

Railways and Canals and the various Provincial Government Departments. It need scarcely be added that the co-operation and encouragement of the Dominion Government has done much to assist the building of good roads throughout the country. Table 32 illustrates the working of the Act, showing the number and extent of projected roads and some of the more important items in the expenditure entailed. By c. 4 of 1923 and c. 4 of 1925 the operation of the Act has been extended to April 1, 1928.

32.—Statement of Road Projects of Provinces under the Canada Highways Act, 1919, to Mar. 31, 1926.

Provinces.	Number of project agreements.	Mileage.	Estimated sub-sidisable cost.	Estimated Dominion aid. (40%).	Provincial allocation under the Act.	Total payments to Mar. 31, 1926.
			\$	\$	\$	\$
Prince Edward Island.....	77	751	1,576,848	630,739	603,455	588,299
Nova Scotia.....	56	475	3,727,271	1,490,909	1,468,720	1,468,720
New Brunswick.....	19	1,237	2,950,600	1,180,340	1,163,845	1,163,845
Quebec.....	165	1,005	11,775,280	4,710,112	4,748,420	4,748,420
Ontario.....	39	638	13,713,577	5,497,431	5,877,275	5,774,006
Manitoba.....	42	1,455	3,812,201	1,521,881	1,602,265	1,287,475
Saskatchewan.....	76	1,900	4,662,163	1,864,865	1,806,255	1,820,428
Alberta.....	35	700	2,929,510	1,171,803	1,477,810	625,960
British Columbia.....	22	363	3,149,264	1,259,705	1,251,955	1,251,955
Total.....	534	8,524	48,326,714	19,330,685	20,000,000	18,429,188

VI.—MOTOR VEHICLES.

The earliest motor vehicles were propelled by steam, the history of the gasoline motor car commencing with the successful construction of a gasoline engine by Daimler in 1884. Until 1900 France remained the headquarters of the industry, possessing in that year more than half of the 10,000 cars in operation in Europe, while in the United States the number of cars was only about 700. Shortly afterwards, the invention of the Ford car resulted in a keen competition to bring motor cars within the reach of the average man, profits being secured from large production rather than high prices. Detroit became the centre of the automobile industry of the United States and the Canadian side of the Detroit river became the headquarters of the Canadian industry. As a consequence, the population of such border towns as Windsor, Walkerville and Sandwich has greatly increased in the past decade, while Ford City, which had no existence in 1911, had 5,870 inhabitants in 1921. Problems of regional location have resulted during more recent years in a gradual shifting of the centre of the industry, and the Toronto district now rivals in importance the older established centre on the Detroit river.

Like many other inventions, the motor car commenced as a toy, then as a luxury of the rich, while now it ranks as a comfort of those in moderate circumstances and may even become a necessity of life to the masses. Of late years it has been increasingly used for economic purposes; to-day the great majority of cars effect substantial economies in time or in money for their owners, partly or wholly offsetting their cost of upkeep. In the past few years, the motor truck—the freight automobile—has assumed considerable economic importance, and is now separately classified in Table 34 of this section. There seems to be but little doubt that in Canada, as was the case in England and the New England States, only the lack of