

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 and 1930 resulted in a reduction in the pay roll chargeable to operating expenses of \$13,129,022 during these two years.

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 1911 to 1920 to a much greater extent than the number of employees, *viz.*, by 289 p.c., while employees increased by only 31 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, 1911-19, and for calendar years, 1919-30.

Year.	Employees.	Salaries and Wages.	Ratio to Gross Earnings.	Ratio to Operating Expenses.
	No.	\$	p.c.	p.c.
1911 (June 30).....	141,224	74,613,738	39.53	56.94
1912 (").....	155,901	94,237,623	39.79	57.92
1913 (").....	178,652	115,749,825	45.09	63.59
1914 (").....	159,142	111,762,972	45.97	62.43
1915 (").....	124,142	80,215,727	45.15	61.09
1916 (").....	144,770	104,300,647	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	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	237,756,752	52.25	63.85
1926 (").....	174,266 ¹	253,412,424 ¹	45.74 ²	57.97 ²
1927 (").....	176,338 ¹	267,067,048 ¹	48.11 ²	58.90 ²
1928 (").....	187,710 ¹	287,775,316 ¹	46.95 ²	59.79 ²
1929 (").....	137,846 ¹	290,732,500 ¹	48.85 ²	60.24 ²
1930 (").....	134,485 ¹	268,347,374 ¹	55.38 ²	65.07 ²

¹Owing to changes in classification, the figures for 1926, 1927, 1928, 1929 and 1930 include 8,792, 8,360, 11,657, 13,396 and 13,102 employees respectively, with salaries and wages of \$9,075,602, \$8,391,797, \$13,218,742, \$15,096,199 and \$14,663,500 respectively, engaged in outside operations and in classes not included prior to 1926. ²The ratio percentages are for pay roll chargeable to operating expenses only.

Rolling Stock.—Statistics of the rolling stock of the steam railways of Canada are given for the last seven years in Table 11. The figures may be supplemented by the statement that between 1920 and 1930 the average capacity of box cars increased from 34.779 tons to 39.007 tons, of flat cars from 33.459 to 37.777 tons, and of all freight cars from 35.141 tons to 39.273 tons. The average tractive power of the locomotive in use in 1920 was 31,112 lb. and in 1930, 36,883 lb.