

Provincial Funded Debt Incurred for Highways.—Table 35 shows the funded debts of the provinces outstanding at Dec. 31, 1931, which were incurred for highway development. These amounts should not be confused with estimates of the total investment in highways. The cost of constructing a new road is considerably greater than that of putting a permanent surface on an old road; the latter has been the purpose of much of the provincial expenditure.

The maintenance expenditures by the Provincial Highway Departments during 1931 amounted to \$18,746,163, while the annual charges for highway debt were \$19,772,829, a total provincial charge of \$38,518,992. The provinces collected \$42,662,241 in licences, gasolene taxes, tolls, etc., in connection with highway traffic. While these left an apparent surplus of \$4,143,249, no provision was made for the cost of administering highway and motor vehicle departments, for traffic patrols, nor for any expenditures by municipalities for either road maintenance or interest and retiring charges on capital expenditures.

35.—Provincial Government Funded Highway Debt and Annual Charges thereon, Dec. 31, 1931.

Province.	Amount.	Annual Interest and Sinking Fund.	Province.	Amount.	Annual Interest and Sinking Fund.
	\$	\$		\$	\$
Prince Edward Island	1,175,000	174,637	Manitoba	16,546,393	888,984
Nova Scotia	19,748,930	1,063,686	Saskatchewan	28,645,587 ¹	1,067,876
New Brunswick	35,928,810	1,620,000	Alberta	29,370,899	1,859,754
Quebec	38,577,000	1,695,215	British Columbia	41,804,416	2,378,916
Ontario	162,566,276	9,113,711	Totals	374,462,811	19,772,829

¹ As at April 30, 1931.

PART VI.—MOTOR VEHICLES.

The earliest motor vehicles were propelled by steam, the history of the gasolene motor car commencing with the successful construction of a gasolene 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 development 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 the border towns Windsor, Walkerville and Sandwich greatly increased between 1911 and 1921, while the town of Ford (now East Windsor), which had no existence in 1911, had 5,870 inhabitants in 1921 and 14,251 in 1931, when the aggregate for the "Border Cities" was 98,179. Problems of regional location have resulted, during more recent years, in a gradual shifting of the centre of the industry, and the Toronto and Oshawa districts now rival in importance the older established centre on the Detroit river.