

18.—Employees, Salaries, Wages and Commissions of Express Companies, 1948-57

Year	Full-Time Employees	Salaries and Wages ¹	Com-missions Paid	Year	Full-Time Employees	Salaries and Wages ¹	Com-missions Paid
	No.	\$	\$		No.	\$	\$
1948	8,525	22,212,249	2,157,489	1953	12,119	37,413,060	2,795,766
1949	8,809	23,621,322	2,283,425	1954	11,450 ²	35,882,288	2,691,440
1950	8,974	24,195,490	2,177,933	1955	11,593 ²	36,200,739	2,745,259
1951	9,610	28,607,463	2,443,341	1956	12,448 ²	40,981,769	3,044,285
1952	10,849	32,503,058	2,689,830	1957	12,133	42,172,398	2,930,514

¹ Includes wages paid to part-time employees.² Includes part-time employees.

Section 3.—Urban Transit Systems

The collection of statistical information on urban transportation systems has been extensively reorganized. Because of the drastic changes made in recent years in types of vehicles used for mass passenger movement in urban centres, the statistical series that began with the financial and operating statistics of electric railways and later included their motor bus and trolley coach lines, became quite inadequate.

Statistics of urban transit operations were previously contained in part in each of three statistical series: the monthly *Transit Report*, and the annual *Electric Railways* and *Motor Carriers, Freight-Passenger* reports. By 1954 it had become apparent that these reports dealt with four distinct and separate industries—the passenger bus industry, the urban transit industry, the intercity electric railway industry, and the motor carrier-freight industry—and that revision was necessary. As a first step, companies reporting 1954 statistics for the monthly transit report were divided into two groups on the basis of predominant type of operation, i.e., either urban transit or passenger bus (intercity and rural). Companies receiving more than 50 p.c. of their revenue from urban transit operations were defined as “Urban Transit” and those receiving more than 50 p.c. from intercity and rural passenger bus traffic were classified as “Passenger Bus (intercity and rural)”. Starting January 1955, separate monthly reports were produced for the urban transit and the passenger bus industries.

During 1955, a similar examination was made of companies reporting statistics for the annual reports *Electric Railways* and *Motor Carriers, Freight-Passenger*. The former presented data for companies which operated or had at one time operated electric rail lines including urban streetcars, most of which had become strictly urban transit carriers using trolley coaches and motor buses. A new classification of these companies was made, also based on the predominant characteristic of their operations, i.e., either urban transit or electric railway (intercity and rural). Data for the latter group, which numbered five in 1957, is now included in the Railway Transit series of reports; data for the companies whose operations are predominantly urban are included in the monthly and annual series on Urban Transit statistics; and the *Electric Railways* report was discontinued with the 1955 publication.

The companies reporting to the Motor Carriers, Freight-Passenger series formerly included those engaged in passenger bus operations, both urban and intercity and rural, as well as freight carriers. The operations of those companies are now being reported in the Passenger Bus (intercity and rural) series, the Urban Transit series, or the Motor Carriers, Freight-Passenger series, depending on the predominant characteristic of their operations. Thus, the annual *Urban Transit* report for 1956 contains, for the first time on a separate basis, statistics for the industry as a whole, including operations of electric railways, subways, motor buses, and trolley coaches carrying passengers in urban and suburban service.