

7.—Steam Railway Employment and Salaries and Wages, 1940-49

NOTE.—Figures for the years 1912-39 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 Chargeable to Operation Expenses to—	
				Gross Earnings	Operating Expenses
	No.	\$	\$	p. c.	p. c.
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	53.7 ^r
1946.....	180,383	396,856,901	2,200	50.2 ^r	57.8
1947.....	184,415	429,843,142	2,331	49.9 ^r	56.7 ^r
1948.....	189,963	512,054,795	2,696	53.0 ^r	57.5 ^r
1949.....	192,366 ²	523,453,375 ²	2,721 ²	52.9	56.9

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

Government Aid to Railways.—In order that the private railways of Canada might be constructed in advance of settlement, as colonization roads, or through sparsely 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 rolling-stock, have been guaranteed by the Federal Government. No new land grants or cash subsidies have been advanced by either the Federal or Provincial Governments since 1939. The situation, as it existed at Dec. 31, 1940, is set out at pp. 587-588 of the 1942 Year Book.

During the era of railway expansion before the First World War, Provincial Governments guaranteed the bonds of some railway lines that afterwards were incorporated in the Canadian National Railway System. As these bonds mature or are called they are paid off by the Canadian National Railways, in large measure, through funds raised by the issue of new bonds with Federal Government guarantee. In this manner, bonds guaranteed by the Governments of Ontario, Manitoba, Saskatchewan, Alberta and New Brunswick have been eliminated in recent years.