

In 1942 operating revenues reached \$272,268,643, an all-time high up to that time. In 1943 there was a further increase in operating revenues at \$314,331,984. Increases were also recorded for all varieties of traffic, and freight earnings increased by \$22,045,259 or 11.3%. Earnings from grain and grain products increased by 37% in 1943 over 1942.

The annual report of the Canadian Pacific Railway for 1943 said this increase was "almost entirely the result of the conversion of the national economy to a wartime basis." Passenger earnings increased by 30.1%. Express revenues were the largest since 1921.

In 1943 dividends amounting to \$5,042,782 at the rate of 4% were paid on the non-cumulative preference stock, and at the end of the year, for the first time since 1931, a dividend of 2% on the ordinary stock, at the rate of 50 cents a share, was declared; this dividend was again paid in 1944. Net profits of \$42,982,718 were reported for 1943, compared with \$34,361,432 in 1941, \$1,262,382 in 1938, and a deficit of \$424,115 in 1932.

### Accidents

With the exception of the year 1942, when 43 passengers were killed, the war years have shown no noticeable rise in the number of railway passengers killed. (The Almonte train wreck which resulted in the death of 36 passengers occurred in 1942). As a matter of fact, passenger deaths decreased considerably from the years 1926-30, which averaged 17 passengers killed a year. In 1943 the 1942 figure of 43 passengers was reduced to nine passengers killed, compared with 20 passengers killed in 1929, eight in 1933 and 10 in 1941.

The year 1939 had the very low figure of one passenger killed. Even including the high figure for 1942, the average for the war years 1939-43 of 13.6 passengers killed is still below the average for the previous boom years.

Considering the enormous increase in wartime traffic, this low record shows the extreme care taken by railway officials and employees for the safety of their passengers.

The number of passengers injured in train accidents (including all injuries, no matter how slight) has also shown no appreciable rise during the war years. The figure of 417 passengers injured in train accidents in 1943 compared with 639 injured in 1942, 485 in 1941 and 432 in 1935. The average number of passengers injured in the period 1926-1930 was 500 a year - 406.6 in train accidents, 94.0 in non-train accidents.

However, the number of employees killed in train accidents has shown a steady increase during the war years, and this increase has been at a greater rate than the increase in the number of persons employed. During 1943, 112 employees were killed, compared with 103 killed in 1942, 88 in 1941 and 43 in 1939. The average for the four years 1940-43 was 88 employees killed, compared with the average for 1935-39 of 55 killed.

Total number of deaths from train accidents, including deaths to trespassers and motorists, was 318 in 1943, compared with 411 in 1942 and 275 in 1940. Average total number of deaths for the years 1926-1930 was 422 a year. The average figure for the four years 1940-43 was 345 persons killed and 3,050 injured, compared with the 1935-39 average of 316 killed and 2,047 injured.

Trainmen are subjected to greater hazards in train accidents than other employees, and the number killed and injured from accidents connected with the movement of trains, locomotive or cars has shown a continuous increase for each of the war years. The average number of trainmen killed for the five years 1935-39 was 30.2 and injured 887. In 1940-43 the averages increased to 53 and 1,744 respectively. The highest record was in 1943, with 78 killed and 2,649 injured. More trainmen were employed and were working a greater number of hours than in the pre-war years; but even on a man hour basis the 1940-43 records show an increase over 1935-39 of 23% killed and 38% injured. For 1943