

9.—Summary Analysis of Statistics of Passenger and Freight Services and Receipts, for the years ended June 30, 1915-19, and the calendar years 1919-29—concluded. FREIGHT—concluded.

| Year.               | Receipts per Ton Hauled. | Average Length of Freight Haul in Miles. | Average Train Load in Net Tons. | Average Load per Loaded Car Mile. | Revenue per Freight Train Mile. |
|---------------------|--------------------------|--|---------------------------------|-----------------------------------|---------------------------------|
|                     | \$                       | miles.                                   | tons.                           | tons.                             | \$                              |
| 1915 (June 30)..... | 1.52                     | 247                                      | 344                             | 18.43                             | 2.28                            |
| 1916 ( " ).....     | 1.68                     | 316                                      | 421                             | 20.91                             | 2.69                            |
| 1917 ( " ).....     | 1.77                     | 317                                      | 436                             | 22.24                             | 3.01                            |
| 1918 ( " ).....     | 1.79                     | 303                                      | 457                             | 23.10                             | 3.36                            |
| 1919 ( " ).....     | 2.29                     | 291                                      | 442                             | 23.46                             | 4.26                            |
| 1919 (Dec. 31)..... | 2.43                     | 295                                      | 434                             | 22.21                             | 4.36                            |
| 1920 ( " ).....     | 2.63                     | 319                                      | 457                             | 23.05                             | 4.89                            |
| 1921 ( " ).....     | 3.10                     | 318                                      | 447                             | 22.12                             | 5.37                            |
| 1922 ( " ).....     | 2.91                     | 348                                      | 461                             | 23.03                             | 5.60                            |
| 1923 ( " ).....     | 2.84                     | 333                                      | 512                             | 26.44                             | 5.05                            |
| 1924 ( " ).....     | 2.92                     | 337                                      | 494                             | 25.45                             | 5.03                            |
| 1925 ( " ).....     | 2.95                     | 338                                      | 519                             | 25.11                             | 5.25                            |
| 1926 ( " ).....     | 2.91                     | 325                                      | 519                             | 25.07                             | 5.41                            |
| 1927 ( " ).....     | 2.85                     | 329                                      | 514                             | 25.30                             | 5.29                            |
| 1928 ( " ).....     | 2.93                     | 351                                      | 557                             | 25.96                             | 5.54                            |
| 1929 ( " ).....     | 2.79                     | 304                                      | 523                             | 24.62                             | 5.74                            |

**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 it may be observed in Table 10 that the very favourable industrial and agricultural conditions of 1928 resulted in a considerable increase in the number of employees. The depression in 1929 resulted in a reduction in the pay roll chargeable to operating expenses of \$3,765,820, although owing to heavy construction work the total pay roll increased by \$2,957,184.

Largely because of inflated monetary conditions, the amount of salaries and wages reached a peak in 1920, but, as will be seen from Table 10, the wage bill increased from 1915 to 1920 to a much greater extent than the number of employees, viz., by 222 p.c., while employees increased by only 49 p.c. By a revision in 1926, the pay roll includes both operating and construction or capital accounts and consequently the data are not directly comparable with data for previous years.

10.—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, 1915-1919, and for calendar years, 1919-1929.

| Year.               | Employees.           | Salaries and Wages.      | Ratio to Gross Earnings. | Ratio to Operating Expenses. |
|---------------------|----------------------|--------------------------|--------------------------|------------------------------|
|                     |                      | No.                      | \$                       | p. c.                        |
| 1915 (June 30)..... | 124,142              | 90,215,727               | 45.15                    | 61.09                        |
| 1916 ( " ).....     | 144,770              | 104,300,847              | 39.82                    | 57.95                        |
| 1917 ( " ).....     | 146,175              | 129,626,187              | 41.85                    | 58.34                        |
| 1918 ( " ).....     | 143,493              | 152,274,953              | 46.14                    | 55.59                        |
| 1919 ( " ).....     | 158,777              | 208,939,995              | 54.56                    | 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              | 62.94                    | 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 ( " ).....     | 174,256 <sup>1</sup> | 233,412,424 <sup>1</sup> | 45.74 <sup>2</sup>       | 57.97 <sup>2</sup>           |
| 1927 ( " ).....     | 176,338 <sup>1</sup> | 267,070,018 <sup>1</sup> | 48.11 <sup>2</sup>       | 58.90 <sup>2</sup>           |
| 1928 ( " ).....     | 187,710 <sup>1</sup> | 287,775,316 <sup>1</sup> | 46.95 <sup>2</sup>       | 59.79 <sup>2</sup>           |
| 1929 ( " ).....     | 187,846 <sup>1</sup> | 290,732,500 <sup>1</sup> | 48.95 <sup>2</sup>       | 60.24 <sup>2</sup>           |

<sup>1</sup>Owing to changes in classification, the figures for 1926, 1927, 1928 and 1929 include 8,792, 8,360, 11,657 and 13,396 employees respectively, with salaries and wages of \$9,075,602, \$8,391,797, \$13,218,742 and \$15,095,199 respectively, engaged in outside operations and in classes not included prior to 1926. <sup>2</sup>The ratio percentages are for pay roll chargeable to operating expenses only.