

Railway Wages and Salaries.—The number of railway employees and the amount of their remuneration are naturally affected by the volume of traffic, which tends to rise in periods of active business conditions and fall in times of depression. The volume of traffic is also very directly affected by the size of the grain crops in the West. Thus in Table 9 it may be observed that the number of employees reached a maximum in 1920, a year of great business activity, and since then has been highest in the year 1923 when the crops were very large. The number of employees for 1926, when allowance is made for changes in their classification, shows a continuance of the downward tendency of 1924 and 1925, in spite of increasing traffic, an anomaly no doubt due to increasing efficiency of operation such as is secured through larger locomotives and heavier freight trains (see Table 8).

The amount of salaries and wages also reached a maximum in 1920, but, as will be seen from Table 9, the wage bill increased from 1914 to 1920 to a much greater extent than the number of employees, *viz.*, by 160 p.c., while employees increased by only 16 p.c. Since 1920 there has been a slight recession in the wage level, for in 1926, when the figures are made comparable with those of previous years, there were 11 p.c. fewer employees than in 1920, while the wage bill had dropped 16 p.c. But salaries and wages still absorbed 51·37 cents out of every dollar of gross earnings as compared with 45·97 cents in 1914.

9.—Number of Steam Railway Employees, Amount of Salaries and Wages and Ratios of the latter to Gross Earnings and Operating Expenses, for years ended June 30, 1914–1919, and for calendar years, 1919–1926.

Years ended June 30.	Employees.	Salaries and wages.	Ratio to gross earnings.	Ratio to operating expenses.
	No.	\$	p.c.	p.c.
1914.....	159,142	111,762,972	45·97	62·43
1915.....	124,142	90,215,727	45·15	61·09
1916.....	144,770	104,300,647	39·82	57·96
1917.....	146,175	129,626,187	41·85	58·34
1918.....	143,493	152,274,953	46·14	55·59
1919.....	158,777	208,939,595	54·58	61·12
1919 (Dec. 31).....	173,728	233,323,074	57·10	61·92
1920 (").....	185,177	290,510,518	59·04	60·74
1921 (").....	167,627	247,756,138	54·09	58·63
1922 (").....	165,635	233,294,040	52·94	59·20
1923 (").....	178,052	253,320,005	52·96	61·21
1924 (").....	169,970	239,864,265	53·79	62·71
1925 (").....	166,027	237,755,752	52·25	63·85
1926 (").....	174,266 ¹	253,412,424 ¹	51·37 ¹	65·03 ¹

¹ Owing to changes in classification, the figures for 1926 include 8,792 employees with salaries and wages of \$9,075,602, engaged in outside operations and in classes not included in previous years. The ratio percentages are also affected by this change.

Mileage and Rolling Stock.—Statistics of the mileage and the rolling stock of the steam railways of Canada are given for the last six years in Table 10. The figures given may be supplemented by the statement that between 1920 and 1926 the average capacity of box cars increased from 34·779 tons to 36·494 tons, of flat cars from 33·459 to 35·511 tons, and of all freight cars from 35·141 tons to 36·812 tons. The average tractive power of the locomotives in use in 1920 was 31,112 lb. and in 1926, 34,473 lb. Of the locomotives in use in 1926, 29 were electric, while motor passenger cars numbered 60.