

**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, 1930 and 1931 resulted in a reduction of \$54,873,817 in the pay roll chargeable to operating expenses during these three years, although, owing to heavy construction work in 1929, the total pay roll as shown in Table 10 was slightly higher than in 1928.

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.—Numbers of Steam Railway Employees, Totals and Averages 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 1919-31.**

Year.	Employees.	Salaries and Wages.	Average of Salaries and Wages.	Ratio to Gross Earnings.	Ratio to Operating Expenses.
		No.	\$	\$	p.c.
1911 (June 30)	141,224	74,813,738	528	39.53	56.94
1912 ( " )	155,901	94,237,623	604	39.79	57.92
1913 ( " )	178,652	115,749,825	648	45.09	63.59
1914 ( " )	159,142	111,762,973	702	45.87	62.43
1915 ( " )	124,142	90,215,727	736	45.15	61.09
1916 ( " )	144,770	104,309,647	721	39.82	57.95
1917 ( " )	146,175	129,628,187	867	41.85	58.34
1918 ( " )	143,493	152,274,953	1,061	46.14	55.59
1919 ( " )	158,777	208,939,995	1,316	54.56	61.12
1919 (Dec. 31)	178,728	238,323,074	1,343	57.10	61.02
1920 ( " )	185,177	290,510,518	1,568	59.04	60.74
1921 ( " )	167,627	247,756,138	1,478	54.09	58.63
1922 ( " )	165,635	233,294,040	1,408	52.94	59.29
1923 ( " )	178,052	263,320,005	1,423	52.96	61.21
1924 ( " )	169,970	239,864,265	1,411	53.79	62.71
1925 ( " )	166,027	237,755,752	1,432	52.25	63.85
1926 ( " )	174,266 <sup>1</sup>	253,412,424 <sup>1</sup>	1,476 <sup>2</sup>	45.74 <sup>2</sup>	57.97 <sup>2</sup>
1927 ( " )	176,338 <sup>1</sup>	267,067,048 <sup>1</sup>	1,539 <sup>2</sup>	48.11 <sup>2</sup>	58.90 <sup>2</sup>
1928 ( " )	187,710 <sup>1</sup>	287,775,316 <sup>1</sup>	1,560 <sup>2</sup>	46.95 <sup>2</sup>	59.79 <sup>2</sup>
1929 ( " )	187,846 <sup>1</sup>	290,732,500 <sup>1</sup>	1,580 <sup>2</sup>	48.85 <sup>2</sup>	60.24 <sup>2</sup>
1930 ( " )	174,485 <sup>1</sup>	268,347,374 <sup>1</sup>	1,573 <sup>2</sup>	55.38 <sup>2</sup>	66.07 <sup>2</sup>
1931 ( " )	154,569 <sup>1</sup>	229,499,505 <sup>1</sup>	1,514 <sup>2</sup>	64.01 <sup>2</sup>	71.49 <sup>2</sup>

<sup>1</sup>Owing to changes in classification, the figures for 1926, 1927, 1928, 1929, 1930 and 1931 include 8,792, 8,360, 11,657, 13,396, 13,102 and 11,960 employees respectively, with salaries and wages of \$9,075,602, \$8,391,797, \$13,218,742, \$15,096,189, \$14,663,500 and \$13,611,637 respectively, engaged in outside operations and in classes not included prior to 1926. <sup>2</sup>Exclusive of classes specified in footnote 1 for 1926 and subsequent years. <sup>3</sup>The ratio percentages are for pay roll chargeable to operating expenses only for 1926 and subsequent years.

**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 1931 the average capacity of box cars increased from 34.779 tons to 39.086 tons, of flat cars from 33.459 to 38.949 tons, and of all freight cars from 35.141 tons to 39.551 tons. The average tractive power of the locomotive in use in 1920 was 31,112 lb. and in 1931, 37,130 lb.