

24 operated both electric cars and buses in 1943, the buses numbering 1,329. The main advantage of the motor bus is that it is not confined to a fixed route, and, in the case of both motor buses and trolley buses, the expense of track maintenance is eliminated.

Subsection 1.—Equipment of Electric Railways

A summary of the equipment operated by electric railway companies is given in Table 18.

18.—Equipment of Electric Railways, 1940-43

Item	1940	1941	1942	1943	Item	1940	1941	1942	1943
	No.	No.	No.	No.		No.	No.	No.	No.
PASSENGER VEHICLES—					OTHER VEHICLES—				
Closed cars.....	3,197	3,209	3,294	3,303	Baggage, express and mail cars.....	21	19	20	19
Open cars.....	10	9	8	8	Freight cars.....	186	156	150	163
Combination passenger and baggage.....	10	6	8	8	Locomotives.....	46	49	51	52
Cars without electrical equipment.....	141	138	139	139	Snow ploughs.....	71	69	72	70
Buses.....	926	1,117	1,282	1,329	Sweepers.....	148	147	147	148
Trackless trolley-buses.	29	30	38	41	Trucks.....	63	80	123	163
					Miscellaneous.....	206	203	209	202
TOTALS, PASSENGER VEHICLES.....	4,313	4,509	4,769	4,828	TOTALS, OTHER VEHICLES.....	741	723	772	817

Subsection 2.—Finances of Electric Railways

When electric railways have ceased to operate because of either a decline in traffic or the substitution of motor-buses, their statistics have been excluded from the following tables. Consequently, fluctuations in revenues, etc., have been affected by variations in traffic and also by changes in the mode of local transportation. Despite these changing conditions the gross revenues of electric railways have continued to increase since the low point reached in 1933, and very marked increases have been shown each year since 1940.

19.—Financial Statistics of Electric Railways, 1936-43

NOTE.—Available figures for the years 1901 to 1907 are given at pp. 608 and 609 of the 1926 Year Book; for the years 1908 to 1918 at pp. 681 and 682 of the 1936 Year Book; and for 1919 to 1935 at p. 665 of the 1938 Year Book.

Year	Capital Liability			Investment in Road and Equipment	Gross Earnings	Operating Expenses	Ratio of Expenses to Receipts	Employees	Salaries and Wages
	Stocks	Funded Debt	Total						
	\$	\$	\$	\$	\$	\$	p. c.	No.	\$
1936.....	36,727,740	168,334,613	205,062,353	214,820,798	41,391,927	28,807,311	69-60	14,280	18,958,831
1937.....	36,727,740	169,045,069	205,772,809	208,938,656	42,991,444	29,545,641	68-72	14,347	19,778,118
1938.....	36,727,740	167,878,751	204,606,491	212,643,544	42,537,767	29,683,131	69-78	14,323	20,100,533
1939.....	39,668,660	164,912,746	204,581,406	198,481,728	42,864,150	29,605,328	69-07	14,061	19,716,985
1940.....	38,786,423	161,396,724	200,183,147	203,869,891	47,311,009	32,624,012	68-96	14,204	20,649,358
1941.....	37,665,091	155,867,823	193,532,914	201,279,871	55,334,647	37,030,823	66-92	14,801	23,193,704
1942.....	37,616,432	151,523,248	189,139,680	205,989,595	69,034,130	43,473,516	62-97	16,051	27,923,343
1943.....	37,492,392	147,433,845	184,926,237	204,586,208	80,027,414	54,548,335	68-16	17,896	33,975,281

Subsection 3.—Electric Railway Traffic

The passenger mileage travelled by electric cars in 1943 amounted to 124,454,463, by trackless trolley-buses 1,780,768 and by motor-buses 37,815,126. The number of passengers carried by electric railways in the years since 1939 showed an especially sharp rise over previous years due to increased traffic resulting from improved con-