

6.—Distribution of Operating Expenses of Railways, 1957-59

Item	1957		1958		1959	
	\$	p.c.	\$	p.c.	\$	p.c.
Road maintenance.....	265,104,802	22.0	248,593,455	21.9	259,958,839	22.3
Equipment maintenance.....	256,689,993	21.3	253,744,614	22.4	256,778,520	22.0
Traffic.....	27,334,536	2.3	27,208,205	2.4	29,140,473	2.5
Transportation.....	478,428,123	39.8	440,116,687	38.9	443,292,012	38.0
General and miscellaneous.....	109,329,484	9.1	110,677,500	9.8	113,955,685	9.8
Rents and taxes ¹	66,643,208	5.5	51,937,043	4.6	63,181,195	5.4
Totals.....	1,203,530,146	100.0	1,132,277,504	100.0	1,166,306,724	100.0

¹ Reported as operating expenses in accordance with the Uniform Classification of Accounts adopted in 1956.

Employment and Salaries and Wages.—During the period 1950-58 the number of railway employees fluctuated between a low of 190,385 in 1950 and a high of 215,324 in 1956; the 1959 figure was slightly below that of 1950. In the same period annual average salaries and wages increased almost steadily from \$2,747 to \$4,150. Maintenance-of-equipment employees, on hourly rates, worked 16 p.c. fewer average hours and were paid 87 p.c. more wages per hour; average hours worked by transportation employees were 15 p.c. fewer, while their pay per hour was about 77 p.c. higher. These figures reflect salary and wage increases and the effects on employment of the five-day work week inaugurated in 1951. Statistics from 1956 have been reported in accordance with the revised "Canadian Classification of Railway Employees and Their Compensation" which became effective Jan. 1, 1956.

7.—Railway Employees and Their Earnings, 1950-59

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 1940-49 in the 1951 edition, p. 723.

Year	Employees	Total Salaries and Wages	Average Salaries and Wages	Ratio of Total Payroll (charged to operating expenses) to—	
				Operating Revenues	Operating Expenses
				p.c.	p.c.
1950.....	No. 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
1956.....	215,324 ¹	780,135,918	3,623	50.6	55.9
1957.....	212,426 ¹	791,529,117	3,726	51.4	53.9
1958.....	192,809 ¹	757,907,896	3,931	52.7	54.3
1959.....	187,981 ¹	780,031,534	4,150	51.5	54.2

¹ Includes employees engaged in cartage and highway transport (rail) operations.

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