

6.—Distribution of Railway Operating Expenses 1950-53

Item	1950		1951		1952		1953	
	\$	p.c.	\$	p.c.	\$	p.c.	\$	p.c.
Way and structures.....	163,998,704	19.7	202,490,988	20.7	215,411,186	20.4	227,049,996	20.6
Equipment.....	189,507,197	22.7	224,184,671	22.9	243,341,926	23.0	254,035,999	23.1
Traffic.....	18,591,724	2.2	19,958,080	2.1	21,297,453	2.0	22,839,459	2.1
Transportation.....	403,994,207	48.5	468,653,237	47.9	504,034,668	47.7	516,086,712	46.9
General and miscellaneous.....	57,634,730	6.9	62,290,086	6.4	73,101,071	6.9	80,381,670	7.3
Totals.....	833,726,562	100.0	977,577,062	100.0	1,057,186,304	100.0	1,100,393,836	100.0

Employment and Salaries and Wages.—In the ten latest years for which figures are available (1944-53) the number of railway employees increased by 21 p.c. and their salaries and wages by 95 p.c. Maintenance-of-equipment employees, on hourly rates, worked about 14 p.c. fewer hours and were paid 87 p.c. more wages per hour; average hours worked by transportation employees were nearly 15 p.c. fewer and their pay was increased by about 80 p.c. These figures reflect salary and wage increases received in 1950, 1952 and 1953 and the conversion to the five day week in 1951.

7.—Railway Employees and their Earnings 1944-53

NOTE.—Figures include employees and wages for 'outside' operations amounting to from 3 to 6 p.c. of total employees and from 2 to 5 p.c. of total salaries and wages. Figures for 1912-39 are given in the 1941 Year Book, p. 551; for 1940-43 in the 1951 edition, p. 723. Newfoundland included from Apr. 1, 1949.

Year	Employees	Total Earnings	Average Salaries and Wages	Ratio of Operating Earnings (chargeable to operating expenses) to—	
				Gross Earnings	Operating Expenses
				p.c.	p.c.
	No.	\$	\$	p.c.	p.c.
1944.....	175,095	372,064,613 ¹	2,125	42.9	53.8
1945.....	180,603	371,814,379	2,059	43.8	53.7
1946.....	180,383	396,856,901	2,200	50.2	57.8
1947.....	184,415	429,843,142	2,331	49.9	56.7
1948.....	189,963	512,054,795	2,696	53.0	57.5
1949.....	192,366	523,453,375	2,721	52.9	56.9
1950.....	190,385	523,008,515	2,747	49.8	57.2
1951.....	204,025	624,682,754	3,062	52.0	58.0
1952.....	214,143	669,457,962	3,126	52.1	57.7
1953.....	211,951	724,077,594	3,416	53.4	58.6

¹ 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 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 usually a bonus of a fixed amount for each mile of railway constructed and, in the early days, grants of land were also made other than for right-of-way.

As the country developed, objections to the land-grant method became increasingly apparent and aid was given more frequently in the form of a cash subsidy for each mile of line, a loan or a subscription to the shares of the railway. Guarantees of debenture