

**Motor Carriers.\***—The lack of statistical information in regard to the increasing amount of passenger and freight traffic on the highways of Canada led to the institution of a census of motor carriers in 1941. The carriers were divided into two main classes: (1) passenger and (2) freight; each of these was sub-divided into two sub-classes: (a) carriers with revenues less than \$20,000, and (b) carriers with revenues of \$20,000 or over. Bus companies handling urban traffic exclusively were compiled as a class. Many street railway systems operate motor buses, but the statistics of such systems are not included here; they are included in electric railway statistics. Licensed carriers doing highway construction work building air fields, etc., were excluded from the compilations. Taxi operators and urban delivery trucks also 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.

In the compilations for 1942 and 1943, figures of which are given in Tables 7 and 8, adjustments were made in the light of experience gained in 1941. Thus operators with revenue of less than \$8,000 in 1941 were excluded from the 1942 compilations. The figures given below are therefore not comparable in all respects to those for 1941 published at pp. 602 and 603 of the 1943-44 Year Book.

\* Statistics of traffic carried are given at p. 678, under Section 4, Road Traffic. For statistics by provinces see "Motor Carriers, Freight and Passenger", obtainable from the Dominion Statistician, Ottawa, at 10 cents per copy.

**7.—Capital, Revenues, Employees and Equipment of Motor Carriers, 1942 and 1943**

NOTE.—Large freight carriers include those with annual revenues of \$20,000 or over; small freight carriers those with annual revenues of from \$8,000 to \$20,000.

| Item   | Freight Carriers |            |           |           | Passenger Carriers     |            | Totals                 |            |
|--|------------------|------------|-----------|-----------|------------------------|------------|------------------------|------------|
|  | Large            |            | Small     |           | 1942                   | 1943       | 1942                   | 1943       |
|  | 1942             | 1943       | 1942      | 1943      |                        |            |                        |            |
| Carriers.....No.                                       | 430              | 472        | 410       | 426       | 411                    | 490        | 1,251                  | 1,388      |
| Investments—<br>Land, buildings,<br>equipment, etc. \$ | 1                | 24,097,599 | 1         | 3,485,214 | 1                      | 22,357,771 | 1                      | 49,940,58  |
| Revenue—<br>Freight..... \$                            | 36,088,728       | 37,628,852 | 5,172,185 | 5,371,243 | 329,296                | 440,970    | 41,590,209             | 43,441,065 |
| Passenger—<br>Intercity and<br>rural..... \$           | 205,730          | 218,589    | 23,729    | 38,230    | 19,349,786             | 19,899,465 | 19,579,245             | 20,156,284 |
| City..... \$   |                  |            |           |           | 4,946,590 <sup>2</sup> | 9,761,382  | 4,946,590 <sup>2</sup> | 9,761,382  |
| Miscellaneous... \$                                    |                  |            |           |           | 676,176                | 882,616    | 1,411,447              | 2,661,824  |
| Totals, Revenue. \$                                    | 36,913,434       | 39,409,036 | 5,312,209 | 5,627,086 | 25,301,848             | 30,984,433 | 67,527,491             | 76,020,555 |
| Working pro-<br>prietors.....No.                       | 322              | 253        | 379       | 301       | 284                    | 326        | 985                    | 880        |
| Employees—<br>As at July 15...No.                      | 10,767           | 11,320     | 1,649     | 1,503     | 4,342                  | 5,357      | 16,758                 | 18,180     |
| As at Dec. 15... "                                     | 10,327           | 11,137     | 1,477     | 1,378     | 4,425                  | 5,506      | 16,229                 | 18,021     |
| Total wages..... \$                                    | 14,034,378       | 15,734,047 | 1,509,312 | 1,563,117 | 6,471,204              | 8,499,821  | 22,014,894             | 25,796,985 |
| Equipment—<br>Trucks.....No.                           | 6,724            | 5,472      | 1,539     | 1,398     | 156                    | 167        | 8,419                  | 7,037      |
| Tractor, semi-<br>trailer units... "                   | 1                | 1,957      | 1         | 90        | 1                      | 22         | 1                      | 2,069      |
| Trailers..... "  | 1,121            | 861        | 118       | 92        | 12                     | 21         | 1,251                  | 974        |
| Buses..... "   | 44               | 35         | 10        | 12        | 2,475                  | 2,945      | 2,529                  | 2,992      |

<sup>1</sup> Comparable figures not available. <sup>2</sup> Includes \$1,238,443 revenue of city systems operating but not reporting in 1942 and \$544,029 reported as intercity revenue in 1942. <sup>3</sup> Included with trucks or trailers.