

6.—Distribution of Operating Expenses of Steam Railways, 1940-43

Item	1940		1941		1942		1943	
	\$	p.c.	\$	p.c.	\$	p.c.	\$	p.c.
Way and structures.....	63,864,526	19.1	80,396,855	19.9	99,957,948	20.6	120,597,853	21.5
Equipment.....	82,738,679	24.6	97,962,464	24.0	119,318,819	24.6	130,009,452	23.2
Traffic expenses.....	10,224,035	3.1	10,327,834	2.6	10,332,990	2.1	10,542,715	1.9
Transportation.....	157,358,033	46.9	190,611,356	47.3	226,557,608	46.6	261,689,121	46.7
General and misc. expenses.	21,102,230	6.3	24,435,033	6.2	29,616,219	6.1	37,758,063	6.7
Totals.....	335,287,503	100.0	403,733,542	100.0	485,783,584	100.0	560,597,204	100.0

Railway Salaries and Wages.—The number of railway employees fluctuates with the volume of traffic, but not to the same extent. Salaries and wages are affected by the number of employees, by rates of pay and by the time worked. Since 1939 the influence of the War has resulted in a sharp upward swing in both the number of employees and the average earnings.

7.—Steam Railway Employment and Salaries and Wages, 1936-43

NOTE.—Corresponding figures for the years 1912 to 1935 are given at p. 551 of the 1941 Year Book.

Year	Employees	Total Salaries and Wages	Average Salaries and Wages	Ratio of Operating Salaries and Wages to—	
				Gross Earnings	Operating Expenses
				p.c.	p.c.
1936.....	132,781	182,638,365	1,375	49.9	59.0
1937.....	133,753	193,557,663	1,447	49.8	58.8
1938.....	127,747	195,108,351	1,531	52.8	60.2
1939.....	129,362	200,373,668	1,549	50.3	60.7
1940.....	135,700	214,505,183	1,581	45.0	57.5
1941.....	148,746	252,398,865	1,697	42.0	56.0
1942.....	157,740	291,416,755	1,847	39.6	54.1
1943.....	169,663	323,801,645	1,908	37.8	52.5

Government Aid to Railways.—In order that the private railways of Canada might be constructed in advance of settlement, as colonization roads, or through thinly settled districts where little traffic was available, it was necessary for Dominion and Provincial Governments and even for municipalities to extend some form of assistance. The form of aid was generally a bonus of a fixed amount per mile of railway constructed and, in the early days, grants of land other than for right-of-way were also made.

As the country developed, the objections to the land-grant method became more apparent, and aid was more frequently given in the form of a cash subsidy per mile of line, a loan or a subscription to the shares of the railway. Guarantees of debenture issues were given in a later period and, since the formation of the Canadian National Railways, all debenture issues of that system, except those for