

1922; to \$10,842,525 in 1923; to \$11,944,242 in 1924; to \$13,020,607 in 1925; to \$15,288,138 in 1926; to \$15,822,339 in 1927; to \$18,980,716 in 1928 and to \$21,735,827 in 1929.

The growth of revenue from the gasoline tax still further demonstrates the increasing use of motor vehicles. In 1923 Manitoba and Alberta were the only provinces showing a gasoline-tax revenue, the total being \$280,404. In 1924 the five provinces of Prince Edward Island, Quebec, Manitoba, Alberta and British Columbia collected gasoline-tax revenue to the amount of \$559,543, while in 1925 the same provinces with Ontario added, collected \$3,521,388. In 1926 all provinces, except Saskatchewan, collected gasoline taxes which amounted to \$6,104,716, in 1927 to \$7,615,907 and in 1928 to \$9,151,735; in 1929, gasoline tax was collected in all provinces and amounted to \$17,237,017.

The provincial revenues from the liquor traffic have increased considerably of late years. The adoption of government control of the sale of liquor in the majority of the provinces, has resulted in trading profits, licensing revenues, and permit fees, all of which have swelled the provincial revenues. Prior to the adoption of government control such revenues were not available to the provinces. In 1925 the total revenue collected by all provinces from the liquor traffic was \$8,964,824; in 1926 it was \$11,609,392, increasing to \$16,793,656 in 1927. In 1928, it amounted to \$22,755,212 and in 1929 to \$27,599,687. The method of control varies somewhat as between provinces. In the majority of cases there are independent commissions or boards to administer the provincial liquor traffic acts, but the accounting and trading profits are shown somewhat differently in the various provincial public accounts reports.

Total Liabilities of the Provinces.—The total provincial direct liabilities in 1930 amounted to \$1,140,953,696 and have shown a steady and rapid increase since 1896 when they were but \$51,315,130. The direct liabilities in 1930, were divided among the provinces in the following proportions: Ont. 41·7 p.c., Alta. 11·1 p.c., B.C. 10·8 p.c., Man. 9·3 p.c., Que. 8·6 p.c., Sask. 7·1 p.c., N.B. 5·6 p.c., N.S. 5·5 p.c. and P.E.I. 0·3 p.c. Thus the Maritime Provinces with less than 10 p.c. of the total population hold 11·4 p.c. of the direct liabilities; the western provinces with 29 p.c. of the population carry 38 p.c.; Ontario with 33 p.c. of the population has nearly 42 p.c. of the total liabilities and Quebec, with decidedly the most favourable position, has more than 27 p.c. of the population but only 8·6 p.c. of the direct liabilities. In addition to the direct liabilities, there are also certain indirect liabilities which amounted in 1930 to \$227,599,646 so that the total liabilities of the provinces reached \$1,368,553,342 in that year. Figures by provinces for the fiscal years 1896, 1911, 1916-1930 are given in Table 23.

Bonded Indebtedness of the Provinces.—Of the total liabilities of the provinces the major part is represented by bonded debt owing to the public in Canada and abroad. The total bonded debt amounted to \$919,142,905 in 1930. In addition to this bonded debt there were Treasury Bills outstanding on provincial accounts amounting to \$71,778,326 for 1930. Figures of bonded debt for this and previous years to 1916 are given in Table 24. The rapid rise in the bonded debt of the provinces in the period under review is accounted for largely by the development of public ownership of utilities (such as the "Hydro" in Ontario), the extension of the highways and good roads systems in all provinces, the cultural training advances, and requirements for the promotion of industrial activities and public and social welfare. These demanded heavy expenditures which could not easily be met out of current revenue, and the borrowings, while increasing the public debt, are in the