

Table 9 shows the freight and passengers carried by motor-carriers in 1950 and 1951. 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 so that these data are not complete. A difficulty in compiling weights is that much traffic is carried on a load or package basis and not on a weight basis. Records of passengers appear to be fairly complete, possibly because tickets are sold and accounted for, and the unit is not so complex as for freight carried.

9.—Traffic Carried by Motor-Carriers, 1950 and 1951

Year and Item	Freight Carriers with—			Passenger Carriers	Total, All Carriers
	Annual Revenue of \$20,000 or over	Annual Revenue of \$8,000-\$20,000	Annual Revenue of under \$8,000		
1950					
Passengers—					
Regular Routes—					
Intercity and rural..... No.	270,692	21,978	—	128,911,770	129,204,440
City..... " "	—	—	—	228,541,212	228,541,212
Special and Chartered Service—					
Intercity and rural..... No.	9,228	186	—	5,272,678	5,282,092
City..... " "	—	—	—	314,201	314,201
Totals, Passengers..... No.	279,920	22,164	—	363,039,861	363,341,945
Totals, Freight, Intercity and Rural..... ton	15,849,326	1,599,265	1,501,585	59,312	19,009,488
1951					
Passengers—					
Regular Routes—					
Intercity and rural..... No.	490,781	13,090	—	126,996,603	127,500,474
City..... " "	—	—	—	232,387,675	232,387,675
Special and Chartered Service—					
Intercity and rural..... No.	3,928	642	—	5,705,737	5,710,307
City..... " "	—	—	—	348,282	348,282
Totals, Passengers..... No.	494,709	13,732	—	365,438,297	365,946,738
Totals, Freight, Intercity and Rural..... ton	15,371,413	1,395,833	1,448,539	32,971	18,248,756

¹ Tonnage data are not reported by all carriers and totals are, therefore, incomplete.

Motor-Vehicle Accidents.—Motorists are required by law to report accidents but complete statistics of these accidents are not available for all provinces. The Dominion Bureau of Statistics compiles statistics on all deaths from motor-vehicle accidents and these are shown in Table 10. A direct comparison of such statistics between the provinces is of little value owing 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, variations in climate, road conditions, tourist cars, etc., all of which are factors in accidents but it is apparent that more safety education is required in all provinces.

Data presented in Table 11 relate to traffic accidents only and consequently may not be compared with Table 10 which includes details of fatalities occurring elsewhere than on public streets or roads.