

hours worked by transportation employees were 15 p.c. fewer and their pay was about 77 p.c. higher. These figures reflect salary and wage increases received during this period and the conversion to the five-day week in 1951.

7.—Railway Employees and their Earnings 1946-55

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, and for 1940-45 in the 1951 edition, p. 723. Newfoundland included from Apr. 1, 1949.

Year	Employees	Total Salaries and Wages	Average Salaries and Wages	Ratio of Total Payroll (charged to operating expenses) to—	
				Operating Revenues	Operating Expenses
	No.	\$	\$	p.c.	p.c.
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
1954.....	196,307	661,829,774	3,371	54.3	58.3
1955.....	195,459	674,875,767	3,453	50.2	57.4

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 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.

During the era of railway expansion before 1918, provincial governments guaranteed the bonds of some railway lines that afterwards were incorporated in the Canadian National Railway System. These bonds as they mature or are called are paid off by the Canadian National Railways, in large measure, through funds raised by the issue of new bonds with Federal Government guarantee. Bonds guaranteed by the Governments of Ontario, Manitoba, Saskatchewan, Alberta and British Columbia have been eliminated in this manner in recent years. The only provincially guaranteed railway bonds outstanding at Dec. 31, 1955, were those of the Government of New Brunswick to the amount of \$465,000. Federal Government guarantees at the same date amounted to \$861,752,955; this amount does not include \$117,944 perpetual debenture stock and guaranteed stock of the former Grand Trunk Railway, now part of the Canadian National Railway System, on which interest and dividends are guaranteed by the Federal Government.