

## 8.—Traffic Carried by 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				
<b>Passengers Carried—</b>								
Regular Routes—								
Intercity and rural.....No.	474,613	441,720	14,714	Nil	93,738,719	101,708,443	94,228,046	102,150,163
City.....“	Nil	Nil	Nil	“	141,344,895	153,770,931	141,344,895	153,770,931
Special and Chartered Service—								
Intercity and rural.....No.	14,530	Nil	Nil	Nil	3,972,792	4,977,664	3,987,322	4,977,664
City.....“	Nil	“	“	“	297,602	142,918	297,602	142,918
<b>Totals, Passengers Carried..No.</b>	<b>489,143</b>	<b>441,720</b>	<b>14,714</b>	<b>Nil</b>	<b>239,354,008</b>	<b>260,599,956</b>	<b>239,857,865</b>	<b>261,041,676</b>
<b>Totals, Freight Carried—</b>								
Intercity and Rural.....ton	8,003,553	10,199,498	2,739,093	1,632,762	110,985	112,124	10,853,631	11,944,384

**Motor-Vehicle Accidents.**—Motorists are required to report accidents but comprehensive statistics are not available for all provinces. The Health and Welfare Division 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 died from injuries and these would be included in the fatalities of the vital statistics shown in Table 9; also accidents that occurred late in December and resulted in deaths would be charged to December by the provincial authorities but to January of the next year in the vital statistics. Consequently, the figures of fatalities of Tables 9 and 10 are not in complete agreement.

## 9.—Deaths Resulting from Motor-Vehicle Accidents, by Provinces, 1936-46

NOTE.—This table was compiled in the Health and Welfare Division, Dominion Bureau of Statistics. Figures for the years 1926-35 will be found at p. 578 of the 1941 Year Book.

Year	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total
	DEATHS									
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1936.....	7	60	41	371	564	53	47	72	101	1,316
1937.....	7	97	67	405	774	66	47	55	124	1,642
1938.....	6	75	58	413	677	80	49	77	110	1,545
1939.....	7	84	92	390	682	63	65	81	120	1,584
1940.....	10	104	81	434	746	87	59	72	116	1,709
1941.....	9	104	89	485	835	79	45	78	128	1,852