

traffic.

The tremendous task thrust on the Canadian railways by these developments can best be judged by the average number of miles a ton of revenue freight is carried. Movement of traffic is compiled on a ton mile basis: The movement of one ton of freight a distance of one mile.

On this basis, traffic moved on Canadian railways during 1944 reached an all-time high record of 66,000,000,000 ton miles compared with 31,000,000,000 in 1939.

The 1943 record was three times the movement reported in 1933. It was more than double the traffic handled at the peak of the last war, and 50% higher than the boom year 1928. Movement of this tremendously increased traffic was accomplished by prompt loading of cars and improvement in railway operation. In 1917 a ton of freight moved on an average approximately 30 miles a day, while in April of 1943, the average was 50 miles -- an increase of more than 65%.

Extent of the increase in traffic carried by Canadian railways during the war years is indicated by the following table, which shows the number of tons of revenue freight carried one mile in various years:

Year	Freight Carried One Mile (tons)
1944	66,000,000,000 (estimated)
1943	63,915,073,921
1942	56,153,953,000
1938	26,834,696,000
1933	21,092,594,000
1928	41,610,660,776

Revenue freight loaded at stations in Canada during 1944 was the heaviest in the history of the railways -- 100,316,787 tons -- estimated at 106,000,000 tons far greater than the 91,864,795 tons loaded in 1942 and the 84,036,011 tons in the prosperity year of 1928. There was also an upward jump in the amount of freight imported -- from 19,610,245 tons in 1942 to 22,824,032 tons in 1943.

The upward trend was even stronger in freight received from foreign connections for foreign points -- from 22,643,949 tons in 1942 to 29,808,277 tons in 1943: movement of crude petroleum, gasoline and other petroleum oils and products accounted for 80% of this increase.

The great effort made by Canada in the field of food production was reflected in the increase of grain loadings in 1943. Loading of wheat was heavier than in 1942 by 1,525,369 tons or 13.6%; oats, barley and rye more than doubled.

#### PASSENGER TRAFFIC

The upsurge of passenger traffic during the war years has been even more phenomenal than the growth of freight traffic. Since 1919 passenger traffic on railways had been declining consistently. By 1939 it was only half the figure of 10 years earlier. However, with the extensive movement of the armed forces, the migration of war workers to industrial centres, the increased tempo of business and the shortage of gasoline and tires, passenger traffic in the war years 1939 to 1943 increased by about 200%.

Following is a table comparing the war years with the boom year 1928 and the depression years.

Year	<u>Passengers carried</u>		
	All Canadian Railways	Canadian National	Canadian Pacific
1943	57,175,840	34,501,000	17,597,000