

Sales of Gasoline.—'Gasoline', under the provincial Acts, is considered to include all petroleum oils used as fuel in internal combustion engines, as well as propane gas which is being used to an increasing extent in motor buses.

7.—Sales of Gasoline by Province 1950-54

Province	1950	1951	1952	1953	1954
	gal.	gal.	gal.	gal.	gal.
Newfoundland.....	1	1	13,820,200	16,504,200	18,818,942
Prince Edward Island.....	9,085,340	10,245,817	10,832,264	12,388,599	12,782,733
Nova Scotia.....	61,348,662	65,776,919	69,174,476	75,772,354	80,518,367
New Brunswick.....	58,814,989	63,615,067	67,361,022	77,108,360	78,065,848
Quebec.....	340,621,374	372,853,122	430,671,283	456,460,906	484,868,758
Ontario.....	687,729,936	766,491,887	844,162,648	928,515,728	991,397,120
Manitoba.....	112,495,837	127,658,248	148,274,072	159,554,101	162,578,296
Saskatchewan.....	176,118,129	192,585,333	238,663,980	250,698,689	244,370,743
Alberta.....	241,387,708	272,991,830	329,255,018	361,665,017	388,929,549
British Columbia.....	155,423,743	173,070,142	191,444,793	210,028,255	235,670,948
Totals, Gross Sales.....	1,843,025,718	2,045,288,355	2,343,659,756	2,548,696,209	2,698,001,304
Refunds and exemptions.....	461,777,271	527,198,497	625,547,937	646,181,392	677,096,843
Totals, Net Sales.....	1,390,090,447¹	1,528,965,858¹	1,718,111,819	1,902,514,817	2,020,904,461

¹ Estimated net sales for Newfoundland, amounting to 8,842,000 gal. in 1950 and 10,816,000 gal. in 1951, are included in net totals; gross sales for those years are not available.

Motor Carriers.*—Statistics of the 'for hire' segment of the motor carrier industry have been collected since 1941. Until 1946 firms having a gross revenue of \$8,000 or more were included but in 1947 the coverage was extended to include motor carriers having gross revenues of less than \$8,000.

The continued co-operation of provincial authorities, trucking associations and other interested parties has resulted in gradual improvement in the statistical accuracy of these data but much still remains to be done. Little capital is required to enter the trucking business and as a result many marginal operators are associated with the industry. The large turnover and numerous changes in operators each year creates many problems in the collection of statistics. Continued growth of the industry is indicated by the latest figures which, partly through amalgamations, show a smaller number of reporting firms than in 1952 but indicate an increase to \$261,422,465 (1953) from \$233,973,179 (1952) or approximately 11.7 p.c. in gross revenue.

For presentation, motor carriers have been separated into six groups, three freight and three passenger. Freight carriers are grouped as follows: (1) those having revenues of \$20,000 or over; (2) those having revenues between \$8,000 and \$19,999 and (3) carriers grossing less than \$8,000 per year. All city passenger carriers are included in the "city" group while "intercity and rural" passenger operators are divided between group (1), those having revenues over \$20,000 and group (2) which includes the operators with gross revenues of less than \$20,000.

* Statistics are given in more detail in DBS annual report, *Motor Carriers, Freight-Passenger*.