

Association for National Defence, also termed the Canadian Railway War Board, was formed. The activities of the War Board materially assisted the railways to cope with the problems created by the war.

The record of the Canadian Railways during the war was one of smooth efficiency. Approximately 5,000,000 soldier passengers were handled from the beginning of the war to the conclusion of demobilization. This included, of course, the transportation of the same soldier several times, from recruiting centre to training camp; from one camp to another; from camp to embarkation point, and later, when the war was at an end, from the point of debarkation to his discharge area.

Munitions of all kinds and materials entering into the manufacture thereof, aggregating millions of tons, were carried to factory, and to the seaboard. Hundreds of thousands of tons were moved from the Western States to Canadian ports in order to take advantage of the good transportation facilities which Canada was able to offer. Over 80,000 Chinese coolies were transported from Vancouver to the Atlantic Coast. Canada handled not only her own war traffic, but the war traffic of other countries without a single serious delay, so that Canadian Railways, at the conclusion of the war, were able to point out that no ship had earned demurrage in a Canadian port waiting from traffic from the railways.

Purchase of Equipment.—The Government helped to bring about these results, particularly, by the purchase of 260 locomotive engines of various types and about 17,000 freight cars, a number of which were leased by the Government to the systems that had not been in position to obtain satisfactory deliveries for their requirements.