

## 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.

As explained at p. 677, certain statistics in regard to motor carriers were collected for 1942 and 1943, and those relating to freight and passengers carried are presented in Table 8. 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; 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.

## 8.—Traffic Carried by 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				
<b>Passengers Carried—</b>								
Regular Routes—								
Intercity and rural.....No. } 330,680	637,954	80,297	65,580	63,241,762	83,918,718	63,652,739	84,622,252	
City....." } 330,680	637,954	80,297	65,580	76,851,771	127,442,924	76,851,771	127,442,924	
Special and Chartered Service—								
Intercity and rural.....No. } 11,266	93,096	12,988	Nil	6,947,163	8,346,805	6,971,417	8,439,901	
City....." } 11,266	93,096	12,988	Nil	123,216	507,352	123,216	507,352	
<b>Totals, Passengers Carried No.</b>	<b>341,946</b>	<b>731,050</b>	<b>93,285</b>	<b>65,580</b>	<b>147,163,912</b>	<b>220,215,799</b>	<b>147,599,143</b>	<b>221,012,429</b>
<b>Totals, Freight Carried—Intercity and Rural..... tons</b>	<b>9,389,846</b>	<b>8,752,011</b>	<b>1,434,143</b>	<b>2,075,333</b>	<b>42,295</b>	<b>968,954</b>	<b>10,866,284</b>	<b>11,796,298</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. These data still give 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 number 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