

poses. However, the taxable gasoline is still largely consumed by motor-vehicles and indicates in a general way the increase or decrease in their use. 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.

Figures to the end of 1940 show a steady increase in gasoline sales since depression years. Later figures are, of course, materially affected by the conservation measures taken in 1941, and the system of gasoline rationing effective on Apr. 1, 1942 (see p. 523).

### 8.—Sales of Gasoline in Canada, by Provinces, 1938-42

Province	1938	1939	1940	1941	1942
	gal.	gal.	gal.	gal.	gal.
Prince Edward Island.....	3,631,360	4,128,907	4,094,203	5,174,759	6,628,067
Nova Scotia.....	29,632,787	31,621,971	34,961,212	41,354,887	40,885,976
New Brunswick.....	21,998,723	23,192,413	24,829,924	26,288,682	25,499,817
Quebec.....	135,026,866	138,925,246	148,499,644	165,839,507	149,918,783
Ontario.....	337,880,996	345,105,726	371,903,633	410,711,924	343,811,002
Manitoba.....	38,596,582	41,455,558	48,893,738	54,212,671	58,566,931
Saskatchewan.....	65,090,674	87,877,403	101,101,143	112,779,554	101,808,034
Alberta.....	73,724,520	75,535,323	83,808,689	93,068,504	97,502,012
British Columbia.....	57,157,813	59,823,751	65,198,108	70,995,551	73,186,336
<b>Totals, Gross Sales.....</b>	<b>762,740,326</b>	<b>807,666,298</b>	<b>883,290,294<sup>1</sup></b>	<b>980,426,039</b>	<b>897,806,958</b>
Refunds and exemptions.....	130,722,877	144,723,812	181,175,411 <sup>1</sup>	233,899,757	287,525,337
<b>Totals, Net Sales.....</b>	<b>632,017,449</b>	<b>662,942,486</b>	<b>702,114,883<sup>1</sup></b>	<b>746,526,282</b>	<b>610,281,621</b>

<sup>1</sup> Exclusive of 2,975,000 gal. of aviation gasoline purchased and placed in storage by the Dominion Government.

**Highway Traffic.**—As explained at p. 601, certain statistics in regard to motor carriers were collected for 1941, and those relating to freight and passengers carried are presented in Table 9. Traffic data were not available for the majority of the small operators and about a third of the large truck companies had no reliable records of tons of freight handled, and consequently the freight statistics are incomplete. A difficulty in compiling weights, which is quite understandable, is that much traffic was carried on a load basis and not a weight basis. Records of passengers appeared to be fairly complete, possibly because tickets were sold and accounted for and the unit was not so complex as for freight carried.

### 9.—Traffic Carried by Motor Carriers with Revenues of \$20,000 or Over, 1941

Class of Carrier	Passengers			Freight tons
	On Regular Routes	Special and Chartered	Total	
	No.	No.	No.	
<b>Freight—Large.....</b>	<b>1,142,500</b>	<b>28,985</b>	<b>1,171,485</b>	<b>9,306,058</b>
<b>Passenger—Large</b>	<b>34,451,516</b>	<b>824,949</b>	<b>35,276,465</b>	<b>23,635</b>
City.....	30,127,866	366,751	30,494,617	1
<b>Totals.....</b>	<b>64,579,882</b>	<b>1,191,700</b>	<b>65,771,082</b>	<b>23,635</b>
<b>Grand Totals.....</b>	<b>65,721,882</b>	<b>1,220,685</b>	<b>66,942,567</b>	<b>9,329,693</b>

<sup>1</sup> Not available.