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53-222

ANNUAL



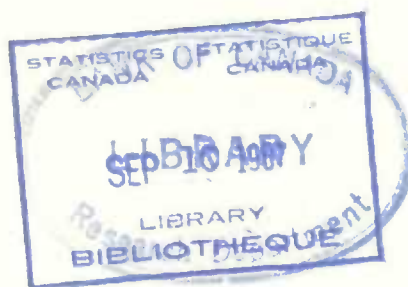
FEB 4 1965

MOTOR CARRIERS - FREIGHT

(Common and Contract)

Part I - Classes 1 and 2

1963



DOMINION BUREAU OF STATISTICS
Public Finance and Transportation Division



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Public Finance and Transportation Division
Transportation Section

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1963

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dealing with

ROAD TRANSPORT

| Catalogue number | Title | Price per copy |
|---------------------|--|-------------------|
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| 53-001 | Motor vehicle Traffic Accidents—quarterly (approx. 31 pp.) Number of accidents, persons killed and injured, property damage, time, place, road conditions, etc., by province. (A condensed monthly report of motor vehicle traffic accidents is published as a release in the Dominion Bureau of Statistics Daily Bulletin) (\$2 a year) | .50 |
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| 53-004 | Motor Transport Traffic: National Estimates—quarterly (approx. 12 pp.) Mileage, ton miles and weight of goods carried by commodity for for-hire and private intercity carriers (\$2 a year) | .50 |
| 53-005 | Motor Carriers Freight—quarterly (approx. 4 pp.) Numbers of Class 1 and Class 2 companies, operating revenues and expenses and tonnages handled, by prov- ince (\$1 a year) | .25 |
| | Annual | |
| 53-201 | Road and Street Mileage and Expenditure (approx. 15 pp.) Road and street mileages, construction, maintenance and administration expenditures on highways, bridges, ferries and urban streets, by province50 | .50 |
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| 53-206 | Motor Vehicle Traffic Accidents (approx. 71 pp.) Number of accidents, persons killed and injured, property damage, time, place, road conditions, etc., by province | 1.00 |
| 53-215 | Passenger Bus Statistics (approx. 14 pp.) Number of companies, investment, operating revenues and expenses, employees, salaries and wages, equipment traffic and accidents, by province50 | .50 |
| 53-216 | Urban Transit (approx. 20 pp.) Investment, revenues, expenses, passengers carried, vehicle miles run, fuel consumed, by electric car, trolley coach and motor bus; equipment, accidents, employees, salaries and wages by province50 | .50 |
| 53-217 | The Motor Vehicle: Part I—Rates and Regulations (approx. 40 pp.) Size, weight and safety regulations, reciprocal highway agreements, fees, taxes and motor carrier regulations, and gasoline tax rate review, by province 75 | 75 |
| 53-218 | The Motor Vehicle: Part II—Motive Fuel Sales (approx. 10 pp.) Gross and net sales of gasoline and net sales of diesel oil50 | .50 |
| 53-219 | The Motor Vehicle: Part III—Registrations (approx. 14 pp.) Registrations by type of vehicle, by provinces and municipalities50 | .50 |
| 53-220 | The Motor Vehicle: Part IV—Revenues (approx. 11 pp.) Provincial government revenues from registrations and gasoline taxes; and unsatisfied judgment fund data, by province50 | .50 |
| 53-221 | Moving and Storage, Household Goods (approx. 12 pp.) Number of companies, investment, operating revenues and expenses, employees, salaries and wages, storage space and equipment, by province50 | .50 |
| 53-222 | Motor Carriers—Freight (Common and Contract)—Part I Classes 1 and 2 (approx. 32 pp.) Number of companies, investment, operating revenues and expenses, employees, salaries and wages, equipment and accidents, by province, by revenue class and by type of operation50 | .50 |
| 53-223 | Motor Carriers—Freight (Common and Contract)—Part II Classes 3 and 4 (approx. 16 pp.) See above for description50 | .50 |

Motor Transport Traffic

Each of the following series of eight annual reports provides
statistics on mileage, fuel consumption, truck capacity, goods
carried, ton miles, revenues and number of trucks by type of oper-
ation and gross vehicle weight group.

| | | |
|---------|---|-----|
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| 53-208 | Motor Transport Traffic: Atlantic Provinces (approx. 18 pp.) | .50 |
| 53-209 | Motor Transport Traffic: Quebec (approx. 12 pp.) | .50 |
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| 53-211 | Motor Transport Traffic: Manitoba (approx. 13 pp.) | .50 |
| 53-212 | Motor Transport Traffic: Saskatchewan (approx. 13 pp.) | .50 |
| 53-213 | Motor Transport Traffic: Alberta (approx. 14 pp.) | .50 |
| 53-214 | Motor Transport Traffic: British Columbia (approx. 13 pp.) | .50 |

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INTRODUCTION

Financial statistics on road transportation were first published by the Dominion Bureau of Statistics for the year 1930. Since their initial publication, coverage has been progressively specialized and expanded into the following six reports:

| | Catalogue No. |
|--|---------------|
| Passenger Bus Statistics | 53-215 |
| Urban Transit | 53-216 |
| Moving and Storage, Household Goods | 53-221 |
| Motor Carriers—Freight—Part I | 53-222 |
| Motor Carriers—Freight—Part II | 53-223 |
| Warehousing, General Merchandise and Refrigerated Goods .. | 63-212 |

Origin of Motor Carriers—Freight Statistics

In order to obtain some idea of the importance of road transportation in Canada, the 1930 Census of Merchandising and Service Establishments collected limited information on the financial operations of common intercity and rural motor carriers of freight and passengers and urban bus firms. The data were published separately on a provincial basis, in the bulletin "A Survey of Motor Transportation 1930".

The next collection of data on the motor transport industry was undertaken for the year 1941. The results of this survey were published as the first annual report, entitled "Motor Carriers Freight—Passenger". The quality of this report was improved over that of 1930 by:

- (a) excluding data received from industries whose predominant source of revenue was not derived from motor carrier operations,
- (b) providing greater revenue and expense detail, and
- (c) by introducing a revenue classification of "less than \$20,000 gross annual operating revenue" and "\$20,000 and over".

Carriers were allocated to intercity and rural passenger and freight or urban bus categories, according to their predominant source of revenue.

From 1942 to 1947, staff shortages made it necessary to reduce coverage. These reductions were effected by eliminating, from the report, motor carriers whose revenues were less than \$8,000 per year.

Warehousing Report

In 1944, at the request of the Canadian Warehousing Association, a new report called "Warehousing" was introduced, covering firms engaged in the public warehousing of household goods, general merchandise and refrigerated goods. The creation of

this new report resulted in the removal from the "Motor Carriers Freight and Passenger" report of firms deriving the majority of their revenues from warehousing.

Expansion of the Report

Following the conclusion of World War II and the lifting of war-time restrictions on civilian automotive equipment manufacture, the motor carrier industry in Canada began to expand rapidly, making the production of comprehensive statistics on the industry more important than ever. To meet this need efforts were made, with the co-operation of provincial motor carrier boards and the Canadian Trucking Associations and its provincial affiliates, to improve the quality, detail and coverage of the report. Major steps in this direction were the re-introduction in 1947 of motor carriers having revenues of less than \$8,000 per year and the presentation in 1954 of motor carriers of freight data according to the following categories:

- Class 1—firms with gross annual operating revenues of \$500,000 or more;
- Class 2—firms with gross annual operating revenues from \$100,000 to \$499,999;
- Class 3—firms with gross annual operating revenues from \$20,000 to \$99,999;
- Class 4—firms with gross annual operating revenues less than \$20,000.

In the case of intercity and rural passenger carriers, the following classes were used:

- Class 1—firms with gross annual operating revenues of \$100,000 or more;
- Class 2—firms with gross annual operating revenues from \$20,000 to \$99,999;
- Class 3—firms with gross annual operating revenues of less than \$20,000.

Starting with the 1955 report, questionnaires for Class 4 motor carriers were collected on a random sample basis. This procedure was introduced in an effort to reduce the disproportionate amount of time spent in collecting and processing data on these carriers which represented 65 per cent of all common motor carriers of freight and only 6 per cent of the total operating revenue. As the number of motor carriers in the Atlantic Provinces was very small and provincial regulations required complete coverage in Saskatchewan and British Columbia, the sampling was confined to Quebec, Ontario, Manitoba and Alberta.

Passenger Bus and Urban Transit Reports

In 1955, the gradual separation of passenger bus data from motor carrier—freight material was underlined by the production of monthly passenger bus (intercity and rural) and urban transit reports. By 1956, with production of the first annual reports

on "Passenger Bus Statistics" and "Urban Transit" the separation was complete and the motor carrier report for the first time dealt only with common carriers of freight.

Contract Carriers

There were two innovations in the 1958 "Motor Carriers—Freight" report. Contract carriers were introduced, resulting in the renaming of the report "Motor Carriers—Freight (Common and Contract)" and the introduction of the following definitions of common and contract carriers:

- (a) Common Carriers—those firms who hold themselves out to the general public to engage in the transport of property over regular or irregular routes; and
- (b) Contract Carriers—those firms under continuing contracts, with one or a limited number of persons or firms, either for the furnishing of transportation service for the exclusive use of each person served or distinct services designed to meet the needs of various customers.

The collection of Class 4 data by means of a random sample ceased. Since 1958 data from these carriers have been collected on a complete coverage basis. In order to reduce processing time, a systematic sample is taken of the returns after they have been sorted into revenue order. The sample is then blown up to represent the total from which it was chosen.

Reporting Forms

In 1959, short reporting forms for the Class 4 carriers in Newfoundland, Prince Edward Island, New Brunswick, Quebec and Alberta were introduced. This change was designed to:

- (a) reduce the amount of detail required,
- (b) increase response and
- (c) improve the quality of the returns.

The success of the short form led to its use for Class 4 carriers in the remaining provinces in the following year.

Moving and Storage of Household Goods-Report

In 1960, firms engaged primarily in the moving of household goods were removed from the "Motor Carriers—Freight" series and together with firms deriving the major portion of their revenue from household goods storage operations, formerly included in the "Warehousing" report, were combined to make up a separate report known as "Moving and Storage, Household Goods". The "Warehousing" report was renamed "Warehousing, General Merchandise and Refrigerated Goods" to reflect the removal of the household goods storage firms.

Classification of Accounts

Also in 1960 a revised "Classification of Financial Accounts of Motor Carriers of Freight in Canada" was issued by the Dominion Bureau of Statistics. This brought up-to-date the first classification issued in 1947. The new set of accounts was revised and distributed to carriers with the assistance of the Canadian Trucking Associations and its provincial affiliates. The financial sections of the 1960 reporting schedule were amended to conform with the uniform classification.

Motor Carriers—Freight Part I and Part II

In 1961, it was decided to publish in two separate parts the data previously contained in the Motor Carriers—Freight report. This was done to improve the timeliness of the publication of annual statistics of for hire intercity motor carriers of freight. Part I (Catalogue No. 53-222) presented information on Classes 1 and 2 carriers while Part II (Catalogue No. 53-223) contained data relating to Class 3 and 4 operators, together with a summary table for the industry as a whole.

Current Situation

Although not all firms deriving revenue from the intercity carriage of freight by truck are included in this report, coverage is considered representative of the industry. Factors accounting for incomplete coverage are:

- (a) Firms engaged predominantly in urban cartage or some other industry, e.g. construction, which cannot provide separate statistics for their intercity motor carrier operations, are excluded.
- (b) Carriers operating predominantly in the U.S.A. which cannot provide separate statistics for their Canadian operations are excluded.

In addition to this lack of total coverage, other factors account for fluctuations in the data from previous years. These include:

- (c) Amalgamations,
- (d) Births and deaths in the industry,
- (e) Changes from one type of for hire carrier to another, such as from common to contract,
- (f) Changes from one revenue class to another due to business conditions and
- (g) Improvements in response due to the intensive follow-up and tracer programme.

It should also be noted that the necessity of allocating interprovincial carriers according to the location of their head office distorts provincial totals to some extent.

The continued co-operation of respondents, provincial authorities, trucking associations and other interested parties that has resulted in the steady improvement in the quality of this report, is gratefully acknowledged.

Summary

The following highlights of the "Motor Carrier-Preliminary, Part I", are presented to provide a concise

comparison of data reported by Class 1 and Class 2 carriers in 1962 and 1963.

| | 1962 | 1963 | Percentage change |
|--|-------------|-------------|-------------------|
| <i>Carriers reporting</i> No. | 530 | 566 | |
| Total property account (after depreciation) \$ | 127,887,509 | 131,095,023 | + 2.5 |
| Total operating revenues \$ | 385,976,877 | 450,404,599 | + 16.7 |
| Total operating expenses \$ | 374,365,182 | 429,139,580 | + 14.6 |
| Net operating revenues \$ | 11,611,695 | 21,265,019 | + 83.1 |
| Average number of employees | 30,524 | 33,149 | + 8.6 |
| Equipment: | | | |
| Trucks No. | 7,032 | 7,742 | + 10.1 |
| Road tractors " | 11,719 | 12,218 | + 4.3 |
| Semi-trailers " | 17,594 | 18,308 | + 4.1 |
| Full trailers " | 1,430 | 1,956 | + 36.8 |

General

To supplement the historical review of the development of this report, a chart of operating revenues and expenses, from 1949 to 1963, is presented on page 8. To facilitate a more direct analysis of annual developments in the industry, Table 1 on page 11, comparing the principal statistics of 150 matched Class 1 Carriers reporting in both 1962 and 1963, has been prepared. These 150 firms though they constitute only 3.0 per cent of the total number of firms reporting for 1963, nevertheless contributed more than 70.0 per cent of the total revenues reported and can be considered representative of the for-hire intercity portion of the motor carrier industry. An examination of the data in this table indicates that the matched firms generally improved their operating positions this year; on a national basis, revenues were up 18.2 per cent while expenses rose by only 15.6 per cent. Table 1 presents a breakdown of operating revenues and expenses, employees and their wages, equipment operated, fuel consumption and the percentage changes for these items between years.

Industry Trends

According to reports received and compiled by the Bureau, the motor carrier industry maintained an annual average growth rate of 15.0 per cent per annum from 1951 to 1960; however, in 1961 and 1962 the motor carrier industry fell somewhat below the trend. Table 2, page 10, shows that this year there has been a substantial improvement, operating revenues were up by 16.7 per cent, while operating expenses rose by only 14.6 per cent. This reversal

of the short term decline, evident for 1961 and 1962, has resulted in increased net operating revenues and correspondingly better operating ratios, up from 97.0 per cent in 1962 to 95.3 per cent in 1963.

Operating Revenues and Expenses

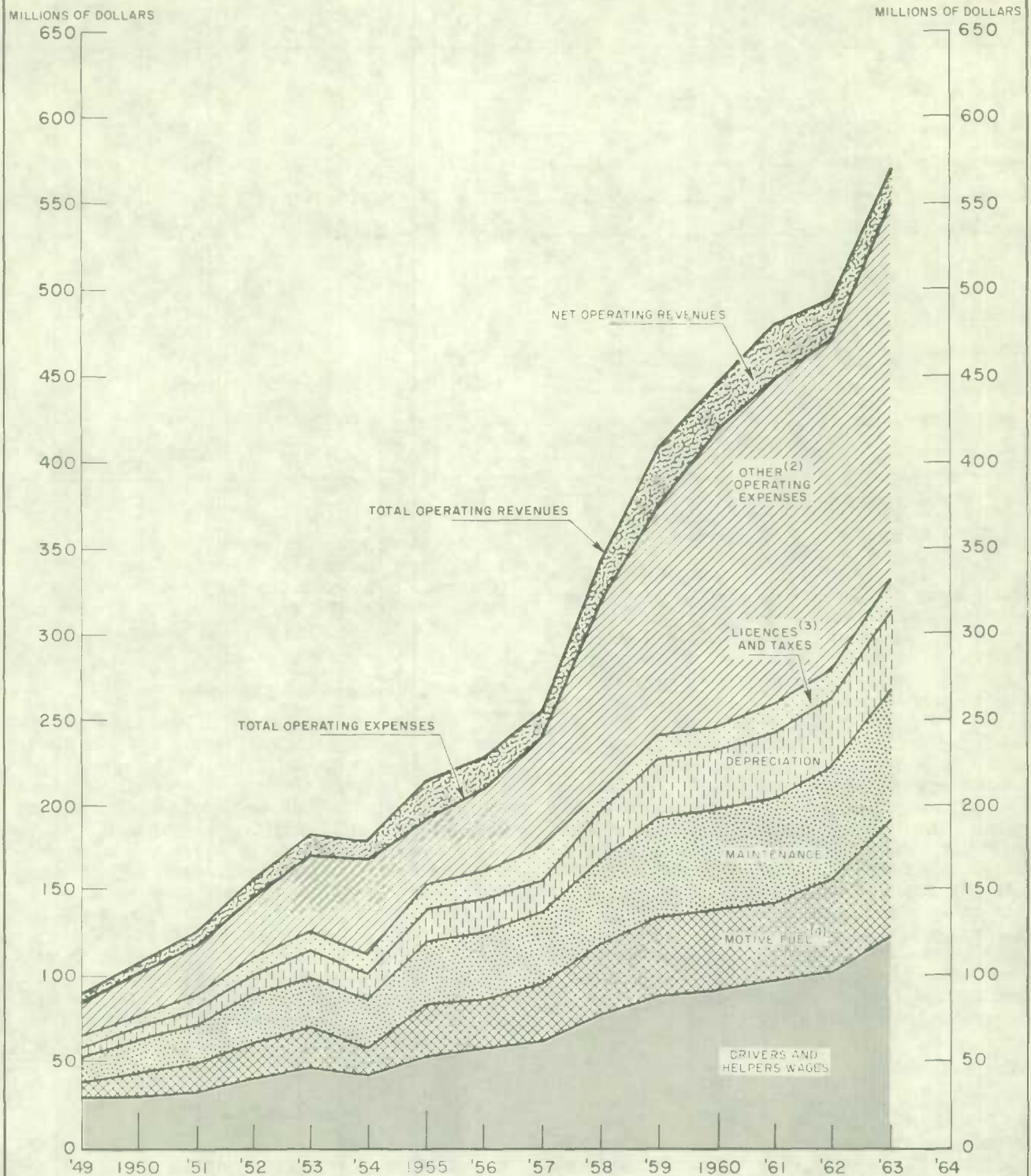
Reference to the provincial totals of operating revenues and expenses of Class 1 and 2 carriers, Table 3 on page 13 and Table 11 on page 23, will show that although the largest apparent increases took place in the Atlantic Provinces and British Columbia, the most significant occurred in Ontario and Quebec where increases were not as directly influenced by the improved reporting. In Ontario and Quebec gross operating revenues were higher by 19.4 and 5.0 per cent respectively, while the corresponding expenses in these provinces rose by only 15.4 and 2.9 per cent between years. Ontario Class 1 and 2 carriers showed operating ratios that improved by 3.5 per cent from 98.2 in 1962 to 94.9 in 1963. During the same period, Quebec firms showed operating ratios improved by 2.0 per cent from 96.2 to 94.3 per cent.

Purchased Transportation Costs

Between 1962 and 1963 "purchased transportation" cost increased by 30.2 per cent from 52.6 to 68.5 million dollars. This increase reflects the greater use of lease operators, leased equipment and piggyback services by the Class 1 and larger Class 2 carriers. Although the precise contribution of each of these factors is not known, there has

CHART-I

TOTAL OPERATING REVENUES AND EXPENSES 1949-1963⁽¹⁾



(1) INCLUDES HOUSEHOLD GOODS MOVING DATA

(2) INCLUDES PURCHASED TRANSPORTATION, RENT, INSURANCE ADMINISTRATION ETC

(3) MOTIVE FUEL TAX INCLUDED TO 1957

(4) INCLUDES MOTIVE FUEL TAX FROM 1958 ON.

been a substantial increase in the use of leased equipment of all types. The number of leased prime movers (trucks and tractors) went up by 24.7 per cent from 1,648 in 1962 to 2,055 in 1963. The number of leased "semi-" and "full" trailers also increased, though by a greater percentage, up 62.3 per cent from 769 units in 1962 to 1,248 in 1963. During the corresponding period, purchases of "semi-" and "full" trailer units only went up 4.2 per cent from 18,258 to 19,016 units.

Equipment Trends

Table 2, shows that trucking firms have reduced their ownership or operation of diesel engined trucks by 40.3 per cent between 1962 and 1963. On the other hand diesel engined tractors, owned or operated during the year, rose in number by 414, an increase of 11.7 per cent from the previous year. Gasoline engined trucks in service also increased, with 831 units being added to trucking fleets, for a between year increase of 12.3 per cent. There were corresponding increases in fuel consumption: diesel consumption was up 17.9 per cent and gasoline gallonage by 10.5 per cent. A slight increase in the use of liquefied petroleum gases as a motive fuel was noted among Class 2 carrier firms in Alberta and Saskatchewan. Only one firm in Quebec reported the use of this type of fuel. Most firms continued to increase the numbers of trailer units in service, semi-trailers by 4.1 per cent (17,594 in 1962 to 18,308 in 1963) and full trailers by 36.5 per cent (1,430 to 1,956). The marked increase in full trailers in service continues the trend evident last year and reflects the greater utility of these units and the liberalization of regulations governing their use that has been undertaken in some provinces. Larger firms made the greatest use of these units, with the 150 matched Class 1 firms increasing their numbers in service by 45.2 per cent from 1,061 units in 1962 to 1,541 units in 1963.

Employees and Wages

Based on returns submitted by motor carrier freight firms, the following charts show in index form (1949=100) changes in the numbers of employees and their wages from 1949 to 1963. The data used in these two charts is drawn from the returns of all firms reporting gross annual revenues in excess of \$20,000 and covers Groups 1 and 2 from 1949 to 1953 and Classes 1, 2 and 3 from 1954 to 1963. The indexes have been adjusted for the inclusion of contract carriers in 1958 and the removal of household goods movers and storers in 1960.

Between 1949 and 1963 employment in the for-hire intercity portion of the industry has increased by 116.4 per cent from 14,705 to 36,862. In

the same period the number of drivers has grown by only 70.1 per cent. Generally both driver and total motor carrier freight industry employment has followed the same trend as that indicated by the truck transport employment data published by the Labour Division of the Bureau. Any divergences between these series are probably due to the fact that the Labour Division data is drawn from firms or establishments having 15 or more employees, while transportation data includes quite a few firms with less than 15 employees.

The increase in employment between 1957 and 1958 was primarily due to an increase in available business brought about by the 17 per cent increase authorized for railway freight rates in November 1958, which gave motor carriers a slight advantage.

Chart 3, which compares the annual averages earnings of motor carrier freight employees with the Consumer Price Index, shows that earnings increased by 125.2 per cent between 1949 and 1963, while the Consumer Price Index rose by only 33.0 per cent. This divergence of average earnings from the Consumer Price Index is indicative of the increased productivity of the industry's employees due, in part, to improved techniques and equipment.

The sharp break, visible in both charts in 1961, was primarily due to truck transport strikes which were prevalent in that year. The less severe movement of the Truck Transport Employment Index was probably due to the continued employment of office, sales and services staffs whose employment was not as directly affected by these strikes.

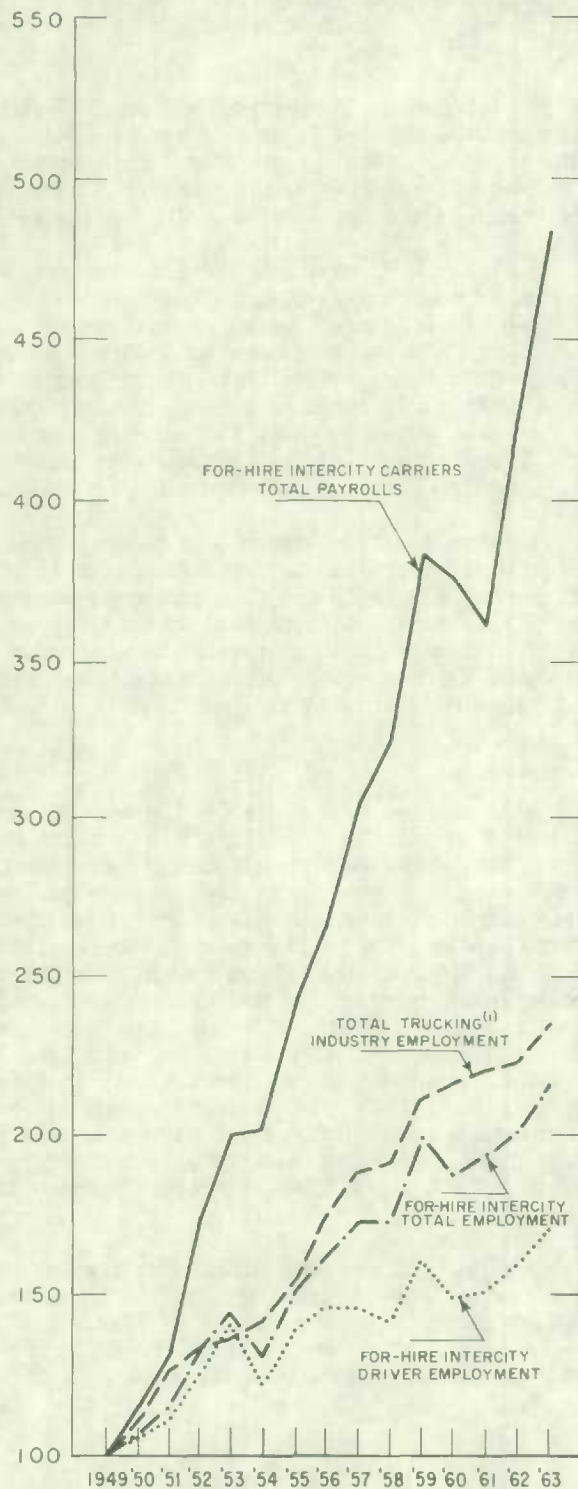
Investment

Based on the data in Table 2, page 10, the investment of all Class 1 and Class 2 firms reporting, in land, buildings, revenue equipment, service and garage equipment, office equipment and other operating property increased by 6.1 per cent from \$305.3 to 323.9 million dollars between 1962 and 1963. This compares favourably with the 5.7 per cent increase reported by the 150 matched firms shown in Table 1. The net operating revenue per investment dollar (undepreciated) for the Class 1 and 2 firms reporting was up from 3.8 cents in 1962 to 6.7 cents in 1963. The average revenue earned by transport units, including truck and tractor-trailer combinations, increased from \$20,132 per unit in 1962 to \$22,097 in 1963, a 9.8 per cent increase in revenue per unit.

A synopsis of the data for all four classes of motor carriers will be presented in Part II of this report, together with a summary of "inter-city" revenues earned by motor carriers of freight, household goods movers and warehousing firms.

CHART-2

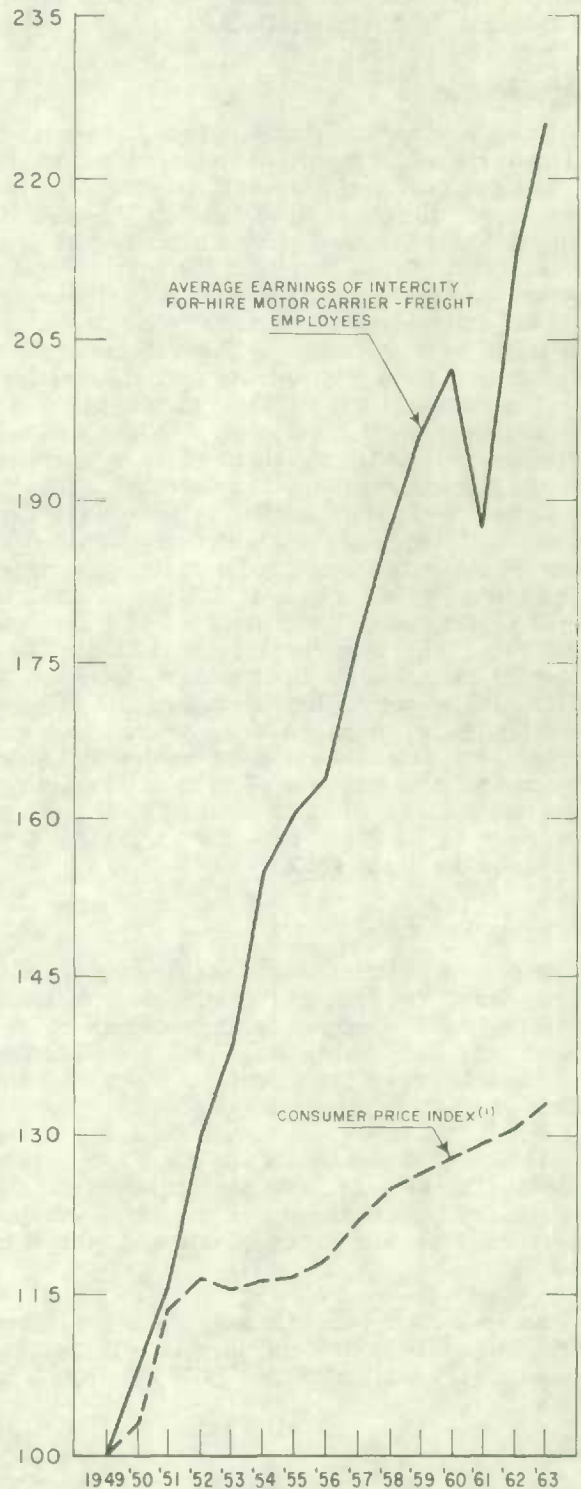
INDEXES OF EMPLOYMENT AND PAYROLLS
FOR-HIRE INTERCITY MOTOR CARRIERS—FREIGHT
AND TOTAL TRUCK TRANSPORT EMPLOYMENT
(1949=100)



(1) LABOUR DIVISION INDEX OF TRUCK TRANSPORT EMPLOYMENT (1949=100)

CHART-3

INDEXES OF THE AVERAGE ANNUAL EARNINGS OF
EMPLOYEES OF FOR-HIRE INTERCITY MOTOR CARRIERS
FREIGHT FIRMS AND OF CONSUMER PRICES
(1949=100)



(1) PRICES DIVISION C.P.I. ON 1949=100 BASE

TABLE 1. Comparison of 150¹ Matched Class 1 Carriers Reporting in 1962 and 1963

| | Common carriers | | Contract carriers | | Total common and contract carriers | | Percentage change |
|---|-----------------|-------------|-------------------|------------|------------------------------------|-------------|-------------------|
| | 1962 | 1963 | 1962 | 1963 | 1962 | 1963 | |
| Carriers reporting ¹ | No. 128 | 128 | 22 | 22 | 150 | 150 | |
| Property account: | | | | | | | |
| Fixed assets (motor carrier business) | \$ 211,831,008 | 222,440,665 | 15,281,720 | 17,619,225 | 227,112,728 | 240,059,890 | + 5.7 |
| Less reserve for depreciation | \$ 126,052,314 | 134,038,448 | 8,756,968 | 10,805,837 | 134,809,282 | 144,844,285 | + 7.4 |
| Value at year end | \$ 85,778,694 | 88,402,217 | 6,524,752 | 6,813,388 | 92,303,446 | 95,215,605 | + 3.2 |
| Operating revenues: | | | | | | | |
| Freight revenues: | | | | | | | |
| Inter-city and rural | \$ 259,513,145 | 310,027,567 | 19,934,313 | 21,546,196 | 279,447,458 | 331,573,763 | + 18.7 |
| Local cartage | \$ 2,838,411 | 3,108,854 | 824,272 | 849,698 | 3,662,683 | 3,958,552 | + 8.1 |
| Other revenues | \$ 5,468,314 | 5,600,662 | 1,130,543 | 1,240,787 | 6,598,857 | 6,841,449 | + 3.7 |
| Total operating revenues | \$ 267,819,870 | 318,737,083 | 21,889,128 | 23,636,681 | 289,708,998 | 342,373,764 | + 18.2 |
| Operating expenses: | | | | | | | |
| Equipment maintenance and garage expenses | \$ 34,424,066 | 40,269,754 | 3,604,637 | 3,590,219 | 38,028,703 | 43,859,973 | + 15.3 |
| Wages of drivers and helpers | \$ 53,017,843 | 61,352,305 | 4,301,568 | 4,395,254 | 57,319,411 | 65,747,559 | + 14.7 |
| Purchased transportation | \$ 39,672,008 | 51,677,932 | 3,399,244 | 4,124,415 | 43,071,252 | 55,802,347 | + 29.6 |
| Fuel, oil and other transportation expenses | \$ 31,900,873 | 35,802,376 | 2,934,483 | 3,202,810 | 34,835,356 | 39,005,186 | + 12.0 |
| Insurance claims and expenses | \$ 10,156,143 | 11,483,600 | 512,497 | 573,697 | 10,668,640 | 12,057,297 | + 13.0 |
| Depreciation | \$ 19,445,532 | 19,695,509 | 1,688,423 | 2,167,791 | 21,133,955 | 21,863,300 | + 3.5 |
| Licence expense | \$ 9,178,990 | 9,714,957 | 708,770 | 711,199 | 9,887,760 | 10,426,156 | + 5.4 |
| Administration and general expenses | \$ 63,419,712 | 73,083,169 | 3,368,221 | 3,974,136 | 66,787,933 | 77,057,305 | + 15.4 |
| Total operating expenses | \$ 261,215,167 | 303,079,602 | 20,517,843 | 22,739,521 | 281,733,010 | 325,819,123 | + 15.6 |
| Net operating revenues | \$ 6,604,703 | 15,657,481 | 1,371,285 | 897,160 | 7,975,988 | 16,554,641 | + 107.6 |
| Operating ratios ² | 97.5 | 95.1 | 93.7 | 96.2 | 97.2 | 95.2 | - |
| Working proprietors | - | - | - | - | - | - | - |
| Number of employees ³ | No. 21,784 | 23,862 | 1,455 | 1,384 | 23,219 | 25,246 | + 8.7 |
| Total salaries and wages | \$ 101,238,541 | 117,811,513 | 7,104,187 | 7,465,107 | 108,342,728 | 125,276,620 | + 15.6 |
| Equipment: | | | | | | | |
| Trucks | No. 4,005 | 4,293 | 336 | 307 | 4,341 | 4,600 | + 6.0 |
| Road tractors | " 7,814 | 8,038 | 749 | 837 | 8,563 | 8,875 | + 3.6 |
| Semi-trailers | " 12,793 | 13,160 | 833 | 885 | 13,626 | 14,045 | + 3.1 |
| Full trailers | " 955 | 1,380 | 106 | 161 | 1,061 | 1,541 | + 45.2 |
| Type of engine: | | | | | | | |
| Trucks: | | | | | | | |
| Gasoline ⁴ | " 3,810 | 4,215 | 310 | 304 | 4,120 | 4,519 | + 9.7 |
| Diesel | " 195 | 78 | 26 | 3 | 221 | 81 | - 63.3 |
| Totals | " 4,005 | 4,293 | 336 | 307 | 4,341 | 4,600 | + 6.0 |
| Road tractors: | | | | | | | |
| Gasoline | " 5,336 | 5,332 | 548 | 595 | 5,884 | 5,927 | + 0.7 |
| Diesel | " 2,478 | 2,706 | 201 | 242 | 2,679 | 2,948 | + 10.0 |
| Totals | " 7,814 | 8,038 | 749 | 837 | 8,563 | 8,875 | + 3.6 |
| Fuel consumed: | | | | | | | |
| Gasoline (Imp. gal.) | '000 47,742 | 55,409 | 5,198 | 5,980 | 52,940 | 61,388 | + 16.0 |
| Diesel oil (Imp. gal.) | " 24,366 | 28,507 | 1,492 | 2,157 | 25,858 | 30,664 | + 18.6 |
| Liquefied petroleum gases | " 2 | 3 | - | - | 2 | 3 | + 50.0 |

¹ Total matched firms is 150.² The proportion of total operating revenues absorbed by total operating expenses.³ Based on counts made April 30 and October 31.⁴ Includes trucks burning liquefied petroleum gases.

TABLE 2. Comparative Summary, 1962 and 1963 (Class 1 and 2 Carriers¹)

| | | Common carriers | | Contract carriers | | Total common and contract carriers | |
|--|------|-----------------|-------------|-------------------|------------|------------------------------------|-------------|
| | | 1962 | 1963 | 1962 | 1963 | 1962 | 1963 |
| Carriers reporting ¹ | No. | 382 | 410 | 148 | 156 | 530 | 566 |
| Property account: | | | | | | | |
| Fixed assets (motor carrier business) | \$ | 259,349,999 | 282,096,734 | 45,936,107 | 41,805,344 | 305,286,106 | 323,902,078 |
| Less reserve for depreciation | \$ | 151,163,369 | 168,464,692 | 26,235,228 | 24,342,363 | 177,398,597 | 192,807,055 |
| Value at year end | \$ | 108,186,630 | 113,632,042 | 19,700,879 | 17,462,981 | 127,887,509 | 131,095,023 |
| Operating revenues: | | | | | | | |
| Freight revenues: | | | | | | | |
| Intercity and rural | \$ | 317,817,424 | 385,408,878 | 54,324,383 | 49,739,850 | 372,141,807 | 435,148,728 |
| Local cartage | \$ | 4,070,400 | 4,409,186 | 1,281,411 | 1,516,211 | 5,351,811 | 5,925,397 |
| Other revenues | \$ | 6,524,962 | 7,014,518 | 1,958,297 | 2,315,956 | 8,483,259 | 9,330,474 |
| Total operating revenues | \$ | 328,412,786 | 396,832,582 | 57,564,091 | 53,572,017 | 385,976,877 | 450,404,599 |
| Operating expenses: | | | | | | | |
| Equipment maintenance and garage expenses | \$ | 42,769,319 | 50,266,093 | 9,357,577 | 8,285,157 | 52,126,896 | 58,551,250 |
| Wages of drivers and helpers | \$ | 65,751,640 | 78,325,523 | 13,182,672 | 11,520,817 | 78,934,512 | 89,846,340 |
| Purchased transportation | \$ | 46,982,721 | 61,292,009 | 5,630,580 | 7,197,646 | 52,613,301 | 68,489,657 |
| Fuel, oil and other transportation expenses (including rents and fuel taxes) | \$ | 40,644,769 | 46,871,158 | 8,659,950 | 7,473,814 | 49,304,719 | 54,344,972 |
| Insurance and claims expenses | \$ | 12,450,559 | 14,026,830 | 1,649,695 | 1,507,018 | 14,100,254 | 15,533,848 |
| Depreciation | \$ | 24,712,925 | 26,401,603 | 5,463,586 | 5,161,694 | 30,176,511 | 31,563,297 |
| Licence expense | \$ | 11,181,292 | 12,244,232 | 1,997,972 | 1,683,176 | 13,179,264 | 13,927,408 |
| Administration and general expenses | \$ | 75,725,614 | 88,549,170 | 8,204,111 | 8,333,638 | 83,929,725 | 96,882,808 |
| Total operating expenses | \$ | 320,219,039 | 377,976,618 | 54,146,143 | 51,162,962 | 374,365,182 | 429,139,580 |
| Net operating revenues | \$ | 8,193,747 | 18,855,964 | 3,417,948 | 2,409,055 | 11,611,695 | 21,265,019 |
| Operating ratios | % | 97.5 | 95.2 | 94.1 | 95.5 | 97.0 | 95.3 |
| Working proprietors | No. | 38 | 31 | 13 | 14 | 51 | 45 |
| Number of employees ² | " | 26,420 | 29,827 | 4,104 | 3,522 | 30,524 | 33,149 |
| Total salaries and wages | \$ | 120,699,396 | 143,144,477 | 19,536,929 | 17,363,842 | 140,236,325 | 160,508,319 |
| Equipment: | | | | | | | |
| Trucks | No. | 5,696 | 6,494 | 1,336 | 1,248 | 7,032 | 7,742 |
| Road tractors | " | 9,882 | 10,518 | 1,857 | 1,700 | 11,719 | 12,218 |
| Semi-trailers | " | 15,347 | 16,329 | 2,247 | 1,979 | 17,594 | 18,308 |
| Full trailers | " | 1,245 | 1,675 | 188 | 281 | 1,433 | 1,956 |
| Type of engine: | | | | | | | |
| Trucks: | | | | | | | |
| Gasoline ³ | " | 5,465 | 6,377 | 1,267 | 1,166 | 6,732 | 7,563 |
| Diesel oil | " | 231 | 117 | 69 | 62 | 300 | 179 |
| Totals | " | 5,696 | 6,494 | 1,336 | 1,248 | 7,032 | 7,742 |
| Road tractors: | | | | | | | |
| Gasoline ³ | " | 6,811 | 7,067 | 1,371 | 1,200 | 8,182 | 8,267 |
| Diesel oil | " | 3,051 | 3,451 | 488 | 500 | 3,537 | 3,951 |
| Totals | " | 9,862 | 10,518 | 1,857 | 1,700 | 11,719 | 12,218 |
| Fuel consumed: | | | | | | | |
| Gasoline (Imp. gal.) | '000 | 62,428 | 72,404 | 14,756 | 12,864 | 77,174 | 85,268 |
| Diesel oil (Imp. gal.) | " | 29,904 | 38,041 | 4,892 | 4,991 | 34,796 | 41,032 |
| Liquefied petroleum gases | " | 2 | 157 | 23 | 46 | 25 | 203 |

¹ Class 1 carriers having annual operating revenues of \$500,000 and over, and class 2 carriers having annual operating revenues of \$100,000 to \$499,999.² Based on counts made April 30 and October 31.³ Includes vehicles burning liquefied petroleum gases.

TABLE 3. Summary, 1963 (Class 1 and 2 Carriers)

COMMON CARRIERS

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|--|-----------------------|-----------------------|-------------------|--------------------|-------------------|-------------------|-------------------|---------------------|
| <i>Carriers reporting</i> No. | 410 | 19 | 99 | 162 | 25 | 22 | 49 | 34 |
| Assets: | | | | | | | | |
| Current assets | \$ 77,274,003 | 1,392,071 | 17,167,348 | 38,955,970 | 4,151,351 | 1,141,793 | 7,886,211 | 6,579,259 |
| Fixed assets (motor carrier business) | \$ 282,096,734 | 4,929,938 | 62,891,215 | 150,454,092 | 18,686,105 | 6,031,693 | 24,476,721 | 14,626,970 |
| Less reserve for depreciation | \$ 168,464,692 | 2,671,977 | 37,010,033 | 93,991,657 | 9,670,187 | 3,228,322 | 13,170,704 | 8,721,812 |
| Value at year end | \$ 113,632,042 | 2,257,961 | 25,881,182 | 56,462,435 | 9,015,918 | 2,803,371 | 11,306,017 | 5,905,158 |
| Fixed assets (other) - Value at year end | \$ 2,973,491 | 19,636 | 782,284 | 1,490,822 | 29,634 | 61,436 | 3,204 | 586,475 |
| Other assets (Investments, intangibles, etc.) | \$ 36,648,190 | 332,151 | 4,650,913 | 17,218,363 | 6,669,937 | 366,255 | 2,909,358 | 4,501,213 |
| Total assets | \$ 230,527,726 | 4,001,819 | 48,481,727 | 114,127,590 | 19,866,840 | 4,372,855 | 22,104,790 | 17,572,105 |
| Liabilities: | | | | | | | | |
| Current liabilities | \$ 77,631,218 | 1,617,165 | 14,934,318 | 38,888,866 | 5,342,161 | 1,125,837 | 6,278,970 | 9,443,901 |
| Equipment notes and other long-term obligations | \$ 51,815,193 | 1,159,695 | 9,751,339 | 22,382,731 | 5,022,489 | 1,889,803 | 6,134,655 | 5,474,481 |
| Other reserves | \$ 7,986,221 | 4,245 | 1,257,216 | 3,457,067 | 415,621 | 8,193 | 1,015,041 | 1,808,838 |
| Capital stock and investment | \$ 40,581,232 | 282,123 | 8,188,456 | 21,449,538 | 6,997,752 | 466,681 | 2,093,863 | 1,122,819 |
| Surplus | \$ 52,533,862 | 938,591 | 14,370,398 | 27,949,388 | 2,088,817 | 882,341 | 6,582,261 | Dr. 277,934 |
| Total liabilities | \$ 230,527,726 | 4,001,819 | 48,481,727 | 114,127,590 | 19,866,840 | 4,372,855 | 22,104,790 | 17,572,105 |
| Operating revenues: | | | | | | | | |
| Freight revenues: | | | | | | | | |
| Inter-city and rural | \$ 385,408,878 | 7,291,624 | 78,125,471 | 179,723,663 | 36,286,848 | 8,668,317 | 50,486,873 | 24,826,082 |
| Local cartage | \$ 4,409,186 | 215,369 | 1,186,640 | 2,251,551 | 370,967 | 12,548 | 92,677 | 279,434 |
| Other revenues | \$ 7,014,518 | 535,722 | 1,297,743 | 4,016,227 | 189,174 | 89,590 | 562,947 | 323,115 |
| Total operating revenues | \$ 396,832,582 | 8,042,715 | 80,609,854 | 185,991,441 | 36,846,989 | 8,770,455 | 51,142,497 | 25,428,631 |
| Operating expenses: | | | | | | | | |
| Equipment maintenance and garage expenses | \$ 50,266,093 | 889,674 | 10,335,872 | 25,062,002 | 4,684,757 | 942,514 | 5,560,476 | 2,790,798 |
| Wages of drivers and helpers | \$ 78,325,523 | 1,251,200 | 17,676,466 | 40,335,446 | 6,874,137 | 1,099,370 | 6,095,652 | 4,993,252 |
| Purchased transportation | \$ 61,292,009 | 445,817 | 7,230,474 | 19,047,595 | 8,402,036 | 2,406,209 | 18,431,171 | 5,328,707 |
| Fuel, oil and other transportation expenses (including rents and fuel taxes) | \$ 46,871,158 | 1,305,931 | 9,917,311 | 22,539,639 | 4,630,335 | 929,016 | 4,381,151 | 3,167,775 |
| Insurance and claims expenses | \$ 14,026,830 | 292,462 | 3,511,007 | 6,988,766 | 1,168,600 | 187,272 | 1,216,219 | 664,504 |
| Depreciation | \$ 26,401,603 | 619,281 | 5,722,163 | 13,350,990 | 1,576,553 | 702,184 | 2,760,137 | 1,650,295 |
| Licence expense | \$ 12,244,232 | 167,266 | 2,296,602 | 7,009,458 | 904,475 | 245,214 | 1,045,579 | 575,638 |
| Administration and general expenses | \$ 88,549,170 | 3,001,879 | 19,342,727 | 41,896,533 | 7,565,158 | 1,680,291 | 9,802,702 | 5,259,860 |
| Total operating expenses | \$ 377,978,618 | 7,973,510 | 76,032,622 | 176,230,429 | 35,804,051 | 8,192,070 | 49,313,067 | 24,430,849 |
| Net operating revenues | \$ 18,855,964 | 69,205 | 4,577,232 | 9,761,012 | 1,042,938 | 578,385 | 1,829,410 | 997,782 |
| Fuel consumed: | | | | | | | | |
| Gasoline (Imp. gal.) | '000 72,404 | 1,486 | 15,405 | 43,840 | 5,293 | 1,112 | 3,270 | 1,998 |
| Diesel oil (Imp. gal.) | " 36,041 | 529 | 5,788 | 11,649 | 5,071 | 1,660 | 6,944 | 4,420 |
| Liquefied petroleum gases | " 157 | - | 3 | - | - | 154 | - | - |
| Canadian taxes: | | | | | | | | |
| Gasoline fuel tax | \$ 9,534,742 | 274,472 | 2,193,438 | 5,560,927 | 738,759 | 147,529 | 361,495 | 258,122 |
| Diesel fuel tax | \$ 5,237,170 | 122,258 | 1,063,943 | 1,988,122 | 602,692 | 189,328 | 797,315 | 473,514 |
| Operating licences (commercial, P.C.V., etc.) | \$ 12,244,232 | 167,266 | 2,296,602 | 7,009,458 | 904,475 | 245,214 | 1,045,579 | 575,638 |
| All other taxes (except income taxes) | \$ 1,488,257 | 29,080 | 375,832 | 832,383 | 57,851 | 22,453 | 134,191 | 36,467 |
| Total Canadian taxes (except income taxes) | \$ 28,504,401 | 593,074 | 5,929,815 | 15,390,890 | 2,303,777 | 604,524 | 2,338,580 | 1,343,741 |

TABLE 3. Summary, 1963 (Class 1 and 2 Carriers) - Concluded
COMMON CARRIERS

| | Canada | | Atlantic Provinces | | Quebec | | Ontario | | Manitoba | | Saskat- chewan | | Alberta | | British Columbia | |
|--|---------------|--------------|-----------------------|-----------|--------------------|------------|--------------|------------|--------------|------------|-------------------|-----------|--------------|------------|---------------------|------------|
| | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased |
| Revenue equipment² - Con.: | number | | | | | | | | | | | | | | | |
| Model year - Con.: | | | | | | | | | | | | | | | | |
| Road tractors: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 138 | 10 | 1 | - | 58 | 6 | 63 | - | 1 | 3 | 5 | - | 3 | - | 7 | 1 |
| 1950-55 | 1,818 | 163 | 9 | 3 | 396 | 31 | 1,219 | 39 | 55 | 60 | 15 | 2 | 59 | 22 | 65 | 6 |
| 1956-60 | 4,443 | 681 | 71 | 27 | 873 | 70 | 2,647 | 248 | 298 | 144 | 69 | 32 | 341 | 128 | 144 | 32 |
| 1961 | 670 | 130 | 22 | 3 | 173 | 3 | 397 | 58 | 18 | 14 | 20 | 12 | 27 | 35 | 13 | 5 |
| 1962 | 745 | 293 | 15 | 1 | 202 | 6 | 387 | 122 | 54 | 47 | 17 | 11 | 54 | 68 | 16 | 38 |
| 1963 | 919 | 198 | 16 | 11 | 212 | - | 501 | 75 | 80 | 27 | 15 | 6 | 82 | 51 | 33 | 28 |
| 1964 | 246 | 64 | 4 | 1 | 46 | - | 166 | 12 | 3 | 6 | 5 | 2 | 18 | 42 | 6 | 1 |
| Totals | 8,979 | 1,539 | 138 | 46 | 1,960 | 116 | 5,380 | 554 | 489 | 301 | 146 | 65 | 582 | 346 | 284 | 111 |
| Semi-trailers: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 724 | 11 | 3 | 2 | 133 | - | 476 | 9 | 37 | - | 9 | - | 8 | - | 58 | - |
| 1950-55 | 3,828 | 169 | 26 | 12 | 599 | - | 2,507 | 125 | 308 | - | 39 | 2 | 251 | 29 | 98 | 1 |
| 1956-60 | 6,809 | 540 | 90 | 25 | 997 | - | 4,229 | 786 | 620 | 8 | 123 | 2 | 535 | 116 | 215 | 3 |
| 1961 | 1,124 | 66 | 30 | - | 175 | - | 664 | 28 | 67 | 13 | 28 | - | 122 | 24 | 38 | 1 |
| 1962 | 1,160 | 143 | 27 | - | 347 | - | 461 | 51 | 131 | 71 | 12 | - | 106 | 20 | 76 | 1 |
| 1963 | 1,284 | 143 | 18 | - | 179 | - | 828 | 83 | 112 | 31 | 22 | - | 76 | 25 | 49 | 4 |
| 1964 | 315 | 13 | - | - | 58 | - | 197 | 2 | 8 | 7 | - | - | 52 | 4 | - | - |
| Totals | 15,244 | 1,085 | 194 | 39 | 2,488 | - | 9,362 | 684 | 1,283 | 130 | 233 | 4 | 1,150 | 218 | 534 | 10 |
| Full trailers: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 42 | 2 | 2 | - | 5 | - | 28 | - | 2 | - | - | - | - | - | 5 | 2 |
| 1950-55 | 256 | 3 | 3 | - | 115 | - | 99 | 2 | - | - | 10 | - | 13 | 1 | 16 | - |
| 1956-60 | 813 | 24 | 2 | - | 370 | - | 151 | 21 | 25 | - | 61 | - | 137 | - | 67 | 3 |
| 1961 | 108 | 3 | - | - | 65 | - | 23 | - | - | - | 3 | - | 10 | - | 7 | 3 |
| 1962 | 188 | 2 | 1 | - | 64 | - | 22 | - | 15 | - | 7 | - | 73 | - | 6 | 2 |
| 1963 | 209 | 8 | 2 | - | 89 | - | 29 | - | 6 | - | 44 | - | 5 | 2 | 34 | 6 |
| 1964 | 17 | - | - | - | 6 | - | 6 | - | - | - | - | - | 3 | - | 2 | - |
| Totals | 1,633 | 42 | 10 | - | 714 | - | 358 | 23 | 48 | - | 125 | - | 241 | 3 | 137 | 16 |
| Type of engine: | | | | | | | | | | | | | | | | |
| Trucks: | | | | | | | | | | | | | | | | |
| Gasoline | 6,123 | 254 | 197 | 23 | 1,587 ³ | 25 | 2,889 | 99 | 479 | 11 | 145 ⁴ | 47 | 318 | 25 | 508 | 24 |
| Diesel | 115 | 2 | - | - | 23 | - | 5 | - | 7 | - | 6 | - | 43 | - | 31 | 2 |
| Totals | 6,238 | 256 | 197 | 23 | 1,610 | 25 | 2,894 | 99 | 486 | 11 | 151 | 47 | 361 | 25 | 539 | 26 |
| Road tractors: | | | | | | | | | | | | | | | | |
| Gasoline | 6,412 | 655 | 88 | 36 | 1,383 | - | 4,202 | 354 | 287 | 155 | 66 ⁵ | 12 | 252 | 87 | 134 | 11 |
| Diesel | 2,567 | 884 | 50 | 10 | 577 | 116 | 1,178 | 200 | 202 | 146 | 80 | 53 | 330 | 259 | 150 | 100 |
| Totals | 8,979 | 1,539 | 138 | 46 | 1,960 | 116 | 5,380 | 554 | 489 | 301 | 146 | 65 | 582 | 346 | 284 | 111 |

¹ Based on counts made on April 30 and October 31.² Available at December 31, 1963.³ Includes 2 trucks burning liquefied petroleum gases.⁴ Includes 44 trucks burning liquefied petroleum gases.⁵ Includes 4 road tractors burning liquefied petroleum gases.

TABLE 4. Assets and Liabilities, 1963
COMMON CARRIERS

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|--|--------------------|-----------------------|-------------------|--------------------|-------------------|-------------------|-------------------|---------------------|
| dollars | | | | | | | | |
| Class 1 Carriers | | | | | | | | |
| Carriers reporting..... No. | 145 | 6 | 31 | 61 | 13 | 4 | 16 | 14 |
| Assets | | | | | | | | |
| Current assets: | | | | | | | | |
| Cash, working funds and deposits | 7,820,026 | 54,021 | 2,139,867 | 4,084,988 | 210,297 | 11,719 | 1,239,009 | 80,125 |
| Accounts receivable | 42,464,445 | 691,948 | 10,079,174 | 21,171,212 | 2,673,300 | 271,365 | 4,431,141 | 3,146,305 |
| Materials and supplies inventory | 5,742,852 | 78,872 | 904,547 | 2,288,753 | 264,779 | 94,733 | 474,350 | 1,638,818 |
| Other current assets | 9,001,496 | 40,058 | 1,031,350 | 6,240,097 | 334,156 | 221,803 | 669,362 | 464,670 |
| Total current assets | 65,028,819 | 864,899 | 14,154,938 | 33,785,050 | 3,482,532 | 599,620 | 6,813,862 | 5,327,918 |
| Fixed assets: | | | | | | | | |
| Land | 4,668,547 | 26,874 | 1,499,228 | 2,312,327 | 222,066 | 20,048 | 349,457 | 238,547 |
| Buildings | 20,137,942 | 195,846 | 5,774,919 | 11,286,226 | 697,982 | 194,478 | 991,282 | 997,209 |
| Revenue equipment—Trucks, tractors, trailers | 192,650,048 | 2,645,182 | 39,007,532 | 106,915,606 | 14,940,473 | 2,890,899 | 17,040,852 | 9,209,504 |
| Other automotive equipment, service equipment, etc. .. | 2,728,594 | 35,770 | 524,899 | 1,087,424 | 207,073 | 54,003 | 521,248 | 298,177 |
| Shop and garage equipment | 5,039,814 | 29,571 | 852,396 | 3,286,929 | 229,623 | 94,067 | 283,603 | 263,625 |
| Furniture and office equipment | 3,999,005 | 55,393 | 804,532 | 2,024,123 | 324,367 | 79,983 | 409,780 | 300,827 |
| Other operating property | 2,863,378 | 27,905 | 766,909 | 1,220,983 | 188,897 | 127,876 | 394,515 | 136,293 |
| Total fixed assets (motor carrier business) | 232,087,328 | 3,016,541 | 49,230,415 | 128,133,618 | 16,810,481 | 3,461,354 | 19,990,737 | 11,444,182 |
| Less reserve for depreciation | 139,476,378 | 1,596,721 | 29,728,104 | 80,067,724 | 8,592,579 | 1,828,471 | 10,780,126 | 6,882,653 |
| Value at year end | 92,610,950 | 1,419,820 | 19,502,311 | 48,065,894 | 8,217,902 | 1,632,883 | 9,210,611 | 4,561,529 |
| Fixed assets (other) | 3,730,246 | — | 694,596 | 1,153,280 | 4,469 | — | 2,926 | 1,874,975 |
| Less reserve for depreciation | 1,505,213 | — | 175,550 | 22,711 | — | — | — | 1,306,952 |
| Value at year end | 2,225,033 | — | 519,046 | 1,130,569 | 4,469 | — | 2,926 | 568,023 |
| Other assets (investments, intangibles, etc.) | 30,685,977 | 45,750 | 3,672,435 | 13,704,208 | 6,311,282 | 155,438 | 2,529,615 | 4,267,249 |
| Total assets | 190,550,779 | 2,330,469 | 37,848,730 | 96,685,721 | 18,016,185 | 2,387,941 | 18,557,014 | 14,724,719 |
| Liabilities | | | | | | | | |
| Current liabilities: | | | | | | | | |
| Loans and notes payable | 15,997,088 | 312,179 | 3,513,617 | 5,906,561 | 1,278,111 | 185,474 | 1,150,027 | 3,651,119 |
| Accounts payable | 31,451,785 | 619,331 | 6,702,323 | 14,837,251 | 2,345,338 | 239,851 | 3,004,140 | 3,703,505 |
| Other current liabilities | 17,548,200 | 288,549 | 1,195,227 | 12,777,723 | 1,188,898 | 223,790 | 1,032,555 | 861,458 |
| Total current liabilities | 64,997,073 | 1,220,059 | 11,411,167 | 33,521,535 | 4,792,347 | 649,115 | 5,186,722 | 8,216,128 |
| Equipment notes and other long-term obligations | 42,125,008 | 683,188 | 7,463,193 | 18,618,577 | 4,618,818 | 1,147,229 | 4,965,979 | 4,628,024 |
| Other reserves | 7,222,505 | — | 796,240 | 3,350,441 | 375,898 | — | 970,347 | 1,729,579 |
| Capital stock and investment | 34,336,406 | 101,080 | 6,313,556 | 18,498,983 | 6,585,149 | 149,385 | 1,694,329 | 993,924 |
| Surplus | 41,869,787 | 326,142 | 11,864,574 | 22,696,185 | 1,643,973 | 442,212 | 5,739,637 | Dr. 842,936 |
| Total liabilities | 190,550,779 | 2,330,469 | 37,848,730 | 96,685,721 | 18,016,185 | 2,387,941 | 18,557,014 | 14,724,719 |
| Class 2 Carriers | | | | | | | | |
| Carriers reporting..... No. | 265 | 13 | 68 | 101 | 12 | 18 | 33 | 20 |
| Assets | | | | | | | | |
| Current assets: | | | | | | | | |
| Cash, working funds and deposits | 2,578,340 | 146,423 | 521,867 | 1,268,429 | 94,925 | 114,419 | 183,264 | 249,013 |
| Accounts receivable | 7,267,425 | 341,989 | 2,112,239 | 2,604,284 | 453,565 | 319,987 | 753,868 | 681,493 |
| Materials and supplies inventory | 730,003 | 14,866 | 155,430 | 243,887 | 66,649 | 25,846 | 42,201 | 181,124 |
| Other current assets | 1,669,418 | 23,894 | 222,874 | 1,054,320 | 53,680 | 81,921 | 93,016 | 139,711 |
| Total current assets | 12,245,184 | 527,172 | 3,012,410 | 5,170,920 | 668,819 | 542,173 | 1,072,349 | 1,251,341 |
| Fixed assets: | | | | | | | | |
| Land | 980,129 | 38,153 | 331,595 | 343,971 | 19,458 | 27,673 | 93,452 | 105,827 |
| Buildings | 4,182,927 | 225,100 | 1,687,891 | 1,352,710 | 162,806 | 177,545 | 392,164 | 204,711 |
| Revenue equipment—Trucks, tractors, trailers | 42,553,984 | 1,434,504 | 11,149,102 | 19,627,986 | 1,586,246 | 2,269,800 | 3,845,596 | 2,640,750 |
| Other automotive equipment, service equipment, etc. .. | 820,697 | 170,839 | 87,364 | 345,683 | 18,086 | 26,638 | 38,210 | 135,877 |
| Shop and garage equipment | 685,877 | 29,643 | 141,531 | 309,290 | 54,677 | 33,983 | 52,502 | 44,051 |
| Furniture and office equipment | 573,841 | 13,934 | 210,076 | 223,837 | 35,297 | 11,340 | 45,337 | 34,020 |
| Other operating property | 251,951 | 1,224 | 73,241 | 116,997 | 854 | 23,360 | 18,723 | 17,552 |
| Total fixed assets (motor carrier business) | 50,009,406 | 1,913,397 | 13,660,800 | 22,320,474 | 1,875,628 | 2,570,339 | 4,485,984 | 3,182,788 |
| Less reserve for depreciation | 28,988,314 | 1,075,256 | 7,281,929 | 13,923,933 | 1,077,608 | 1,399,851 | 2,390,578 | 1,839,159 |
| Value at year end | 21,021,092 | 838,141 | 6,378,871 | 8,396,541 | 798,016 | 1,170,488 | 2,095,406 | 1,343,629 |
| Fixed assets (other) | 891,032 | 23,978 | 281,519 | 423,421 | 25,165 | 88,581 | 278 | 48,090 |
| Less reserve for depreciation | 142,574 | 4,342 | 18,281 | 63,168 | — | 27,145 | — | 29,638 |
| Value at year end | 748,458 | 19,636 | 263,238 | 360,253 | 25,165 | 61,436 | 278 | 18,452 |
| Other assets (investments, intangibles, etc.) | 5,962,213 | 286,401 | 978,478 | 3,514,155 | 358,655 | 210,817 | 379,743 | 233,964 |
| Total assets | 39,976,947 | 1,671,350 | 10,632,997 | 17,441,869 | 1,850,655 | 1,984,914 | 3,547,776 | 2,847,386 |
| Liabilities | | | | | | | | |
| Current liabilities: | | | | | | | | |
| Loans and notes payable | 4,900,506 | 121,334 | 1,241,824 | 2,476,195 | 206,935 | 168,059 | 482,730 | 203,429 |
| Accounts payable | 5,482,266 | 254,524 | 1,488,688 | 2,130,572 | 305,707 | 225,887 | 465,965 | 610,923 |
| Other current liabilities | 2,251,373 | 21,248 | 792,639 | 760,564 | 37,172 | 82,776 | 143,553 | 413,421 |
| Total current liabilities | 12,634,145 | 397,106 | 3,523,151 | 5,367,331 | 549,814 | 476,722 | 1,092,248 | 1,227,773 |
| Equipment notes and other long-term obligations | 9,690,165 | 476,507 | 2,288,146 | 3,764,154 | 403,671 | 742,574 | 1,168,676 | 846,457 |
| Other reserves | 743,716 | 4,245 | 460,976 | 108,626 | 39,723 | 8,193 | 44,694 | 79,259 |
| Capital stock and investment | 6,244,828 | 181,043 | 1,854,900 | 2,950,555 | 412,603 | 317,298 | 399,534 | 128,895 |
| Surplus | 10,664,075 | 612,449 | 2,505,824 | 5,253,203 | 444,844 | 440,129 | 842,624 | 565,002 |
| Total liabilities | 39,976,947 | 1,671,350 | 10,632,997 | 17,441,869 | 1,850,655 | 1,984,914 | 3,547,776 | 2,847,386 |

TABLE 5. Operating and Income Accounts, 1963
COMMON CARRIERS

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|--|--------------------|-----------------------|-------------------|--------------------|-------------------|-------------------|-------------------|---------------------|
| dollars | | | | | | | | |
| Class 1 Carriers | | | | | | | | |
| Carriers reporting..... No. | 145 | 6 | 31 | 61 | 13 | 4 | 16 | 14 |
| Operating revenues: | | | | | | | | |
| Freight revenues: | | | | | | | | |
| Intercity and rural | 328,140,146 | 5,344,761 | 63,112,452 | 155,358,276 | 33,858,345 | 5,603,652 | 43,998,392 | 20,864,268 |
| Local cartage | 3,108,854 | — | 1,012,546 | 1,846,318 | 104,508 | — | 50,527 | 94,955 |
| Storage and warehousing revenues | 387,926 | 118,051 | 110,434 | 100,915 | 7,225 | — | 39,301 | 12,000 |
| Other motor carrier operating revenues (including revenue equipment rentals) | 5,223,236 | 74,272 | 1,048,754 | 3,408,892 | 33,858 | 9,786 | 426,196 | 221,478 |
| Total operating revenues | 336,860,162 | 5,537,084 | 65,284,186 | 160,714,401 | 34,003,936 | 5,613,438 | 44,514,416 | 21,192,701 |
| Operating expenses: | | | | | | | | |
| Equipment maintenance and garage expenses | 35,657,974 | 440,705 | 6,951,285 | 18,619,148 | 3,507,040 | 386,283 | 3,869,942 | 1,883,571 |
| Tires and tubes | 6,440,085 | 157,221 | 1,164,771 | 3,028,917 | 807,513 | 111,537 | 755,287 | 414,839 |
| Highway drivers' wages | 32,375,341 | 520,733 | 6,812,029 | 15,904,139 | 3,098,228 | 341,104 | 3,362,227 | 2,336,881 |
| Fuel, oil and grease (including taxes) | 29,200,448 | 561,812 | 5,962,042 | 15,778,128 | 2,959,866 | 330,170 | 2,412,676 | 1,195,754 |
| Licence expense | 10,086,078 | 110,665 | 1,893,100 | 5,871,937 | 822,034 | 106,819 | 824,370 | 457,153 |
| Purchased transportation | 56,743,221 | 319,753 | 6,703,332 | 17,124,563 | 7,862,962 | 2,078,934 | 17,726,078 | 4,927,599 |
| Other transportation expenses | 8,427,081 | 280,148 | 1,562,511 | 2,812,090 | 1,298,218 | 61,794 | 994,125 | 1,418,185 |
| Pick-up and delivery drivers' and helpers' wages | 31,897,210 | 251,211 | 7,102,502 | 18,350,884 | 3,298,999 | 99,062 | 1,269,373 | 1,525,159 |
| Terminal supervisors and platform workers—Salaries and wages | 23,718,704 | 346,669 | 5,263,937 | 13,410,832 | 1,883,807 | 215,635 | 1,631,577 | 966,247 |
| Other terminal expenses (including property taxes) | 14,739,581 | 130,738 | 2,552,486 | 5,724,976 | 2,178,073 | 424,051 | 2,761,721 | 967,536 |
| Traffic department expenses | 7,383,774 | 98,577 | 1,844,550 | 3,275,820 | 748,214 | 147,388 | 713,510 | 555,915 |
| Insurance and claims expenses | 11,975,517 | 196,961 | 2,861,212 | 6,155,222 | 1,091,456 | 128,339 | 971,307 | 569,020 |
| Administration and general expenses | 31,640,260 | 1,774,024 | 6,650,272 | 15,104,447 | 2,202,270 | 397,018 | 3,485,176 | 2,027,055 |
| Depreciation | 20,624,642 | 354,730 | 4,080,614 | 11,013,372 | 1,366,927 | 333,993 | 2,182,927 | 1,292,079 |
| Total operating expenses | 320,909,916 | 5,545,947 | 61,404,643 | 152,174,275 | 33,125,697 | 5,162,145 | 42,860,296 | 20,537,003 |
| Income account: | | | | | | | | |
| Net operating revenues | 15,950,246 | Dr. 8,863 | 3,879,543 | 8,540,128 | 878,329 | 451,293 | 1,554,120 | 655,698 |
| Income from other sources | 2,120,426 | 4,958 | 136,604 | 528,879 | 272,166 | 19,212 | 425,272 | 733,335 |
| Gross income | 16,070,672 | Dr. 3,905 | 4,016,147 | 9,069,006 | 1,150,495 | 470,505 | 1,979,392 | 1,389,033 |
| Deductions: | | | | | | | | |
| Bond interest | 368,836 | — | 18,876 | 103,139 | 15,536 | 47,706 | 61,070 | 122,509 |
| Other deductions | 2,039,533 | 23,049 | 1,070,890 | 170,150 | 26,667 | 11,776 | 586,078 | 150,923 |
| Total deductions | 2,408,369 | 23,049 | 1,089,766 | 273,289 | 42,203 | 59,482 | 647,148 | 273,432 |
| Net income before income taxes | 15,662,303 | Dr. 26,954 | 2,926,381 | 8,795,716 | 1,108,292 | 411,023 | 1,332,244 | 1,115,601 |
| Provision for income taxes | 5,454,201 | 11,716 | 1,089,043 | 3,030,243 | 387,047 | 179,809 | 415,742 | 340,601 |
| Net income transferred to earned surplus | 10,208,102 | Dr. 38,670 | 1,837,338 | 5,765,473 | 721,245 | 231,214 | 916,502 | 775,000 |
| Class 2 Carriers | | | | | | | | |
| Carriers reporting..... No. | 265 | 13 | 68 | 101 | 12 | 18 | 33 | 20 |
| Operating revenues: | | | | | | | | |
| Freight revenues: | | | | | | | | |
| Intercity and rural | 57,268,732 | 1,946,863 | 15,013,019 | 24,365,387 | 2,428,503 | 3,064,665 | 8,488,481 | 3,961,814 |
| Local cartage | 1,300,332 | 215,369 | 174,094 | 405,233 | 266,459 | 12,548 | 42,150 | 184,479 |
| Storage and warehousing revenues | 219,522 | 70,454 | 7,048 | 61,010 | 36,183 | 13,621 | 21,382 | 9,824 |
| Other motor carrier operating revenues (including revenue equipment rentals) | 1,183,834 | 272,945 | 131,507 | 445,410 | 111,908 | 66,183 | 76,068 | 79,813 |
| Total operating revenues | 59,972,420 | 2,505,631 | 15,325,668 | 25,277,040 | 2,843,053 | 3,157,017 | 8,628,081 | 4,235,930 |
| Operating expenses: | | | | | | | | |
| Equipment maintenance and garage expenses | 8,973,409 | 248,360 | 1,940,588 | 2,857,339 | 315,968 | 379,519 | 807,615 | 424,022 |
| Tires and tubes | 1,194,625 | 43,388 | 279,228 | 556,596 | 54,238 | 65,175 | 127,632 | 68,366 |
| Highway drivers' wages | 11,519,857 | 385,137 | 2,955,512 | 5,013,969 | 378,204 | 624,601 | 1,215,161 | 947,273 |
| Fuel, oil and grease (including taxes) | 7,705,400 | 327,708 | 1,973,831 | 3,332,995 | 332,677 | 491,861 | 866,148 | 380,180 |
| Licence expense | 2,158,154 | 56,601 | 403,502 | 1,137,521 | 82,441 | 138,395 | 221,209 | 118,485 |
| Purchased transportation | 4,548,788 | 126,064 | 527,142 | 1,923,032 | 539,074 | 327,275 | 705,093 | 401,108 |
| Other transportation expenses | 1,538,229 | 136,263 | 418,927 | 616,426 | 39,574 | 45,191 | 108,202 | 173,646 |
| Pick-up and delivery drivers' and helpers' wages | 2,533,115 | 94,119 | 806,423 | 1,066,454 | 98,706 | 34,583 | 248,891 | 183,939 |
| Terminal supervisors and platform workers—Salaries and wages | 1,189,323 | 132,175 | 241,914 | 468,953 | 126,504 | 47,338 | 102,353 | 70,086 |
| Other terminal expenses (including property taxes) | 1,337,719 | 153,403 | 325,919 | 506,849 | 76,988 | 55,847 | 146,444 | 72,269 |
| Traffic department expenses | 746,164 | 28,713 | 270,973 | 308,135 | 36,944 | 15,486 | 68,398 | 17,515 |
| Insurance and claims expenses | 2,051,313 | 93,501 | 849,795 | 833,544 | 75,144 | 58,933 | 244,912 | 95,484 |
| Administration and general expenses | 7,793,645 | 337,580 | 2,192,676 | 3,096,721 | 312,358 | 377,530 | 893,523 | 583,257 |
| Depreciation | 5,776,961 | 264,551 | 1,641,549 | 2,337,618 | 209,626 | 368,191 | 597,210 | 358,216 |
| Total operating expenses | 57,066,702 | 2,427,563 | 14,627,979 | 24,056,154 | 2,678,444 | 3,029,925 | 6,352,791 | 3,893,846 |
| Income account: | | | | | | | | |
| Net operating revenues | 2,905,718 | 78,068 | 697,689 | 1,220,886 | 164,609 | 127,092 | 275,290 | 342,084 |
| Income from other sources | 385,244 | 37,595 | 46,254 | 169,538 | 7,451 | 29,655 | 8,667 | 86,084 |
| Gross income | 3,290,962 | 115,663 | 743,943 | 1,390,424 | 172,060 | 156,747 | 283,957 | 428,168 |
| Deductions: | | | | | | | | |
| Bond interest | 27,408 | 2,640 | 17,457 | 7,311 | — | — | — | — |
| Other deductions | 194,046 | 3,057 | 18,017 | 86,785 | 3,332 | — | 16,619 | 66,256 |
| Total deductions | 221,454 | 5,697 | 35,474 | 94,076 | 3,332 | — | 16,619 | 66,256 |
| Net income before income taxes | 3,069,508 | 109,966 | 708,469 | 1,296,348 | 168,728 | 156,747 | 267,338 | 361,912 |
| Provision for income taxes | 647,398 | 21,911 | 122,623 | 302,114 | 17,856 | 24,453 | 50,672 | 107,769 |
| Net income transferred to earned surplus | 2,422,110 | 88,055 | 585,846 | 994,234 | 150,872 | 132,294 | 216,666 | 254,143 |

TABLE 6. Canadian Taxes, 1963
COMMON CARRIERS

| No. | | Canada | Atlantic Provinces |
|-----|---|-------------------------|-----------------------|
| | | dollars | |
| | | Class 1 Carriers | |
| 1 | Gasoline fuel tax | 7,526,301 | 162,958 |
| 2 | Diesel fuel tax | 4,396,980 | 77,593 |
| 3 | Operating licences (commercial, P.C.V., etc.) | 10,086,078 | 110,665 |
| 4 | All other taxes (except income taxes) | 1,348,884 | 19,574 |
| 5 | Total Canadian taxes (except income taxes) | 23,358,243 | 370,790 |
| | | Class 2 Carriers | |
| 6 | Gasoline fuel tax | 2,008,441 | 111,514 |
| 7 | Diesel fuel tax | 840,190 | 44,663 |
| 8 | Operating licences (commercial, P.C.V., etc.) | 2,158,154 | 56,601 |
| 9 | All other taxes (except income taxes) | 139,373 | 9,506 |
| 10 | Total Canadian taxes (except income taxes) | 5,146,158 | 222,284 |

TABLE 7. Employees and their Compensation, 1963
COMMON CARRIERS

| No. | | Canada | | Atlantic Provinces | | Quebec | |
|-----|--|--|--------------------------|--|--------------------------|--|--------------------------|
| | | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages |
| | | \$ | | \$ | | \$ | |
| | | Class 1 Carriers (\$500,000 and over) | | | | | |
| 1 | Highway drivers | 5,527 | 32,375,341 | 142 | 520,733 | 1,288 | 6,812,029 |
| 2 | Pick-up and delivery drivers and helpers | 7,322 | 31,897,210 | 82 | 251,211 | 1,798 | 7,102,502 |
| 3 | Terminal supervisors and platform workers | 4,677 | 23,718,704 | 84 | 346,669 | 1,224 | 5,263,937 |
| 4 | Mechanics and maintenance | 2,704 | 12,740,106 | 27 | 100,529 | 658 | 2,731,563 |
| 5 | Executive officers | 486 | 5,981,723 | 18 | 124,748 | 140 | 1,316,172 |
| 6 | Office clerks and other employees | 4,290 | 16,062,577 | 104 | 295,569 | 1,011 | 3,093,044 |
| 7 | Totals | 25,006 | 122,775,661 | 457 | 1,639,459 | 6,119 | 26,319,247 |
| 8 | Working proprietors (number and withdrawals) | — | — | — | — | — | — |
| | | Class 2 Carriers (\$100,000 to \$499,999) | | | | | |
| 9 | Highway drivers | 2,579 | 11,519,857 | 106 | 385,137 | 737 | 2,955,512 |
| 10 | Pick-up and delivery drivers and helpers | 725 | 2,533,115 | 42 | 94,119 | 247 | 806,423 |
| 11 | Terminal supervisors and platform workers | 286 | 1,189,323 | 28 | 132,175 | 64 | 241,914 |
| 12 | Mechanics and maintenance | 248 | 1,097,073 | 6 | 27,401 | 84 | 342,635 |
| 13 | Executive officers | 361 | 2,520,477 | 13 | 57,865 | 97 | 614,218 |
| 14 | Office clerks and other employees | 442 | 1,508,971 | 22 | 61,800 | 143 | 461,327 |
| 15 | Totals | 4,621 | 20,368,816 | 217 | 758,497 | 1,372 | 5,422,029 |
| 16 | Working proprietors (number and withdrawals) | 31 | 288,441 | — | — | 8 | 80,785 |

¹ Based on counts made on April 30 and October 31.

TABLE 6. Canadian Taxes, 1963
COMMON CARRIERS

| Quebec | Ontario | Manitoba | Saskatchewan | Alberta | British Columbia | No. |
|-------------------------|-------------------|------------------|----------------|------------------|------------------|-----|
| dollars | | | | | | |
| Class 1 Carriers | | | | | | |
| 1,677,872 | 4,637,005 | 650,952 | 33,152 | 200,506 | 163,856 | 1 |
| 782,363 | 1,746,466 | 565,944 | 108,673 | 680,780 | 435,161 | 2 |
| 1,893,100 | 5,871,937 | 822,034 | 106,819 | 824,370 | 457,153 | 3 |
| 336,788 | 779,603 | 51,287 | 10,575 | 122,157 | 28,900 | 4 |
| 4,690,123 | 13,035,011 | 2,090,217 | 259,219 | 1,827,813 | 1,085,070 | 5 |
| Class 2 Carriers | | | | | | |
| 515,566 | 923,922 | 87,807 | 114,377 | 160,969 | 94,266 | 6 |
| 281,580 | 241,856 | 36,748 | 80,655 | 116,535 | 38,353 | 7 |
| 403,502 | 1,137,521 | 82,441 | 138,395 | 221,209 | 118,485 | 8 |
| 39,044 | 52,780 | 6,564 | 11,878 | 12,034 | 7,567 | 9 |
| 1,239,692 | 2,355,879 | 213,560 | 345,305 | 510,767 | 258,671 | 10 |

TABLE 7. Employees and their Compensation, 1963
COMMON CARRIERS

| Ontario | | Manitoba | | Saskatchewan | | Alberta | | British Columbia | | No. |
|---|--------------------|--------------------------------------|--------------------|--------------------------------------|--------------------|--------------------------------------|--------------------|--------------------------------------|--------------------|-----|
| Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages | |
| \$ | | \$ | | \$ | | \$ | | \$ | | |
| Class 1 Carriers (\$500,000 and over) | | | | | | | | | | |
| 2,614 | 15,904,139 | 540 | 3,098,228 | 60 | 341,104 | 515 | 3,362,227 | 368 | 2,336,881 | 1 |
| 3,901 | 18,350,884 | 835 | 3,298,999 | 24 | 99,082 | 278 | 1,269,373 | 404 | 1,525,159 | 2 |
| 2,426 | 13,410,832 | 383 | 1,883,807 | 50 | 215,635 | 321 | 1,631,577 | 189 | 966,247 | 3 |
| 1,405 | 7,182,660 | 232 | 1,050,947 | 54 | 206,277 | 228 | 1,004,217 | 100 | 463,913 | 4 |
| 174 | 2,921,132 | 48 | 503,665 | 9 | 105,699 | 60 | 686,302 | 37 | 324,005 | 5 |
| 1,949 | 7,772,618 | 391 | 1,120,515 | 80 | 366,679 | 464 | 2,223,285 | 291 | 1,190,867 | 6 |
| 12,469 | 65,542,265 | 2,429 | 10,956,161 | 277 | 1,334,476 | 1,666 | 10,176,981 | 1,389 | 6,807,072 | 7 |
| — | — | — | — | — | — | — | — | — | — | 8 |
| Class 2 Carriers (\$100,000 to \$499,999) | | | | | | | | | | |
| 1,093 | 5,013,969 | 73 | 378,204 | 153 | 624,601 | 245 | 1,215,161 | 172 | 947,273 | 9 |
| 276 | 1,066,454 | 38 | 98,706 | 11 | 34,583 | 66 | 248,891 | 45 | 183,939 | 10 |
| 96 | 468,953 | 27 | 126,504 | 11 | 47,336 | 25 | 102,353 | 13 | 70,086 | 11 |
| 113 | 531,729 | 11 | 31,392 | 8 | 38,770 | 16 | 78,281 | 10 | 46,865 | 12 |
| 147 | 1,052,778 | 17 | 155,893 | 16 | 134,291 | 44 | 283,641 | 27 | 221,791 | 13 |
| 170 | 609,493 | 29 | 100,154 | 10 | 39,211 | 40 | 140,738 | 28 | 96,248 | 14 |
| 1,897 | 8,743,376 | 195 | 890,853 | 209 | 918,794 | 436 | 2,069,065 | 295 | 1,566,202 | 15 |
| 12 | 113,090 | 1 | 6,601 | 7 | 51,676 | 2 | 36,289 | — | — | 16 |

TABLE 8. Fuel Consumed, 1963

COMMON CARRIERS

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|--|--------|-----------------------|--------|---------|----------|-------------------|---------|---------------------|
| Class 1 Carriers (\$500,000 and over) | | | | | | | | |
| Fuel consumed: | | | | | | | | |
| Gasoline (Imp. gal.)..... '000 | 57,725 | 891 | 11,940 | 36,684 | 4,651 | 358 | 1,928 | 1,273 |
| Diesel oil (Imp. gal.)..... " | 30,887 | 339 | 4,392 | 10,075 | 4,812 | 1,182 | 5,981 | 4,106 |
| Liquefied petroleum gases | 3 | — | 3 | — | — | — | — | — |
| Class 2 Carriers (\$100,000 to \$499,999) | | | | | | | | |
| Fuel consumed: | | | | | | | | |
| Gasoline (Imp. gal.)..... '000 | 14,679 | 595 | 3,465 | 7,156 | 642 | 754 | 1,342 | 725 |
| Diesel oil (Imp. gal.)..... " | 5,154 | 190 | 1,376 | 1,574 | 259 | 478 | 963 | 314 |
| Liquefied petroleum gases | 154 | — | — | — | — | 154 | — | — |

TABLE 9. Accidents, 1963 (Class 1 and 2 Carriers)

COMMON CARRIERS

| | Canada | | Atlantic Provinces | | Quebec | | Ontario | |
|---|-----------|------------|-----------------------|----------|-----------|------------|-----------|------------|
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| number | | | | | | | | |
| Drivers and helpers..... | 16 | 209 | 1 | 1 | 6 | 42 | 3 | 119 |
| Other employees | 2 | 66 | — | — | — | 20 | 1 | 23 |
| Pedestrians | 11 | 30 | 1 | — | 4 | 10 | 3 | 16 |
| Other persons..... | 60 | 263 | 2 | 5 | 9 | 36 | 35 | 178 |
| Totals | 89 | 568 | 4 | 6 | 19 | 108 | 42 | 336 |
| Fatal accidents | 69 | | 4 | | 16 | | 29 | |
| Injury accidents..... | 477 | | 6 | | 95 | | 279 | |
| Accidents—Property damage only (over \$100) | 2,913 | | 42 | | 1,155 | | 1,130 | |
| number | | | | | | | | |
| Manitoba Saskatchewan Alberta British Columbia | | | | | | | | |
| Drivers and helpers..... | 2 | 8 | — | 6 | 2 | 18 | 2 | 15 |
| Other employees | — | 1 | — | — | 1 | — | — | 22 |
| Pedestrians | 1 | 2 | — | — | 1 | — | 1 | 2 |
| Other persons..... | 6 | 21 | 1 | 3 | 3 | 12 | 4 | 8 |
| Totals | 9 | 32 | 1 | 9 | 7 | 30 | 7 | 47 |
| Fatal accidents | 7 | | 1 | | 6 | | 6 | |
| Injury accidents..... | 29 | | 8 | | 22 | | 38 | |
| Accidents—Property damage only (over \$100) | 155 | | 57 | | 239 | | 135 | |

TABLE 10. Revenue Equipment Operated at Close of Year, 1963

COMMON CARRIERS

| | Canada | | Atlantic Provinces | | Quebec | | Ontario | | Manitoba | | Saskatchewan | | Alberta | | British Columbia | |
|---------------------------------------|--------------------|--------|-----------------------|--------|--------------------|--------|---------|--------|----------|--------|--------------|--------|---------|--------|---------------------|--------|
| | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased |
| number | | | | | | | | | | | | | | | | |
| Class 1 Carriers (\$500,000 and over) | | | | | | | | | | | | | | | | |
| Model year: | | | | | | | | | | | | | | | | |
| Trucks: | | | | | | | | | | | | | | | | |
| Prior to 1950..... | 180 | 11 | — | — | 65 | — | 52 | — | 13 | — | 10 | 5 | 5 | 3 | 35 | 3 |
| 1950-55..... | 981 | 42 | 5 | 6 | 181 | 9 | 468 | 6 | 132 | — | 18 | 15 | 47 | 1 | 130 | 5 |
| 1956-60..... | 2,101 | 121 | 45 | 9 | 461 | 16 | 1,181 | 50 | 184 | 1 | 14 | 20 | 101 | 17 | 115 | 8 |
| 1961..... | 309 | 9 | 1 | 2 | 66 | — | 182 | — | 35 | — | 4 | 4 | 13 | — | 8 | 3 |
| 1962..... | 386 | 32 | 10 | 5 | 115 | — | 201 | 19 | 29 | 2 | 1 | 3 | 11 | 1 | 19 | 2 |
| 1963..... | 334 | 15 | 9 | — | 101 | — | 151 | 11 | 24 | 2 | 1 | — | 13 | 2 | 35 | — |
| 1964..... | 115 | 14 | 2 | 1 | 43 | — | 52 | 9 | 11 | 1 | — | — | 3 | 1 | 4 | 2 |
| Totals..... | 4,406 | 244 | 72 | 23 | 1,032 | 25 | 2,287 | 95 | 428 | 6 | 48 | 47 | 193 | 25 | 346 | 23 |
| Road tractors: | | | | | | | | | | | | | | | | |
| Prior to 1950..... | 109 | 10 | — | — | 50 | 6 | 48 | — | — | 3 | 2 | — | 3 | — | 6 | 1 |
| 1950-55..... | 1,499 | 152 | 3 | 3 | 333 | 31 | 1,024 | 29 | 51 | 60 | 12 | 2 | 28 | 21 | 48 | 6 |
| 1956-60..... | 3,442 | 629 | 46 | 20 | 648 | 70 | 2,127 | 214 | 249 | 140 | 22 | 26 | 239 | 127 | 111 | 32 |
| 1961..... | 482 | 108 | 15 | 3 | 112 | 3 | 313 | 47 | 16 | 9 | 12 | 9 | 7 | 32 | 7 | 5 |
| 1962..... | 548 | 275 | 7 | 1 | 143 | 6 | 295 | 112 | 48 | 45 | 5 | 11 | 42 | 62 | 8 | 38 |
| 1963..... | 741 | 178 | 12 | 11 | 160 | — | 425 | 61 | 48 | 27 | 3 | 5 | 62 | 46 | 31 | 28 |
| 1964..... | 196 | 60 | 2 | 1 | 29 | — | 145 | 10 | 3 | 6 | — | — | 13 | 42 | 4 | 1 |
| Totals..... | 7,017 | 1,412 | 85 | 39 | 1,475 | 116 | 4,377 | 473 | 415 | 290 | 56 | 53 | 394 | 330 | 215 | 111 |
| Semi-trailers: | | | | | | | | | | | | | | | | |
| Prior to 1950..... | 559 | 10 | — | 1 | 106 | — | 374 | 9 | 26 | — | 4 | — | 7 | — | 42 | — |
| 1950-55..... | 3,194 | 156 | 17 | 12 | 475 | — | 2,196 | 114 | 235 | — | 12 | — | 186 | 29 | 73 | 1 |
| 1956-60..... | 5,752 | 502 | 70 | 18 | 789 | — | 3,657 | 367 | 563 | 8 | 53 | — | 441 | 108 | 179 | 1 |
| 1961..... | 891 | 54 | 23 | — | 115 | — | 545 | 20 | 65 | 9 | 20 | — | 91 | 24 | 32 | 1 |
| 1962..... | 947 | 140 | 21 | — | 276 | — | 356 | 51 | 123 | 70 | 5 | — | 91 | 18 | 65 | 1 |
| 1963..... | 1,048 | 133 | 13 | — | 119 | — | 726 | 73 | 82 | 31 | 14 | — | 58 | 25 | 36 | 4 |
| 1964..... | 280 | 11 | — | — | 43 | — | 179 | — | 7 | 7 | — | — | 51 | 4 | — | — |
| Totals..... | 12,661 | 1,006 | 144 | 31 | 1,823 | — | 8,633 | 634 | 1,101 | 125 | 108 | — | 925 | 208 | 427 | 8 |
| Full trailers: | | | | | | | | | | | | | | | | |
| Prior to 1950..... | 34 | 2 | — | — | 4 | — | 25 | — | — | — | — | — | — | — | 5 | 2 |
| 1950-55..... | 221 | 1 | — | — | 102 | — | 96 | — | — | — | 2 | — | 5 | 1 | 16 | — |
| 1956-60..... | 737 | 24 | — | — | 356 | — | 111 | 21 | 25 | — | 54 | — | 124 | — | 67 | 3 |
| 1961..... | 85 | 3 | — | — | 53 | — | 16 | — | — | — | 3 | — | 9 | — | 4 | 3 |
| 1962..... | 161 | 2 | — | — | 55 | — | 11 | — | 15 | — | 7 | — | 69 | — | 4 | 2 |
| 1963..... | 187 | 8 | — | — | 82 | — | 20 | — | 6 | — | 44 | — | 1 | 2 | 34 | 6 |
| 1964..... | 10 | — | — | — | 2 | — | 5 | — | — | — | — | — | 1 | — | 2 | — |
| Totals..... | 1,435 | 40 | — | — | 634 | — | 284 | 21 | 46 | — | 110 | — | 209 | 3 | 132 | 16 |
| Type of engine: | | | | | | | | | | | | | | | | |
| Trucks: | | | | | | | | | | | | | | | | |
| Gasoline..... | 4,330 ¹ | 242 | 72 | 23 | 1,016 ¹ | 25 | 2,284 | 95 | 424 | 6 | 48 | 47 | 166 | 25 | 320 | 21 |
| Diesel..... | 76 | 2 | — | — | 16 | — | 3 | — | 4 | — | — | — | 27 | — | 26 | 2 |
| Totals..... | 4,406 | 244 | 72 | 23 | 1,032 | 25 | 2,287 | 95 | 428 | 6 | 48 | 47 | 193 | 25 | 346 | 23 |
| Road tractors: | | | | | | | | | | | | | | | | |
| Gasoline..... | 4,935 | 589 | 58 | 35 | 1,046 | — | 3,367 | 300 | 232 | 149 | 8 | 8 | 127 | 86 | 97 | 11 |
| Diesel..... | 2,082 | 823 | 27 | 4 | 429 | 116 | 1,010 | 173 | 183 | 141 | 48 | 45 | 267 | 244 | 118 | 100 |
| Totals..... | 7,017 | 1,412 | 85 | 39 | 1,475 | 116 | 4,377 | 473 | 415 | 290 | 56 | 53 | 394 | 330 | 215 | 111 |

¹ Includes 2 trucks burning liquefied petroleum gases.

TABLE 10. Revenue Equipment Operated at Close of Year, 1963 — Concluded
COMMON CARRIERS

| | Canada | | Atlantic Provinces | | Quebec | | Ontario | | Manitoba | | Saskatchewan | | Alberta | | British Columbia | |
|---------------------|---|--------|-----------------------|--------|--------|--------|---------|--------|----------|--------|-----------------|--------|---------|--------|---------------------|--------|
| | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased |
| | number | | | | | | | | | | | | | | | |
| | Class 2 Carriers (\$100,000 to \$499,999) | | | | | | | | | | | | | | | |
| Model year: | | | | | | | | | | | | | | | | |
| Trucks: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 82 | — | 8 | — | 20 | — | 15 | — | 6 | — | 3 | — | 11 | — | 19 | — |
| 1950-55 | 384 | 3 | 22 | — | 121 | — | 101 | 3 | 18 | — | 13 | — | 57 | — | 52 | — |
| 1956-60 | 787 | 4 | 45 | — | 263 | — | 266 | — | 26 | 2 | 47 | — | 59 | — | 81 | 2 |
| 1961 | 146 | 1 | 18 | — | 44 | — | 48 | — | 1 | — | 11 | — | 14 | — | 12 | 1 |
| 1962 | 181 | 3 | 14 | — | 61 | — | 68 | 1 | 3 | 2 | 11 | — | 11 | — | 13 | — |
| 1963 | 184 | 1 | 11 | — | 52 | — | 74 | — | 4 | 1 | 17 | — | 13 | — | 13 | — |
| 1964 | 68 | — | 9 | — | 17 | — | 35 | — | — | — | 1 | — | 3 | — | 3 | — |
| Totals | 1,832 | 12 | 125 | — | 578 | — | 607 | 4 | 58 | 5 | 103 | — | 168 | — | 193 | 3 |
| Road tractors: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 29 | — | 1 | — | 8 | — | 15 | — | 1 | — | 3 | — | — | — | 1 | — |
| 1950-55 | 319 | 11 | 6 | — | 63 | — | 195 | 10 | 4 | — | 3 | — | 31 | 1 | 17 | — |
| 1956-60 | 1,001 | 52 | 25 | 7 | 225 | — | 520 | 34 | 49 | 4 | 47 | 6 | 102 | 1 | 33 | — |
| 1961 | 188 | 22 | 7 | — | 61 | — | 84 | 11 | 2 | 5 | 8 | 3 | 20 | 3 | 6 | — |
| 1962 | 197 | 18 | 8 | — | 59 | — | 92 | 10 | 6 | 2 | 12 | — | 12 | 6 | 8 | — |
| 1963 | 178 | 20 | 4 | — | 52 | — | 76 | 14 | 12 | — | 12 | 1 | 20 | 5 | 2 | — |
| 1964 | 50 | 4 | 2 | — | 17 | — | 21 | 2 | — | — | 5 | 2 | 3 | — | 2 | — |
| Totals | 1,962 | 127 | 53 | 7 | 485 | — | 1,003 | 81 | 74 | 11 | 90 | 12 | 188 | 16 | 69 | — |
| Semi-trailers: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 165 | 1 | 3 | 1 | 27 | — | 102 | — | 11 | — | 5 | — | 1 | — | 16 | — |
| 1950-55 | 634 | 13 | 9 | — | 124 | — | 311 | 11 | 73 | — | 27 | 2 | 65 | — | 25 | — |
| 1956-60 | 1,057 | 38 | 20 | 7 | 208 | — | 572 | 19 | 57 | — | 70 | 2 | 94 | 8 | 36 | 2 |
| 1961 | 233 | 12 | 7 | — | 60 | — | 119 | 8 | 2 | 4 | 8 | — | 31 | — | 6 | — |
| 1962 | 223 | 3 | 6 | — | 71 | — | 105 | — | 8 | 1 | 7 | — | 15 | 2 | 11 | — |
| 1963 | 236 | 10 | 5 | — | 60 | — | 102 | 10 | 30 | — | 8 | — | 18 | — | 13 | — |
| 1964 | 35 | 2 | — | — | 15 | — | 18 | 2 | 1 | — | — | — | 1 | — | — | — |
| Totals | 2,583 | 79 | 50 | 8 | 565 | — | 1,329 | 50 | 182 | 5 | 125 | 4 | 225 | 10 | 107 | 2 |
| Full trailers: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 8 | — | 2 | — | 1 | — | 3 | — | 2 | — | — | — | — | — | — | — |
| 1950-55 | 35 | 2 | 3 | — | 13 | — | 3 | 2 | — | — | 8 | — | 8 | — | — | — |
| 1956-60 | 76 | — | 2 | — | 14 | — | 40 | — | — | — | 7 | — | 13 | — | — | — |
| 1961 | 23 | — | — | — | 12 | — | 7 | — | — | — | — | — | 1 | — | 3 | — |
| 1962 | 27 | — | 1 | — | 9 | — | 11 | — | — | — | — | — | 4 | — | 2 | — |
| 1963 | 22 | — | 2 | — | 7 | — | 9 | — | — | — | — | — | 4 | — | — | — |
| 1964 | 7 | — | — | — | 4 | — | 1 | — | — | — | — | — | 2 | — | — | — |
| Totals | 198 | 2 | 10 | — | 60 | — | 74 | 2 | 2 | — | 15 | — | 32 | — | 5 | — |
| Type of engine: | | | | | | | | | | | | | | | | |
| Trucks: | | | | | | | | | | | | | | | | |
| Gasoline | 1,793 ² | 12 | 125 | — | 571 | — | 605 | 4 | 55 | 5 | 97 ² | — | 152 | — | 188 | 3 |
| Diesel | 39 | — | — | — | 7 | — | 2 | — | 3 | — | 6 | — | 16 | — | 5 | — |
| Totals | 1,832 | 12 | 125 | — | 578 | — | 607 | 4 | 58 | 5 | 103 | — | 168 | — | 193 | 3 |
| Road tractors: | | | | | | | | | | | | | | | | |
| Gasoline | 1,477 ³ | 66 | 30 | 1 | 337 | — | 835 | 54 | 55 | 6 | 59 ³ | 4 | 125 | 1 | 37 | — |
| Diesel | 485 | 61 | 23 | 6 | 148 | — | 168 | 27 | 19 | 5 | 32 | 8 | 63 | 15 | 32 | — |
| Totals | 1,962 | 127 | 53 | 7 | 485 | — | 1,003 | 81 | 74 | 11 | 90 | 12 | 188 | 16 | 69 | — |

² Includes 44 trucks burning liquefied petroleum gases.

³ Includes 4 road tractors burning liquefied petroleum gases.

TABLE 11. Summary, 1963 (Class 1 and 2 Carriers Only)

CONTRACT CARRIERS

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|--|----------------------|-----------------------|------------------|-------------------|------------------|-------------------|-------------------|---------------------|
| <i>Carriers reporting</i> No. | 156 | 4 | 32 | 50 | 3 | 6 | 26 | 35 |
| Assets: | | | | | | | | |
| Current assets | \$ 10,200,770 | 188,889 | 1,784,260 | 3,058,140 | 530,859 | 247,294 | 2,457,165 | 1,934,163 |
| Fixed assets (motor carrier business) | \$ 41,805,344 | 594,829 | 7,238,764 | 15,080,211 | 2,726,125 | 674,734 | 8,252,895 | 7,237,786 |
| Less reserve for depreciation | \$ 24,342,363 | 263,034 | 4,101,963 | 9,102,867 | 1,695,462 | 376,690 | 4,794,553 | 4,007,794 |
| Value at year end | \$ 17,462,981 | 331,795 | 3,136,801 | 5,977,344 | 1,030,663 | 298,044 | 3,458,342 | 3,229,992 |
| Fixed assets (other) - Value at year end | \$ 1,023,270 | 7,708 | 662,947 | 150,108 | 10,000 | 68,590 | 26,530 | 97,387 |
| Other assets (investments, intangibles, etc.) | \$ 3,332,677 | 81,086 | 473,362 | 1,888,441 | 15,846 | 130,570 | 390,615 | 352,757 |
| Total assets | \$ 32,019,698 | 609,478 | 6,057,370 | 11,074,033 | 1,587,368 | 744,498 | 6,332,652 | 5,614,299 |
| Liabilities: | | | | | | | | |
| Current liabilities | \$ 10,636,392 | 330,556 | 1,899,890 | 3,810,783 | 526,813 | 215,496 | 2,163,344 | 1,689,510 |
| Equipment notes and other long-term obli- gations | \$ 8,839,050 | 109,265 | 1,792,806 | 2,851,157 | 158,360 | 243,103 | 1,910,758 | 1,773,601 |
| Other reserves | \$ 634,513 | 2,110 | 120,628 | 208,970 | 6,270 | 19,904 | 176,733 | 99,898 |
| Capital stock and investment | \$ 3,473,263 | 20,120 | 663,996 | 2,038,077 | 25,000 | 27,680 | 396,810 | 301,580 |
| Surplus | \$ 8,436,480 | 147,427 | 1,580,050 | 2,165,046 | 870,925 | 238,315 | 1,685,007 | 1,749,710 |
| Total liabilities | \$ 32,019,698 | 609,478 | 6,057,370 | 11,074,033 | 1,587,368 | 744,498 | 6,332,652 | 5,614,299 |
| Operating revenues: | | | | | | | | |
| Freight revenues: | | | | | | | | |
| Inter-city and rural | \$ 49,739,850 | 826,353 | 6,954,036 | 19,493,941 | 2,266,694 | 1,298,890 | 10,569,676 | 8,330,260 |
| Local cartage | \$ 1,516,211 | 25,000 | 178,350 | 480,506 | 67,903 | 84,209 | 79,574 | 600,669 |
| Other revenues | \$ 2,315,956 | 33,054 | 27,711 | 621,145 | - | 218,597 | 578,944 | 836,505 |
| Total operating revenues | \$ 53,572,017 | 884,407 | 7,160,097 | 20,595,592 | 2,334,597 | 1,601,696 | 11,228,194 | 9,767,434 |
| Operating expenses: | | | | | | | | |
| Equipment maintenance and garage ex- penses | \$ 8,285,157 | 149,229 | 1,158,316 | 3,416,855 | 419,579 | 191,580 | 1,561,684 | 1,387,914 |
| Wages of drivers and helpers | \$ 11,520,817 | 156,520 | 1,609,637 | 4,977,113 | 372,204 | 213,140 | 1,703,698 | 2,488,505 |
| Purchased transportation | \$ 7,197,648 | 15,771 | 486,883 | 1,875,630 | 160,223 | 508,595 | 3,290,690 | 839,858 |
| Fuel, oil and other transportation expen- ses (including rents and fuel taxes) | \$ 7,473,814 | 208,152 | 1,141,281 | 2,999,022 | 389,147 | 173,281 | 1,270,062 | 1,292,869 |
| Insurance and claims expenses | \$ 1,507,018 | 52,588 | 271,582 | 662,476 | 48,346 | 30,533 | 259,354 | 182,137 |
| Depreciation | \$ 5,161,694 | 117,050 | 905,032 | 1,737,237 | 271,650 | 93,753 | 1,116,118 | 920,854 |
| Licence expense | \$ 1,683,176 | 36,623 | 179,235 | 781,828 | 77,382 | 59,320 | 289,368 | 259,420 |
| Administration and general expenses | \$ 8,333,638 | 176,145 | 1,019,199 | 3,321,459 | 325,720 | 192,179 | 1,441,622 | 1,857,314 |
| Total operating expenses | \$ 51,182,962 | 912,078 | 6,771,165 | 19,771,620 | 2,084,253 | 1,462,361 | 10,932,596 | 9,228,869 |
| Net operating revenues | \$ 2,409,055 | Dr. 27,671 | 388,932 | 823,972 | 250,344 | 139,315 | 295,598 | 538,565 |
| Fuel consumed: | | | | | | | | |
| Gasoline (Imp. gal.) | '000 12,864 | 324 | 1,471 | 7,050 | 708 | 366 | 1,653 | 1,292 |
| Diesel oil (Imp. gal.) | " 4,991 | 56 | 847 | 816 | 312 | 300 | 1,849 | 1,011 |
| Liquefied petroleum gases | " 46 | - | - | - | - | - | 46 | - |
| Canadian taxes: | | | | | | | | |
| Gasoline fuel tax | \$ 1,713,222 | 60,532 | 218,883 | 911,836 | 99,082 | 50,484 | 205,228 | 167,177 |
| Diesel fuel tax | \$ 794,176 | 15,116 | 176,300 | 130,830 | 35,850 | 50,525 | 232,985 | 152,770 |
| Operating licences (commercial, P.C.V., etc.) | \$ 1,683,176 | 36,623 | 179,235 | 781,828 | 77,382 | 59,320 | 289,368 | 259,420 |
| All other taxes (except income taxes) | \$ 155,432 | 12,629 | 42,972 | 68,424 | 14,309 | 5,354 | 10,705 | 1,039 |
| Total Canadian taxes (except income taxes) | \$ 4,346,006 | 124,900 | 617,390 | 1,892,918 | 226,423 | 165,683 | 738,286 | 580,406 |

TABLE 11. Summary, 1963 (Class 1 and 2 Carriers) — Continued

CONTRACT CARRIERS

| | Canada | | | | Atlantic Provinces | | | | Quebec | | | | Ontario | | | |
|--|--------------------------------------|--------|--------------------|--------|--------------------------------------|--------|--------------------|--------|--------------------------------------|--------|--------------------|--------|--------------------------------------|--------|--------------------|--------|
| | Average number employed ¹ | | Salaries and wages | | Average number employed ¹ | | Salaries and wages | | Average number employed ¹ | | Salaries and wages | | Average number employed ¹ | | Salaries and wages | |
| | | | \$ | | | | \$ | | | | | \$ | | | | \$ |
| Employees and compensation: | | | | | | | | | | | | | | | | |
| Highway drivers | 2,279 | | 10,616,805 | | 36 | | 151,520 | | 340 | | 1,430,487 | | 998 | | 4,686,069 | |
| Pick-up and delivery drivers and helpers | 194 | | 904,012 | | 1 | | 5,000 | | 35 | | 179,150 | | 72 | | 291,044 | |
| Terminal supervisors and platform workers | 136 | | 695,740 | | 3 | | 15,170 | | 17 | | 68,674 | | 68 | | 361,690 | |
| Mechanics and maintenance.. | 286 | | 1,439,987 | | 2 | | 4,474 | | 26 | | 115,959 | | 141 | | 700,196 | |
| Executive officers | 232 | | 2,084,273 | | 4 | | 36,600 | | 39 | | 295,726 | | 90 | | 800,067 | |
| Office clerks and other employees | 395 | | 1,623,025 | | 5 | | 20,000 | | 30 | | 112,706 | | 183 | | 719,936 | |
| Totals | 3,522 | | 17,363,842 | | 51 | | 232,764 | | 487 | | 2,202,702 | | 1,552 | | 7,559,002 | |
| Working proprietors (number and withdrawals) | 14 | | 107,083 | | — | | — | | 2 | | 15,414 | | 4 | | 35,436 | |
| | Manitoba | | | | Saskatchewan | | | | Alberta | | | | British Columbia | | | |
| | | | \$ | | | | \$ | | | | \$ | | | | \$ | |
| Employees and compensation: | | | | | | | | | | | | | | | | |
| Highway drivers | 88 | | 350,380 | | 40 | | 190,806 | | 351 | | 1,666,107 | | 426 | | 2,141,436 | |
| Pick-up and delivery drivers and helpers | 6 | | 21,624 | | 8 | | 22,334 | | 10 | | 37,591 | | 62 | | 347,069 | |
| Terminal supervisors and platform workers | 1 | | 5,000 | | 6 | | 22,457 | | 21 | | 115,475 | | 20 | | 107,274 | |
| Mechanics and maintenance.. | 20 | | 108,454 | | 7 | | 24,388 | | 50 | | 276,855 | | 40 | | 209,661 | |
| Executive officers | 8 | | 133,733 | | 8 | | 80,757 | | 44 | | 406,494 | | 39 | | 330,896 | |
| Office clerks and other employees | 10 | | 54,812 | | 3 | | 10,120 | | 56 | | 257,812 | | 106 | | 447,639 | |
| Totals | 133 | | 674,203 | | 72 | | 350,862 | | 532 | | 2,780,334 | | 695 | | 3,583,975 | |
| Working proprietors (number and withdrawals) | — | | — | | 1 | | 8,064 | | 3 | | 9,446 | | 4 | | 38,723 | |
| | Canada | | Atlantic Provinces | | Quebec | | Ontario | | Manitoba | | Saskatchewan | | Alberta | | British Columbia | |
| | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased |
| | number | | | | | | | | | | | | | | | |
| Revenue equipment: ² | | | | | | | | | | | | | | | | |
| Model year: | | | | | | | | | | | | | | | | |
| Trucks: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 101 | — | — | — | 12 | — | 41 | — | — | — | 2 | — | 3 | — | 43 | — |
| 1950-55 | 283 | 1 | — | — | 30 | — | 135 | — | — | — | 7 | — | 20 | 1 | 91 | — |
| 1956-60 | 486 | 20 | 7 | — | 94 | — | 201 | 4 | 1 | — | 10 | — | 48 | 13 | 125 | 3 |
| 1961 | 86 | 6 | — | — | 22 | — | 23 | 1 | 1 | — | — | — | 21 | 5 | 19 | — |
| 1962 | 133 | 21 | — | — | 31 | — | 34 | 1 | 2 | — | — | — | 17 | 20 | 49 | — |
| 1963 | 92 | 6 | 1 | — | 17 | — | 30 | — | 2 | — | 1 | — | 10 | 6 | 31 | — |
| 1964 | 11 | 2 | — | — | 4 | — | 3 | 2 | — | — | — | — | 2 | — | 2 | — |
| Totals | 1,192 | 56 | 8 | — | 210 | — | 467 | 8 | 6 | — | 20 | — | 121 | 45 | 360 | 3 |

TABLE 11. Summary, 1963 (Class 1 and 2 Carriers) - Concluded

CONTRACT CARRIERS

| | Canada | | Atlantic Provinces | | Quebec | | Ontario | | Manitoba | | Saskat- chewan | | Alberta | | British Columbia | |
|--|--------------------|------------|-----------------------|----------|------------|----------|------------|-----------|------------|----------|-------------------|-----------|------------------|------------|---------------------|----------|
| | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased |
| | number | | | | | | | | | | | | | | | |
| Revenue equipment² - Con.: | | | | | | | | | | | | | | | | |
| Model year - Con.: | | | | | | | | | | | | | | | | |
| Road tractors: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 28 | 8 | - | - | 10 | - | 10 | - | - | - | 1 | - | - | 8 | 7 | - |
| 1950-55 | 199 | 29 | 11 | - | 22 | - | 126 | 7 | - | - | 6 | - | 12 | 22 | 22 | - |
| 1956-60 | 730 | 101 | 16 | - | 73 | - | 360 | 31 | 84 | - | 13 | 6 | 132 | 64 | 52 | - |
| 1961 | 119 | 11 | 4 | - | 29 | - | 29 | 1 | 4 | - | 4 | 1 | 39 | 9 | 10 | - |
| 1962 | 214 | 32 | 7 | - | 33 | - | 83 | 8 | 23 | - | 3 | 7 | 31 | 17 | 34 | - |
| 1963 | 154 | 19 | 4 | - | 22 | - | 45 | 4 | 24 | - | 2 | 1 | 41 | 14 | 16 | - |
| 1964 | 52 | 4 | 1 | - | 2 | - | 30 | - | - | - | 1 | 4 | 12 | - | 6 | - |
| Totals | 1,496 | 204 | 43 | - | 191 | - | 683 | 51 | 135 | - | 30 | 19 | 267 | 134 | 147 | - |
| Semi-trailers: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 135 | - | - | - | 14 | - | 107 | - | - | - | - | - | 9 | - | 5 | - |
| 1950-55 | 343 | 6 | 11 | - | 34 | - | 205 | 3 | 3 | - | 7 | - | 50 | 3 | 33 | - |
| 1956-60 | 816 | 29 | 30 | - | 65 | - | 356 | 12 | 94 | - | 23 | 1 | 196 | 16 | 52 | - |
| 1961 | 143 | 21 | 2 | - | 20 | - | 58 | - | 2 | - | 6 | 14 | 40 | 7 | 15 | - |
| 1962 | 230 | 4 | 10 | - | 20 | - | 106 | 2 | 22 | - | 1 | - | 40 | 2 | 31 | - |
| 1963 | 211 | 11 | 3 | - | 34 | - | 43 | 2 | 27 | - | 4 | 8 | 79 | 1 | 21 | - |
| 1964 | 30 | - | - | - | 1 | - | 21 | - | - | - | - | - | 5 | - | 3 | - |
| Totals | 1,908 | 71 | 56 | - | 188 | - | 896 | 19 | 148 | - | 41 | 23 | 419 | 29 | 160 | - |
| Full trailers: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 8 | - | - | - | 4 | - | 2 | - | - | - | - | - | - | - | 2 | - |
| 1950-55 | 36 | 2 | - | - | 11 | - | 11 | 2 | - | - | - | - | 8 | - | 6 | - |
| 1956-60 | 80 | 48 | - | - | 28 | - | 17 | 45 | - | - | - | - | 6 | - | 29 | 3 |
| 1961 | 24 | - | - | - | 7 | - | 7 | - | - | - | - | - | 4 | - | 6 | - |
| 1962 | 35 | - | - | - | 4 | - | 5 | - | - | - | - | - | - | - | 26 | - |
| 1963 | 35 | - | - | - | 12 | - | 4 | - | - | - | - | - | 2 | - | 17 | - |
| 1964 | 13 | - | - | - | 3 | - | - | - | - | - | - | - | - | - | 10 | - |
| Totals | 231 | 50 | - | - | 69 | - | 46 | 47 | - | - | - | - | 20 | - | 96 | 3 |
| Type of engine: | | | | | | | | | | | | | | | | |
| Trucks: | | | | | | | | | | | | | | | | |
| Gasoline | 1,133 | 53 | 8 | - | 198 | - | 460 | 8 | 6 | - | 20 | - | 107 | 45 | 334 | - |
| Diesel | 59 | 3 | - | - | 12 | - | 7 | - | - | - | - | - | 14 | - | 26 | 3 |
| Totals | 1,192 | 56 | 8 | - | 210 | - | 467 | 8 | 6 | - | 20 | - | 121 | 45 | 360 | 3 |
| Road tractors: | | | | | | | | | | | | | | | | |
| Gasoline | 1,051 ³ | 149 | 36 | - | 105 | - | 607 | 40 | 116 | - | 18 | 7 | 106 ³ | 102 | 63 | - |
| Diesel | 445 | 55 | 7 | - | 86 | - | 76 | 11 | 19 | - | 12 | 12 | 161 | 32 | 84 | - |
| Totals | 1,496 | 204 | 43 | - | 191 | - | 683 | 51 | 135 | - | 30 | 19 | 267 | 134 | 147 | - |

¹ Based on counts made on April 30 and October 31.² Available at December 31, 1963.³ Includes 6 road tractors burning liquefied petroleum gases.

TABLE 12. Assets and Liabilities, 1963

CONTRACT CARRIERS

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|--|-------------------|-----------------------|------------------|------------------|------------------|-------------------|------------------|---------------------|
| | dollars | | | | | | | |
| | Class 1 Carriers | | | | | | | |
| Carriers reporting..... No. | 26 | — | 3 | 8 | 1 | 1 | 8 | 5 |
| Assets | | | | | | | | |
| Current assets: | | | | | | | | |
| Cash, working funds and deposits | 682,367 | — | 17,930 | 162,262 | 3,000 | 25,360 | 282,770 | 191,045 |
| Accounts receivable..... | 3,067,015 | — | 166,948 | 1,071,398 | 309,145 | 57,608 | 680,257 | 581,659 |
| Materials and supplies inventory | 308,244 | — | 17,910 | 89,113 | 52,696 | 4,219 | 135,643 | 8,663 |
| Other current assets..... | 763,070 | — | 60,373 | 321,601 | 16,372 | 1,526 | 291,464 | 71,734 |
| Total current assets..... | 4,820,696 | — | 263,161 | 1,644,374 | 381,213 | 88,713 | 1,590,134 | 853,101 |
| Fixed assets: | | | | | | | | |
| Land | 562,066 | — | — | 346,094 | 13,400 | 2,924 | 92,323 | 107,325 |
| Buildings | 1,002,973 | — | 8,526 | 481,427 | 119,395 | — | 202,588 | 191,037 |
| Revenue equipment—Trucks, tractors, trailers | 18,085,824 | — | 1,756,183 | 7,337,240 | 1,833,329 | — | 4,130,517 | 3,028,555 |
| Other automotive equipment, service equip- ment, etc..... | 249,130 | — | 10,739 | 17,820 | — | — | 143,373 | 77,198 |
| Shop and garage equipment | 295,736 | — | 25,887 | 121,605 | 37,449 | 3,887 | 103,168 | 3,740 |
| Furniture and office equipment..... | 222,871 | — | 26,239 | 95,523 | 17,733 | 5,210 | 62,387 | 15,779 |
| Other operating property | 119,840 | — | 21,281 | 77,998 | 8,972 | — | 11,589 | — |
| Total fixed assets (motor carrier business) .. | 20,538,440 | — | 1,848,855 | 8,477,707 | 2,030,278 | 12,021 | 4,745,945 | 3,423,634 |
| Less reserve for depreciation..... | 12,606,990 | — | 1,148,653 | 5,200,745 | 1,277,546 | 5,127 | 2,884,621 | 2,090,298 |
| Value at year end | 7,931,450 | — | 700,202 | 3,276,962 | 752,732 | 6,894 | 1,861,324 | 1,333,336 |
| Fixed assets (other)..... | 113,136 | — | — | 35,508 | — | 69,713 | 556 | 7,359 |
| Less reserve for depreciation..... | 5,428 | — | — | — | — | 1,123 | — | 4,305 |
| Value at year end | 107,708 | — | — | 35,508 | — | 68,590 | 556 | 3,054 |
| Other assets (investments, intangibles, etc.) | 1,286,646 | — | 137,659 | 658,668 | 12,797 | 114,943 | 195,729 | 166,850 |
| Total assets | 14,146,500 | — | 1,101,022 | 5,615,512 | 1,146,742 | 279,140 | 3,647,743 | 2,356,341 |
| Liabilities | | | | | | | | |
| Current liabilities: | | | | | | | | |
| Loans and notes payable..... | 1,476,806 | — | 109,854 | 423,470 | 52,890 | 30,000 | 749,990 | 110,602 |
| Accounts payable | 2,332,486 | — | 170,696 | 1,034,267 | 327,866 | 15,044 | 570,822 | 213,791 |
| Other current liabilities..... | 535,208 | — | 11,945 | 219,873 | — | 6,702 | 64,481 | 232,207 |
| Total current liabilities | 4,344,500 | — | 292,495 | 1,677,610 | 380,756 | 51,746 | 1,385,293 | 556,600 |
| Equipment notes and other long-term obligations | 3,841,006 | — | 468,028 | 1,670,194 | 92,304 | 54,572 | 934,297 | 621,611 |
| Other reserves..... | 343,458 | — | 94,948 | 121,341 | — | — | 105,735 | 21,434 |
| Capital stock and investment | 1,478,110 | — | 75,700 | 972,560 | 11,000 | 17,600 | 272,766 | 128,482 |
| Surplus | 4,139,426 | — | 169,851 | 1,173,807 | 662,682 | 155,222 | 949,650 | 1,028,214 |
| Total liabilities | 14,146,500 | — | 1,101,022 | 5,615,512 | 1,146,742 | 279,140 | 3,647,743 | 2,356,341 |

TABLE 12. Assets and Liabilities, 1963 — Concluded

CONTRACT CARRIERS

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|---|-------------------|-----------------------|------------------|------------------|----------------|-------------------|------------------|---------------------|
| | dollars | | | | | | | |
| | Class 2 Carriers | | | | | | | |
| Carriers reporting..... No. | 130 | 4 | 29 | 42 | 2 | 5 | 18 | 30 |
| Assets | | | | | | | | |
| Current assets: | | | | | | | | |
| Cash, working funds and deposits | 1,475,684 | 71,373 | 238,481 | 459,391 | 8,259 | 46,964 | 364,892 | 286,324 |
| Accounts receivable | 2,826,973 | 106,280 | 868,525 | 692,083 | 126,906 | 90,415 | 368,281 | 574,483 |
| Materials and supplies inventory | 391,924 | 7,439 | 213,889 | 101,382 | — | 5,848 | 35,380 | 28,006 |
| Other current assets | 685,493 | 3,797 | 200,224 | 160,910 | 14,481 | 15,354 | 98,478 | 192,249 |
| Total current assets | 5,380,074 | 188,889 | 1,521,099 | 1,413,766 | 149,646 | 158,581 | 867,031 | 1,061,062 |
| Fixed assets: | | | | | | | | |
| Land | 355,810 | — | 50,839 | 135,435 | 9,603 | 9,008 | 76,587 | 74,538 |
| Buildings | 1,251,698 | 28,790 | 472,327 | 316,433 | 62,222 | 30,321 | 211,828 | 131,777 |
| Revenue equipment—Trucks, tractors, trailers | 18,635,950 | 545,796 | 4,646,658 | 5,862,581 | 587,190 | 598,036 | 3,097,069 | 3,298,620 |
| Other automotive equipment, service equip- ment, etc. | 519,264 | — | 81,097 | 130,398 | 275 | 11,833 | 49,534 | 246,127 |
| Shop and garage equipment | 282,035 | 533 | 86,256 | 83,162 | 1,873 | 8,554 | 54,171 | 47,486 |
| Furniture and office equipment | 139,494 | 5,583 | 47,439 | 29,691 | 21,219 | 4,721 | 18,312 | 14,529 |
| Other operating property | 82,653 | 16,127 | 5,493 | 44,804 | 13,465 | 240 | 1,449 | 1,075 |
| Total fixed assets (motor carrier business) .. | 21,266,904 | 594,829 | 5,389,909 | 6,602,504 | 895,847 | 662,713 | 3,506,950 | 3,814,152 |
| Less reserve for depreciation | 11,735,373 | 263,034 | 2,953,310 | 3,902,122 | 417,916 | 371,563 | 1,909,932 | 1,917,496 |
| Value at year end | 9,531,531 | 331,795 | 2,436,599 | 2,700,382 | 277,931 | 291,150 | 1,597,018 | 1,896,656 |
| Fixed assets (other) | 1,574,034 | 9,373 | 1,178,572 | 156,499 | 10,000 | — | 25,974 | 193,616 |
| Less reserve for depreciation | 658,472 | 1,665 | 515,825 | 41,899 | — | — | — | 99,283 |
| Value at year end | 915,562 | 7,708 | 662,747 | 114,600 | 10,000 | — | 25,974 | 94,333 |
| Other assets (investments, intangibles, etc.) | 2,046,031 | 81,086 | 335,703 | 1,229,773 | 3,049 | 15,827 | 194,888 | 185,907 |
| Total assets | 17,873,198 | 609,478 | 4,956,348 | 5,458,521 | 440,626 | 465,358 | 2,684,909 | 3,257,958 |
| Liabilities | | | | | | | | |
| Current liabilities: | | | | | | | | |
| Loans and notes payable | 2,119,244 | 167,320 | 510,336 | 789,789 | 7,974 | 8,949 | 301,980 | 332,898 |
| Accounts payable | 2,522,053 | 154,039 | 802,543 | 734,328 | 52,402 | 70,378 | 320,594 | 387,769 |
| Other current liabilities | 1,650,595 | 9,197 | 294,516 | 609,056 | 85,681 | 84,423 | 155,477 | 412,245 |
| Total current liabilities | 6,291,892 | 330,556 | 1,607,395 | 2,133,173 | 146,057 | 163,750 | 778,051 | 1,132,910 |
| Equipment notes and other long-term obligations | 4,998,044 | 109,265 | 1,324,778 | 1,180,963 | 68,056 | 186,531 | 976,461 | 1,151,990 |
| Other reserves | 291,055 | 2,110 | 25,680 | 87,629 | 6,270 | 19,904 | 70,998 | 78,464 |
| Capital stock and investment | 1,995,153 | 20,120 | 588,296 | 1,065,517 | 14,000 | 10,080 | 124,042 | 173,098 |
| Surplus | 4,297,054 | 147,427 | 1,410,199 | 991,239 | 208,243 | 83,093 | 735,357 | 721,496 |
| Total liabilities | 17,873,198 | 609,478 | 4,956,348 | 5,458,521 | 440,826 | 465,358 | 2,684,909 | 3,257,958 |

TABLE 13. Operating and Income Accounts, 1963
CONTRACT CARRIERS

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|---|-------------------|-----------------------|------------------|-------------------|------------------|-------------------|------------------|---------------------|
| | dollars | | | | | | | |
| | Class 1 Carriers | | | | | | | |
| <i>Carriers reporting</i> No. | 26 | — | 3 | 8 | 1 | 1 | 8 | 5 |
| Operating revenues: | | | | | | | | |
| Freight revenues: | | | | | | | | |
| Intercity and rural | 25,614,410 | — | 2,070,234 | 11,034,429 | 1,531,218 | 622,765 | 6,994,515 | 3,361,249 |
| Local cartage | 849,698 | — | 28,501 | 160,054 | — | — | 79,574 | 581,569 |
| Storage and warehousing revenues | 150,794 | — | — | 115,454 | — | — | 8,211 | 27,129 |
| Other motor carrier operating revenues (in- cluding revenue equipment rentals) | 1,520,620 | — | — | 337,074 | — | 160,703 | 519,901 | 502,942 |
| Total operating revenues | 28,135,522 | — | 2,098,735 | 11,647,011 | 1,531,218 | 783,468 | 7,602,201 | 4,472,889 |
| Operating expenses: | | | | | | | | |
| Equipment maintenance and garage expenses .. | 3,470,221 | — | 194,482 | 1,690,018 | 273,496 | 41,895 | 835,483 | 434,847 |
| Tires and tubes | 652,633 | — | 72,323 | 261,730 | 59,466 | 7,413 | 175,248 | 76,453 |
| Highway drivers' wages | 5,324,573 | — | 453,841 | 2,881,514 | 204,750 | 30,421 | 853,664 | 900,383 |
| Fuel, oil and grease (including taxes) | 2,878,533 | — | 265,769 | 1,512,687 | 230,879 | — | 449,508 | 419,690 |
| Licence expense | 800,789 | — | 63,165 | 401,396 | 44,443 | 17,959 | 156,293 | 117,538 |
| Purchased transportation | 4,892,309 | — | 87,852 | 901,796 | 143,392 | 466,087 | 3,126,475 | 166,707 |
| Other transportation expenses | 734,370 | — | 108,674 | 151,090 | 5,887 | 19,432 | 163,510 | 285,777 |
| Pick-up and delivery drivers' and helpers' wages | 600,165 | — | 135,000 | 164,524 | — | — | 25,950 | 274,691 |
| Terminal supervisors and platform workers— Salaries and wages | 425,059 | — | 23,180 | 265,944 | — | 7,157 | 81,997 | 46,781 |
| Other terminal expenses (including property taxes) | 573,913 | — | 18,279 | 269,662 | 4,701 | 8,163 | 21,472 | 251,636 |
| Traffic department expenses | 151,837 | — | 31,541 | 46,133 | — | — | 38,854 | 35,309 |
| Insurance and claims expenses | 712,404 | — | 86,910 | 373,872 | 25,043 | 18,815 | 133,019 | 74,745 |
| Administration and general expenses | 3,343,540 | — | 297,603 | 1,386,267 | 144,519 | 61,473 | 710,530 | 743,148 |
| Depreciation | 2,429,515 | — | 250,580 | 924,888 | 181,329 | 992 | 721,119 | 350,607 |
| Total operating expenses | 26,989,861 | — | 2,089,199 | 11,231,521 | 1,317,905 | 679,807 | 7,493,122 | 4,178,307 |
| Income account: | | | | | | | | |
| Net operating revenues | 1,145,661 | — | 9,536 | 415,490 | 213,313 | 103,661 | 109,079 | 294,582 |
| Income from other sources | 289,568 | — | — | 42,245 | 58,392 | 3,313 | 180,227 | 5,391 |
| Gross income | 1,435,229 | — | 9,536 | 457,735 | 271,705 | 106,974 | 289,306 | 299,973 |
| Deductions: | | | | | | | | |
| Bond interest | — | — | — | — | — | — | — | — |
| Other deductions | 106,348 | — | — | 21,360 | 2,172 | 71,974 | 10,842 | — |
| Total deductions | 106,348 | — | — | 21,360 | 2,172 | 71,974 | 10,842 | — |
| Net income before income taxes | 1,328,881 | — | 9,536 | 436,375 | 269,533 | 35,000 | 278,464 | 299,973 |
| Provision for income taxes | 473,061 | — | 6,397 | 158,215 | 109,473 | 7,755 | 75,076 | 116,145 |
| Net income transferred to earned surplus | 855,820 | — | 3,139 | 278,160 | 160,060 | 27,245 | 203,388 | 183,828 |

TABLE 13. Operating and Income Accounts, 1963 — Concluded
CONTRACT CARRIERS

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|--|-------------------|-----------------------|------------------|------------------|----------------|-------------------|------------------|---------------------|
| | dollars | | | | | | | |
| | Class 2 Carriers | | | | | | | |
| <i>Carriers reporting No.</i> | 130 | 4 | 29 | 42 | 2 | 5 | 18 | 30 |
| Operating revenues: | | | | | | | | |
| Freight revenues: | | | | | | | | |
| Intercity and rural | 24,125,440 | 826,353 | 4,883,802 | 8,459,512 | 735,476 | 676,125 | 3,575,161 | 4,969,011 |
| Local cartage | 666,513 | 25,000 | 149,849 | 320,452 | 67,903 | 84,209 | — | 19,100 |
| Storage and warehousing revenues | 115,152 | 33,054 | — | 68,759 | — | 9,579 | — | 3,760 |
| Other motor carrier operating revenues (including revenue equipment rentals) | 529,390 | — | 27,711 | 99,658 | — | 48,315 | 50,832 | 302,674 |
| Total operating revenues | 25,436,495 | 884,407 | 5,061,362 | 8,948,581 | 803,379 | 818,228 | 3,625,993 | 5,294,545 |
| Operating expenses: | | | | | | | | |
| Equipment maintenance and garage expenses .. | 3,502,613 | 116,099 | 697,802 | 1,284,067 | 78,584 | 108,918 | 475,974 | 741,169 |
| Tires and tubes | 659,690 | 33,130 | 193,709 | 181,040 | 8,033 | 33,354 | 74,979 | 135,445 |
| Highway drivers' wages | 5,292,232 | 151,520 | 976,646 | 1,804,555 | 145,630 | 160,385 | 812,443 | 1,241,053 |
| Fuel, oil and grease (including taxes) | 3,449,648 | 151,867 | 651,951 | 1,245,543 | 138,340 | 151,975 | 601,720 | 508,452 |
| Licence expense | 882,387 | 36,623 | 116,070 | 380,432 | 32,939 | 41,361 | 133,075 | 141,887 |
| Purchased transportation | 2,305,339 | 15,771 | 399,031 | 973,834 | 36,831 | 42,508 | 164,215 | 673,149 |
| Other transportation expenses | 411,063 | 56,285 | 114,887 | 89,702 | 14,041 | 1,874 | 55,324 | 78,950 |
| Pick-up and delivery drivers' and helpers' wages | 303,847 | 5,000 | 44,150 | 126,520 | 21,824 | 22,334 | 11,641 | 72,378 |
| Terminal supervisors and platform workers—Salaries and wages | 270,681 | 15,170 | 45,494 | 95,746 | 5,000 | 15,300 | 33,478 | 60,493 |
| Other terminal expenses (including property taxes) | 368,469 | 18,259 | 25,722 | 110,933 | 21,974 | 3,130 | 45,867 | 142,584 |
| Traffic department expenses | 101,984 | 4,749 | 28,776 | 37,171 | 15,721 | 1,963 | 6,022 | 7,580 |
| Insurance and claims expenses | 794,614 | 52,568 | 184,672 | 288,604 | 23,305 | 11,718 | 126,335 | 107,392 |
| Administration and general expenses | 3,098,155 | 137,967 | 548,602 | 1,109,603 | 133,605 | 94,993 | 503,402 | 569,783 |
| Depreciation | 2,732,179 | 117,050 | 654,452 | 812,349 | 90,321 | 92,761 | 394,999 | 570,247 |
| Total operating expenses | 24,173,101 | 912,078 | 4,661,966 | 6,540,099 | 766,348 | 782,574 | 3,439,474 | 5,050,562 |
| Income account: | | | | | | | | |
| Net operating revenues | 1,263,394 | Dr. 27,671 | 379,396 | 408,482 | 37,031 | 35,654 | 186,519 | 243,983 |
| Income from other sources | 238,852 | 59,603 | 1,510 | 92,269 | 2,853 | 341 | 61,124 | 21,152 |
| Gross income | 1,502,246 | 31,932 | 380,906 | 500,751 | 39,884 | 35,995 | 247,643 | 265,135 |
| Deductions: | | | | | | | | |
| Bond interest | 1,026 | — | — | — | — | — | 840 | 186 |
| Other deductions | 106,856 | 16 | — | 11,834 | — | — | 44,305 | 50,701 |
| Total deductions | 107,882 | 16 | — | 11,834 | — | — | 45,145 | 50,887 |
| Net income before income taxes | 1,394,364 | 31,916 | 380,906 | 488,917 | 39,884 | 35,995 | 202,498 | 214,248 |
| Provision for income taxes | 272,360 | 3,064 | 92,756 | 73,815 | 13,276 | 8,217 | 41,130 | 40,102 |
| Net income transferred to earned surplus | 1,122,004 | 28,852 | 288,150 | 415,102 | 26,608 | 27,778 | 161,368 | 174,146 |

TABLE 14. Canadian Taxes, 1963
CONTRACT CARRIERS

| No. | | Canada | Atlantic Provinces |
|-----|---|-------------------------|-----------------------|
| | | dollars | |
| | | Class 1 Carriers | |
| 1 | Gasoline fuel tax | 908,110 | — |
| 2 | Diesel fuel tax | 351,090 | — |
| 3 | Operating licences (commercial, P.C.V., etc.) | 800,789 | — |
| 4 | All other taxes (except income taxes) | 56,422 | — |
| 5 | Total Canadian taxes (except income taxes) | 2,116,411 | — |
| | | Class 2 Carriers | |
| 6 | Gasoline fuel tax | 805,112 | 60,532 |
| 7 | Diesel fuel tax | 443,086 | 15,116 |
| 8 | Operating licences (commercial, P.C.V., etc.) | 882,387 | 36,623 |
| 9 | All other taxes (except income taxes) | 99,010 | 12,629 |
| 10 | Total Canadian taxes (except income taxes) | 2,229,595 | 124,900 |

TABLE 15. Employees and their Compensation, 1963
CONTRACT CARRIERS

| No. | | Canada | | Atlantic Provinces | | Quebec | |
|-----|--|--|--------------------------|--|--------------------------|--|--------------------------|
| | | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages |
| | | \$ | | \$ | | \$ | |
| | | Class 1 Carriers (\$500,000 and over) | | | | | |
| 1 | Highway drivers | 1,081 | 5,324,573 | — | — | 79 | 453,841 |
| 2 | Pick-up and delivery drivers and helpers | 118 | 600,165 | — | — | 25 | 135,000 |
| 3 | Terminal supervisors and platform workers | 75 | 425,059 | — | — | 5 | 23,180 |
| 4 | Mechanics and maintenance | 183 | 960,497 | — | — | 5 | 29,600 |
| 5 | Executive officers | 61 | 876,220 | — | — | 8 | 95,660 |
| 6 | Office clerks and other employees | 287 | 1,242,057 | — | — | 8 | 37,580 |
| 7 | Totals | 1,805 | 9,428,571 | — | — | 130 | 774,861 |
| 8 | Working proprietors (number and withdrawals) | — | — | — | — | — | — |
| | | Class 2 Carriers (\$100,000 to \$499,999) | | | | | |
| 9 | Highway drivers | 1,198 | 5,292,232 | 36 | 151,520 | 261 | 976,646 |
| 10 | Pick-up and delivery drivers and helpers | 76 | 303,847 | 1 | 5,000 | 10 | 44,150 |
| 11 | Terminal supervisors and platform workers | 61 | 270,681 | 3 | 15,170 | 12 | 45,494 |
| 12 | Mechanics and maintenance | 103 | 479,490 | 2 | 4,474 | 21 | 86,359 |
| 13 | Executive officers | 171 | 1,208,053 | 4 | 36,600 | 31 | 200,066 |
| 14 | Office clerks and other employees | 108 | 380,968 | 5 | 20,000 | 22 | 75,126 |
| 15 | Totals | 1,717 | 7,935,271 | 51 | 232,764 | 357 | 1,427,841 |
| 16 | Working proprietors (number and withdrawals) | 14 | 107,083 | — | — | 2 | 15,414 |

¹ Based on counts made on April 30 and October 31.

TABLE 14. Canadian Taxes, 1963
CONTRACT CARRIERS

| Quebec | Ontario | Manitoba | Saskatchewan | Alberta | British Columbia | No. |
|------------------|-----------|----------|--------------|---------|------------------|-----|
| dollars | | | | | | |
| Class 1 Carriers | | | | | | |
| 59,542 | 559,258 | 85,642 | 19,413 | 116,109 | 68,146 | 1 |
| 57,569 | 58,888 | 10,482 | 25,191 | 119,241 | 79,719 | 2 |
| 63,165 | 401,396 | 44,443 | 17,959 | 156,293 | 117,533 | 3 |
| 947 | 45,740 | 2,066 | 1,854 | 5,695 | 120 | 4 |
| 181,223 | 1,065,282 | 142,633 | 64,417 | 397,338 | 265,518 | 5 |
| Class 2 Carriers | | | | | | |
| 159,341 | 352,578 | 13,440 | 31,071 | 89,119 | 99,031 | 6 |
| 118,731 | 71,942 | 25,168 | 25,334 | 113,744 | 73,051 | 7 |
| 116,070 | 380,432 | 32,939 | 41,361 | 133,075 | 141,887 | 8 |
| 42,025 | 22,684 | 12,243 | 3,500 | 5,010 | 919 | 9 |
| 436,167 | 827,636 | 83,790 | 101,266 | 340,948 | 314,888 | 10 |

TABLE 15. Employees and their Compensation, 1963
CONTRACT CARRIERS

| Ontario | | Manitoba | | Saskatchewan | | Alberta | | British Columbia | | No. |
|---|--------------------|--------------------------------------|--------------------|--------------------------------------|--------------------|--------------------------------------|--------------------|--------------------------------------|--------------------|-----|
| Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages | |
| \$ | | \$ | | \$ | | \$ | | \$ | | |
| Class 1 Carriers (\$500,000 and over) | | | | | | | | | | |
| 593 | 2,881,514 | 60 | 204,750 | 8 | 30,421 | 176 | 853,664 | 165 | 900,383 | 1 |
| 38 | 164,524 | — | — | — | — | 8 | 25,950 | 47 | 274,691 | 2 |
| 47 | 265,944 | — | — | 2 | 7,157 | 13 | 81,997 | 8 | 46,781 | 3 |
| 106 | 526,980 | 16 | 87,451 | 3 | 11,152 | 35 | 201,851 | 18 | 103,463 | 4 |
| 21 | 336,697 | 3 | 76,133 | 1 | 38,000 | 20 | 184,566 | 6 | 145,164 | 5 |
| 148 | 607,296 | 7 | 41,166 | 2 | 8,250 | 45 | 215,088 | 77 | 332,677 | 6 |
| 953 | 4,782,955 | 88 | 409,500 | 16 | 94,980 | 297 | 1,563,116 | 323 | 1,803,159 | 7 |
| — | — | — | — | — | — | — | — | — | — | 8 |
| Class 2 Carriers (\$100,000 to \$499,999) | | | | | | | | | | |
| 405 | 1,804,555 | 28 | 145,630 | 32 | 160,385 | 175 | 812,443 | 261 | 1,241,053 | 9 |
| 34 | 126,520 | 6 | 21,824 | 8 | 22,334 | 2 | 11,641 | 15 | 72,378 | 10 |
| 21 | 95,746 | 1 | 5,000 | 4 | 15,300 | 8 | 33,478 | 12 | 60,493 | 11 |
| 35 | 173,216 | 4 | 21,003 | 4 | 13,236 | 15 | 75,004 | 22 | 106,198 | 12 |
| 69 | 463,370 | 5 | 57,600 | 7 | 42,757 | 24 | 221,928 | 31 | 185,732 | 13 |
| 33 | 112,640 | 3 | 13,646 | 1 | 1,870 | 11 | 42,724 | 31 | 114,962 | 14 |
| 599 | 2,776,047 | 47 | 264,703 | 56 | 255,882 | 235 | 1,197,218 | 372 | 1,780,816 | 15 |
| 4 | 35,436 | — | — | 1 | 8,064 | 3 | 9,446 | 4 | 38,723 | 16 |

TABLE 16. Fuel Consumed, 1963
CONTRACT CARRIERS

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|--|--------|-----------------------|--------|---------|----------|-------------------|---------|---------------------|
| Class 1 Carriers (\$500,000 and over) | | | | | | | | |
| Fuel consumed: | | | | | | | | |
| Gasoline (Imp. gal.) '000 | 6,947 | — | 397 | 4,302 | 612 | 139 | 967 | 530 |
| Diesel oil (Imp. gal.) " | 2,166 | — | 274 | 318 | 62 | 148 | 841 | 523 |
| Liquefied petroleum gases " | — | — | — | — | — | — | — | — |
| Class 2 Carriers (\$100,000 to \$499,999) | | | | | | | | |
| Fuel consumed: | | | | | | | | |
| Gasoline (Imp. gal.) '000 | 5,917 | 324 | 1,074 | 2,748 | 96 | 227 | 686 | 762 |
| Diesel oil (Imp. gal.) " | 2,825 | 56 | 573 | 498 | 250 | 152 | 808 | 488 |
| Liquefied petroleum gases " | 46 | — | — | — | — | — | 46 | — |

TABLE 17. Accidents, 1963 (Class 1 and 2 Carriers)
CONTRACT CARRIERS

| | Canada | | Atlantic Provinces | | Quebec | | Ontario | |
|--|-----------|-----------|-----------------------|----------|----------|-----------|----------|-----------|
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| number | | | | | | | | |
| Drivers and helpers | 3 | 53 | — | — | — | 5 | 2 | 12 |
| Other employees | — | 2 | — | 2 | — | — | — | — |
| Pedestrians | 3 | 1 | — | — | — | — | — | 1 |
| Other persons | 10 | 35 | — | 2 | 2 | 12 | 6 | 18 |
| Totals | 16 | 91 | — | 4 | 2 | 17 | 8 | 31 |
| Fatal accidents | 14 | — | — | — | 1 | — | 8 | — |
| Injury accidents | 77 | — | 2 | — | 11 | — | 27 | — |
| Accidents—Property damage only (over \$100)..... | 286 | — | 8 | — | 67 | — | 113 | — |
| number | | | | | | | | |
| Drivers and helpers | — | — | — | 3 | — | 26 | 1 | 7 |
| Other employees | — | — | — | — | — | — | — | — |
| Pedestrians | — | — | — | — | 2 | — | 1 | — |
| Other persons | — | — | — | — | 1 | 2 | 1 | 1 |
| Totals | — | — | — | 3 | 3 | 28 | 3 | 8 |
| Fatal accidents | — | — | — | — | 2 | — | 3 | — |
| Injury accidents | — | — | 2 | — | 27 | — | 8 | — |
| Accidents—Property damage only (over \$100)..... | 5 | — | 13 | — | 52 | — | 28 | — |

TABLE 18. Revenue Equipment Operated at Close of Year, 1963

CONTRACT CARRIERS

| | Canada | | Atlantic Provinces | | Quebec | | Ontario | | Manitoba | | Saskatchewan | | Alberta | | British Columbia | |
|---------------------------------------|--------|--------|-----------------------|--------|--------|--------|---------|--------|----------|--------|--------------|--------|---------|--------|---------------------|--------|
| | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased |
| number | | | | | | | | | | | | | | | | |
| Class 1 Carriers (\$500,000 and over) | | | | | | | | | | | | | | | | |
| Model year: | | | | | | | | | | | | | | | | |
| Trucks: | | | | | | | | | | | | | | | | |
| Prior to 1950..... | 43 | — | — | — | 3 | — | 22 | — | — | — | — | — | 3 | — | 15 | — |
| 1950-55..... | 136 | 1 | — | — | 9 | — | 82 | — | — | — | — | — | 10 | 1 | 35 | — |
| 1956-60..... | 186 | 13 | — | — | 20 | — | 89 | — | — | — | — | — | 16 | 13 | 61 | — |
| 1961..... | 27 | 5 | — | — | 4 | — | 10 | — | — | — | — | — | 6 | 5 | 7 | — |
| 1962..... | 44 | 20 | — | — | 5 | — | 19 | — | — | — | — | — | 4 | 20 | 16 | — |
| 1963..... | 21 | 6 | — | — | 1 | — | 9 | — | — | — | — | — | 1 | 6 | 10 | — |
| 1964..... | 1 | — | — | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Totals..... | 458 | 45 | — | — | 42 | — | 232 | — | — | — | — | — | 40 | 45 | 144 | — |
| Road tractors: | | | | | | | | | | | | | | | | |
| Prior to 1950..... | 9 | 8 | — | — | — | — | 4 | — | — | — | — | — | — | 8 | 5 | — |
| 1950-55..... | 110 | 28 | — | — | 10 | — | 78 | 6 | — | — | — | — | 11 | 22 | 11 | — |
| 1956-60..... | 391 | 79 | — | — | 21 | — | 179 | 10 | 73 | — | — | 8 | 82 | 63 | 36 | — |
| 1961..... | 43 | 10 | — | — | 8 | — | 9 | — | 1 | — | — | 1 | 21 | 9 | 4 | — |
| 1962..... | 102 | 30 | — | — | 6 | — | 50 | 8 | 19 | — | — | 8 | 15 | 16 | 10 | — |
| 1963..... | 84 | 15 | — | — | 6 | — | 19 | 3 | 22 | — | — | 1 | 26 | 11 | 11 | — |
| 1964..... | 36 | 1 | — | — | — | — | 25 | — | — | — | — | 1 | 9 | — | 2 | — |
| Totals..... | 775 | 171 | — | — | 53 | — | 364 | 27 | 115 | — | — | 15 | 164 | 129 | 79 | — |
| Trail-trailers: | | | | | | | | | | | | | | | | |
| Prior to 1950..... | 98 | — | — | — | — | — | 88 | — | — | — | — | — | 9 | — | 1 | — |
| 1950-55..... | 180 | 3 | — | — | 11 | — | 115 | — | — | — | — | — | 39 | 3 | 15 | — |
| 1956-60..... | 407 | 16 | — | — | 9 | — | 158 | — | 73 | — | — | 1 | 136 | 15 | 31 | — |
| 1961..... | 57 | 21 | — | — | 5 | — | 22 | — | 1 | — | — | 14 | 20 | 7 | 9 | — |
| 1962..... | 106 | 2 | — | — | 7 | — | 50 | — | 19 | — | — | — | 21 | 2 | 9 | — |
| 1963..... | 118 | 3 | — | — | 11 | — | 17 | 2 | 22 | — | — | — | 54 | 1 | 14 | — |
| 1964..... | 19 | — | — | — | — | — | 16 | — | — | — | — | — | 3 | — | — | — |
| Totals..... | 985 | 45 | — | — | 43 | — | 466 | 2 | 115 | — | — | 15 | 282 | 28 | 79 | — |
| Full trailers: | | | | | | | | | | | | | | | | |
| Prior to 1950..... | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | 2 | — |
| 1950-55..... | 14 | 2 | — | — | — | — | — | 2 | — | — | — | — | 8 | — | 6 | — |
| 1956-60..... | 46 | 45 | — | — | 18 | — | 11 | 45 | — | — | — | — | 6 | — | 11 | — |
| 1961..... | 6 | — | — | — | 1 | — | 1 | — | — | — | — | — | 4 | — | — | — |
| 1962..... | 20 | — | — | — | 3 | — | 2 | — | — | — | — | — | — | — | 15 | — |
| 1963..... | 29 | — | — | — | 12 | — | — | — | — | — | — | — | 2 | — | 15 | — |
| 1964..... | 13 | — | — | — | 3 | — | — | — | — | — | — | — | — | — | 10 | — |
| Totals..... | 130 | 47 | — | — | 37 | — | 14 | 47 | — | — | — | — | 20 | — | 59 | — |
| Type of engine: | | | | | | | | | | | | | | | | |
| Trucks: | | | | | | | | | | | | | | | | |
| Gasoline..... | 455 | 45 | — | — | 39 | — | 232 | — | — | — | — | — | 40 | 45 | 144 | — |
| Diesel..... | 3 | — | — | — | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Totals..... | 458 | 45 | — | — | 42 | — | 232 | — | — | — | — | — | 40 | 45 | 144 | — |
| Road tractors: | | | | | | | | | | | | | | | | |
| Gasoline..... | 571 | 132 | — | — | 27 | — | 336 | 24 | 110 | — | — | 7 | 62 | 101 | 36 | — |
| Diesel..... | 204 | 39 | — | — | 26 | — | 28 | 3 | 5 | — | — | 8 | 102 | 28 | 43 | — |
| Totals..... | 775 | 171 | — | — | 53 | — | 364 | 27 | 115 | — | — | 15 | 164 | 129 | 79 | — |

TABLE 18. Revenue Equipment Operated at Close of Year, 1963 — Concluded
CONTRACT CARRIERS

| | Canada | | Atlantic Provinces | | Quebec | | Ontario | | Manitoba | | Saskatchewan | | Alberta | | British Columbia | |
|------------------------|---|-----------|-----------------------|----------|------------|----------|------------|-----------|-----------|----------|--------------|----------|-----------------|----------|---------------------|----------|
| | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased | Owned | Leased |
| | number | | | | | | | | | | | | | | | |
| | Class 2 Carriers (\$100,000 to \$499,999) | | | | | | | | | | | | | | | |
| Model year: | | | | | | | | | | | | | | | | |
| Trucks: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 58 | — | — | — | 9 | — | 19 | — | — | — | 2 | — | — | — | 28 | — |
| 1950-55 | 147 | — | — | — | 21 | — | 53 | — | — | — | 7 | — | 10 | — | 56 | — |
| 1956-60 | 300 | 7 | 7 | — | 74 | — | 112 | 4 | 1 | — | 10 | — | 32 | — | 64 | 3 |
| 1961 | 59 | 1 | — | — | 18 | — | 13 | 1 | 1 | — | — | — | 15 | — | 12 | — |
| 1962 | 89 | 1 | — | — | 26 | — | 15 | 1 | 2 | — | — | — | 13 | — | 33 | — |
| 1963 | 71 | — | 1 | — | 16 | — | 21 | — | 2 | — | 1 | — | 9 | — | 21 | — |
| 1964 | 10 | 2 | — | — | 4 | — | 2 | 2 | — | — | — | — | 2 | — | 2 | — |
| Totals | 734 | 11 | 8 | — | 168 | — | 235 | 8 | 6 | — | 20 | — | 81 | — | 216 | 3 |
| Road tractors: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 19 | — | — | — | 10 | — | 6 | — | — | — | 1 | — | — | — | 2 | — |
| 1950-55 | 89 | 1 | 11 | — | 12 | — | 48 | 1 | — | — | 6 | — | 1 | — | 11 | — |
| 1956-60 | 339 | 22 | 16 | — | 52 | — | 181 | 21 | 11 | — | 13 | — | 50 | 1 | 16 | — |
| 1961 | 76 | 1 | 4 | — | 21 | — | 20 | 1 | 3 | — | 4 | — | 16 | — | 6 | — |
| 1962 | 112 | 2 | 7 | — | 25 | — | 33 | — | 4 | — | 3 | 1 | 16 | 1 | 24 | — |
| 1963 | 70 | 4 | 4 | — | 16 | — | 26 | 1 | 2 | — | 2 | — | 15 | 3 | 5 | — |
| 1964 | 16 | 3 | 1 | — | 2 | — | 5 | — | — | — | 1 | 3 | 3 | — | 4 | — |
| Totals | 721 | 33 | 43 | — | 138 | — | 319 | 24 | 20 | — | 30 | 4 | 103 | 5 | 68 | — |
| Semi-trailers: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 37 | — | — | — | 14 | — | 19 | — | — | — | — | — | — | — | 4 | — |
| 1950-55 | 163 | 3 | 11 | — | 23 | — | 90 | 3 | 3 | — | 7 | — | 11 | — | 18 | — |
| 1956-60 | 409 | 13 | 30 | — | 56 | — | 198 | 12 | 21 | — | 23 | — | 60 | 1 | 21 | — |
| 1961 | 66 | — | 2 | — | 15 | — | 36 | — | 1 | — | 6 | — | 20 | — | 6 | — |
| 1962 | 124 | 2 | 10 | — | 13 | — | 56 | 2 | 3 | — | 1 | — | 19 | — | 22 | — |
| 1963 | 93 | 8 | 3 | — | 23 | — | 26 | — | 5 | — | 4 | 8 | 25 | — | 7 | — |
| 1964 | 11 | — | — | — | 1 | — | 5 | — | — | — | — | — | 2 | — | 3 | — |
| Totals | 923 | 26 | 56 | — | 145 | — | 430 | 17 | 33 | — | 41 | 8 | 137 | 1 | 81 | — |
| Full trailers: | | | | | | | | | | | | | | | | |
| Prior to 1950 | 6 | — | — | — | 4 | — | 2 | — | — | — | — | — | — | — | — | — |
| 1950-55 | 22 | — | — | — | 11 | — | 11 | — | — | — | — | — | — | — | — | — |
| 1956-60 | 34 | 3 | — | — | 10 | — | 6 | — | — | — | — | — | — | — | 18 | 3 |
| 1961 | 18 | — | — | — | 6 | — | 6 | — | — | — | — | — | — | — | 6 | — |
| 1962 | 15 | — | — | — | 1 | — | 3 | — | — | — | — | — | — | — | 11 | — |
| 1963 | 6 | — | — | — | — | — | 4 | — | — | — | — | — | — | — | 2 | — |
| 1964 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Totals | 101 | 3 | — | — | 32 | — | 32 | — | — | — | — | — | — | — | 37 | 3 |
| Type of engine: | | | | | | | | | | | | | | | | |
| Trucks: | | | | | | | | | | | | | | | | |
| Gasoline | 678 | 8 | 8 | — | 159 | — | 228 | 8 | 6 | — | 20 | — | 67 | — | 190 | — |
| Diesel | 56 | 3 | — | — | 9 | — | 7 | — | — | — | — | — | 14 | — | 26 | 3 |
| Totals | 734 | 11 | 8 | — | 168 | — | 235 | 8 | 6 | — | 20 | — | 81 | — | 216 | 3 |
| Road tractors: | | | | | | | | | | | | | | | | |
| Gasoline | 480 | 17 | 36 | — | 78 | — | 271 | 16 | 6 | — | 18 | — | 44 ¹ | 1 | 27 | — |
| Diesel | 241 | 16 | 7 | — | 60 | — | 48 | 8 | 14 | — | 12 | 4 | 59 | 4 | 41 | — |
| Totals | 721 | 33 | 43 | — | 138 | — | 319 | 24 | 20 | — | 30 | 4 | 103 | 5 | 68 | — |

¹ Includes 6 road tractors burning liquefied petroleum gases.

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