

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 subdivided into two 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 inter-urban business. 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.

Operators with revenue of less than \$8,000 in 1941 were excluded from the 1942 and subsequent compilations. The figures given below are therefore not comparable in all respects with those for 1941 published at pp. 602 and 603 of the 1943-44 Year Book.

* Statistics of traffic carried are given at p. 686, under Section 4, Road Traffic. For statistics by provinces see the annual report, "Motor Carriers, Freight-Passenger" obtainable from the Dominion Statistician, Ottawa. Price 10 cents.

8.—Capital, Revenues, Employees and Equipment of Motor-Carriers, 1944 and 1945

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		1944	1945	1944	1945
	1944	1945	1944	1945				
Carriers..... No.	498	492	384	357	479	475	1,361	1,324
Investments—								
Land, buildings, equipment, etc. \$	24,943,461	25,542,071	3,134,904	2,970,400	26,108,096	30,888,282	54,186,461	59,400,753
Revenue—								
Freight..... \$	39,541,603	41,015,054	4,823,750	4,403,092	386,097	547,038	44,751,450	45,965,184
Passenger—								
Intercity and rural..... \$	275,964	183,997	28,504	11,683	25,151,597	29,467,098	25,456,065	29,662,778
City..... \$	Nil	Nil	Nil	Nil	8,560,612	9,240,049	8,560,612	9,240,049
Miscellaneous... \$	1,787,629	1,703,241	205,862	193,900	945,986	1,392,338	2,939,477	3,289,479
Totals, Revenue \$	41,605,196	42,902,292	5,058,116	4,608,675	35,044,292	40,646,523	81,707,604	88,157,490
Working pro- prietors..... No.	268	279	335	309	328	296	931	884
Employees—								
As at July 15... No.	11,552	11,780	1,288	1,133	5,790	6,216	18,630	19,129
As at Dec. 15... "	11,458	11,671	1,236	1,129	5,930	6,931	18,624	19,731
Total wages... \$	16,743,548	17,200,932	1,400,672	1,281,109	9,642,877	11,287,000	27,787,097	29,769,041
Equipment—								
Trucks..... No.	5,391	5,233	1,205	1,049	176	204	6,772	6,486
Tractor, semi-trailer units. "	1,954	1,939	81	89	28	35	2,063	2,063
Trailers..... "	1,013	1,077	69	54	21	23	1,103	1,154
Buses..... "	39	24	10	9	3,055	3,289	3,104	3,322