21,966	1889	111,852	39,983	53,930	17,939	119,282	
1914	251,700	14,985	200,220	36,495	64,550	1888	105,125	33,813	49,356	21,956	112,962	
1913	247,318	27,131	175,523	44,664	98,837	1887	83,061	24,035	49,886	9,140	67,839	
1912	136,485	23,052	81,329	32,104	96,184	1886	64,458	30,624	27,920	5,914	30,995	
1911	190,612	23,653	139,725	27,234	100,550							

WATER TRANSPORTATION

Q 183-191

Series Q 183-190. Merchant Vessels Built and Documented, by Region: 1817 to 1936—Con.

Year	Seaboard					Year	Seaboard					Northern lakes and western rivers				
	Total	New England coast	Mid-Atlantic and Gulf coasts	Pacific coast	Northern lakes and western rivers		Total	New England coast	Mid-Atlantic and Gulf coasts	Pacific coast	Northern lakes and western rivers					
	183	184	185	186	187		183	184	185	186	187					
1885	121,010	48,128	61,844	11,088	38,046	1842	109,100	64,237	44,863		19,983					
1884	178,419	84,046	88,753	10,620	47,095	1841	104,268	63,771	40,497		14,625					
1883	210,349	110,226	88,385	16,788	55,081	1840	110,683	65,189	45,494		7,626					
1882	188,084	98,965	78,342	15,777	94,186	ALTERNATIVE SERIES										
1881	125,766	54,488	59,861	11,417	154,693	Year	The Coast ¹			Western lakes and rivers	New England States ²					
1880	101,720	46,374	46,408	8,943	55,690		188	189	190							
1879	115,683	55,874	48,602	11,207	77,848	1850	247,847	24,372	142,367							
1878	155,188	90,386	58,419	11,333	80,366	1849	217,264	39,318	120,234							
1877	132,996	90,992	29,286	12,718	43,696	1848	262,581	55,495	146,111							
1876	168,826	95,288	51,716	16,822	39,760	1847	185,498	58,240	104,682							
1875	244,474	151,497	79,549	13,428	58,165	1846	149,332	38,872	82,347							
1874	277,093	136,251	129,988	10,859	155,632	1845	116,156	29,862	63,835							
1873	218,189	76,406	136,258	5,475	141,107	1844	71,782	31,805	36,268							
1872	128,097	46,269	79,552	2,276	80,955	1843	90,017	26,298	46,251							
1871	156,249	64,366	86,559	5,824	116,978	1842	108,302	20,782	56,234							
1870	182,836	110,584	59,582	12,720	94,117	1841	108,576	15,318	68,770							
1869	191,194	108,604	72,058	15,532	84,086	1840	109,706	8,608	65,189							
1868	173,722	98,915	67,956	6,851	111,582	1839	107,232	13,757	59,204							
1867	229,583	135,189	90,070	4,324	73,945	1838	100,074	13,061	53,054							
1866	232,788	121,335	105,329	6,124	103,858	1837	98,997	23,990	51,981							
1865	280,899	135,258	141,880	3,816	102,910	1836	98,130	15,497	58,330							
1864	323,710	112,615	211,242	4,853	87,080	1835	101,906	14,072	60,054							
1863	215,410	79,578	133,161	2,671	95,474	1834	105,683	12,647	61,779							
1862	112,486	45,597	64,365	2,524	62,589	1833	153,455	8,171	95,143							
1861	181,586	104,678	72,192	4,716	51,608	1832	130,064	14,475	100,585							
1860	169,836	184,289	33,524	2,023	44,962	1831	80,541	5,222	49,798							
1859	134,499	79,316	53,127	2,056	23,108	1830	52,686	5,398	24,169							
1858	177,799	108,864	71,811	2,124	64,487	1829	71,055	6,044	38,117							
1857	285,681	183,686	100,810	1,185	50,218	1828	95,349	3,027	54,282							
1856	369,679	252,974	116,343	362	99,714	1827	99,343	5,000	57,156							
1855	505,450	326,431	176,901	2,118	78,000	1826	121,908	4,580	72,668							
1854	464,933	289,599	164,311	1,023	80,683	1825	112,616	2,381	65,616							
1853	857,233	222,791	134,291	151	68,339	1824	89,166	1,778	52,445							
1852	301,275	179,804	121,470		50,218	1823	73,942	1,066	42,725							
1851	265,378	133,351	131,957	70	32,825	1822	75,242	105	44,206							
1850	248,865	142,369	106,374	122	23,353	1821	55,607	249	36,651							
1849	209,189	120,237	88,952		47,388	1820	47,696	88	29,353							
1848	264,268	146,118	118,155		53,907	1819	79,551	267	50,614							
1847	185,618	104,745	80,873		58,114	1818	82,232	189	48,823							
1846	149,571	82,347	67,224		38,632	1817	85,144	1,250	46,605							
1845	116,443	63,837	32,606		29,575											
1844	71,832	36,268	35,564		31,705											
1843	53,220	26,512	26,708		10,397											

¹ Figures for these years do not add to series Q 179. ² 9-month period. ³ Figures for New England States included in series Q 188 "The Coast".

Series Q 191. Persons Entering the United States by Ship: 1933 to 1957

[For years ending June 30]

Year	Persons entering	Year	Persons entering	Year	Persons entering	Year	Persons entering	Year	Persons entering
	191		191		191		191		191
1957	847,652	1952	899,639	1947	547,708	1942	305,190	1937	1,011,367
1956	841,656	1951	723,030	1946	1,660,107	1941	443,238	1936	898,267
1955	842,318	1950	762,353	1945	1,285,931	1940	733,338	1935	811,547
1954	845,424	1949	676,483	1944	676,312	1939	1,019,313	1934	754,190
1953	864,625	1948	641,262	1943	388,962	1938	1,071,896	1933	795,380

Series Q 192-203. Net Tonnage Capacity of Vessels Entered and Cleared: 1789 to 1957

[In thousands of net tons. For years ending September 20, 1789-1842; June 30, 1843-1918; December 31 thereafter. Excludes domestic trade]

Year	Vessels entered						Vessels cleared					
	All ports			Seaports ¹			All ports			Seaports ¹		
	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels
	192	193	194	195	196	197	198	199	200	201	202	203
1957	162,925	85,898	127,027	146,144	81,189	114,956	162,578	85,118	127,460	145,954	80,569	115,385
1956	147,844	86,247	111,598	130,767	81,254	99,514	148,269	86,817	111,952	131,391	81,510	99,681
1955	128,405	84,321	94,084	118,807	80,407	88,400	129,868	84,407	94,961	114,806	80,615	84,192
1954	109,524	83,860	75,664	97,198	80,183	67,065	109,899	83,674	76,821	97,674	29,969	67,706
1953	112,559	89,319	78,240	97,344	84,969	62,975	112,935	89,188	78,747	97,627	84,775	62,852
1952	116,375	45,223	71,152	101,263	40,732	60,582	114,797	43,726	71,071	99,708	89,278	60,429
1951	108,086	44,571	68,515	98,674	40,482	58,192	110,286	46,768	68,472	96,257	48,024	58,233
1950	86,629	35,376	51,251	73,451	31,757	41,698	87,829	36,043	51,778	74,785	32,510	42,269
1949	85,700	41,251	44,451	74,701	37,626	37,076	84,286	39,681	44,604	78,068	36,186	36,927
1948	90,927	47,726	48,199	76,910	43,270	33,640	89,449	45,775	43,667	75,714	41,848	34,358
1947	98,796	53,227	40,170	80,889	49,044	31,844	97,160	54,088	43,072	84,508	49,568	34,949
1946	80,258	53,045	27,218	69,520	49,143	20,878	77,225	49,124	28,101	66,376	45,118	21,283
1945	94,021	61,375	32,646	81,182	56,499	24,682	94,559	61,460	33,099	81,452	56,332	25,120
1944	81,860	48,071	33,739	66,805	42,196	24,196	87,885	53,050	34,335	71,717	46,919	24,798
1943	61,084	29,292	31,792	44,739	24,508	20,231	66,716	33,682	33,084	50,232	28,826	21,406
1942	43,942	13,611	30,331	28,258	10,326	17,982	47,706	16,864	31,852	31,976	13,149	18,827
1941	59,061	20,940	38,121	42,616	16,767	25,849	62,596	21,869	40,726	46,142	17,701	28,441
1940	58,544	19,220	39,324	45,398	15,740	29,652	62,171	20,248	41,923	48,996	16,766	32,230
1939	68,992	17,769	51,223	57,973	14,553	43,421	70,806	18,156	52,150	59,218	14,908	44,316
1938	70,516	19,020	51,496	59,223	15,899	43,324	71,286	18,829	52,456	60,064	15,742	44,322
1937	71,560	19,527	52,038	59,980	16,747	43,238	72,880	19,988	52,962	61,177	17,134	44,043
1936	65,972	20,682	45,290	55,088	17,510	37,578	66,066	20,069	45,997	55,381	16,967	38,414
1935	64,612	22,372	42,240	54,289	18,898	35,395	64,887	22,126	42,761	54,722	18,651	36,071
1934	63,787	23,192	40,594	53,132	19,186	33,946	63,946	22,799	40,908	53,162	18,901	34,261
1933	60,936	22,488	38,448	51,564	19,051	32,513	61,287	22,434	38,853	52,083	19,088	32,990
1932	64,837	24,278	40,559	55,229	20,643	34,587	64,446	23,865	40,582	54,900	20,204	34,695
1931	72,782	26,907	45,875	60,427	21,499	38,929	73,501	26,864	46,647	61,204	21,417	39,787
1930	81,258	31,866	49,387	66,499	24,620	41,879	81,807	31,560	49,747	66,500	24,154	42,346
1929	82,602	32,241	50,861	66,858	25,208	41,645	82,843	31,927	50,416	67,080	25,045	41,935
1928	80,211	31,285	48,926	62,809	22,991	39,818	80,667	31,784	48,933	68,331	23,180	40,151
1927	74,310	29,239	45,021	58,921	22,001	36,920	75,440	29,798	45,647	59,759	22,078	37,681
1926	76,938	26,890	50,043	63,759	21,091	42,668	79,041	28,532	50,509	65,583	22,234	43,349
1925	69,378	27,947	41,431	55,636	21,148	34,487	70,229	27,808	42,421	57,160	21,394	35,766
1924	68,292	29,628	38,664	54,726	22,462	32,264	68,910	30,092	38,818	55,294	22,896	32,397
1923	66,319	27,725	38,594	52,775	20,984	31,791	66,624	27,932	38,692	53,215	21,805	31,910
1922	65,191	31,738	33,453	51,701	23,633	28,068	64,839	31,759	33,080	51,799	23,755	28,044
1921	62,285	31,185	31,100	49,958	24,402	25,556	62,665	30,181	32,484	50,423	23,432	26,991
1920	64,104	32,119	31,985	51,531	26,225	25,306	67,817	34,053	33,764	54,980	27,875	27,106
1919	46,702	21,933	24,769	36,381	16,224	20,157	51,257	24,992	26,265	40,751	19,133	21,617
1918	45,456	19,284	26,173	31,101	11,256	19,845	46,014	19,206	26,808	31,869	11,280	20,589
1917	50,472	18,725	31,747	36,521	10,898	25,623	52,077	19,146	32,931	38,094	11,339	26,755
1916	51,550	17,928	33,622	37,744	9,446	28,298	52,423	17,902	34,521	38,946	9,768	29,182
1915	46,710	13,275	33,435	35,032	6,880	28,202	46,885	13,418	33,467	35,458	7,110	28,347
1914	53,389	13,730	39,659	40,052	5,436	34,616	53,183	13,740	39,448	39,743	5,185	34,558
1913	50,639	13,073	37,567	37,973	5,241	32,732	51,152	13,946	37,206	37,566	5,239	32,327
1912	46,158	11,257	34,901	34,659	4,572	30,087	46,417	11,708	34,713	34,706	4,794	29,912
1911	42,675	9,698	32,982	32,457	4,302	28,155	42,487	9,753	32,684	32,299	4,427	27,871
1910	40,236	8,888	31,347	30,917	4,214	26,703	39,706	8,809	30,897	30,510	4,196	26,314
1909	39,058	8,771	30,287	30,243	4,403	25,840	38,946	8,492	29,705	29,604	4,215	25,389
1908	38,539	8,473	30,066	30,444	4,314	26,130	38,282	8,435	29,846	30,195	4,238	25,910
1907	36,622	8,116	28,507	29,248	3,924	25,324	35,990	8,093	27,898	28,499	3,797	24,702
1906	34,155	7,613	26,543	27,401	4,023	23,379	33,784	7,581	26,204	26,970	3,923	23,047
1905	30,983	7,081	23,908	24,793	4,120	20,673	31,158	7,203	23,955	25,020	4,259	20,760
1904	29,952	6,679	23,273	24,111	3,806	20,305	30,016	6,641	23,374	24,192	3,836	20,356
1903	31,094	6,907	24,187	24,698	3,881	20,817	31,816	6,975	24,841	24,823	3,931	20,892
1902	30,654	6,961	23,693	24,361	4,020	20,342	30,444	6,822	23,623	24,242	3,956	20,287
1901	29,768	6,381	23,387	24,791	3,980	20,811	29,320	6,417	23,408	24,889	4,020	20,870
1900	28,163	6,136	22,027	23,534	3,974	19,559	28,281	6,209	22,072	23,618	4,006	19,612
1899	26,111	5,341	20,770	21,963	3,333	18,631	26,266	5,472	20,794	22,177	3,463	18,714
1898	25,579	5,240	20,339	21,700	3,362	18,338	25,748	5,111	20,637	21,892	3,231	18,661
1897	23,760	5,525	18,235	20,003	3,611	16,391	23,709	5,618	18,091	19,878	3,637	18,241
1896	20,989	5,196	15,793	17,453	3,673	13,779	21,415	5,330	16,085	17,819	3,741	14,078
1895	19,295	4,473	14,822	16,725	3,677	13,049	19,751	4,504	15,246	17,024	3,616	13,408
1894	19,990	4,655	15,335	17,025	3,649	13,376	20,272	4,740	15,532	17,306	3,747	13,560
1893	19,582	4,359	15,223	16,679	3,493	13,186	19,761	4,403	15,357	16,825	3,537	13,288
1892	21,013	4,470	16,543	18,180	3,747	14,434	21,161	4,536	16,625	18,258	3,751	14,507
1891	18,204	4,381	13,823	15,394	3,670	11,724	18,261	4,455	13,805	15,411	3,716	11,695
1890	18,107	4,033	14,074	15,366	3,405	11,961	18,149	4,067	14,082	15,429	3,390	12,039
1889	15,952	3,724	12,228	13,312	3,123	10,189	16,343	3,938	12,355	13,672	3,342	10,329
1888	15,398	3,367	12,031	12,956	2,914	10,042	15,669	3,415	12,254	13,262	2,944	10,308
1887	15,816	3,366	12,451	13,532	2,871	10,661	15,753	3,259	12,494	13,511	2,771	10,740
1886	15,186	3,232	11,954	12,230	2,762	9,468	15,328	3,303	12,024	12,413	2,806	9,607
1885	15,305	3,132	12,173	12,287	2,709	9,578	15,515	3,232	12,283	12,496	2,809	9,638
1884	15,069	3,202	11,867	12,085	2,821	9,264	15,205	3,237	11,968	12,206	2,845	9,361
1883	16,382	3,256	13,126	13,361	2,835	10,526	16,541	3,307	13,234	13,565	2,895	10,670
1882	17,601	3,341	14,260	14,656	2,968	11,688	17,757	3,318	14,439	14,846	2,936	11,911
1881	18,319	3,254	15,066	15,631	2,919	12,711	18,470	3,376	15,094	15,794	3,040	12,754

See footnotes at end of table.

WATER TRANSPORTATION

Q 192-203

Series Q 192-203. Net Tonnage Capacity of Vessels Entered and Cleared: 1789 to 1957—Con.

(In thousands of net tons)

Year	Vessels entered						Vessels cleared					
	All ports			Seaports ¹			All ports			Seaports ¹		
	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels
	192	193	194	195	195	197	198	199	200	201	202	203
1880	18,011	3,437	14,574	15,251	3,140	12,111	18,043	3,397	14,646	15,296	3,078	12,218
1879	16,198	3,415	12,778	13,768	3,060	10,718	16,075	3,464	12,611	13,617	3,071	10,545
1878	14,464	3,642	10,821	11,531	3,009	8,521	14,808	3,872	10,935	11,844	3,196	8,647
1877	13,455	3,663	9,791	10,406	2,968	7,449	13,442	3,765	9,677	10,389	3,043	7,345
1876	12,511	3,611	8,899	9,716	2,928	6,788	12,655	3,732	8,923	9,339	3,037	6,302
1875	11,693	3,574	8,119	9,143	2,837	6,256	11,397	3,737	8,160	9,341	3,061	6,279
1874	13,092	3,894	9,198	10,010	2,915	7,095	13,189	3,932	9,207	10,058	2,961	7,097
1873	11,696	3,613	8,083	8,895	2,443	5,951	11,322	3,757	8,065	8,515	2,574	5,941
1872	10,306	3,712	7,095	7,770	2,585	5,185	10,734	3,632	7,051	7,739	2,598	5,141
1871	10,009	3,743	6,266	6,994	2,604	4,391	9,398	3,747	6,152	6,918	2,635	4,238
1870	9,156	3,486	5,670	6,270	2,452	3,818	9,169	3,507	5,662	6,362	2,530	3,832
1869	8,750	3,403	5,348	6,032	2,459	3,573	7,754	3,331	4,373	6,114	2,502	3,612
1868	8,046	3,551	4,495	5,572	2,466	3,106	8,279	3,718	4,561	5,811	2,625	3,186
1867	7,774	3,455	4,319	5,266	2,146	3,121	7,385	3,420	4,465	5,501	2,270	3,230
1866	7,732	3,372	4,410	5,008	1,891	3,117	7,322	3,333	4,433	5,161	2,030	3,131
1865	6,161	2,944	3,217	3,327	1,615	2,212	6,620	3,025	3,595	4,161	1,710	2,450
1864	6,538	3,066	3,471	4,167	1,655	2,512	6,332	3,091	3,741	4,279	1,662	2,617
1863	7,255	4,615	4,205	4,205	2,308	1,893	7,511	4,447	3,064	4,343	2,266	2,077
1862	7,363	5,118	2,245	4,191	2,629	1,562	7,339	4,962	2,377	4,205	2,568	1,637
1861	7,241	5,024	2,218	4,559	3,025	1,534	7,151	4,839	2,282	4,410	2,374	1,536
1860	8,275	5,921	2,354	5,000	3,302	1,698	8,790	6,166	2,624	5,257	3,501	1,756
1859	7,306	5,266	2,540	4,913	3,323	1,585	7,916	5,297	2,618	4,367	3,315	1,552
1858	6,605	4,396	2,209	4,333	3,051	1,287	7,303	4,490	3,313	4,436	3,123	1,309
1857	7,136	4,721	2,465	4,843	3,432	1,361	7,071	4,531	2,490	4,332	3,433	1,393
1856	6,372	4,335	2,437	4,464	3,194	1,270	7,000	4,533	2,462	4,695	3,433	1,393

Year	Vessels entered				Vessels cleared				Year	Vessels entered, all ports		
	All ports			Sea-ports ¹	All ports			Sea-ports ¹		Total	U.S. vessels	Foreign vessels
	Total	U.S. vessels	Foreign vessels		Total	U.S. vessels	Foreign vessels					
	192	193	194	195	196	199	200	201		192	193	194
1855	5,945	3,361	2,084	4,173	6,179	4,069	2,110	4,435	1820	880	801	79
1854	5,384	3,752	2,132	4,343	6,019	3,911	2,108	4,524	1819	869	784	86
1853	6,282	4,004	2,278	4,157	6,066	3,787	2,299	4,239	1818	917	755	161
1852	5,293	3,236	2,057	3,928	5,273	3,231	2,043	3,992	1817	992	730	212
1851	4,993	3,054	1,939	3,466	5,130	3,201	1,930	3,916	1816	1,136	877	259
1850	3,749	2,573	1,176	3,013	4,361	2,633	1,723	3,167	1815	918	701	217
1849	4,369	2,658	1,711	2,390	4,429	2,754	1,676	3,167	1814	108	60	48
1848	3,799	2,398	1,405	2,503	3,965	2,461	1,404	3,167	1813	351	238	114
1847	3,322	2,101	1,220	2,429	3,379	2,202	1,177	3,167	1812	715	668	47
1846	3,111	2,151	960	2,022	3,139	2,221	968	3,167	1811	931	948	33
1845	2,946	2,035	911	2,011	2,984	2,054	930	3,167	1810	939	909	30
1844	2,394	1,977	917	1,397	2,918	2,011	907	3,167	1809	705	605	99
1843	1,678	1,144	535	1,792	1,792	1,238	524	3,167	1808	536	539	43
1842	2,243	1,510	733	2,277	2,277	1,536	740	3,167	1807	1,203	1,116	87
1841	2,368	1,632	736	2,371	2,371	1,634	737	3,167	1806	1,135	1,044	91
1840	2,239	1,577	712	1,733	2,353	1,647	706	3,167	1805	1,010	922	83
1839	2,116	1,491	625	1,733	2,090	1,478	612	3,167	1804	944	822	122
1838	1,895	1,303	592	1,733	2,013	1,409	604	3,167	1803	951	737	164
1837	2,065	1,300	766	1,733	2,023	1,287	736	3,167	1802	944	799	143
1836	1,936	1,255	680	1,733	1,990	1,316	674	3,167	1801	1,007	849	157
1835	1,994	1,353	641	1,733	2,031	1,401	631	3,167	1800	804	633	121
1834	1,643	1,075	568	1,733	1,712	1,134	578	3,167	1799	732	625	103
1833	1,608	1,111	497	1,733	1,639	1,142	497	3,167	1798	610	522	83
1832	1,343	950	393	1,733	1,362	975	383	3,167	1797	631	603	73
1831	1,405	923	482	1,733	1,244	973	272	3,167	1796	722	675	47
1830	1,099	967	132	1,733	1,105	972	133	3,167	1795	637	530	57
1829	1,004	873	131	1,733	1,073	945	133	3,167	1794	609	526	33
1828	1,019	863	130	1,733	1,048	897	151	3,167	1793	611	443	164
1827	1,056	918	138	1,733	1,112	931	131	3,167	1792	659	415	244
1826	1,048	942	106	1,733	1,052	953	99	3,167	1791	604	364	241
1825	974	831	93	1,733	1,055	960	95	3,167	1790	606	355	251
1824	952	850	102	1,733	1,022	919	103	3,167	1789	234	127	107
1823	895	775	119	1,733	931	811	120	3,167				
1822	839	733	101	1,733	911	814	97	3,167				
1821	847	765	82	1,733	838	805	83	3,167				

¹ Comprises all ports except northern border ports.

² As of June 30; figures (in thousands of tons) for July-Dec. are as follows: Series Q 192, 25,029; series Q 193, 11,006; series Q 194, 14,023; series Q 195, 16,113;

series Q 196, 5,747; series Q 197, 10,366; series Q 198, 25,472; series Q 199, 11,223; series Q 200, 14,249; series Q 201, 16,112; series Q 202, 5,614; and series Q 203, 10,493. ³ Reported as 3,139 (thousands of net tons) in *Statistical Abstract, 1957*, p. 595, table 756.

Series Q 204-209. Value of Waterborne Imports and Exports (Including Reexports) of Merchandise: 1790 to 1946

[In millions of dollars. For years ending September 30, 1790-1842; June 30, 1843-1915; December 31 thereafter. Includes gold and silver coin and bullion to 1879, imports and exports by land prior to 1871; and all waterborne foreign commerce of ports on the Great Lakes]

Year	Imports			Exports			Year	Imports			Exports		
	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels		Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels
	204	205	206	207	208	209		204	205	206	207	208	209
1946	3,691	2,239	1,452	7,705	4,692	3,013	1865	249	74	174	356	93	263
1945				7,860	4,052	3,808	1864	330	81	248	340	103	237
1944				11,382	5,582	5,800	1863	253	110	143	332	132	200
1943				10,275	4,828	5,447	1862	206	92	113	230	125	105
							1861	336	202	134	249	180	69
1935	1,813	649	1,164	1,973	705	1,268							
1934	1,446	528	917	1,837	658	1,179	1860	362	228	134	400	279	121
1933	1,287	461	826	1,471	515	956	1859	339	216	123	357	250	107
1932	1,164	431	734	1,385	476	909	1858	283	204	79	325	243	81
1931	1,829	619	1,210	2,043	732	1,311	1857	361	259	102	363	251	112
							1856	315	250	65	327	232	95
1930	2,635	898	1,737	3,168	1,117	2,051							
1929	3,807	1,205	2,602	4,322	1,487	2,835	1855	261	202	59	275	203	72
1928	3,550	1,133	2,418	4,277	1,472	2,804	1854	301	215	86	276	191	84
1927	3,662	1,215	2,447	4,097	1,434	2,663	1853	268	192	76	231	155	76
1926	3,891	1,195	2,696	4,050	1,401	2,649	1852	208	155	53	210	139	70
							1851	216	164	53	218	152	66
1925	3,716	1,151	2,565	4,224	1,473	2,751							
1924	3,145	1,012	2,133	4,010	1,532	2,478	1850	178	140	38	152	100	52
1923	3,312	1,040	2,272	3,539	1,358	2,181	1849	148	120	27	146	101	45
1922	2,704	921	1,783	3,281	1,261	2,020	1848	155	129	26	154	110	44
1921	2,187	765	1,422	3,888	1,402	2,486	1847	147	113	33	154	100	54
							1846	122	106	16	113	87	27
1920	4,731	1,988	2,743	7,252	3,165	4,087							
1919	3,414	1,228	2,186	7,090	2,596	4,494	1845	117	102	15	115	87	28
1918	2,577	717	1,860	5,226	986	4,240	1844	108	94	14	111	78	33
1917	2,590	733	1,857	5,403	946	4,457	1843	65	50	15	84	65	19
1916	2,157	532	1,625	4,820	665	4,155	1842	100	89	11	105	80	25
							1841	128	113	15	122	95	27
1915 ¹	1,526	281	1,245	2,466	291	2,176							
1914	1,738	199	1,539	2,048	170	1,878	1840	107	93	14	132	106	26
1913	1,698	193	1,505	2,075	188	1,887	1839	162	144	18	121	95	26
1912	1,551	171	1,380	1,880	152	1,729	1838	115	104	11	108	89	19
1911	1,436	147	1,290	1,774	134	1,641	1837	141	122	19	117	91	26
							1836	189	171	18	129	97	32
1910	1,467	147	1,319	1,516	114	1,403							
1909	1,241	151	1,090	1,481	108	1,373	1835	150	135	15	122	94	28
1908	1,123	152	971	1,670	121	1,550	1834	127	114	13	104	78	27
1907	1,340	177	1,164	1,662	142	1,521	1833	108	98	10	90	68	22
1906	1,140	168	971	1,550	154	1,396	1832	101	90	11	87	66	21
							1831	103	94	9	81	66	16
1905	1,039	161	878	1,355	130	1,225							
1904	923	132	791	1,308	97	1,211	1830	71	66	4	74	64	10
1903	860	124	736	1,281	91	1,190	1829	74	69	5	72	62	10
1902	847	102	745	1,258	84	1,174	1828	89	82	7	72	61	11
1901	776	93	683	1,376	84	1,292	1827	79	75	5	82	72	10
							1826	85	81	4	78	70	8
1900	806	104	701	1,284	91	1,193							
1899	664	82	582	1,143	79	1,065	1825	96	92	4	100	89	11
1898	586	94	492	1,158	68	1,090	1824	81	75	5	76	67	9
1897	729	109	620	986	80	906	1823	78	72	6	75	65	9
1896	744	117	627	821	70	751	1822	83	77	6	72	61	11
							1821	63	58	5	65	55	10
1895	699	108	591	758	62	695							
1894	625	122	504	843	74	769	1820	74	67	7	70	62	8
1893	822	127	695	804	71	733	1819	87	67	20	58	58	13
1892	788	139	649	997	81	916	1818	122	103	18	93	75	19
1891	304	127	677	853	79	774	1817	99	78	21	88	65	23
							1816	147	107	40	82	56	26
1890	749	125	624	825	78	747							
1889	707	121	586	714	83	631	1815	113	87	26	53	37	15
1888	692	124	568	674	67	606	1814	13	8	5	7	4	3
1887	665	121	543	695	73	622	1813	22	16	6	28	18	10
1886	611	119	492	660	78	582	1812	77	65	12	39	31	8
							1811	53	48	5	61	53	9
1885	556	113	444	718	82	636							
1884	648	135	513	714	99	615	1810	85	79	6	67	60	7
1883	700	136	564	799	104	694	1809	59	52	7	52	44	8
1882	702	130	572	738	97	641	1808	57	53	4	22	20	3
1881	625	134	492	894	117	777	1807	139	130	8	108	98	11
							1806	129	120	9	102	90	11
1880	653	149	503	830	109	721							
1879	454	144	310	729	128	601	1805	121	112	8	96	85	11
1878	454	146	307	736	167	570	1804	85	77	8	78	67	11
1877	481	152	330	695	165	530	1803	65	56	9	56	46	9
1876	465	143	321	660	168	492	1802	76	67	9	72	61	11
							1801	111	101	10	93	81	12
1875	541	158	383	658	156	502							
1874	581	176	405	708	174	534	1800	91	83	8	71	62	9
1873	647	175	472	666	172	495	1799	79	71	8	79	68	10
1872	623	177	445	562	168	394	1798	69	62	6	61	53	8
1871	526	163	363	583	190	393	1797	75	69	6	51	45	6
							1796	81	77	5	59	53	6
1870	462	153	309	530	200	330							
1869	437	137	301	439	153	286	1795	70	64	6	48	42	6
1868	372	123	249	477	175	302	1794	35	31	3	33	28	5
1867	418	117	301	461	181	281	1793	31	26	6	26	20	6
1866	446	112	333	565	214	352	1792	32	21	10	21	13	8
							1791	29	17	12	19	10	9
							1790	23	9	14	20	8	12

¹Data are for years ending June 30. Figures (in millions of dollars) for July-Dec. are as follows: Series Q 204, 817; series Q 205, 179; series Q 206, 638; series Q 207, 1,425; series Q 208, 200; series Q 209, 1,425.

WATER TRANSPORTATION

Q 210-229

Series Q 210-215. Waterborne Imports and Exports, by Flag of Carrier Vessel: 1921 to 1957

[In thousands of short tons]

Year	Imports			Exports			Year	Imports			Exports		
	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels		Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels
	210	211	212	213	214	215		210	211	212	213	214	215
1957	172,287	84,584	137,703	165,392	28,911	136,481	1938	36,766	13,527	23,239	62,236	11,602	50,634
1956	159,472	89,394	120,078	144,755	27,804	117,451	1937	47,110	14,967	32,143	61,105	12,189	48,916
							1936	43,008	14,780	28,228	44,480	9,650	34,830
1955	141,123	37,409	103,715	112,445	22,033	90,361	1935	38,042	15,620	22,221	42,723	9,789	32,935
1954	120,685	36,291	84,395	78,178	13,375	59,800	1934	33,392	14,299	19,992	42,860	10,567	31,293
1953	119,008	85,463	80,535	80,549	19,448	61,101	1933	29,755	12,340	17,415	36,272	9,357	26,914
1952	107,421	41,633	65,788	103,048	80,417	72,630	1932	32,156	14,923	17,232	35,666	9,125	26,541
1951	100,603	42,836	57,767	115,690	43,232	72,458	1931	40,173	19,168	21,000	44,855	12,396	32,459
1950	96,703	42,268	54,435	62,685	20,379	42,306	1930	53,270	27,801	25,469	55,699	16,703	38,995
1949	77,371	41,864	35,007	71,865	26,136	45,729	1929	57,103	23,260	23,844	54,533	20,071	34,462
1948	67,416	40,528	26,888	88,312	34,501	53,810	1928	53,033	27,089	25,998	65,859	21,602	44,257
1947	59,203	37,632	21,521	124,317	61,032	68,254	1927	47,245	24,033	23,212	60,768	20,939	39,829
1946	49,184	32,340	16,844	87,043	49,799	37,244	1926	50,049	23,638	26,411	76,316	19,177	57,140
1945 ¹	89,426	31,415	8,011	61,603	37,729	23,874	1925	48,311	23,760	24,551	55,626	17,603	38,024
1944 ¹	33,320	26,209	7,111	55,215	34,002	21,213	1924	45,807	24,968	20,539	58,533	20,515	38,018
1943 ¹	30,988	24,740	6,243	47,785	25,802	22,463	1923	48,491	25,518	22,973	54,970	18,131	36,839
1942 ¹	27,393	17,399	9,994	41,670	16,227	25,443	1922	50,044	31,236	18,758	47,602	18,871	28,731
1940	44,667	17,322	27,345	60,929	12,939	47,990	1921	37,167	26,269	10,898	54,477	20,784	33,692
1939	42,054	12,459	29,595	61,697	10,557	51,140							

¹ Excludes U. S. Army and Navy cargo, and Great Lakes.

Series Q 216-229. Waterborne Cargo Tonnage, Foreign and Domestic: 1924 to 1957

In thousands of short tons of 2,000 pounds. For definition of cargo tonnage, see text. Net totals are derived by deducting two types of duplications from unadjusted totals: (1) Traffic between seaports and river points, and (2) "Other duplications," comprising principally coastwise and lake traffic passing through canals and connecting channels other than the St. Marys Falls Canal and the Detroit River]

Year	Foreign and domestic commerce		Foreign commerce				Domestic commerce								
	Net total	Unadjusted total	Total	Through seaports		Great Lakes ports		Approximate net total ¹	Unadjusted total	Between ports		Local traffic of seaports and Great Lakes ports ²	Between seaports and river ports	On rivers, canals, and connecting channels ³	
				Imports	Exports	Imports	Exports			Coastwise	Great Lakes				
	216	217	218	219	220	221	222	223	224	225	226	227	228	229	
1957	1,131,401		358,540	176,236	146,890	10,116	25,298	772,862		196,419	182,150	110,824	281,066		
1956	1,092,913		326,690	163,349	126,448	10,865	26,027	766,223		205,910	173,991	114,364	269,734		
1955	1,016,136		271,103	144,276	95,404	8,681	22,742	745,033		195,718	184,809	112,863	249,693		
1954	867,640		213,844	123,503	65,244	5,921	19,176	653,796		187,240	145,364	102,719	217,061		
1953	923,548		217,396	120,595	63,780	7,337	25,635	706,151		188,758	188,621	102,562	224,957		
1952	887,722		227,326	108,674	35,072	7,287	26,293	660,396		184,207	154,112	103,972	216,644		
1951	924,128		232,056	101,813	97,603	6,935	25,705	692,073		186,759	178,463	112,029	213,405		
1950	820,584		169,225	96,299	43,640	5,683	23,603	651,359		182,544	169,881	106,906	190,789		
1949	740,721		165,358	77,153	45,740	4,839	17,626	575,363		161,431	145,592	102,637	165,703		
1948	793,200		162,971	68,078	45,404	4,219	25,270	630,229		174,081	172,491	113,959	169,698		
1947	766,817		188,256	57,366	101,996	4,796	24,098	578,561		153,098	163,180	112,668	149,515		
1946	617,032	878,803	148,877	47,948	76,589	4,163	20,177	468,155	729,926	137,609	138,617	91,225	81,668	230,807	
1945	618,906	870,232	172,094	44,526	100,333	6,511	20,724	446,812	698,188	90,705	157,900	97,822	87,073	264,688	
1944	605,928	859,954	153,736	39,441	82,613	8,055	23,627	452,192	706,218	70,806	164,971	106,194	95,821	268,426	
1943	580,581	804,104	127,234	33,077	63,086	7,120	24,001	453,297	676,820	60,009	159,458	106,278	93,689	257,386	
1942	589,900	827,624	99,221	25,974	46,023	4,488	22,736	490,679	728,403	74,016	172,606	104,189	92,748	234,844	
1941	653,600	920,634	120,652	54,616	40,605	4,628	20,802	532,948	799,982	155,927	163,161	98,728	85,368	296,798	
1940	607,900	836,416	111,255	40,740	49,568	4,118	16,829	496,645	725,161	157,027	141,103	97,632	70,217	259,182	
1939	569,400	769,689	112,667	37,854	57,711	4,941	12,161	456,733	657,022	150,983	113,309	87,710	62,014	243,006	
1938	466,900	664,751	105,182	33,886	55,476	5,110	10,710	361,718	559,569	138,545	72,846	76,216	56,034	215,923	
1937	583,100	745,032	114,413	43,764	52,910	4,102	13,637	468,687	630,619	149,740	135,075	91,059	55,295	199,450	
1936	525,842	649,860	90,247	37,507	37,154	5,423	10,163	435,595	559,613	132,515	115,250	88,024	44,337	179,487	
1935	453,331	543,270	81,639	33,942	33,922	4,716	9,059	371,692	461,631	115,561	83,628	76,583	35,720	150,139	
1934	414,308	480,893	77,898	30,553	33,570	4,237	9,488	336,410	402,995	113,349	71,685	60,998	34,894	122,069	
1933	394,104	447,244	69,466	27,670	31,197	3,034	7,665	324,638	377,778	110,675	68,911	55,207	26,030	116,955	
1932	342,489	390,323	70,429	29,843	30,039	3,072	7,475	272,060	319,894	94,434	39,544	54,845	27,242	103,829	
1931	445,648	493,427	89,525	37,375	38,841	4,016	9,293	356,123	403,917	113,949	71,788	67,530	37,327	113,323	
1930	520,280	591,331	114,110	46,448	48,148	7,590	11,924	406,170	477,221	117,821	109,791	79,414	37,591	132,604	
1929	583,800	655,045	127,510	51,591	55,761	6,385	13,773	456,290	527,534	124,999	135,838	89,528	41,995	135,174	
1928	539,200	608,001	126,768	46,690	56,151	8,548	15,379	412,432	481,233	119,254	119,301	75,728	39,870	127,080	
1927	532,500	594,755	120,523	43,388	56,550	8,098	12,487	411,977	474,232	121,036	112,805	78,020	40,559	121,812	
1926	540,500	602,196	131,293	44,834	69,859	6,424	10,176	409,207	470,903	108,023	115,791	88,270	36,798	122,021	
1925	483,400	548,200	108,548	42,793	49,251	7,317	9,187	374,852	439,652	105,090	110,626	59,981	49,787	114,168	
1924	453,700	487,167	101,562	36,425	49,008	4,962	11,167	352,138	385,605	88,554	92,563	77,270	34,101	93,117	

¹ Figures for 1924-1945 are approximations, excluding duplications in domestic traffic. There are, however, some minor duplications in figures for foreign traffic.

² Includes figures for harbor traffic of New York, Philadelphia, and San Francisco; local traffic of other seaports, and local traffic of lake ports.

³ Excludes St. Marys Falls Canal traffic and additional Detroit River traffic, both of which are already counted in Great Lakes traffic; also excludes duplications relating to rivers and canals themselves.

Series Q 230-234. Waterborne Bulk Freight Traffic on the Great Lakes: 1900 to 1956

[In thousands of short tons]

Year	Total	Iron ore	Coal	Grain	Stone	Year	Total	Iron ore	Coal	Grain	Stone
	230	231	232	233	234		230	231	232	233	234
1956	192,267	89,819	57,875	14,320	30,753	1927	120,760	57,240	34,794	14,698	14,033
1955	193,759	99,871	53,878	10,788	29,722	1926	121,289	65,563	31,011	12,087	12,623
1954	151,298	68,090	46,867	11,866	24,975	1925	113,292	60,571	28,049	13,320	11,352
1953	199,697	107,346	51,085	14,317	26,999	1924	98,047	47,787	25,861	15,223	9,236
1952	168,677	83,900	46,284	15,215	23,278	1923	121,029	66,122	33,187	11,850	9,920
1951	189,750	99,788	50,946	13,150	25,871	1922	89,455	47,727	19,869	14,267	7,592
1950	177,953	87,591	57,640	9,327	23,395	1921	68,034	24,977	26,661	12,470	3,926
1949	151,697	77,902	40,930	12,543	20,322	1920	106,519	65,551	26,410	6,736	7,822
1948	185,612	92,890	60,564	9,877	22,282	1919	91,762	52,339	26,424	6,092	6,407
1947	177,606	87,246	58,060	11,409	20,891	1918	114,614	68,495	32,102	6,549	7,468
1946	147,955	66,478	53,727	10,193	17,552	1917	115,102	69,998	31,193	7,162	6,749
1945	175,033	84,801	55,246	18,718	16,318	1916	117,053	72,503	28,440	10,556	5,554
1944	184,159	90,911	60,163	16,229	16,356	1915	98,050	51,877	26,220	11,099	3,854
1943	175,653	94,584	51,969	11,810	17,340	1914	72,940	35,864	27,282	9,794	-----
1942	182,731	103,125	52,534	8,502	18,570	1913	100,018	54,959	33,362	11,697	-----
1941	172,287	87,782	53,535	11,387	17,633	1912	87,174	53,129	24,673	9,372	-----
1940	145,216	71,358	49,320	9,645	14,893	1911	68,646	35,987	25,700	6,959	-----
1939	114,230	60,482	40,368	11,172	12,208	1910	80,015	47,733	26,478	5,804	-----
1938	75,118	21,575	34,623	10,679	8,241	1909	71,954	46,686	18,617	6,651	-----
1937	184,638	70,111	44,319	5,829	14,429	1908	53,791	28,479	19,288	6,024	-----
1936	114,415	50,201	44,699	7,434	12,081	1907	74,743	46,245	21,487	7,011	-----
1935	82,887	31,766	35,239	6,750	9,082	1906	66,152	42,015	17,274	6,863	-----
1934	75,739	24,919	35,477	7,951	7,392	1905	58,008	37,494	14,401	6,113	-----
1933	71,373	24,218	31,777	8,713	6,665	1904	40,331	23,774	12,370	4,137	-----
1932	41,673	3,997	24,857	8,890	3,929	1903	45,571	26,488	13,351	5,732	-----
1931	74,149	26,284	31,176	9,480	7,209	1902	44,374	30,234	9,196	4,894	-----
1930	112,529	52,173	38,072	9,851	12,433	1901	37,064	22,576	9,820	4,668	-----
1929	138,574	73,023	39,255	10,021	16,270	1900	35,293	20,799	8,908	5,591	-----
1928	127,331	60,458	34,823	16,372	15,678						-----

Series Q 235-237. Commercial Ocean Traffic on the Panama Canal: 1915 to 1957

[For years ending June 30. Includes oceangoing toll-paying vessels and foreign naval vessels of 800 net tons and over (Panama Canal measurement) for vessels rated on net tonnage, or 500 ton displacement and over for vessels rated on displacement tonnage]

Year	Number of transits	Tolls (\$1,000)	Cargo (1,000 long tons)	Year	Number of transits	Tolls (\$1,000)	Cargo (1,000 long tons)	Year	Number of transits	Tolls (\$1,000)	Cargo (1,000 long tons)
	235	236	237		235	236	237		235	236	237
1957	8,579	38,444	49,702	1942	2,688	9,752	13,607	1928	6,253	26,922	29,616
1956	8,209	36,154	45,119	1941	4,727	18,158	24,951	1927	5,293	24,212	27,734
1955	7,997	33,849	40,646	1940	5,370	21,145	27,299	1926	5,087	22,920	26,080
1954	7,784	33,248	39,095	1939	5,903	23,661	27,867	1925	4,592	21,394	23,957
1953	7,410	31,918	36,095	1938	5,524	23,170	27,387	1924	5,158	24,285	26,993
1952	6,524	26,923	33,611	1937	5,387	23,102	28,108	1923	3,908	17,504	19,566
1951	5,593	23,906	30,073	1936	5,382	23,479	26,506	1922	2,665	11,192	10,833
1950	5,448	24,430	28,372	1935	5,180	23,307	25,310	1921	2,791	11,269	11,596
1949	4,793	20,541	25,305	1934	5,234	24,047	24,704	1920	2,393	8,508	9,372
1948	4,678	19,957	24,118	1933	4,162	19,602	18,161	1919	1,948	6,164	6,910
1947	4,260	17,597	21,671	1932	4,362	20,695	19,799	1918	1,989	6,429	7,526
1946	3,747	14,774	14,973	1931	5,370	24,625	25,065	1917	1,738	5,621	7,055
1945	1,939	7,244	8,604	1930	6,027	27,060	30,018	1916	724	2,403	3,093
1944	1,562	5,456	7,003	1929	6,289	27,111	30,648	1915	1,058	4,367	4,888
1943	1,822	7,357	10,600								

¹ Canal closed about 7 months by slides.

² Canal opened Aug. 15, 1914.

Series Q 238-242. Freight Traffic on the Sault Ste. Marie Canals: 1855 to 1900

[In thousands of short tons, except grain in thousands of bushels]

Year	Total traffic	Iron ore	Coal	Grain	Stone	Year	Total traffic	Iron ore	Coal	Grain	Stone
	238	239	240	241	242		238	239	240	241	242
1900	25,643	16,444	4,437	56,664	49	1887	5,495	2,498	1,353	23,872	13
1899	25,256	15,323	3,941	53,393	39	1886	4,523	2,083	1,010	19,707	9
1898	21,235	11,707	3,776	38,413	5	1885	3,257	1,235	895	15,697	3
1897	18,953	10,634	3,039	30,314	6	1884	2,375	1,136	706	12,508	6
1896	16,239	7,909	3,023	30,705	18	1883	2,267	792	714	6,677	2
1895	15,063	8,062	2,574	54,547	24	1882	2,030	987	430	4,202	5
1894	13,196	6,549	2,797	36,414	21	1881	1,563	743	296	3,825	1
1893	10,797	4,015	3,008	45,387	19	1880	1,322	677	171	4,650	2
1892	11,214	4,901	2,904	42,661	40	1879	1,051	540	111	3,573	3
1891	8,339	3,560	2,508	39,349	44	1878	937	556	92	2,138	2
1890	9,041	4,775	2,177	18,262	43	1877	913	563	92	1,723	3
1889	7,516	4,096	1,629	13,325	38	1876	1,074	610	125	2,396	2
1888	6,411	2,571	2,105	20,619	34						

WATER TRANSPORTATION

Q 238-245

Series Q 238-242. Freight Traffic on the Sault Ste. Marie Canals: 1855 to 1900—Con.

[In thousands of short tons, except grain in thousands of bushels]

Year	Total traffic	Iron ore	Coal	Grain	Stone	Year	Total traffic	Iron ore	Coal	Grain
	238	239	240	241	242		233	239	240	241
1875	833	498	101	1,486	3	1885	182	147		
1874	855	428	61	1,270	(1)	1884	284	214	11	144
1873	888	504	97	2,430	2	1883	237	182	8	78
1872	746	393	81	1,013	5	1882	162	113	11	59
1871	586	327	47	1,686	6	1881	88	45	12	77
1870	540	410	16	854	5	1880	164	120		133
1869	868	239	28	324		1879	122	66	9	72
1868	299	192	26	285		1878	67	81	4	21
1867	325	223	23	249		1877	52	26	5	41
1866	239	152	20	280		1876	34	12	4	82
						1875	15	1	1	

¹ Less than 500 short tons.

Series Q 243-244. Tonnage Moved on New York State Canals: 1837 to 1957

[In short tons of 2,000 pounds]

Year	All canals	Erie division, freight originating	Year	All canals	Erie division, freight originating	Year	All canals	Erie division, freight originating	Year	All canals	Erie division, freight originating
	243	244		243	244		243	244		243	244
1957	4,488,539	2,675,858	1926	2,369,367	1,935,278	1896	3,500,314	2,356,084	1865	4,729,654	2,528,490
1956	4,358,044	3,053,219	1925	2,344,013	1,945,466	1894	3,882,560	3,144,144	1864	4,852,941	2,535,792
1955	4,616,399	2,779,491	1924	2,032,317	1,691,766	1893	4,331,963	3,235,726	1863	5,557,892	2,955,302
1954	3,859,335	2,895,291	1923	2,006,284	1,628,062	1892	4,281,995	2,978,832	1862	5,598,785	3,204,277
1953	4,497,231	3,211,932	1922	1,873,434	1,485,109	1891	4,568,472	3,097,853	1861	4,507,635	2,500,782
1952	4,487,858	3,112,480	1921	1,270,407	993,639						
1951	5,211,472	3,673,104	1920	1,421,434	891,221	1890	5,246,102	3,303,929	1860	4,650,214	2,253,533
1950	4,615,613	3,620,346	1919	1,238,844	842,164	1889	5,370,369	3,673,554	1859	3,781,684	1,753,954
1949	3,949,739	2,685,635	1918	1,159,270	667,374	1888	4,942,948	3,321,516	1858	3,665,192	1,767,004
1948	4,513,817	3,121,411	1917	1,297,225	675,083	1887	5,553,805	3,840,513	1857	3,344,061	1,666,624
1947	3,790,050	2,514,643	1916	1,625,050	917,689	1886	5,293,982	3,808,642	1856	4,116,082	2,107,678
1946	2,820,541	1,685,516	1915	1,858,114	1,155,235	1885	4,731,784	3,208,207	1855	4,022,617	2,202,463
1945	2,968,682	1,665,447	1914	2,030,850	1,361,764	1884	5,009,488	3,389,555	1854	4,165,862	2,224,008
1944	2,506,840	1,729,448	1913	2,602,035	1,788,453	1883	5,664,056	3,587,102	1853	4,247,853	2,196,308
1943	2,324,160	2,166,393	1912	2,606,116	1,795,069	1882	5,467,423	3,694,364	1852	3,863,441	2,129,334
1942	3,539,101	2,760,596	1911	3,097,068	2,031,735	1881	5,179,192	3,598,721	1851	3,582,733	1,955,265
1941	4,505,059	3,512,829	1910	3,073,412	2,023,185	1880	6,457,656	4,608,651	1850	3,076,617	1,635,089
1940	4,768,160	3,587,086	1909	3,116,536	2,031,307	1879	5,362,372	3,820,027	1849	2,894,732	1,622,444
1939	4,689,037	3,643,782	1908	3,051,877	2,177,443	1878	5,171,320	3,608,684	1848	2,796,230	1,599,965
1938	4,709,438	3,349,250	1907	3,407,914	2,415,548	1877	4,955,963	3,254,367	1847	2,869,810	1,661,575
1937	5,010,464	4,173,700	1906	3,540,907	2,385,491	1876	4,172,129	2,418,422	1846	2,263,662	1,264,408
1936	5,014,206	4,220,397	1905	3,226,896	1,999,324	1875	4,859,958	2,787,226	1845	1,977,565	1,088,700
1935	4,489,172	3,898,506	1904	3,138,547	1,945,708	1874	5,304,588	3,097,122	1844	1,816,586	945,944
1934	4,142,728	3,645,125	1903	3,615,385	2,414,018	1873	6,364,732	3,602,535	1843	1,513,439	819,216
1933	4,074,002	3,574,951	1902	3,274,610	2,105,376	1872	6,473,370	3,562,560	1842	1,236,931	712,310
1932	3,643,433	3,186,094	1901	3,420,613	2,257,085	1871	6,467,838	3,530,922	1841	1,521,661	906,442
1931	3,722,012	3,277,336	1900	3,345,941	2,145,376	1870	6,173,769	3,033,132	1840	1,416,046	329,960
1930	3,605,457	3,044,271	1899	3,686,051	2,419,084	1869	5,859,030	2,845,072	1839	1,435,713	345,007
1929	2,876,160	2,422,204	1898	3,360,063	2,333,020	1868	6,442,225	3,346,986	1838	1,333,011	744,848
1928	3,039,998	2,535,684	1897	3,617,804	2,584,906	1867	5,688,325	2,920,573	1837	1,171,296	667,151
1927	2,581,892	2,047,774	1896	3,714,894	2,742,438	1866	5,775,220	2,896,027			

Series Q 245. Federal Expenditures for Rivers and Harbors: 1822 to 1957

[In thousands of dollars. For years ending June 30]

Year	Total	Year	Total	Year	Total	Year	Total	Year	Total
	245		245		245		245		245	245
1957	545,032	1929	57,299	1902	14,948	1875	6,434	1848	24
1956	489,118	1928	70,197	1901	19,544	1874	5,704	1847	44
1955	455,612	1927	60,620	1900	18,736	1873	6,312	1846	219
1954	475,418	1926	63,464	1899	16,094	1872	4,962		
1953	272,130	1925	69,882	1898	20,792	1871	4,421	1845	529
1952	214,957	1924	62,025	1897	13,636	1870	3,528	1844	313
1951	204,699	1923	47,478	1896	18,119	1869	3,545	1843	111
1950	190,456	1922	43,393	1895	19,944	1868	3,457	1842	82
1949	160,431	1921	57,166	1894	19,888	1867	1,217	1841	79
1948	115,728	1920	47,188	1893	14,804	1866	295	1840	145
1947	89,170	1919	33,078	1892	13,024	1865	305	1839	780
1946	79,542	1918	29,594	1891	12,253	1864	102	1838	1,054
1945	57,146	1917	30,487	1890	11,740	1863	65	1837	1,362
1944	64,366	1916	32,450	1889	7,007	1862	37	1836	869
1943	84,368	1915	46,834	1888	7,007	1861	172	1835	569
1942	88,664	1914	50,762	1887	7,786	1860	228	1834	598
1941	86,530	1913	42,275	1886	4,197	1859	290	1833	704
1940	107,082	1912	35,861	1885	10,558	1858	427	1832	538
1939	115,987	1911	33,968	1884	8,237	1857	263	1831	652
1938	135,921	1910	29,273	1883	13,839	1856	161	1830	574
1937	178,825	1909	34,579	1882	11,624	1855	791	1829	524
1936	106,239	1908	30,351	1881	9,072	1854	937	1828	188
1935	162,375	1907	23,310	1880	8,080	1853	489	1827	136
1934	104,873	1906	25,955	1879	8,267	1852	40	1826	87
1933	76,788	1905	22,814	1878	3,791	1851	70	1825	40
1932	84,260	1904	22,546	1877	4,655	1850	42	1824	26
1931	80,903	1903	19,590	1876	5,736	1849	26	1823	
1930	73,970							1822	1

HIGHWAY TRANSPORTATION (Series Q 246-344)

Q 246-264. General note.

In 1894, the Federal Government created an Office of Road Inquiry to initiate experiments and conduct inquiries concerning the best methods of road building. It was succeeded by the Office of Public Roads, which is now the Bureau of Public Roads (the latter was called the Public Roads Administration during 1939-1949). The Office of Public Roads made surveys of highway mileage, revenues, and expenditures in 1904, 1909, and 1914.

In 1916, Congress passed the first of the many Federal-aid highway acts, under which the Federal Government has contributed to the cost of constructing highways designated as parts of the Federal-aid system. The Bureau of Public Roads administers Federal legislation providing for the improvement, in cooperation with the States, of roads on the Federal-aid primary, secondary, and interstate highway systems. As the principal road-building agency of the Federal Government, it also cooperates with the Forest Service, the National Park Service, and other Federal agencies in the construction of roads in national forests, parks, and other areas.

Q 246-251. Mileage of rural roads and municipal streets, 1904-1957.

Source: 1904-1955, Bureau of Public Roads, *Highway Statistics, Summary to 1955*, 1957; 1956-1957, *Highway Statistics*, annual issues.

Rural roads, as used here, are defined roughly as those roads located outside of incorporated communities or delimited places generally having more than 1,000 inhabitants. Estimates for earlier years for total mileage of rural roads are (in thousands of miles): 1904, 2,151; 1909, 2,200; 1914, 2,446.

Municipal and other mileage figures for 1934 and 1935 represent only mileage on municipal extensions of State systems, which are State administered. Mileage not on State or county systems was initially included in 1936 (67,000 miles). Mileage on local city streets was first included in 1941 (274,000 miles for that year). Municipal extensions are continuations of State system roads through communities with more than 1,000 inhabitants. Although mileage in places having more than 2,500 inhabitants was not originally included in Federal-aid programs, those places have been eligible for such aid in more recent years.

Q 252-254. Existing surfaced mileage, 1904-1957.

Source: See source for series Q 246-251.

High-type surfaced roads include bituminous penetration, sheet asphalt, bituminous concrete, portland cement concrete, vitrified brick, and block pavements of asphalt, wood, and stone. For some years, they also include dual-type surfaces and a small amount of unclassified mileage. Low-type surfaced roads include sand, clay, selected soil, untreated gravel, bituminous surface-treated, mixed bituminous and treated gravel, chert, shale, waterbound macadam.

Q 255-259. Mileage built by State highway departments, 1923-1957.

Source: See source for series Q 246-251.

Mileage built is mileage on which construction work creates a newly located road or is regarded as significantly improving the condition of an existing road. It does not include work designed to maintain or restore the condition of an existing road without material betterment. Mileage resurfaced or

rebuilt to higher standards is the bulk of mileage built. Construction of earth roads consists of aligning, grading, and draining. See also text for series Q 252-254.

Q 260-264. Mileage and cost of Federal-aid highway improvements, 1917-1957.

Source: See source for series Q 246-251.

In 1912, the Congress authorized \$500,000 for an experimental program of rural post-road construction. However, it was not until the Federal-Aid Road Act of 1916 that the present cooperative Federal-State highway program was established on a continuing basis. In order to accelerate the improvement of the main traveled roads, Congress in 1921 authorized designation of a system of principal interstate and intercounty roads, limited to 7 percent of the total rural mileage then existing. The use of Federal aid was restricted to this system, and to rural mileage only.

Urban highway improvement first came in for its share of the Federal-State program when the Federal-Aid Highway Act of 1944 specifically authorized the use of funds for Federal-aid highways in urban areas. In addition, the Act provided for the designation of a Federal-aid secondary system and a National System of Interstate Highways. The Federal-Aid Highway Act of 1956 provided substantially increased sums for the Federal-aid primary and secondary systems for a 3-year period, and established a long-range plan for financing accelerated completion of the 41,000-mile interstate system.

Federal funds are available for expenditure only on the designated Federal-aid systems and, in general, must be matched by an equal amount of State funds. However, under the Federal-aid Act of 1954 the Federal share for the Interstate System was raised to 60 percent, and under the 1956 Act the proportion was increased to 90 percent. Federal aid may not be expended for maintenance. The cost of most Federal-aid projects is paid initially out of State highway funds, or in some cases by counties or other local governments. The Federal share is paid as reimbursement to the States as work progresses, with final payment made after completion.

Federal authorizations have usually been made on a biennial basis and apportioned among the States for use within a 3-year period. Figures for State funds shown here are based on legal matching ratios determined by applicable Federal-aid acts. In States having public lands in excess of 5 percent of their total area, the Federal share is proportionally increased.

Q 265-279. State highway finances, 1890-1957.

Source: See source for series Q 246-251.

A State highway-user tax is defined as a special tax or fee (except tolls) levied upon motor-vehicle users because of their use of the highways. Highway-user taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor carriers; these taxes are separable and apart from property, excise, business, or other taxes paid by the general public.

In many States, specific portions of the revenue from each type of highway-user tax are allocated to particular highway purposes. A number of States, however, place all highway-user revenue in a highway fund, and a few have a general State fund into which go all types of revenue. For the latter group of States, each particular appropriation or expenditure for highway purposes is considered to have been made from

motor-fuel taxes, motor-vehicle registration fees and motor-carrier taxes in proportion to the relative amount of revenue received from each of these three sources.

The largest share of receipts from State highway-user taxes is expended on State highways, but a portion is also allocated for local roads and streets, and a small amount used for non-highway purposes.

Q 280-293. Funds contributed and disbursed for county and other local rural roads, 1921-1956.

Source: 1921-1955, the principal sources used were Bureau of Public Roads, *Highway Statistics, Summary to 1955*; *The Financing of Highways by Counties and Local Rural Governments, 1931-1941*; *The Financing of Highways by Counties and Local Rural Governments, 1942-51*; 1956, in great part from *Highway Finance, 1948-1957*. (Additional information obtained from Bureau of Public Roads, annual published local finance tables, 1921-1955, and records on file at the Bureau of Public Roads.)

Q 294-309. Funds contributed and disbursed for streets in incorporated and other urban places, 1921-1956.

Source: 1921-1955 (except for series Q 303, 1924-1939), Bureau of Public Roads, *Highway Statistics, Summary to 1955*; and annual published national summaries of urban finance data, UF series. Series Q 303, 1924-1939, "Municipal Bond Sales," published by *The Bond Buyer*; 1956, in great part from *Highway Finance, 1948-1957*. (Additional information is on file at the Bureau of Public Roads.)

Q 310-313. Motor-vehicle factory sales, 1900-1957.

Source: Automobile Manufacturers Association, *Automobile Facts and Figures*, 38th edition, 1958.

Production of passenger cars was discontinued in February 1942 to economize resources for war purposes, but some vehicles remaining in factory stocks were sold under rationing orders in subsequent war years.

Q 314-317. Motor-vehicle registrations, 1900-1957.

Source: 1900-1952, Bureau of Public Roads, *Highway Statistics, Summary to 1955*; 1953-1957, same agency, records (table MV-200, "Summary of Motor Vehicle Registrations by Years").

Figures are based on reports and records of State motor-vehicle registration departments. They include both privately and publicly owned vehicles.

Motor-vehicle data in the early years of the century are incomplete, largely because few States required their registration, and hence had no records of the number of vehicles using roads and streets. As production of vehicles increased, shortly before the first World War, so did the number of registration laws. By 1921, all States had adopted some form of motor-vehicle registration.

Accompanying the growth in motor-vehicle registrations has been a corresponding diversity in the registration practices among the States. In general, motor vehicles are classified as private passenger cars, passenger carriers for hire, trucks, trailers, motorcycles, and property carriers for hire. Several States, however, still register buses with either trucks or passenger cars. These differences have made it necessary for the Bureau of Public Roads to supplement the data submitted by the States with information obtained from special studies and from other sources.

Q 318-320. Motor-fuel usage, 1919-1957.

Source: 1919-1955, Bureau of Public Roads, *Highway Statistics, Summary to 1955*, p. 2; 1956-1957, same agency, records (table G 221, Analysis of Motor Fuel Consumption).

Fuel consumption figures for which reports from State authorities were not available have been estimated by Bureau of Public Roads. Motor fuel includes all gasoline used for any purpose (private and public), except military, plus any diesel or other fuels used solely for the propulsion of motor vehicles on public highways. Exports from the United States are excluded, and there is no duplication because of interstate shipment. Tractor fuels are not included. Nonhighway consumption includes all use off the highway, such as aviation, agriculture, marine, industrial, etc., and usually falls under the exemption or refund provisions of the motor-fuel tax law.

Q 321-327. Miles of travel by motor vehicles, 1921-1957.

Source: 1921-1935, Federal Works Agency, records, and Public Roads Administration, records (table VM-1 and table entitled "Estimates of Vehicle-Miles Traveled, 1921 to 1947"); 1936-1957, see source for series Q 246-251.

Q 328-329. State and Federal gasoline tax rates, 1930-1956.

Source: See source for series Q 246-251.

State average tax is weighted by net gallons taxed at the various rates in the several States. No data are shown before 1930 because it was the first year in which all States had motor fuel taxes in effect for the whole year.

The precise dates of the changes in the Federal tax are as follows: June 21, 1932, 1 cent; June 17, 1933, 1.5 cents; January 1, 1934, 1 cent; July 1, 1940, 1.5 cents; November 1, 1951, 2 cents; July 1, 1956, 3 cents.

Q 330-341. Public transit mileage, equipment, passengers, and passenger revenue, 1917-1957.

Source: American Transit Association, *Transit Fact Book*, various annual issues; *The Transit Industry in the United States, Basic Data and Trends*, 1943; mimeographed release on number of passengers, dated January 3, 1938.

Figures are estimates based on reports for about 85 percent of the industry, which includes local motorbuses, electric street railways, elevated and subway lines, interurban electric railways, and transit coach lines.

Mileage estimates for trolley coaches (series Q 331) are miles of negative overhead wire. Mileage estimates for motorbuses (series Q 332) are miles of route, round trip. Equipment owned, railway cars (series Q 333) includes surface, subway and elevated cars. The estimates for 1933 and 1934 for equipment owned, motorbuses (series Q 335) are probably understated. Revenue and nonrevenue passenger figures (series Q 336-339) exceed revenue passenger figures (series Q 340) chiefly because of free transfers.

Q 342-344. Oil pipelines operated and oil originated, 1921-1957.

Source: 1921-1953, Interstate Commerce Commission, *Statistics of Railways in the United States*, various annual issues; 1954-1957, *Transport Statistics in the United States*, part 6, *Oil Pipe Lines*.

Figures refer to pipelines operating in interstate commerce and regulated by ICC. Oil originated, crude, series Q 343, includes both gathering and trunk lines.

For a discussion of statistics of oil pipelines, see ICC, *A Review of Statistics of Oil Pipe Lines, 1921-1941*, Statement 4280, mimeographed, 1942. The figure for mileage in 1938, which appears to have been revised, is from this Statement.

Figures for barrels of oil carried are as follows, in millions: 1925, 831; 1926, 836; 1927, 989; 1928, 1,053; 1929, 1,156; 1930, 1,172; 1931, 987. In these figures, a barrel handled by two or more pipelines in succession is counted each time it is handled. In the figures for barrels originated, this duplication is avoided.

Series Q 246-259. Mileage of Rural Roads and Municipal Streets: 1904 to 1957

Year	Total existing mileage						Existing surfaced mileage			Mileage built by State highway departments				Year	Existing surfaced mileage, total	
	Total	Rural roads ¹					Total ²	Under State control ³		Total ⁴	Roads under State control					
		Total	State administered		County roads under local control	Municipal and other mileage		High-type roads	Low-type roads		Total	Earth roads	High-type surface			Low-type surface
			Primary	Secondary and county roads												
246	247	248	249	250	251	252	253	254	255	256	257	258	259	262		
	1,000 miles	1,000 miles	1,000 miles	1,000 miles	1,000 miles	1,000 miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	1,000 miles		
1957	3,458	2,966	391	282	2,843	487	2,371	287	338	52,971	39,675	874	19,476	19,825	1920	369
1956	3,430	2,957	389	226	2,842	478	2,328	281	336	57,454	44,016	486	20,726	22,804	1919	350
1955	3,418	2,954	387	222	2,845	464	2,278	270	340	58,559	41,120	694	17,672	22,754	1918	332
1954	3,395	2,941	379	218	2,844	454	2,225	262	333	55,488	42,053	866	19,730	21,457	1917	313
1953	3,366	2,925	377	214	2,834	441	2,160	252	332	52,896	41,744	1,264	17,807	22,678	1916	295
1952	3,343	2,925	371	219	2,835	418	2,070	245	328	57,847	46,354	1,238	17,511	27,805		
1951	3,326	2,925	367	217	2,841	401	1,998	236	323	51,471	41,864	1,608	16,122	25,139	1915	276
1950	3,318	2,922	363	210	2,849	391	1,939	227	316	55,487	44,265	1,784	13,879	29,102	1914	257
1949	3,322	2,934	358	208	2,870	385	1,865	174	350	45,176	35,241	1,517	7,487	26,237	1913	244
1948	3,323	2,929	350	206	2,873	394	1,815	172	338	41,968	35,085	1,403	7,557	25,929	1912	231
1947	3,326	2,933	337	212	2,884	393	1,785	170	330	32,870	29,879	1,013	6,224	22,842	1911	217
1946	3,316	2,934	342	205	2,887	382	1,780	170	317	21,713	20,858	417	4,900	15,541	1910	204
1945	3,319	2,939	339	202	2,898	380	1,721	168	312	15,278	14,827	250	3,971	10,606	1909	190
1944	3,311	2,932	335	200	2,897	379	1,655	167	309	15,080	13,924	239	3,925	9,710	1908	183
1943	3,311	2,930	333	200	2,897	381	1,646	166	306	15,971	14,692	458	4,446	9,788	1907	176
1942	3,309	2,925	334	199	2,892	384	1,630	165	302	19,678	18,081	1,038	4,170	12,873	1906	163
1941	3,309	2,926	332	196	2,898	388	1,607	162	296	32,634	30,554	1,843	6,304	22,907	1905	161
1940	3,017	2,920	329	195	2,896	97	1,367	153	296	32,594	29,695	1,423	5,223	23,049	1904	154
1939	3,007	2,913	328	194	2,891	94	1,318	151	296	32,996	30,671	1,720	5,021	23,980		
1938	2,992	2,898	327	194	2,877	94	1,276	149	277	36,328	34,604	1,187	5,767	27,660		
1937	2,982	2,894	327	189	2,878	88	1,232	144	265	35,627	28,945	1,829	6,582	20,585		
1936	3,006	2,920	340	177	2,408	86	1,175	131	262		32,274	3,861	4,706	24,207		
1935	3,050	3,032	332	173	2,527	18	1,080	128	246		26,314	3,284	3,806	19,724		
1934	3,050	3,034	325	170	2,539	16	992	124	237		41,780	5,917	6,836	29,427		
1933		3,029	348	185	2,548		914	116	195		33,471	6,258	7,412	19,801		
1932		3,040	358	84	2,598		379	110	156		35,971	6,894	10,009	19,568		
1931		3,036	329	46	2,662		330	96	146		44,634	10,095	12,013	22,026		
1930		3,009	324		2,685		694	84	142		35,277	7,818	10,787	16,677		
1929		3,024	314		2,710		662	75	133		32,522	7,451	3,847	16,224		
1928		3,016	308		2,710		626	68	125		29,252	3,675	3,748	11,829		
1927		3,018	298		2,720		589	60	117		26,728	7,151	6,733	12,889		
1926		3,000	288		2,712		550	54	109		26,552	7,060	6,132	13,360		
1925		3,006	275		2,731		521	48	97		23,152	5,316	6,686	11,150		
1924		3,004	261		2,743		472	41	90		23,164	5,957	6,697	10,510		
1923		2,996	252		2,744		439	34	78		20,311	5,514	5,623	8,869		
1922		2,930	227		2,733		412									
1921		2,925	208		2,722		387									

¹ Includes extensions of county, town, and township roads but excludes rural mileage not under State or local control.
² Includes all surfaced mileage whether under State or local control.
³ Includes State highway extensions within cities.

⁴ Beginning in 1937, includes special construction defined as mileage built by State Highway Departments on county and local roads not under State control; on city streets other than urban extensions of State highway system; on forest, park, and institutional roads; etc.

Series Q 260-264. Mileage and Cost of Federal-Aid Highway Improvements: 1917 to 1957

Year	Miles of highway		Cost (\$1,000,000) ²			Year or period	Miles of highway		Cost (\$1,000,000) ²		
	Total designated as part of Federal systems ¹	Completed during year ²	Total	Federal funds	State funds		Total designated as part of Federal systems ¹	Completed during year ²	Total	Federal funds	State funds
1957	780,989	22,424	1,714	968	746	1938	229,905	11,766	309	183	125
1956	755,920	23,609	1,444	757	687	1937	226,829	21,330	521	343	173
1955	749,166	22,571	1,287	666	621	1936	224,450	12,258	238	225	13
1954	725,968	20,548	1,146	591	555	1935	219,969	12,811	242	218	24
1953	704,150	21,136	1,078	559	519	1934	212,496	21,208	358	311	47
1952	675,121	22,147	978	505	472	1933	207,194	18,219	264	223	41
1951	664,464	17,060	772	390	382	1932	205,025	10,855	205	95	110
1950	648,939	19,876	753	390	364	1931	198,967	15,902	325	223	97
1949	632,037	19,376	829	425	404	1930	193,652	10,339	237	100	137
1948	611,332	21,725	763	397	366	1929	189,858	8,581	197	80	117
1947	599,338	15,478	422	224	198	1928	183,017	9,756	196	83	113
1946	556,787	5,057	147	86	61	1927	187,035	10,220	189	84	105
1945	308,741	3,085	101	76	25	1926	184,162	10,723	215	98	122
1944	367,690	4,478	135	109	26	1925	179,501	11,001	221	100	121
1943	338,705	7,753	273	219	54	1924	174,507	10,946	205	98	112
1942	330,051	6,898	226	143	33	1923	169,007	7,494	130	67	78
1941	316,432	9,784	274	148	126	1922		11,168	136	80	106
1940	235,432	11,549	269	150	119	1917-1921		12,919	222	95	127
1939	232,334	11,776	306	176	130						

¹ Includes estimates on Federal-aid primary system throughout, Federal-aid on secondary systems beginning in 1942, and national system of interstate and defense highways beginning in 1951. Estimates as of end of calendar-year.
² Comprises new and rebuilt mileage.

² Represents actual expenditures of funds on calendar-year basis. Beginning 1935, includes money spent on public works and defense highways. Beginning 1940, includes secondary highways.

HIGHWAY TRANSPORTATION

Q 265-279

Series Q 265-279. State Highway Finances: 1890 to 1957

[In thousands of dollars]

Year	Revenues								Disbursements						State highway debt outstanding
	Total	Receipts from current State imposts				Federal funds ²	Receipts from issue of bonds, notes, etc. ³	All other ⁴	Total	For State-administered highways			For county and local roads and streets	All other ⁶	
		Highway-user revenue								Capital outlay for roads and bridges	Maintenance	Other ⁵			
		Total	Motor-fuel taxes	Motor vehicle and carrier taxes	Other ¹										
265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	
1957	7,067,566	4,544,558	2,894,719	1,649,839	357,391	1,256,005	727,157	182,455	7,702,319	4,139,322	812,426	903,523	1,347,618	499,430	7,945,208
1956	6,789,022	4,395,173	2,788,278	1,606,895	392,623	775,664	1,064,646	160,916	6,896,428	3,661,979	756,473	748,458	1,236,107	493,411	7,495,903
1955	5,794,659	4,014,449	2,533,126	1,481,323	295,103	670,259	658,168	156,680	6,033,880	3,102,994	675,629	686,738	1,130,444	438,075	6,618,507
1954	6,913,563	3,648,587	2,301,750	1,346,837	221,043	587,857	2,338,021	118,055	5,720,432	2,962,562	647,765	653,303	1,044,157	412,645	6,164,000
1953	5,401,670	3,420,590	2,167,956	1,252,634	213,299	540,883	1,101,546	125,352	4,874,672	2,271,434	620,405	566,375	994,005	432,453	4,015,481
1952	4,651,306	3,094,050	1,958,182	1,135,868	184,706	485,273	798,625	88,652	4,247,781	1,941,857	602,554	472,472	905,487	325,411	3,116,120
1951	4,051,205	2,863,225	1,809,310	1,053,915	158,192	415,628	536,926	77,234	3,980,534	1,739,579	562,272	484,092	808,823	385,768	2,475,803
1950	3,613,387	2,587,079	1,652,295	934,784	125,080	425,587	410,117	65,574	3,561,513	1,533,859	501,487	447,574	752,429	326,164	2,141,058
1949	3,278,984	2,337,089	1,473,366	863,723	153,001	429,198	303,177	56,519	3,201,008	1,361,950	488,037	355,816	735,340	259,865	1,928,330
1948	2,950,245	2,081,046	1,348,122	732,924	144,165	364,852	312,773	47,409	2,874,070	1,138,674	466,184	343,116	652,801	273,295	1,735,362
1947	2,345,032	1,838,741	1,196,480	642,261	91,585	288,336	89,349	37,021	2,383,150	882,351	375,097	343,497	537,349	244,856	1,536,939
1946	2,107,903	1,602,804	1,046,374	556,430	176,494	147,230	150,036	31,839	1,788,993	502,316	329,587	403,604	400,402	158,084	1,571,577
1945	1,449,147	1,235,780	773,817	461,963	87,234	59,964	47,617	18,552	1,302,073	210,467	289,368	342,633	309,883	149,722	1,637,904
1944	1,361,065	1,136,904	684,944	451,960	44,379	91,918	72,189	15,675	1,243,803	210,323	258,958	290,059	297,808	186,650	1,794,507
1943	1,425,077	1,117,377	663,646	453,731	56,425	152,189	83,873	15,213	1,309,358	268,695	224,884	303,117	315,520	197,142	1,869,559
1942	1,572,224	1,321,391	855,271	466,120	44,541	154,930	33,029	18,333	1,489,453	401,694	216,705	263,759	359,358	247,937	1,662,181
1941	1,899,100	1,452,011	948,038	503,973	45,742	168,862	204,857	27,628	1,888,851	525,233	234,833	505,848	359,000	263,937	2,069,639
1940	1,780,471	1,321,082	866,259	454,823	38,195	196,139	202,286	22,769	1,678,009	563,074	218,776	318,190	333,116	244,853	1,159,025
1939	1,611,091	1,226,916	816,629	410,287	34,109	203,830	120,230	26,006	1,606,672	500,113	211,927	337,022	333,575	224,035	2,177,883
1938	1,578,286	1,175,758	769,870	405,888	33,466	197,676	145,967	25,419	1,619,085	558,379	232,615	329,971	296,885	201,235	2,250,152
1937	1,634,818	1,195,651	767,467	428,184	30,298	264,087	111,559	33,223	1,601,760	589,242	228,793	270,695	312,820	205,210	2,243,648
1936	1,690,886	1,057,995	683,074	374,921	25,320	349,736	134,235	23,600	1,578,496	631,760	222,001	256,373	257,346	111,016	2,210,385
1935	1,330,589	940,436	615,581	324,855	24,886	219,381	117,150	28,736	1,257,838	438,306	187,122	219,893	233,238	179,279	2,169,299
1934	1,388,647	883,717	565,140	318,577	27,593	354,812	103,060	19,465	1,325,187	580,369	181,507	191,175	216,354	155,782	2,114,823
1933	1,182,027	815,688	514,014	301,674	43,747	223,586	79,848	19,158	1,219,624	527,012	181,565	189,043	195,392	126,612	2,108,839
1932	1,169,121	838,351	514,077	324,274	48,438	138,857	104,650	38,825	1,243,153	569,511	179,722	190,123	195,563	108,234	2,038,541
1931	1,389,970	881,763	537,443	344,320	47,634	218,383	174,781	67,409	1,393,590	796,902	162,943	167,264	217,067	49,414	1,879,797
1930	1,296,853	850,663	494,622	356,041	55,196	94,111	222,288	74,595	1,330,545	728,887	193,928	167,153	200,016	40,561	1,572,455
1929	1,209,487	778,950	431,354	347,596	75,819	77,952	191,229	85,537	1,089,411	575,475	173,601	136,909	170,423	33,003	1,438,994
1928	998,098	626,882	304,397	322,485	57,612	81,252	133,484	98,868	983,924	558,481	160,274	96,346	140,807	28,016	1,187,801
1927	879,243	559,690	258,771	300,919	52,001	80,160	90,979	96,413	847,803	418,820	139,130	129,367	136,206	24,280	1,085,867
1926	825,348	475,885	187,603	288,282	49,257	79,163	137,846	83,197	747,141	366,011	125,775	116,647	115,074	23,634	933,066
1925	783,159	405,699	145,492	260,207	56,175	93,343	141,402	86,540	761,914	403,843	119,304	115,972	101,197	21,598	789,347
1924	638,043	305,274	80,442	224,832	39,487	92,970	101,653	98,659	691,963	397,648	104,806	89,853	74,888	24,768	678,321
1923	532,574	227,983	38,566	189,417	62,482	73,308	88,187	80,614	493,317	279,993	75,329	74,436	6,100	565,450	
1922	556,064	164,464	12,703	151,761	65,861	79,741	143,004	102,994	492,736	237,461	75,341	54,304	67,669	7,961	473,214
1921	430,210	127,828	5,382	122,446	69,721	77,741	114,804	40,116	444,413	300,609	64,833	41,897	29,546	7,528	372,945
1920	358,145	102,921	1,364	101,557	97,553	61,966	38,272	57,433	358,145	240,340	58,468	25,406	29,682	4,249	225,406
1919	221,260	65,719	1,023	64,696	27,787	11,730	34,322	81,702	221,260	124,981	53,093	19,259	19,016	4,911	191,441
1918	139,730	51,478	-----	51,478	30,235	2,109	7,083	48,825	139,730	71,913	34,975	13,581	14,718	4,543	159,502
1917	116,469	37,504	-----	37,504	6,379	-----	21,698	50,888	116,469	61,624	27,649	10,264	14,117	2,815	154,005
1916	87,217	25,866	-----	25,866	23,015	-----	4,809	33,527	87,217	49,884	18,463	6,722	10,203	1,955	134,490
1915	90,694	18,248	-----	18,248	20,104	-----	25,319	27,023	90,694	55,986	19,254	5,844	7,575	2,035	130,244
1914	75,423	12,385	-----	12,385	26,160	-----	11,684	25,194	75,423	53,880	14,527	5,200	1,816	-----	105,494

Year	State highway debt outstanding	Year	State highway debt outstanding	Year	State highway debt outstanding	Year	State highway debt outstanding
	279		279		279		279
1913	94,213	1907	18,431	1901	13,109	1895	2,635
1912	65,697	1906	16,434			1894	1,385
1911	52,479			1900	12,797	1893	585
		1905	15,431	1899	12,235	1892	48
1910	38,368	1904	15,014	1898	10,085	1891	40
1909	31,615	1903	14,567	1897	8,235		
1908	24,478	1902	14,000	1896	6,735	1890	11

¹ Includes road, bridge, and ferry tolls; property taxes; appropriations from general funds; and other State imposts.

² Includes funds of Bureau of Public Roads and other agencies paid as reimbursement to the States. Does not include direct Federal expenditures for highways.

³ Includes refunding issues and toll revenue bonds.

⁴ Includes funds transferred from local governments and miscellaneous receipts.

⁵ Includes administration, engineering and equipment; State highway police; interest on obligations for State highways; and retirement of obligations for State highways.

⁶ Includes expenditures and funds transferred for nonhighway purposes and expense of collecting and administering highway-user revenue.

TRANSPORTATION

Series Q 280-293. Funds Contributed and Disbursed for County and Other Local Rural Roads: 1921 to 1956

[In millions of dollars]

Year	Funds contributed										Disbursements			
	Total ¹	Federal funds ²	State sources				Local sources			Total	Capital outlay ³	Maintenance and administration	Interest	
			Total	Highway-user imposts	Direct expenditures ⁴	Other	Total	Property taxes, general funds, and other	Toll receipts					Borrowing ⁵
1956	1,767	89	988	690	225	28	744	606	16	122	1,482	646	806	80
1955	1,765	90	864	661	186	27	810	590	15	205	1,588	558	776	29
1954	1,573	77	818	628	183	27	677	569	14	94	1,318	540	744	29
1953	1,541	78	779	592	160	27	688	551	13	119	1,254	518	714	27
1952	1,431	67	728	554	148	26	684	521	18	100	1,160	456	678	26
1951	1,267	48	648	510	112	26	570	472	12	86	1,038	369	652	27
1950	1,199	45	608	470	108	25	550	448	12	90	966	331	608	27
1949	1,160	55	588	448	122	23	518	408	11	99	931	358	544	29
1948	1,055	41	539	408	97	39	474	351	10	83	870	325	515	30
1947	928	26	438	346	69	23	464	349	8	107	749	261	458	30
1946	729	12	355	287	32	36	361	305	7	49	601	164	404	33
1945	584	11	280	247	19	14	298	266	5	22	448	82	331	35
1944	542	16	273	234	32	7	258	242	5	6	435	90	318	37
1943	581	34	292	243	44	5	255	244	5	6	421	90	290	41
1942	688	95	307	266	37	4	281	257	5	19	510	190	276	44
1941	825	198	327	280	35	12	300	265	4	31	656	328	280	48
1940	937	309	318	272	35	11	309	277	3	29	765	447	267	51
1939	1,000	373	308	258	37	18	319	281	3	35	832	518	264	55
1938	1,022	401	289	246	30	13	322	280	3	49	868	547	261	60
1937	869	240	302	245	45	12	327	279	1	47	704	354	257	63
1936	894	341	235	224	-----	11	318	269	-----	49	771	464	244	63
1935	618	95	215	205	-----	10	308	265	-----	43	495	204	222	69
1934	654	154	228	218	-----	5	277	251	-----	26	540	252	212	76
1933	558	25	222	203	-----	19	311	296	-----	15	482	140	216	76
1932	649	(⁶)	208	204	-----	4	441	389	-----	52	518	177	259	82
1931	784	1	209	202	-----	7	574	493	-----	81	643	257	300	86
1930	819	-----	196	196	-----	-----	628	528	-----	95	701	297	321	88
1929	790	-----	154	154	-----	-----	696	525	-----	111	644	257	309	78
1928	835	-----	135	135	-----	-----	700	550	-----	150	659	232	297	80
1927	840	-----	125	125	-----	-----	715	584	-----	181	643	239	279	75
1926	776	-----	108	108	-----	-----	668	499	-----	169	588	266	255	67
1925	683	-----	102	102	-----	-----	581	437	-----	144	544	265	227	52
1924	608	-----	44	44	-----	-----	559	401	-----	158	584	256	223	55
1923	572	-----	40	40	-----	-----	532	403	-----	129	521	242	229	50
1922	580	-----	30	30	-----	-----	550	400	-----	150	590	330	225	35
1921	624	-----	22	22	-----	-----	602	400	-----	202	596	337	225	34

¹ For 1940-1956, includes contributions from urban places not shown elsewhere. (\$1 million in 1956).

² The following amounts of Federal work-relief funds (mainly Works Progress Administration) are included for 1933-1942, respectively (in millions of dollars): 25, 150, 91, 339, 221, 339, 352, 295, 139, and 78.

³ Work performed directly by State agencies on local projects; similar amounts included in disbursements.

⁴ Refunding issues excluded after 1937.

⁵ Estimated.

⁶ Less than \$500,000.

HIGHWAY TRANSPORTATION

Q 294-309

Series Q 294-309. Funds Contributed and Disbursed for Streets in Incorporated and Other Urban Places: 1921 to 1956

[In millions of dollars]

Year	Funds contributed										Disbursements					
	Total ¹	Federal funds ²	State sources			Local sources					Rural sources	Total	Capital outlay ³	Maintenance and repair	Interest	Administration
			Total	High-way-user imposts	Direct expenditure	Total	High-way-user imposts	Toll receipts	Property taxes, general revenues, miscellaneous	Borrowing ⁴						
1956	1,445	4	282	250	32	1,116	58	49	787	242	36	1,218	561	505	55	92
1955	1,473	3	274	238	36	1,161	56	48	736	323	30	1,154	531	484	52	87
1954	1,354	4	258	226	32	1,049	50	43	658	273	26	1,061	476	459	49	77
1953	1,195	2	223	197	26	932	48	42	646	196	31	1,007	443	446	45	73
1952	1,104	2	196	174	22	871	35	41	594	201	31	933	404	413	44	72
1951	976	1	177	156	21	767	25	37	523	182	25	839	356	332	42	59
1950	988	1	176	151	25	728	23	31	512	162	29	802	356	350	42	54
1949	947	3	165	143	22	747	23	26	511	137	30	796	350	350	43	58
1948	788	4	119	103	16	647	20	24	432	121	18	679	287	327	40	45
1947	677	2	109	95	14	554	17	21	394	122	12	562	221	287	39	35
1946	514	(⁵)	83	72	11	424	12	20	330	62	7	391	105	222	37	27
1945	408	(⁵)	52	46	6	347	11	14	302	20	9	310	58	194	39	19
1944	294	(⁵)	53	45	8	232	-----	-----	220	12	9	321	74	167	52	23
1943	282	1	58	48	10	217	-----	-----	205	12	6	321	65	171	54	23
1942	423	46	72	59	13	297	-----	-----	255	42	8	404	159	162	56	27
1941	544	105	61	54	7	368	-----	-----	295	73	10	480	241	155	58	26
1940	639	168	62	53	9	397	-----	-----	347	50	12	567	344	189	61	23
1939	708	233	62	52	10	401	-----	-----	332	19	12	605	434	150	56	25
1938	337	367	53	46	7	407	-----	-----	366	41	10	778	541	156	55	26
1937	615	203	56	48	8	350	-----	-----	335	15	6	534	375	133	54	22
1936	673	264	31	31	-----	367	-----	-----	343	19	11	643	401	156	60	26
1935	490	103	23	23	-----	352	-----	-----	335	17	12	461	223	146	68	24
1934	563	172	25	25	-----	366	-----	-----	337	29	5	534	236	143	75	25
1933	438	29	18	13	-----	356	-----	-----	373	13	5	420	167	147	82	24
1932	533	-----	17	17	-----	516	-----	-----	474	42	5	491	211	168	87	27
1931	741	-----	20	20	-----	716	-----	-----	643	78	5	663	350	193	88	32
1930	911	-----	12	12	-----	899	-----	-----	787	112	-----	799	478	197	91	33
1929	861	-----	14	14	-----	847	-----	-----	725	122	-----	739	429	196	82	32
1928	848	-----	10	10	-----	833	-----	-----	718	115	-----	723	444	180	74	30
1927	849	-----	4	4	-----	845	-----	-----	730	115	-----	734	453	132	69	30
1926	730	-----	6	6	-----	724	-----	-----	624	100	-----	630	373	167	62	28
1925	695	-----	4	4	-----	691	-----	-----	578	113	-----	582	357	147	54	24
1924	573	-----	-----	-----	-----	573	-----	-----	432	91	-----	432	285	130	45	22
1923	403	-----	-----	-----	-----	403	-----	-----	403	-----	-----	403	226	120	37	20
1922	376	-----	-----	-----	-----	376	-----	-----	376	-----	-----	376	213	115	29	19
1921	337	-----	-----	-----	-----	337	-----	-----	337	-----	-----	337	191	108	20	18

¹ Includes since 1949 other items not shown elsewhere.
² The following amounts of Federal work-relief funds (mainly Works Progress Administration) are included for 1933-1942 respectively (in millions of dollars): 29, 172, 108, 264, 208, 367, 233, 167, 104, and 44.

³ Refunding issues excluded since 1940.

⁴ Estimated.

⁵ Less than \$500,000.

Series Q 310-320. Motor-Vehicle Factory Sales and Registrations, and Motor-Fuel Usage: 1900 to 1957

[Number sold includes sales of military vehicles. Value of sales does not include Federal excise taxes. Beginning 1937, standard equipment is included in the value estimate]

Year	Motor-vehicle factory sales				Motor-vehicle registrations			Motor-fuel usage			
	Passenger cars		Motor trucks and buses ¹		Total	Auto- mobiles	Buses	Trucks	Total	Highway	Non- highway
	Number	Wholesale value	Number	Wholesale value							
	310	311	312	313	314	315	316	317	318	319	320
	\$1,000		\$1,000					1,000 gals.	1,000 gals.	1,000 gals.	
1957	6,113,344	11,198,379	1,107,176	2,082,723	67,181,071	55,906,195	264,062	10,960,814	56,954,590	51,864,631	5,089,959
1956	5,816,109	9,754,971	1,104,481	2,077,432	65,153,810	54,200,784	258,764	10,694,262	55,149,647	50,214,299	4,935,348
1955	7,920,186	12,452,871	1,249,090	2,020,973	62,693,819	52,135,583	255,249	10,302,987	52,565,099	47,730,578	4,834,521
1954	5,558,897	8,218,094	1,042,174	1,660,019	58,510,253	48,461,219	248,346	9,800,688	49,118,918	44,365,465	4,753,453
1953	6,116,948	9,002,580	1,206,266	2,089,060	56,221,089	46,422,443	244,251	9,554,395	47,381,037	42,731,847	4,648,190
1952	4,320,794	6,455,114	1,218,165	2,319,789	53,265,406	43,817,580	240,485	9,207,341	45,037,336	40,584,530	4,452,806
1951	5,338,435	7,241,275	1,426,828	2,323,859	51,913,965	42,682,591	230,461	9,000,913	42,876,362	38,128,351	4,327,011
1950	6,665,863	8,468,137	1,337,193	1,707,748	49,161,691	40,333,591	223,652	8,604,448	39,830,606	35,652,940	4,177,666
1949	5,119,466	6,650,857	1,134,185	1,394,035	44,690,296	36,453,351	208,929	8,028,016	36,440,037	32,431,016	4,009,021
1948	3,909,270	4,870,423	1,376,274	1,880,475	41,085,531	33,350,894	196,726	7,537,911	34,329,147	30,460,641	3,868,506
1947	3,558,178	3,936,017	1,239,443	1,731,713	37,841,498	30,845,350	187,457	6,808,691	31,680,501	28,215,705	3,464,796
1946	2,148,699	1,979,781	940,866	1,043,247	34,373,002	28,213,336	173,585	5,986,081	28,876,546	25,648,998	3,227,548
1945	69,532	57,255	655,683	1,181,956	31,035,420	25,793,493	162,125	5,079,802	22,046,727	19,148,968	2,897,759
1944	610	447	737,524	1,700,929	30,479,306	25,566,464	152,592	4,760,250	19,292,047	16,429,668	2,862,379
1943	139	102	699,689	1,451,794	30,888,134	26,009,073	152,324	4,726,737	18,642,773	16,004,250	2,638,523
1942	222,862	163,814	818,662	1,427,457	33,003,656	27,972,837	135,957	4,894,862	22,438,925	19,939,887	2,499,038
1941	3,779,682	2,567,206	1,069,800	1,069,800	34,894,134	29,624,269	119,753	5,150,112	26,429,441	24,192,397	2,237,044
1940	3,717,385	2,370,654	754,901	567,820	32,453,233	27,465,826	101,145	4,886,262	24,038,525	22,001,356	2,037,169
1939	2,888,512	1,770,232	700,377	489,787	31,009,927	26,226,371	92,285	4,691,271	22,571,837	20,714,352	1,857,485
1938	2,019,566	1,241,032	488,841	329,918	29,813,718	25,250,477	87,664	4,475,577	21,311,675	19,611,643	1,700,032
1937	3,929,203	2,240,913	891,016	537,315	30,058,892	25,467,229	83,130	4,508,533	21,115,444	19,455,454	1,659,990
1936	3,679,242	2,014,747	782,220	463,719	28,506,891	24,182,662	62,618	4,261,611	19,561,677	18,099,138	1,464,539
1935	3,273,874	1,707,836	697,367	380,997	26,546,126	22,567,827	58,994	3,919,305	17,637,580	16,344,697	1,292,883
1934	2,160,865	1,140,478	576,205	326,782	25,261,710	21,544,727	51,530	3,665,453	16,557,921	15,414,896	1,143,025
1933	1,560,599	773,425	329,218	175,381	24,159,203	20,657,257	44,918	3,457,028	15,367,905	14,348,152	1,019,753
1932	1,103,557	616,860	228,303	137,624	24,391,000	20,901,401	43,476	3,446,123	15,427,340	14,339,151	1,088,189
1931	1,948,164	1,108,247	482,262	265,445	26,093,968	22,396,253	41,880	3,655,835	16,621,261	15,456,662	1,164,599
1930	2,787,456	1,644,083	575,364	390,752	26,749,853	23,034,753	40,507	3,674,593	15,777,707	14,753,911	1,023,796
1929	4,455,178	2,790,614	881,909	622,534	26,704,825	23,120,897	33,999	3,549,929	15,051,036	14,139,301	911,735
1928	3,775,417	2,572,599	583,342	460,109	24,688,631	21,362,240	31,982	3,294,409	13,090,282	12,361,460	725,822
1927	2,936,533	2,164,671	464,793	420,131	23,303,470	20,193,333	27,659	3,082,478	11,936,896	11,331,326	605,570
1926	3,692,317	2,607,365	608,617	484,823	22,200,150	19,267,967	24,320	2,907,863	10,552,161	10,063,951	488,210
1925	3,735,171	2,458,370	530,659	458,400	20,068,543	17,481,001	17,808	2,569,734	9,143,965	8,749,075	394,890
1924	3,185,881	1,970,097	416,659	318,581	17,612,940	15,436,102	.....	2,176,838	7,809,186	7,497,000	312,186
1923	3,624,717	2,196,272	409,295	308,538	15,102,105	13,253,019	.....	1,849,086	6,313,177	6,078,000	235,177
1922	2,274,185	1,494,514	269,991	226,050	12,273,599	10,704,076	.....	1,569,523	5,014,035	4,841,000	173,035
1921	1,468,067	1,038,191	148,052	166,071	10,493,666	9,212,158	.....	1,281,508	4,064,824	3,935,000	129,824
1920	1,905,560	1,809,171	321,789	423,249	9,239,161	8,131,522	.....	1,107,639	3,448,164	3,346,000	102,164
1919	1,651,625	1,365,395	224,731	371,423	7,576,888	6,679,133	.....	897,755	2,747,030	2,672,000	75,030
1918	943,436	801,938	227,250	434,169	6,160,448	5,554,952	.....	605,496	.....	.....	.....
1917	1,745,792	1,053,506	128,157	220,983	5,118,525	4,727,468	.....	391,057	.....	.....	.....
1916	1,525,578	921,378	92,130	161,000	3,617,937	3,367,889	.....	250,048	.....	.....	.....
1915	895,930	575,978	74,000	125,800	2,490,932	2,332,426	.....	158,506	.....	.....	.....
1914	548,139	420,838	24,900	44,219	1,763,018	1,664,003	.....	99,015	.....	.....	.....
1913	461,500	399,902	23,500	44,000	1,258,060	1,190,393	.....	67,667	.....	.....	.....
1912	356,000	335,000	22,000	43,000	944,000	901,596	.....	42,404	.....	.....	.....
1911	199,319	225,000	10,681	21,000	639,500	618,727	.....	20,773	.....	.....	.....
1910	181,000	215,340	6,000	9,660	468,500	458,377	.....	10,123	.....	.....	.....
1909	123,990	159,766	3,297	5,334	312,000	305,950	.....	6,050	.....	.....	.....
1908	63,500	135,250	1,500	2,550	198,400	194,400	.....	4,000	.....	.....	.....
1907	43,000	91,620	1,000	1,780	143,200	140,300	.....	2,900	.....	.....	.....
1906	33,200	61,460	800	1,440	108,100	105,900	.....	2,200	.....	.....	.....
1905	24,250	38,670	750	1,330	78,800	77,400	.....	1,400	.....	.....	.....
1904	22,130	23,358	700	1,273	55,290	54,590	.....	700	.....	.....	.....
1903	11,235	13,000	.....	.....	32,920	32,920	.....	.....	.....	.....	.....
1902	9,000	10,395	.....	.....	23,000	23,000	.....	.....	.....	.....	.....
1901	7,000	8,183	.....	.....	14,800	14,800	.....	.....	.....	.....	.....
1900	4,192	4,899	.....	.....	8,000	8,000	.....	.....	.....	.....	.....

¹ A substantial portion of the number of trucks and buses (series Q 312) consists of chassis only, without bodies; hence the value of bodies for these chassis (series Q 313) is not included.

HIGHWAY TRANSPORTATION

Q 321-329

Series Q 321-327. Miles of Travel by Motor Vehicles: 1921 to 1957

[In million vehicle-miles]

Year	All motor vehicles			Passenger vehicles		Trucks and combinations		Year	All motor vehicles		
	Total travel	Urban travel	Rural travel	Urban travel	Rural travel	Urban travel	Rural travel		Total travel	Urban travel	Rural travel
	321	322	323	324	325	326	327		322	323	324
1957	647,004	296,699	350,805	256,563	277,235	40,186	73,070	1955	228,568	118,327	110,241
1956	627,843	275,464	352,379	233,456	278,287	42,008	74,092	1954	215,563	112,513	103,050
								1953	200,642	105,578	95,064
1955	603,434	267,281	336,153	226,380	265,667	40,901	70,486	1952	200,517	106,366	94,151
1954	560,857	243,639	317,218	206,169	248,844	37,470	68,374	1951	216,151	115,580	100,571
1953	544,433	236,058	308,375	199,754	240,046	36,304	68,329				
1952	513,581	224,118	289,463	189,987	224,584	34,181	64,929	1950	206,320	111,202	95,118
1951	491,093	222,671	268,422	188,670	207,579	34,001	60,843	1949	197,720	107,409	90,311
								1948	172,856		
1950	458,246	218,248	239,998	184,476	188,218	33,772	56,780	1947	158,453		
1949	424,461	205,364	219,097	175,686	171,044	29,678	48,053	1946	140,735		
1948	397,957	199,082	198,875	170,331	153,617	23,751	45,258				
1947	370,894	184,088	186,806	158,770	145,921	25,318	40,885	1925	122,346		
1946	340,890	170,049	170,831	148,497	136,153	21,552	34,678	1924	104,338		
								1923	84,995		
1945	250,173	130,161	120,012	111,401	92,831	18,760	27,181	1922	67,697		
1944	212,718	110,750	101,963	93,679	77,264	17,071	24,699	1921	55,027		
1943	208,192	108,990	99,202	91,942	74,592	17,048	24,610				
1942	268,224	133,235	129,989	119,653	102,780	18,582	27,209				
1941	333,612	163,591	170,021	143,101	135,558	20,490	34,463				
1940	302,188	149,993	152,195	130,269	121,988	19,724	30,207				
1939	285,402	142,253	143,149	122,805	115,378	19,448	27,771				
1938	271,177	136,264	134,913	117,537	109,145	18,727	25,768				
1937	270,110	135,072	132,038	118,216	107,743	19,856	24,295				
1936	252,128	129,450	122,678	110,419	100,602	19,081	22,076				

¹ Includes travel on turnpikes not included in previously published figures.

² Includes travel on turnpikes as well as travel by military vehicles, not included in previously published figures.

Series Q 328-329. State and Federal Gasoline Tax Rates: 1930 to 1957

[In cents per gallon. When 2 figures appear in a cell, the first is tax in effect at beginning of year, the last is tax at end of year]

Year	State average	Federal tax	Year	State average	Federal tax	Year	State average	Federal tax
	328	329		328	329		328	329
1957	5.58	3	1947	4.25	1.5	1938	3.96	1
1956	5.54	2-3	1946	4.16	1.5	1937	3.91	1
						1936	3.85	1
1955	5.35	2	1945	4.10	1.5			
1954	5.19	2	1944	4.06	1.5	1935	3.80	1
1953	5.10	2	1943	4.05	1.5	1934	3.66	1
1952	4.83	2	1942	3.99	1.5	1933	3.65	1-1.5
1951	4.74	1.5-2	1941	3.99	1.5	1932	3.60	0-1
						1931	3.48	
1950	4.65	1.5	1940	3.96	1-1.5			
1949	4.52	1.5	1939	3.96	1	1930	3.35	
1948	4.35	1.5						

¹ As of August 1.

Series Q 330-341. Public Transit Mileage, Equipment, Passengers, and Passenger Revenue: 1917 to 1957

Year	Mileage (Dec. 31)			Equipment owned (Dec. 31)			Revenue and nonrevenue passengers (millions)			Revenue passengers (mil.)	Passenger revenue (mil. dol.)	
	Railway track	Trolley coach	Motor bus	Railway cars	Trolley coaches	Motor buses	Total	Railway	Trolley coach			Motor bus
	339	331	332	338	334	335	336	337	338			339	340	341
1957	5,019	3,007	102,400	12,759	5,412	50,800	10,889	2,522	998	6,874	8,898	1,812.2
1956	5,748	3,292	100,700	13,225	5,748	51,400	10,941	2,758	1,142	7,043	8,756	1,846.4
1955	6,197	3,428	99,800	14,582	6,157	52,400	11,529	3,077	1,202	7,250	9,189	1,858.9
1954	6,765	3,630	99,000	15,600	6,598	54,000	12,392	3,401	1,367	7,624	9,858	1,410.0
1953	7,552	3,663	100,000	17,234	6,941	54,700	13,902	4,076	1,566	8,260	11,086	1,448.6
1952	8,582	3,736	99,600	19,176	7,180	55,980	15,119	4,601	1,640	8,878	12,022	1,458.1
1951	9,457	3,878	99,700	20,604	7,071	57,860	16,125	5,290	1,683	9,202	12,281	1,411.6
1950	10,813	3,513	98,000	22,988	6,504	58,820	17,246	6,168	1,658	9,420	13,845	1,396.8
1949	11,981	3,337	96,400	24,728	6,366	57,085	19,008	7,185	1,661	10,162	15,251	1,419.7
1948	12,964	2,905	96,500	26,280	5,687	58,540	21,868	9,112	1,528	10,728	17,812	1,416.8
1947	14,976	2,699	95,800	30,158	4,707	56,917	22,540	10,852	1,356	10,832	18,257	1,324.2
1946	16,716	2,354	91,100	33,479	3,916	52,450	23,372	11,862	1,311	10,199	19,119	1,331.5
1945	17,702	2,318	90,400	36,377	3,711	49,670	23,254	12,124	1,244	9,886	18,982	1,313.7
1944	18,082	2,245	87,700	37,199	3,561	48,400	23,017	12,137	1,234	9,646	18,735	1,296.9
1943	18,181	2,248	87,000	37,505	3,501	47,100	22,000	11,306	1,175	9,019	17,918	1,235.6
1942	18,171	2,273	85,500	37,508	3,385	46,000	18,000	9,856	899	7,245	14,501	979.1
1941	18,342	2,041	82,100	37,670	3,029	39,300	14,085	8,502	652	4,981	11,302	768.8
1940	19,602	1,925	78,000	37,662	2,802	35,000	13,098	8,325	584	4,239	10,504	701.5
1939	20,600	1,543	74,300	40,372	2,134	32,600	12,337	8,539	445	3,558	10,252	681.5
1938	21,900	1,398	70,400	42,605	2,082	28,500	12,645	8,781	389	3,475	9,985	682.9
1937	23,770	1,166	67,000	45,312	1,655	27,500	13,246	9,485	289	3,489	10,486	639.7
1936	25,300	859	62,200	48,108	1,186	23,900	13,146	9,324	143	3,179	10,512	685.5
1935	28,700	548	58,100	50,466	578	23,800	12,226	9,512	96	2,618	9,782	642.3
1934	28,500	423	54,700	54,118	441	18,700	12,083	9,600	68	2,870	-----	-----
1933	-----	-----	-----	58,124	310	17,200	11,327	9,207	45	2,075	-----	-----
1932	-----	-----	-----	-----	-----	-----	12,025	9,352	37	2,136	-----	-----
1931	-----	-----	-----	-----	-----	-----	13,924	11,588	28	2,318	-----	-----
1930	-----	-----	-----	-----	-----	-----	15,567	13,072	16	2,479	-----	-----
1929	-----	-----	-----	-----	-----	-----	16,985	14,358	5	2,322	-----	-----
1928	-----	-----	-----	-----	-----	-----	16,989	14,518	3	2,468	-----	-----
1927	-----	-----	-----	-----	-----	-----	17,201	14,901	-----	2,300	-----	-----
1926	-----	-----	-----	-----	-----	-----	17,284	15,225	-----	2,009	-----	-----
1925	-----	-----	-----	-----	-----	-----	16,651	15,167	-----	1,434	-----	-----
1924	-----	-----	-----	-----	-----	-----	16,801	15,312	-----	939	-----	-----
1923	-----	-----	-----	-----	-----	-----	16,311	15,650	-----	661	-----	-----
1922	-----	-----	-----	-----	-----	-----	16,735	15,331	-----	404	-----	-----
1921	-----	-----	-----	-----	-----	-----	-----	14,574	-----	-----	-----	-----
1920	-----	-----	-----	-----	-----	-----	-----	15,541	-----	-----	-----	-----
1919	-----	-----	-----	-----	-----	-----	-----	14,916	-----	-----	-----	-----
1918	-----	-----	-----	-----	-----	-----	-----	14,243	-----	-----	-----	-----
1917	-----	-----	-----	-----	-----	-----	-----	14,507	-----	-----	-----	-----

Series Q 342-344. Oil Pipelines Operated and Oil Originated: 1921 to 1957

Year	Miles of line operated	Oil originated		Year	Miles of line operated	Oil originated		Year	Miles of line operated	Oil originated	
		Crude	Refined			Crude	Refined			Crude	Refined
		342	343			344	342			343	344
1957	145,236	2,188	663	1943	108,783	1,123	144	1932	92,782	508	25
1956	142,686	2,195	663	1942	106,485	981	92	1931	98,090	489	16
1955	140,374	2,088	586	1941	105,435	971	82	1930	88,728	-----	-----
1954	138,962	1,829	502	1940	100,156	886	72	1929	85,796	-----	-----
1953	133,900	1,861	435	1939	98,681	803	70	1928	81,676	-----	-----
1952	132,715	1,810	395	1938	95,335	793	65	1927	76,070	-----	-----
1951	131,152	1,774	345	1937	96,612	885	63	1926	72,646	-----	-----
1950	128,589	1,525	297	1936	98,326	755	52	1925	70,009	-----	-----
1949	124,984	1,415	241	1935	92,037	723	44	1924	68,185	-----	-----
1948	124,092	1,586	227	1934	93,070	557	35	1923	64,760	-----	-----
1947	119,298	1,431	187	1933	98,724	533	29	1922	57,349	-----	-----
1946	116,544	1,319	154	-----	-----	-----	-----	1921	55,260	-----	-----
1945	118,851	1,292	150	-----	-----	-----	-----	-----	-----	-----	-----
1944	111,615	1,277	147	-----	-----	-----	-----	-----	-----	-----	-----

AIR TRANSPORTATION (Series Q 345-397)

Q 345-397. General note.

Only scattered data on air transportation are available for years before 1926. Regular collection of national statistics began with the establishment in that year of an Aeronautics Branch in the Department of Commerce. In 1934 a Bureau of Air Commerce was organized in that department. The Civil Aeronautics Act of 1938 created the Civil Aeronautics Authority, an independent regulatory agency, which was reorganized in 1940 into 2 separate entities, the Civil Aeronautics Board and the Civil Aeronautics Administration. The latter's annual *Statistical Handbook of Civil Aviation* is the source for the statistics presented here.

Statistics of domestic scheduled airline operations cover trunk airlines, local service airlines, helicopter carriers, and territorial airlines except those operating in Alaska. Scheduled intrastate airlines are not included anywhere, nor are those operating locally in Alaska. Statistics of international scheduled airline operations include not only operations to and from foreign countries but overseas operations to American possessions. They also include the service of Northwest Airlines and Pan American World Airways between the United States and Alaska. Some companies operate in both the domestic and the international fields, but the statistics are segregated.

Operations of scheduled carriers of cargo only are generally not included.

Q 345-351. Aircraft production and exports, 1913-1957.

Source: Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1958 edition. (A few of the earlier figures are from the 1945 or 1948 edition.)

Q 352-362. Scheduled air transportation, domestic and international, 1926-1957.

Source: See source for series Q 345-351.

Q 363-375. Scheduled airline revenues and expenses, 1938-1957.

Source: See source for series Q 345-351.

Q 376-383. Airports, aircraft, pilots, and miles flown, 1926-1957.

Source: See source for series Q 345-351.

Figures for airports and landing fields (series Q 376-377) include civil, military, and CAA fields but exclude seaplane

facilities prior to 1953. Growth of airports after 1940 was stimulated by Federal defense expenditures during the war and by the Federal-aid airport program thereafter.

Estimates of the number of certificated pilots (series Q 379-382) refer to persons certificated by CAA in the various classifications. Some may not have been actively engaged in the classification for which they were certificated. The count of certificated pilots after 1941 is not directly comparable with the previous years as the Civil Aeronautics Regulations were amended to permit pilot certificates currently effective on April 1, 1942, to continue in effect indefinitely. This amendment expired on July 1, 1947. The number of commercial pilots (series Q 381) rises sharply after 1944 because the CAA awarded many veterans commercial certificates on the basis of their military flying experience. The number of private pilots (series Q 382) increased sharply after 1939 because of the Federally subsidized civilian pilot training program which was initiated in 1939. It gave preliminary training to hundreds of thousands of men who went into the military service. Miles flown (series Q 383) include business flying (by corporate executives or employees or by individuals, including farmers, on personal business), commercial flying (contract, charter, crop-dusting, photographic, etc.), instructional flying, pleasure flying, and other flying (testing, experimental, ferrying, Civil Air Patrol, etc.). Separate data on these five categories are given in the source.

Q 384-397. Air transportation accidents, 1927-1957.

Source: See source for series Q 345-351.

An aircraft accident is considered to be any occurrence, while the aircraft is operating as such, which results in fatal or serious injury to persons or appreciable damage to the aircraft. The aircraft is considered to be "operating as such" from the time the engine is started for purposes of flight until the flight is completed; in the case of gliders, while they are under tow or gliding.

Propeller accidents to persons are included. A collision between two or more aircraft is counted as one accident.

Data include military contract operations for 1956 and 1957, but not for earlier years. Scheduled cargo carriers are included for 1949-1957, but not for earlier years.

Series Q 345-351. Aircraft Production and Exports: 1913 to 1957

[For 1913-1925, production figures represent deliveries]

Year	Production				Exports ²			Year	Production				Exports ²		
	Number of aircraft produced			Value of all products ² (\$1,000)	Aircraft exported ⁴		Value of all exports ⁵ (\$1,000)		Number of aircraft produced			Value of all products ² (\$1,000)	Aircraft exported ⁴		Value of all exports ⁵ (\$1,000)
	Total	For U.S. military	Other ¹		Number	Value (\$1,000)			Total	For U.S. military	Other ¹		Number	Value (\$1,000)	
	345	346	347	348	349	350	351		345	346	347	348	349	350	351
1957...	(9)	(9)	6,745	(7)	2,025	248,943	1,028,729	1935...	1,710	336	1,374	42,506	333	6,599	14,291
1956...	(9)	(9)	7,205	(7)	1,711	171,097	1,064,838	1934...	1,615	393	1,222	43,892	490	8,195	17,663
1955...	(9)	(9)	4,820	(7)	1,714	129,924	727,549	1933...	1,324	331	993	33,857	406	5,391	9,180
1954...	(9)	(9)	3,389	(7)	1,053	102,786	(9)	1932...	1,396	500	896	34,861	280	4,359	7,947
1953...	(9)	(9)	4,134	(7)	1,377	91,003	(9)	1931...	2,800	853	1,947	48,540	140	1,813	4,868
1952...	(9)	(9)	3,509	(7)	1,180	26,620	(9)	1930...	3,437	836	2,601	60,846	321	4,820	8,818
1951...	(9)	(9)	2,477	(7)	894	18,606	(9)	1929...	6,198	779	5,414	91,051	348	5,485	9,125
1950...	(9)	(9)	3,520	(7)	756	44,287	(9)	1928...	4,346	847	3,499	64,662	162	1,760	3,665
1949...	(9)	(9)	3,545	(7)	881	27,165	(9)	1927...	1,995	609	1,386	30,897	63	849	1,904
1948...	(9)	(9)	7,302	(7)	2,259	66,354	153,629	1926...	1,186	478	708	17,695	50	303	1,027
1947...	17,717	2,100	15,617	(7)	3,125	74,477	172,190	1925...	789	445	344	12,775	80	511	784
1946...	36,670	1,669	35,001	(7)	2,302	65,258	115,320	1924...	377	317	60	(7)	59	413	798
1945...	⁸ 49,761	⁸ 47,714	2,047	¹⁰ 8,279,000	7,599	663,129	1,148,852	1923...	743	687	56	13,142	48	309	434
1944...	⁸ 96,318	⁸ 96,318	(11)	¹⁰ 16,047,000	16,544	1,589,801	2,825,927	1922...	263	226	37	(7)	37	157	495
1943...	⁸ 85,898	⁸ 85,898	(11)	¹⁰ 12,514,000	13,865	1,215,848	2,142,611	1921...	437	389	48	7,431	48	315	473
1942...	⁸ 47,836	⁸ 47,836	(11)	¹⁰ 5,817,000	10,448	879,995	1,357,345	1920...	328	256	72	(7)	65	598	1,153
1941...	⁸ 26,277	⁸ 19,433	6,844	¹⁰ 1,804,000	6,011	422,764	626,929	1919...	780	682	98	14,373	85	778	13,167
1940...	12,804	⁸ 6,019	6,785	¹⁰ 370,000	3,522	196,261	311,871	1918...	14,020	13,991	29	(7)	20	206	9,084
1939...	5,856	921	4,935	247,905	1,220	67,113	117,807	1917...	2,148	2,013	135	(7)	135	1,002	4,135
1938...	3,623	925	2,698	198,293	875	37,977	68,228	1916...	411	142	269	(7)	269	2,158	7,002
1937...	3,773	858	2,915	114,093	628	21,076	39,404	1915...	178	26	152	(7)	152	958	1,541
1936...	3,010	858	2,152	78,149	527	11,602	23,143	1914...	49	15	34	790	34	189	226
								1913...	43	14	29	(7)	29	82	108

¹ Identified as "Shipments of complete civilian aircraft" for 1948-1957 in Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1958 edition.

² Value of aircraft, engines, parts, parachutes, etc.

³ 1913-1918, fiscal years, 1919-1957, calendar years. Data for the second half of 1918 are included with calendar year 1919.

⁴ Exclusive of gliders and barrage balloons. 1949-1957, civil aircraft only.

⁵ Total value of aircraft, engines, parts, etc. 1913-1921 include values of aircraft and aircraft parts. Prior to 1922, engine values were not reported separately but were probably included with either "other" internal combustion engines or with "parts" of aircraft. Values for parachutes and their parts have been included only since 1932.

⁶ Data not available for security reasons.

⁷ Not available.

⁸ Includes U.S.-financed aircraft manufactured in Canada.

⁹ Includes military aircraft for Lend-Lease shipments.

¹⁰ Values are for military aircraft produced in the United States only. These data were computed by the War Production Board in terms of August 1943 unit cost. The values are not meant to measure output at current prices or expenditures. The 1940 figure is only for the second half of that year; the 1945 figure covers only the first 8 months.

¹¹ No production other than military.

AIR TRANSPORTATION

Q 352-362

Series Q 352-362. Scheduled Air Transportation, Domestic and International: 1926 to 1957

[As of December 31 or for year ending December 31. All data reflect scheduled operations exclusively]

Year	Number of operators	Aircraft in service	Route mileage	Average passenger-revenue per passenger-mile	Persons employed	Revenue miles flown	Revenue passengers carried		Revenue passenger-miles flown (1,000)	Ton-miles flown	
							Duplicated ¹	Un-duplicated ²		Express and freight	Mail
	352	353	354	355	356	357	358	359	360	361	362
DOMESTIC											
1957	30	1,494	* 88,825	\$0.0580	119,333	784,752,000	-----	* 48,464,000	25,339,560	266,433,000	98,875,000
1956	30	1,347	* 84,189	.0582	103,489	687,617,000	-----	41,788,000	22,361,824	245,131,000	93,251,000
1955	31	1,212	* 78,992	.0585	95,548	620,720,000	-----	38,025,000	19,819,221	228,072,000	87,445,000
1954	32	1,175	* 78,294	.0540	84,765	550,648,000	-----	32,343,000	16,768,706	188,271,000	81,599,000
1953	32	1,139	* 78,384	.0545	84,651	518,582,000	-----	28,721,000	14,760,309	177,928,000	72,904,000
1952	35	1,078	* 77,894	.0555	79,687	468,668,848	-----	25,009,815	12,628,318	160,825,972	69,336,547
1951	38	981	* 78,913	.0560	72,898	406,105,289	-----	22,652,179	10,566,182	148,624,865	63,858,384
1950	38	960	* 77,440	.0555	61,903	364,256,468	-----	17,345,000	8,002,325	151,351,080	47,008,947
1949	37	918	* 72,667	.0576	59,886	351,645,414	-----	15,080,704	6,752,622	128,001,652	41,418,293
1948	31	878	* 68,702	.0576	60,416	338,216,788	-----	13,168,095	5,980,993	117,928,560	37,925,396
1947	28	810	* 62,215	.0506	58,998	325,054,389	-----	12,890,208	6,109,508	64,678,213	33,086,175
1946	24	674	* 58,981	.0463	69,182	309,888,884	-----	12,218,445	5,947,966	58,948,717	32,953,807
1945	20	421	* 48,516	.0495	50,313	208,969,279	-----	6,576,252	3,362,455	22,196,852	65,092,921
1944	19	288	47,384	.0585	31,198	138,732,219	-----	4,045,965	2,178,207	16,991,598	51,189,973
1943	19	204	42,537	.0527	29,654	105,354,810	-----	3,019,786	1,634,135	15,636,511	36,061,867
1942	19	186	41,596	.0528	26,910	111,340,622	-----	3,136,755	1,418,042	11,900,832	21,161,955
1941	19	370	45,163	.0504	19,223	134,405,836	8,848,882	* 3,464,000	1,384,400	6,258,551	18,118,014
1940	19	369	42,757	.0507	15,984	110,101,039	2,802,781	* 2,523,000	1,052,156	3,476,224	10,117,858
1939	* 18	* 276	* 36,654	.0510	* 10,689	82,924,922	1,784,762	* 1,561,000	682,904	2,718,099	8,610,727
1938	* 16	* 260	* 34,879	.0518	* 9,008	68,610,143	1,197,100	* 1,077,000	479,844	2,182,420	7,449,246
1937	22	291	32,006	.056	7,586	66,791,079	985,084	* 887,000	411,545	2,162,488	6,698,230
1936	24	280	29,797	.057	7,079	64,307,430	931,683	-----	* 438,989	1,845,798	5,741,436
1935	26	363	29,190	.057	5,945	55,918,151	678,549	-----	* 316,336	1,097,602	4,132,708
1934	24	423	28,609	.059	4,201	41,525,667	* 475,461	-----	* 189,806	10,597,293	11,237,175
1933	25	418	28,233	.061	4,369	49,256,320	* 502,218	-----	* 174,820	10,422,860	12,567,949
1932	32	456	28,956	.061	4,020	45,893,522	* 476,041	-----	* 127,433	10,289,512	12,701,125
1931	39	490	30,857	.067	4,314	43,109,166	-----	-----	* 106,952	10,220,657	13,140,205
1930	43	497	30,293	.083	2,778	32,644,708	* 384,506	-----	* 85,125	10,100,668	(13)
1929	38	442	(13)	.12	1,958	22,728,869	* 161,983	-----	-----	10,69,898	(13)
1928	34	268	(13)	.11	1,496	10,527,870	* 48,312	-----	-----	10,58,913	(13)
1927	18	(13)	(13)	.106	-----	5,856,189	* 8,679	-----	-----	10,12,841	(13)
1926	13	(13)	(13)	.12	-----	4,318,087	* 5,782	-----	-----	10,996	(13)
INTERNATIONAL											
1957	14	170	133,884	.0657	27,857	156,592,000	-----	* 4,422,000	5,769,472	123,335,000	57,263,000
1956	13	186	118,694	.0670	25,014	146,903,000	-----	3,949,000	5,126,052	109,339,000	55,152,000
1955	15	147	114,005	.0668	26,655	131,535,000	-----	3,416,000	4,420,166	90,969,000	52,410,000
1954	15	161	112,488	.0679	24,776	116,668,000	-----	2,875,000	3,749,634	82,332,000	35,323,000
1953	14	161	111,826	.0687	24,741	110,052,000	-----	2,699,000	3,385,563	74,801,000	24,466,000
1952	13	149	110,465	.0704	24,385	108,500,435	-----	2,365,223	3,021,001	72,673,869	22,068,132
1951	12	140	108,763	.0710	22,855	97,654,832	-----	2,041,807	2,599,847	71,091,445	21,970,111
1950	12	160	106,401	.0728	20,883	98,380,809	-----	1,675,477	2,206,396	60,562,568	21,188,090
1949	13	177	109,011	.0772	21,108	104,525,884	-----	1,520,067	2,053,998	56,158,544	19,772,215
1948	13	175	105,853	.0801	24,192	98,053,441	-----	1,372,356	1,888,997	45,592,801	17,202,568
1947	12	154	95,503	.0777	26,154	86,481,082	-----	1,359,712	1,810,045	32,896,413	12,755,998
1946	9	147	66,419	.0831	27,372	59,375,572	-----	1,041,283	1,100,741	15,090,468	6,141,461
1945	4	97	38,885	.0867	17,968	32,608,704	-----	475,558	447,968	8,717,511	3,399,339
1944	3	70	29,708	.0782	11,409	22,272,638	-----	341,496	310,574	6,207,137	2,045,150
1943	3	70	27,211	.0792	9,625	18,457,864	-----	279,402	279,402	5,088,325	1,990,715
1942	3	68	(13)	.0855	12,808	18,681,059	-----	269,345	236,956	-----	-----
1941	3	88	(13)	.0861	7,235	14,410,358	-----	228,524	162,824	-----	-----
1940	3	68	52,322	.0883	6,067	9,651,738	-----	162,617	99,795	-----	-----
1939	2	84	43,455	.0857	5,275	7,607,474	-----	129,028	71,845	-----	-----
1938	2	73	34,963	.0833	4,266	7,042,508	-----	109,265	53,208	-----	-----
1937	2	92	31,979	-----	4,000	7,909,158	-----	* 112,324	* 53,742	-----	-----
1936	2	94	31,990	-----	2,916	6,904,246	-----	* 87,723	* 41,829	-----	-----
1935	2	101	31,261	-----	2,407	7,949,547	-----	* 111,296	* 46,035	-----	-----
1934	2	99	22,192	-----	2,276	7,539,106	-----	* 96,804	* 36,844	-----	-----
1933	3	86	19,404	-----	1,926	5,857,163	-----	* 74,394	* 24,956	-----	-----
1932	3	108	19,574	-----	1,590	5,278,365	-----	* 71,519	* 20,754	-----	-----
1931	3	100	19,543	-----	1,353	4,537,241	-----	* 59,224	* 14,171	-----	-----
1930	3	103	19,256	-----	697	4,300,500	-----	* 32,999	* 18,622	-----	-----
1929	4	33	(13)	-----	837	2,412,630	-----	* 11,472	-----	-----	-----
1928	1	57	(13)	-----	(13)	145,580	-----	* 1,401	-----	-----	-----
1927	1	(13)	(13)	-----	-----	14,300	-----	-----	-----	-----	-----
1926	1	(13)	(13)	-----	-----	-----	-----	-----	-----	-----	-----

¹ Duplication exists where (a) the same passengers were carried on more than 1 route of an air carrier; and (b) where the same passengers were carried by more than 1 air carrier.

² Duplication has been eliminated where the same passengers were carried on more than 1 route of an air carrier, but still exists where the same passengers were carried by more than 1 air carrier.

³ Based on revised CAB procedures.

⁴ Enplaned passengers not strictly comparable to previous years due to change in CAB reporting procedure.

⁵ Computed by CAA from reports of duplicated revenue passengers.

⁶ Excludes Marine.

⁷ Includes Colonial and Marine.

⁸ Includes nonrevenue passenger-miles flown.

⁹ Includes nonrevenue passengers.

¹⁰ Excludes Colonial Airlines, Inc., and Hawaiian Airlines, Ltd.

¹¹ Excludes 224,236 ton-miles flown by U.S. Army.

¹² Excludes Colonial Airlines, Inc.

¹³ Not available.

¹⁴ Includes employees of Pan American Airways.

¹⁵ Included with domestic air transportation.

Series Q 363-375. Scheduled Airline Revenues and Expenses: 1938 to 1957

[In thousands of dollars. Figures in italics denote loss]

Year	Operating revenues						Operating expenses						Net operating income or loss
	Total	Passenger	Mail (including subsidy)	Express and freight	Excess baggage	Other	Total	Aircraft				Ground and indirect expense	
								Total	Fly-ing	Direct maintenance flight equipment	Depreciation flight equipment		
363	364	365	366	367	368	369	370	371	372	373	374	375	
DOMESTIC													
1957	1,515,145	1,342,579	69,676	67,228	18,454	17,189	1,473,665	906,312	464,614	1,289,546	152,152	587,345	41,481
1956	1,341,732	1,183,842	61,922	62,722	14,991	13,240	1,242,438	751,237	377,243	1,261,679	112,315	491,192	99,293
1955	1,201,266	1,060,590	55,536	61,102	12,163	11,856	1,077,122	551,626	323,220	135,437	92,919	525,493	124,142
1954	1,042,793	905,840	65,726	49,901	10,631	10,680	941,532	437,376	279,971	110,299	97,106	454,200	101,211
1953	937,432	808,869	64,434	47,791	8,704	12,622	850,443	438,033	253,091	102,401	82,566	412,356	37,032
1952	817,630	695,456	58,337	42,323	7,343	13,152	723,409	361,464	208,665	92,696	60,163	361,939	94,271
1951	702,365	591,137	57,422	36,914	6,069	10,733	595,363	287,942	173,023	71,637	43,232	307,421	107,001
1950	557,303	444,506	63,788	35,122	5,077	9,310	494,645	241,060	141,816	57,841	41,403	253,595	63,153
1949	436,034	333,931	59,333	27,937	4,452	5,331	411,733	223,193	127,393	54,023	41,767	233,540	24,301
1948	434,295	343,290	59,309	24,372	3,953	3,371	431,534	199,991	109,636	49,035	41,320	231,643	2,661
1947	364,340	303,576	29,445	19,373	3,572	3,369	336,199	169,165	83,840	42,903	37,422	217,034	31,360
1946	316,233	275,594	20,932	13,620	2,993	3,044	322,219	129,250	70,410	33,273	25,567	192,939	6,393
1945	214,743	166,520	33,694	10,335	2,293	1,397	180,626	69,223	43,421	16,393	9,409	111,403	34,117
1944	160,923	116,441	23,317	8,303	2,031	533	124,522	45,150	23,233	11,393	5,019	79,372	36,406
1943	123,105	87,431	24,213	8,332	1,720	1,309	95,533	34,613	20,739	9,132	4,742	60,950	27,542
1942	108,249	74,319	23,470	6,973	1,230	1,722	84,366	36,332	21,366	8,634	5,332	47,974	23,332
1941	97,311	69,791	22,696	2,919	766	1,139	89,119	44,332	27,332	9,739	7,751	44,387	7,332
1940	76,344	53,303	20,090	2,073	551	337	70,397	35,179	22,093	7,493	5,590	35,023	5,367
1939	55,343	34,344	13,432	1,619	343	657	51,392	26,234	15,309	5,651	4,334	24,632	4,533
1938	42,343	24,361	13,793	1,273	233	623	43,365	24,337	14,737	5,345	4,905	13,373	1,030
INTERNATIONAL													
1957	496,396	373,333	23,919	41,533	9,127	33,390	469,005	272,763	147,033	174,673	51,022	196,414	27,710
1956	453,641	343,341	23,232	33,313	8,191	30,065	420,766	237,901	129,033	173,497	35,343	132,333	32,373
1955	335,157	293,442	27,221	32,013	7,333	23,093	336,532	171,427	103,954	34,337	27,606	193,133	13,397
1954	359,491	254,633	49,191	29,734	6,997	13,366	333,337	157,723	99,044	30,356	27,332	175,610	23,153
1953	337,711	232,367	53,746	27,333	5,243	13,454	313,433	151,303	91,751	32,327	26,730	137,173	19,221
1952	315,141	212,531	51,532	26,910	4,322	19,290	304,423	146,963	87,442	33,043	26,430	137,453	10,713
1951	237,336	134,692	53,213	25,245	3,309	20,377	239,363	129,221	75,102	29,356	24,263	140,644	13,071
1950	260,131	160,372	55,639	21,634	3,244	13,332	243,323	122,776	70,930	26,153	25,333	123,547	11,303
1949	274,155	153,430	75,197	22,127	4,173	14,173	232,366	122,334	72,347	26,311	23,373	130,329	21,291
1948	249,234	151,333	57,331	20,309	4,133	15,621	233,237	110,933	37,133	24,241	19,333	124,234	13,347
1947	209,009	140,632	32,300	17,323	4,333	14,143	209,294	93,766	53,139	21,397	13,530	115,323	334
1946	146,754	91,417	25,061	11,413	3,236	15,567	139,343	62,043	32,027	11,064	3,954	37,793	6,911
1945	69,111	33,333	12,246	7,313	1,571	9,120	61,765	22,913	15,297	5,199	2,422	33,347	7,346
1944	33,332	24,237	2,333	5,405	1,063	1,063	39,227	13,333	3,471	3,030	1,332	25,374	344
1943	32,333	19,334	3,324	4,401	303	4,377	32,079	11,992	3,074	2,174	1,744	20,037	760
1942	40,370	20,371	3,033	4,319	333	5,305	35,223	()	()	()	()	()	5,347
1941	37,990	14,021	15,473	1,475	332	6,339	35,309	()	()	()	()	()	2,331
1940	26,922	8,312	13,439	333	306	3,472	25,666	()	()	()	()	()	1,256
1939	19,333	6,153	11,063	313	237	1,531	13,201	()	()	()	()	()	1,432
1938	15,133	4,433	3,599	532	219	1,333	14,303	()	()	()	()	()	350

¹ Includes maintenance formerly reported as ground and indirect expense.
² Includes total operating expenses for Colonial, for which distribution by type of expense was not available.

³ Excludes Colonial.
⁴ Excludes Midet due to inadequacies in reporting.
⁵ Not available.

AIR TRANSPORTATION

Q 376-383

Series Q 376-383. Airports, Aircraft, Pilots, and Miles Flown: 1926 to 1957

[As of December 31 or for years ending December 31, except as noted]

Year	Airports and landing fields		Total civil aircraft	Certificated airplane pilots				Miles flown in civil flying other than scheduled air carrier
	Total	Lighted		Total	Airline transport	Commercial	Private	
	376	377		378	379	380	381		382	383
								1,000
1957	6,412	1,718	98,189	702,619	16,900	237,149	448,470	1,426,285
1956	7,028	1,899	87,531	669,079	15,295	221,096	432,688	1,315,000
1955	6,839	1,247	85,320	643,201	13,700	211,142	418,359	1,216,000
1954	6,977	1,108	92,067	613,695	13,341	201,441	398,913	1,119,295
1953	6,760	1,050	91,102	585,974	12,757	195,363	377,854	1,045,846
1952	6,042	1,868	89,313	581,218	11,357	198,575	376,286	972,055
1951	6,237	(⁹)	88,545	580,574	10,813	197,900	371,861	975,480
1950	6,408	1,670	92,809	(⁹)	(⁹)	(⁹)	(⁹)	1,061,500
1949	6,484	1,480	92,622	525,174	9,025	187,769	328,380	1,128,992
1948	6,414	1,521	95,997	491,306	7,762	176,845	306,699	1,469,540
1947	6,759	1,447	94,821	483,241	7,059	181,912	244,270	1,502,420
1946	4,490	1,019	81,002	400,061	7,654	203,251	189,156	874,740
1945	4,026	1,007	37,789	296,895	5,815	162,873	128,207	(⁹)
1944	3,427	964	27,919	183,383	3,046	68,449	111,888	(⁹)
1943	2,769	859	27,180	173,206	2,315	63,940	106,951	(⁹)
1942	2,809	700	27,170	166,626	2,177	55,760	108,689	293,598
1941	2,484	662	26,013	129,947	1,587	34,578	93,782	346,308
1940	2,331	776	17,928	69,829	1,431	18,791	49,607	264,000
1939	2,230	735	13,772	33,706	1,197	11,677	20,832	177,868
1938	2,374	719	11,159	22,983	1,159	7,839	13,985	129,859
1937	2,299	720	10,836	17,681	1,064	6,411	10,206	103,196
1936	2,342	705	9,229	15,952	842	7,288	7,822	93,320
1935	2,368	698	9,072	14,305	736	7,362	6,707	84,756
1934	2,297	664	8,322	13,949	676	7,484	5,789	75,602
1933	2,188	626	9,284	13,960	554	7,635	5,771	71,223
1932	2,117	701	10,324	18,594	330	7,967	10,297	78,179
1931	2,098	680	10,780	17,739	(¹⁰)	8,513	9,226	94,843
1930	1,782	640	9,818	15,280	(¹⁰)	7,847	7,433	108,270
1929	1,550	(⁹)	9,922	10,430	(¹⁰)	6,165	4,265	110,000
1928	1,364	(⁹)	5,104	4,887	(¹⁰)	(⁹)	(⁹)	60,000
1927	1,036	(⁹)	2,740	1,572	(¹⁰)	(⁹)	(⁹)	30,000
1926	(⁹)	(⁹)						18,747

¹ Continental United States, and Territories and possessions.

² Includes gliders.

³ Active and inactive.

⁴ Data estimated from trend since no special survey was conducted for this year.

⁵ As of Mar. 1, 1954.

⁶ Not available.

⁷ As of May 1, 1949.

⁸ As of Apr. 1, 1948.

⁹ Not available. No surveys made during war years, because the Civil Air Regulations were amended and aircraft owners were not required to submit reports.

¹⁰ Airline transport rating became effective May 5, 1932.

Series Q 384-397. Air Transportation Accidents: 1927 to 1957

Year	Domestic scheduled air carriers ¹					International scheduled air carriers ¹					Non-air-carrier flying operations			
	Total accidents	Number of fatal accidents	Total passenger-fatalities	Plane-miles flown per fatal accident	Passenger-fatalities per 100 million passenger-miles flown ²	Total accidents	Number of fatal accidents	Total passenger-fatalities	Plane-miles flown per fatal accident	Passenger-fatalities per 100 million passenger-miles flown	Total accidents	Fatal accidents	Fatalities	Miles flown per fatal accident
	384	385	385	387	385	389	388	391	392	393	394	395	395	397
1957-----	53	4	32	208,014,212	0.1	9	2	36	89,812,240	0.6	4,202	428	300	3,332,442
1956-----	55	4	143	178,957,986	0.6	8	0	0			3,474	356	669	3,693,320
1955-----	45	8	156	80,042,626	0.8	5	1	2	144,921,621	0.04	3,348	384	619	3,166,667
1954-----	49	4	16	141,123,155	0.1	5	0	0			3,381	398	684	2,848,079
1953-----	37	5	86	107,331,546	0.6	6	2	2	59,250,087	0.1	3,232	387	635	2,701,162
1952-----	44	6	46	79,600,927	0.4	11	3	94	36,275,652	3.0	3,657	401	691	2,424,077
1951-----	45	11	142	39,051,614	1.3	10	1	31	102,584,782	1.1	3,324	441	750	2,211,373
1950-----	39	4	96	96,123,795	1.1	6	2	48	47,956,751	2.1	4,505	499	371	2,127,255
1949-----	35	8	96	44,622,008	1.3	9	0	0			5,459	562	396	2,006,383
1948-----	56	5	83	67,389,565	1.3	12	2	44	50,144,899	1.0	7,850	350	1,384	1,723,370
1947-----	44	8	199	40,332,052	3.2	9	3	20	29,392,135	1.1	9,253	382	1,352	1,703,424
1946-----	33	9	75	34,635,123	1.2	14	2	40	30,355,567	3.5	7,618	690	1,009	1,267,739
1945-----	40	8	76	26,171,111	2.2	5	2	17	16,304,352	3.7	4,652	322	508	(?)
1944-----	30	5	48	27,768,033	2.2	7	1	17	22,272,638	5.3	3,348	169	257	(?)
1943-----	23	2	22	52,716,500	1.3	2	1	10	18,457,864	3.9	3,871	167	257	(?)
1942-----	23	5	55	22,354,936	3.7	2	0	0			3,324	143	220	2,053,095
1941-----	27	4	35	33,729,240	2.3	5	1	2	14,410,358	1.2	4,252	217	312	1,595,363
1940-----	30	3	35	36,337,890	3.0	6	0	0			3,471	232	359	1,137,931
1939-----	28	2	9	41,616,810	1.2	6	1	10	7,042,508	12.8	2,222	203	315	576,193
1938-----	23	5	25	13,313,740	4.5	9	3	7	2,347,501	13.0	1,361	176	274	734,395
1937-----	42	5	40	13,353,216	3.3	8	1	11	7,909,158	13.9	1,900	184	280	566,350
1936-----	65	8	44	8,033,435	10.0	5	2	2	3,452,123	4.8	1,674	155	261	602,067
1935-----	58	8	15	6,939,769	4.7	4	0	0			1,503	161	253	523,432
1934-----	71	8	17	5,190,708	9.0	2	2	4	3,769,553	10.9	1,491	184	323	410,331
1933-----	100	9	8	5,472,924	4.6	1	0	0			1,589	177	299	402,333
1932-----	108	16	19	2,363,345	14.9	7	1	6	5,278,365	28.9	1,366	207	313	377,675
1931-----	118	13	25	3,316,090	23.4	8	1	1	4,537,241	7.1	2,197	251	393	375,363
1930-----	88	9	24	3,627,189	28.2	3	0	0			2,029	300	504	360,339
1929-----	124	21	14	1,082,327							1,586	287	457	
1928-----	85	11	14	957,079							1,036	215	362	
1927-----	25	4	1	1,464,047							253	95	146	

¹ Includes scheduled revenue operators only.
² Rates computed on basis of total passengers carried and passenger miles flown revenue and nonrevenue. Applies to passenger-carrying service only.
³ Excludes accident near Daggett, Calif., July 25, 1937; 1 passenger fatality, suicide, bomb explosion.
⁴ Includes 1 accident resulting in fatal injury to 4 persons on ground.

⁵ Excludes sabotage disaster at Longmont, Colo., on Nov. 1, 1955 in which 5 crew members and 39 passengers were fatally injured.
⁶ Includes 1 ground collision between 2 air-carrier aircraft, 1 in scheduled passenger service and 1 in other revenue operations.
⁷ No operational statistics for nonscheduled and personal flying are available for 1943, 1944, and 1945.