

and are not included here. Licensed carriers doing highway construction work, building air fields, etc., were excluded from the compilations. Also taxi operators and urban delivery trucks were excluded, except where their operations included interurban business. Reports of some 400 small operators were discarded because they were too incomplete but this exclusion did not materially affect the statistics.

Carriers operating as both passenger and freight carriers were classed as passenger or freight according to the preponderance of the revenue. The passenger revenue of trucking companies and the freight revenue of bus companies were small percentages of their total revenues.

7.—Capital, Revenues, Employees and Equipment of Motor Carriers, 1941

Class of Carrier	Carriers No.	Investments \$	Revenues			
			Freight	Passenger	Miscellaneous	Total
			\$	\$	\$	\$
Freight—Large	435	22,719,819	34,360,242	305,110	1,719,777	36,385,129
Small	6,385	14,443,423	22,754,448	52,885	Nil	22,807,333
Totals	6,820	37,163,242	57,114,690	357,995	1,719,777	59,192,462
Passenger—Large	85	15,766,350	299,623	13,234,368	567,057	14,101,048
Small	210	1,182,312	29,554	1,251,950	77,246	1,358,750
City	11	6,902,331	Nil	2,101,668	27,020	2,128,688
Totals	306	23,850,993	329,177	16,587,986	671,323	17,588,486
Grand Totals	7,126	61,014,235	57,443,867	16,945,981	2,391,100	76,780,948

	Working Proprietors No.	Full-Time Employees Monthly Av. No.	Total Wages \$	Equipment			
				Trucks	Trailers	Buses	Passenger Cars
				No.	No.	No.	No.
Freight—Large	302	10,443	13,410,421	6,658	1,834	53	264
Small	6,082	5,320	3,435,517	9,508	602	24	513
Totals	6,384	15,763	16,845,938	16,166	2,436	77	777
Passenger—Large	34	2,614	3,756,336	126	15	1,210	294
Small	193	243	190,820	32	10	268	200
City	1	454	758,801	11	Nil	239	8
Totals	233	3,311	4,705,957	169	25	1,717	502
Grand Totals	6,617	19,074	21,551,895	16,335	2,461	1,794	1,279

Section 4—Road Traffic

Up to the present the motor-vehicle has affected passenger traffic of the steam and electric railways more than freight traffic. This diversion of passenger traffic has been effected largely by the private automobile, although the motor-bus is rapidly becoming more important and now operates between all large centres. The motor-truck also carries a considerable amount of freight, and statistics for the larger operators are given in Table 9.

Gasoline Consumption.—All provinces require retail sales of gasoline to be reported and a tax is imposed on all gasoline consumed by motor-vehicles using the highways and streets and also on that used for an increasing number of other pur-