

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.

7.—Capital, Revenues, Employees and Equipment of Motor-Carriers, 1945 and 1946

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		1945	1946	1945	1946
	1945	1946	1945	1946				
Carriers.....No.	492	497	357	393	475	463	1,324	1,353
Investments— Land, buildings, equipment, etc. \$	25,542,071	28,671,036	2,970,400	3,248,322	30,888,282	40,806,394	59,400,753	72,725,752
Revenue— Freight..... \$	41,015,054	44,548,012	4,403,092	4,885,746	547,038	600,668	45,965,184	50,034,426
Passenger— Intercity and rural..... \$	183,997	163,349	11,683	Nil	29,467,098	37,326,799	29,662,778	37,490,148
City..... \$	Nil	242	Nil	"	9,240,049	10,124,042	9,240,049	10,124,284
Miscellaneous.. \$	1,703,241	2,320,687	193,900	239,627	1,392,338	2,031,990	3,289,479	4,592,304
Totals, Revenue \$	42,902,292	47,032,290	4,608,675	5,125,373	40,646,523	50,083,499	88,157,490	102,241,162
Working pro- prietors.....No.	279	261	309	355	296	278	884	894
Employees— As at July 15.. No.	11,780	11,895	1,133	1,167	6,216	8,250	19,129	21,312
As at Dec. 15. "	11,671	11,774	1,129	1,129	6,931	8,201	19,731	21,104
Total wages... \$	17,200,932	18,566,784	1,281,109	1,383,091	11,287,000	14,786,656	29,769,041	34,736,531
Equipment— Trucks.....No.	5,233	5,309	1,049	1,127	204	216	6,486	6,652
Tractor, semi- trailer units.. "	1,939	2,267	89	93	35	27	2,063	2,387
Trailers..... "	1,077	1,295	54	58	23	15	1,154	1,368
Buses..... "	24	40	9	7	3,289	3,777	3,322	3,824

Subsection 3.—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. 710, certain statistics in regard to motor-carriers are collected, 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. Many truck operators failed to report tons of freight carried and others reported only estimates; consequently these data are not very informative. 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 appear to be fairly complete, possibly because tickets were sold and accounted for, and the unit was not so complex as for freight carried.