

Employment and Salaries and Wages.—Railway employment in 1960 declined 7 p.c. from employment in the previous year, 18 p.c. from that in 1956 and was 14 p.c. lower than the average for the ten-year period 1951-60. Compared with 1951, equipment maintenance employees on hourly rates in 1960 worked 12 p.c. fewer average hours but their wages per hour were 65 p.c. higher. The average number of hours worked by transportation employees decreased 17 p.c. but their pay per hour was about 60 p.c. higher. Since 1956, statistics 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, 1951-60

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 1940-49 in the 1951 edition, p. 723; and for 1950 in the 1961 edition, p. 785.

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.
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
1960.....	175,537 ¹	740,475,804	4,218	52.0	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 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.

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 New Brunswick, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia have been eliminated in this manner in recent years. Railway bonds guaranteed by the Government of Canada at Dec. 31, 1961 amounted to \$1,670,653,176; this amount includes \$97,756 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.