

6.—Distribution of Operating Expenses of Steam Railways, 1945-48

Item	1945		1946		1947		1948	
	\$	p. c.	\$	p. c.	\$	p. c.	\$	p. c.
Way and structures	132,470,385	21.0	122,093,160	19.6	134,097,450	19.4	159,963,352	19.8
Equipment.....	144,500,231	22.9	135,933,150	21.8	145,614,589	21.1	174,473,389	21.6
Traffic.....	11,203,744	1.7	13,781,898	2.2	15,120,289	2.2	16,801,286	2.1
Transportation.....	297,754,037	47.2	304,519,437	48.8	347,620,755	50.3	403,804,530	49.9
General and miscellaneous.	45,569,165	7.2	47,201,827	7.6	48,367,964	7.0	53,083,898	6.6
Totals.....	631,497,562	100.0	623,529,472	100.0	690,821,047	100.0	808,126,455	100.0

Employment and Salaries and Wages.—The number of employees registered an increase in 1948 over 1939 of almost 47 p. c. while salaries and wages increased by about 156 p. c. The latter rise was due to an increase in time worked per employee as well as to increased rates of pay. Maintenance of equipment employees, on hourly rates, worked about 9 p. c. more hours and were paid nearly 67 p. c. more wages per employee and transportation employees worked an average of slightly more than 4 p. c. more hours for an increase in pay of about 63 p. c.

7.—Steam Railway Employment and Salaries and Wages, 1939-48

NOTE.—Figures for the years 1912-38 are given at p. 551 of the 1941 Year Book.

Year	Employees ¹	Total Salaries and Wages ¹	Average Salaries and Wages	Ratio of Operating Salaries and Wages to—	
				Gross Earnings	Operating Expenses
	No.	\$	\$	p. c.	p. c.
1939.....	129,362	200,373,668	1,549	50.3	60.7
1940.....	135,700	214,505,163	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
1944.....	175,095	372,064,613 ²	2,125	42.9	53.8
1945.....	180,603	371,814,379	2,059	43.8	55.2
1946.....	180,383	396,856,901	2,200	50.2	57.8
1947.....	184,415	429,843,142	2,331	54.7	62.2
1948.....	189,963	512,054,795	2,696	58.5	63.4

¹ Figures include employees or wages for "outside operations" amounting to from 3 p. c. to 6 p. c. of total employees and 2 p. c. to 5 p. c. of total salaries and wages. ² Includes approximately \$10,000,000 in wages earned in 1943.

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 federal 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