

Canadian Pacific excluded the wages chargeable to capital account and also deducted a *pro rata* number of employees prior to 1926, and in 1915 and 1916 omitted to include outside operations employees. Because these railways were not able to correct the data, the Bureau of Statistics compiled the adjusted data on a basis as nearly comparable as possible. Employees and wages for 1926 and subsequent years are on the same basis and include the total employees and salaries and wages charged to both capital accounts and operating expenses.

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 figures in the table are monthly averages, so that the average annual wages and time worked are not affected by seasonal lay-offs and fluctuations. Thus four men working three months would have the same effect on the average as one employee working twelve months.

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, 1912-19, and for calendar years, 1919-34.

Year.	Employees.		Salaries and Wages.		Average of Salaries and Wages.		Ratio to Gross Earnings. ¹		Ratio to Operating Expenses. ¹	
	Original.	Adjusted. ²	Original.	Adjusted. ²	Original.	Adjusted. ²	Original.	Adjusted. ²	Original.	Adjusted. ²
	No.	No.	\$	\$	\$	\$	p.c.	p.c.	p.c.	p.c.
1912 (June 30)....	155,901	155,901	94,237,623	94,237,623	604	604	42.95	42.95	62.52	62.52
1913 (")....	178,652	178,652	115,749,825	115,749,825	648	648	45.09	45.09	63.59	63.59
1914 (")....	159,142	159,142	111,762,972	111,762,972	702	702	45.98	45.98	62.45	62.45
1915 (")....	124,142	138,061	90,215,727	95,323,030	726	690	45.15	47.70	61.09	64.52
1916 (")....	144,770	155,509	104,300,647	108,751,447	721	699	39.82	41.53	57.95	60.24
1917 (")....	146,175	146,175	129,626,187	129,626,187	887	887	41.71	41.71	58.16	58.16
1918 (")....	143,493	143,493	152,274,953	152,274,953	1,061	1,061	46.11	46.11	55.58	55.58
1919 (")....	158,777	158,777	208,939,995	208,939,995	1,316	1,316	54.56	54.56	61.12	61.12
1919 (Dec.31)....	173,728	173,728	233,323,074	233,323,074	1,343	1,343	57.10	57.10	61.92	61.92
1920 (")....	185,177	185,177	290,510,518	290,510,518	1,569	1,569	59.03	59.03	60.74	60.74
1921 (")....	167,627	167,627	247,756,138	247,756,138	1,478	1,478	54.09	54.09	58.63	58.63
1922 (")....	165,635	165,635	233,294,040	233,294,040	1,408	1,408	52.94	52.94	59.22	59.22
1923 (")....	178,052	174,160	253,320,005	249,049,593	1,423	1,430	52.96	52.83	61.21	61.12
1924 (")....	169,970	165,888	239,864,265	234,971,000	1,411	1,416	53.79	53.53	62.71	62.47
1925 (")....	166,027	161,953	237,755,752	232,896,435	1,432	1,438	52.22	51.95	63.89	63.63
1926 (")....	177,033 ³	169,095	256,881,407 ³	246,900,934	1,451	1,460	45.74	45.74	57.97	57.97
1927 (")....	179,088 ³	171,559	270,212,626 ³	260,001,415	1,509	1,516	48.11	48.11	58.90	58.90
1928 (")....	187,710	179,361	287,775,316	276,244,740	1,533	1,540	46.95	46.95	59.79	59.79
1929 (")....	187,846	178,568	290,732,500	277,351,400	1,548	1,553	48.85	48.85	60.24	60.2
1930 (")....	174,485	165,134	268,347,374	255,090,024	1,538	1,545	55.38	55.38	66.07	66.0 ⁴
1931 (")....	154,569	146,243	229,499,505	217,889,868	1,485	1,490	58.51	58.51	65.35	65.3 ⁵
1932 (")....	132,678	126,786	181,113,588	173,573,938	1,365	1,369	56.44	56.44	64.52	64.5 ⁵
1933 (")....	121,923	111,789	158,326,445	145,515,296	1,299	1,302	53.86	53.86	62.45	62.4 ²
1934 (")....	127,326	122,405	163,336,635	157,214,736	1,283	1,284	54.29	54.29	64.82	64.8 ⁵

¹ The ratio percentages are for payroll, chargeable to operating expenses only, for 1926 and subsequent years.

² Data for early years could not be corrected, so the other data were adjusted to be as nearly comparable as possible, but these data should be used only for purposes of comparison. (See text above.)

³ Revised to include commercial telegraph employees of Canadian National Railways.

Rolling-Stock.—Statistics of the rolling-stock of the steam railways of Canada are given for the latest seven years in Table 11. The figures may be supplemented by the statement that between 1920 and 1934 the average capacity of box cars increased from 34.779 tons to 39.635 tons, of flat cars from 33.459 to 39.962 tons, and of all freight cars from 35.141 tons to 40.188 tons. The average tractive power of the locomotive in use in 1920 was 31,112 lb. and in 1934, 37,543 lb.