

The following table shows the index numbers of the development in this industry and shows again, in a marked fashion, the increase which has taken place over the period. The index number has risen from 1000 in 1901, for males, to 3142 in 1945, and for females from 1000 to 13250. This latter figure, however, is probably considerably swollen on account of war conditions, and there may be some recession when transport conditions return to normal :—

Table No. 104.—Table showing Index Numbers of Workers engaged in the Transport Industry from 1901 to 1945
(1901 = 1000)

Year.	Males.	Females.	Total.
1901	1000	1000	1000
1906	1357	1545	1361
1911	1692	2518	1710
1916	1901	4678	1962
1921	2477	5505	2545
1926	2655	4708	2699
1936	2823	4803	2866
1945	3142	13250	3363

As showing the trends in one particular branch of the transport industry, the following table gives the total number of employees of the Railways Department over the past twenty years :—

Table No. 105.—Table showing the Total Number of Employees of the Railways Department from 1926 to 1945

1926	17,900	1936	17,073
1927	18,458	1937	19,113
1928	18,541	1938	21,954
1929	18,536	1939	24,342
1930	19,410	1940	25,710
1931	18,840	1941	24,502
1932	16,114	1942	23,352
1933	14,696	1943	22,237
1934	14,971	1944	23,422
1935	16,048	1945	24,002

The table displays two very interesting features. First, the very steady rise in the total number of employees in the Railways Department over the period from approximately 18,000 in 1926 to 24,000 in 1945. This rise is, without doubt, associated with the development of industry and population within the Dominion, and indicates the growing use being made of railway transport. The increase would to some extent be accounted for by the increased number of miles of line opened, but not all the increase can be accounted for in this way. To some extent the shortening of the working-week in the Railways Department will also demand an increased staff. Of recent years the Railways Department has taken over many road transport services with a corresponding increase in the staff required. Generally, however, the major portion of the increase can be accounted for by the increase in the volume of road and rail traffic which the Railways Department is called upon to handle.

The second important feature of the table is the very heavy recession during the depression years of 1930 to 1936. As pointed out earlier, the tertiary industries are among the first to suffer at any time of economic depression, and this is amply illustrated by the above table. In a report such as this, dealing with population, there is no value in analysing the actual traffic handled, but this would also bear out the above contentions.