

travelling 30,000 miles in a year was \$840, as calculated by the Minister of Highways for Ontario. In Quebec the average tax per vehicle paid by the Provincial Transport Company was \$573, being at the rate of 4.39 per coach mile. An average for all Canada was stated to be 8.5 per cent of total revenues paid in taxes to provincial authorities, being for Quebec 11.34 per cent and for Ontario 8.6. It was strenuously urged by representatives of the motor transport interests that taxation was excessive and that any further attempts to increase the burden would not be productive of increased revenue, but would only throttle an activity which had justified itself and which was meeting a public need in an efficient and satisfactory manner, and that the motor coach was now paying more than its proper share of the cost of highway construction and maintenance.

21. Though in the case of the motor truck next to be dealt with, it would appear that there is room for stricter regulation and for increased taxation; in the case of the motor coach there is little prospect that either by further taxation or increased regulation will the railroads benefit. It may be that as in the case of the common carrier truck, communities will eventually have to make a choice between steam railway services and highway services, for the reason that the traffic offering will not support both these types of transportation, but these instances in the case of motor coach services will be limited. If such do arise, and it is decided by the proper provincial authorities that the railway is entitled to give the service, this decision will be made effective, not by increasing taxation on the motor coach nor through increased restrictions and regulations, but by direct refusal to issue the necessary permit for highway operations in the particular area.

22. There does not seem therefore to be any necessity to recommend additional taxation and regulation of motor coach operations in the interest of the steam railways of Canada.

V. THE MOTOR TRUCK

23. The motor truck has become an important factor in the transport of goods and it is conceded that a great deal of traffic moving in less than carload lots, that is, package freight and express, has passed from the railway to these vehicles. There has been a rapid increase in registrations which has gone on, though at a slightly reduced rate in the years of business depression. These figures (given in round numbers) will indicate the rate of growth and the magnitude of this agency of transport.

1923.....	54,000
1929.....	155,000
1930.....	165,000
1931.....	165,800

24. It is only in recent years that there has been any attempt to classify these trucks according to the nature of their operations and even now, the provinces of Canada have not adopted any uniform scheme of classification. Some are content to register them according to weight, length of wheel base, or horse-power, and to disregard the purpose to which they are put. Where there is classification according to use, the scheme generally favoured is to divide them into classes as follows:—

1. The common carrier truck—engaged in hauling for hire for the public and plying over a definite route and generally between fixed termini.
2. Contract carrier trucks—engaged in hauling for hire the goods of one person or firm at any one time or on any one trip and not confined as a rule to a fixed route.

3. General and commercial trucks—privately owned and engaged in conveying the owners' goods.

25. In 1931 the Ontario figures were:—

Common carrier trucks.....	2,554
Contract carrier trucks including farm products carriers.....	1,119
Total.....	3,673
All others (general and commercial).....	89,873

26. There were also 9,673 trailers, many of them small and 80 per cent recorded as of less than one ton gross capacity, bringing the total of all trucks and trailers to 71,834 and showing a percentage of 94.48 as privately owned and operated as against 5.52 per cent operated as common carriers. The corresponding percentages in other provinces show an even higher proportion of privately owned and operated trucks. Manitoba had 169 operating as common carriers of goods and 39 as common carriers of milk and cream. In Saskatchewan there were only 110 common carriers and in British Columbia 226, the percentages of the total truck registrations being much less than in Ontario. A table follows showing truck registrations in all provinces in 1930 and 1931 and it is interesting to note that with certain exceptions there is an increase even under lowered business activity in the latter year.

Province	Public Freight Vehicles		All Motor Trucks	
	1930	1931	1930	1931
British Columbia.....	184	226	16,820	16,799
Alberta.....	.....	.....	15,068	15,034
Saskatchewan.....	29	110	18,077	15,568
Manitoba.....	140	210	9,730	9,520
Ontario.....	1,155	3,673	67,676	68,433
Quebec.....	4,680	5,218	27,820	28,384
New Brunswick.....	.....	.....	3,999	3,948
Prince Edward Island.....	.....	.....	739	802
Nova Scotia.....	.....	.....	6,489	6,761

NOTE.—In certain provinces, public freight vehicles are not registered or licensed except as motor trucks. In others, the marked increases in 1931 are due in part to revision of classification in the latter year.

VI. EFFECT OF TRUCK OPERATIONS ON RAILWAY REVENUES

27. Freight earnings by the steam railways show a general increase from 1923 to 1929, the figures being \$288,992,220 in 1923 and \$331,679,458 (Canadian lines only) in 1929, and during this period there was a great increase in truck registrations and in tonnage handled by trucks. The gains in railway freight revenues were due to great business activity resulting in an increase in long haul traffic with which trucks do not compete to any appreciable extent in Canada.

28. The Joint Committee of the Railways in their report estimate that if the increase in freight carried on steam railways had continued in the same ratio as in the ten-year period from 1915 to 1925 there would have been 95,000,000 tons of freight on the railways in 1929 more than were actually carried by them. The failure to gain this increase cannot however be entirely charged to trucks. The committee's estimate is that not more than 5,000,000 tons of freight were conveyed by trucks over rural highways in that year, and it is only truck operations beyond urban and suburban areas that can be regarded as competitive with railways.