

cheaply and the railways were compensated by higher rates on the finished commodities. The motor truck is changing this; the motor truck operator carries these high-class commodities at rates closer to actual costs and does not attempt to carry raw materials except in special cases. His costs are reduced by a right-of-way being supplied for which he pays only a part of the cost and, if his rates are much above the actual cost, the manufacturer can quite easily supply his own transportation. Some branch lines of the railways are practically deserted except for a short time each year when snow interferes with motor vehicle operation. Consequently, railway losses include both losses from freight diverted and also from reductions in rates for high-class freight in attempts to retain such traffic without compensating increases in low-class freight rates.

**Gasolene Consumption.**—All provinces require retail sales of gasolene to be reported and a tax is imposed on all gasolene consumed by motor vehicles using the highways and streets and also on that used for an increasing number of other purposes. The taxable gasolene is, however, still largely consumed by motor vehicles and indicates in a general way the increase or decrease in the use of motor vehicles. Net sales are the differences between the total or gross sales reported and the quantities on which the tax is refunded in whole or in part, or on which the tax is not imposed at the time of sale.

#### 8.—Sales of Gasolene in Canada, by Provinces, calendar years 1932-36.

Province.	1932.	1933.	1934.	1935.	1936.
	gal.	gal.	gal.	gal.	gal.
Prince Edward Island.....	2,692,351	2,518,812	2,639,856	2,832,750	3,088,910
Nova Scotia.....	19,021,209	18,634,875	20,016,109	22,274,254	25,247,957
New Brunswick.....	13,671,394	12,574,097	13,640,325	15,185,003	17,477,029
Quebec.....	91,128,040	87,077,418	93,511,483	102,177,506	109,835,482
Ontario.....	233,945,231	228,415,717	252,976,407	272,680,687	282,827,724
Manitoba.....	26,185,160	24,895,531	27,694,263	28,482,662	30,581,967
Saskatchewan.....	33,635,929	31,837,173	36,784,519	39,166,282	45,966,233
Alberta.....	41,300,236	40,323,781	45,194,297	47,442,690	60,387,814
British Columbia.....	39,458,159	38,689,475	42,337,785	43,410,411	48,731,688
<b>Totals, Gross Sales...</b>	<b>501,037,709</b>	<b>484,966,879</b>	<b>534,795,644</b>	<b>573,652,245</b>	<b>624,144,804</b>
Refunds.....	62,281,861	63,244,154	57,868,513	73,214,746	91,260,543
<b>Totals, Net Sales....</b>	<b>438,755,848</b>	<b>421,722,725</b>	<b>476,926,531</b>	<b>500,437,499</b>	<b>532,884,261</b>

**Motor Vehicle Accidents.**—Motorists are required to report accidents but comprehensive statistics are not available for all provinces. The Vital Statistics Branch of the Bureau of Statistics compiles statistics on all deaths from motor vehicle accidents and these are shown in Table 9. A direct comparison of such statistics between the provinces is of little value due to differences in size, population, motor vehicle density, etc., but, to put them on somewhat the same basis, the average number of deaths per 10,000 registered motor vehicles has also been tabulated. Although this treatment puts the data on a better footing than the absolute figures, it still gives no weight to differences in use of motor vehicles, differences in climate, roads, tourist cars, etc., all of which are factors in accidents.

Table 10 shows the numbers of persons killed or injured in automobile accidents as reported by the motor vehicle branches of the Provincial Governments. It is quite possible that the latter reported some persons as injured who subsequently died from the injuries and these would be included in the fatalities of the vital statistics shown in Table 9; also accidents might occur late in December and resulting deaths might be charged to December by the provincial authorities but to January of the next year in the vital statistics. Consequently, these data do not agree.