

in 1950. Of the 22 systems, 10 operated electric cars, motor-buses and trolley-buses; four operated trolley-buses and motor-buses; three electric cars only; four electric cars and motor-buses and one system operated trolley-buses only. There were 1,927 motor-buses in service during 1950.

18.—Equipment of Electric Railways, 1948-50

Equipment	1948	1949 ^r	1950	Equipment	1948	1949 ^r	1950
	No.	No.	No.		No.	No.	No.
Passenger Vehicles—				Other Vehicles—			
Closed cars.....	2,961	2,829	2,594	Baggage, express and mail cars.....	17	17	16
Open cars.....	6	6	6	Freight cars.....	118	104	88
Combination passenger and baggage.....	5	6	5	Locomotives.....	56	58	57
Cars without electrical equipment.....	133	130	130	Snow ploughs.....	51	48	53
Motor-buses.....	1,981	1,817	1,927	Sweepers.....	118	104	81
Trackless trolley-buses	518	726	909	Trucks.....	151	150	137
				Miscellaneous.....	212	177	176
Totals, Passenger Vehicles.....	5,604	5,514	5,571	Totals, Other Vehicles.....	723	658	608

Finances.—When electric railways have ceased to operate because of either a decline in traffic or the substitution of motor-buses, their statistics have been excluded from Table 19. Consequently, fluctuations in revenue, etc., have been affected by variations in traffic and by changes in the mode of local transportation. Despite these changing conditions, the gross revenue of electric railways continued to increase from the low point reached in 1933, and very marked increases were shown from 1940 to 1945. The ratio of expenses to receipts rose from a low of less than 63 p.c. in 1942 to 97 p.c. in 1950.

19.—Financial Statistics of Electric Railways, 1941-50

NOTE.—Figures for 1901-40 are given in the corresponding table of previous Year Books beginning with the 1926 edition.

Year	Capital Liability			Investment in Road and Equipment	Gross Earnings	Operating Expenses	Ratio of Expenses to Receipts	Em- ployees	Salaries and Wages
	Stocks	Funded Debt	Total						
	\$	\$	\$	\$	\$	\$	p.c.	No.	\$
1941.....	37,665,091	155,867,823	193,532,914	210,279,871	55,334,647	37,030,823	66-92	14,801	23,193,704
1942.....	37,616,432	151,523,248	189,139,680	205,989,595	69,034,130	43,473,516	62-97	16,051	27,923,343
1943.....	37,492,392	147,433,845	184,926,237	204,586,208	80,027,414	54,548,335	68-16	17,896	33,975,281
1944.....	37,540,432	142,364,766	179,905,198	202,666,204	84,730,173	58,202,151	68-69	19,034	36,845,152
1945.....	37,329,194	142,384,083	179,713,277	205,026,475	88,939,451	64,533,940	72-56	20,091	39,364,771
1946.....	35,656,763 ¹	132,042,089	167,698,852	203,537,797	87,515,721	75,550,821	86-33	21,700	45,675,363
1947.....	33,915,932	138,246,540	172,162,472	218,439,361	86,519,712	81,787,723	94-53	22,627	50,117,441
1948.....	28,138,481	140,692,280	168,830,761	217,385,299	89,310,215	88,024,727	98-56	22,593	55,268,083
1949 ^r	27,425,491	143,944,716	171,370,207	242,095,483	95,596,394	92,378,848	96-63	21,661	59,165,605
1950.....	27,252,391	159,192,587	186,444,978	223,224,556	91,034,058	89,414,380	98-22	21,869	57,645,574

¹ Mainly reduction of \$1,602,500 stock Hamilton Street Railway.

Traffic.—The passenger mileage travelled by electric cars in 1950 amounted to 88,170,069, by trackless trolley-buses 26,863,939 and by motor-buses 53,251,467. The number of passengers carried by electric railways in the years since 1939 showed an especially sharp rise over previous years owing to improved conditions and the