

The maintenance expenditures by the Provincial Highway Departments during 1933 amounted to \$13,117,735, while the annual charges for highway debt were \$23,768,656, a total provincial charge of \$36,886,391. The provinces collected \$48,209,587 in licences, gasolene taxes, tolls, etc., in connection with highway traffic. While these left an apparent surplus of \$11,323,196, no provision was made for the cost of administering highway and motor vehicle departments, for traffic patrols, nor for adequate retiring charges on capital expenditures.

35.—Provincial Government Funded Highway Debt and Annual Charges thereon, Dec. 31, 1932 and 1933.

NOTE.—New Brunswick and Ontario as at Oct. 31, Manitoba and Saskatchewan as at April 30, 1933 and 1934. Other provinces as at Dec. 31.

Province.	Amount.		Annual Interest and Sinking Fund.	
	1932.	1933.	1932.	1933.
	\$	\$	\$	\$
Prince Edward Island.....	1,126,120	1,393,000	84,937	89,000
Nova Scotia.....	31,372,123	33,725,821	1,356,585	1,801,735
New Brunswick.....	38,980,597	39,480,098	1,949,000	1,974,000
Quebec.....	48,627,000	57,877,001	1,910,685	3,627,652
Ontario.....	178,963,498	185,410,372	8,948,175	9,270,519
Manitoba.....	18,009,982	18,009,982	909,476	933,537
Saskatchewan.....	29,226,693	28,951,736	1,315,077	1,555,777
Alberta.....	30,245,232	32,829,997	1,890,326	1,878,673
British Columbia.....	40,397,127	40,440,652	2,486,930	2,637,763
Totals.....	416,948,372	438,118,659	20,851,191	23,768,656

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.