

of unprofitable services, and adherence to schedules. The rulings vary greatly from one province to another but, in general, truckers are relatively free of regulation (as compared with the railways) except with regard to safety.

Truckers have other advantages over railways. They pick up goods at the warehouse of the shipper and deliver them at the factory, office or home of the consignee. This eliminates transfers to and from freight cars, saves time and expense and reduces claims for loss and damage. The unit of sale—a truckload or less—is smaller than a carload and many consignees prefer to receive goods in small lots. Truckers can usually give more frequent deliveries than railways. For short distances trucks are faster than trains, mainly because they do not have to contend with delays in terminals at origin and destination. For reasons too complicated to summarize, railway rates on valuable, light-weight products were originally much higher than those on bulky, low-valued goods so that, by under-cutting the high rates of railways, truckers are able to build up a profitable volume of business with comparatively little difficulty.

However, it should be noted that in the course of time truckers have lost some of their early advantages. The average investment of intercity truckers in land, buildings and equipment is \$50,000. Although many operators have only one or two trucks, a few have nearly 1,000 trucks, road tractors, trailers and semi-trailers each. Small trucks used for collection and local delivery are unsuited to long-distance haulage so that intercity freight often must be transferred between small and large vehicles. Accordingly, for some types of traffic, truckers have had to more or less duplicate the terminal operations of railways and thereby incur additional expense. Furthermore, in the face of truck competition, the railways have improved their door-to-door services and simplified their tariffs on such traffic. They have consolidated their less-than-carload and express services with the object of cutting costs and speeding delivery. Railway traffic moves faster than formerly because of diesel locomotives, block signals and modern yards. Railways have cut many rates and have refrained from raising others for fear of losing still more business to trucks. They have introduced 'agreed charges' whereby, with the approval of the Board of Transport Commissioners, they give roughly the same rates as truckers in return for an undertaking by the shipper to send an agreed proportion of his freight by rail. Because truckers are increasingly participating in moving bulky freight over fairly long distances, railways publish incentive rates; for instance, they quote lower rates per ton-mile when the car is heavily laden than when it is not filled to its maximum carrying capacity. Generally, in the movement of bulky freight in carloads over long distances, railways have much lower costs than trucks. Piggyback or trailer-on-flatcar service combines the advantages of carriage by rail and highway and has grown very rapidly in recent years.

Truckers can often compete on the basis of service even though their rates are somewhat higher than railway charges. This fact mainly accounts for the growth of private trucking. Instead of using railways or for-hire trucks, the shipper puts his own vehicle on the highway, thus owning both the truck and the goods it carries. By having his own employees make deliveries, he is often able to reduce loss and damage. More important, he can increase his sales by having his trucks arrive at the times most convenient for the consignee. His employees can see that stale goods are promptly disposed of and that his product is attractively displayed. On the other hand, private trucking is impracticable where a shipper's business is highly seasonal, where consignees are numerous and widely scattered, and where return loads are unobtainable but, in any event, commercial truckers face growing competition from both railways and shipper-owned vehicles.

In the carriage of passengers, private cars are by far the most commonly used medium. The risk of accident and the strain of driving are great and, unless every seat in the car is occupied, the cost per passenger-mile is higher than by common carrier. Yet people prefer to use their own cars. They enjoy the satisfaction of leaving when they wish, of stopping en route, and of relative privacy in transit. Private cars are primarily responsible for the problems of urban travel, including congestion, frayed tempers, the difficulty of finding parking space, the elimination of street cars (except in Toronto, which also has the nation's only subway), and the need for costly expressways. They carry most travellers between