

Provincial Funded Debt Incurred for Highways.—Table 35 shows the funded debts of the provinces, outstanding at Dec. 31, 1932-34, 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 1934 amounted to \$13,603,273, while the annual charges for highway debt were \$22,854,691, a total provincial charge of \$36,457,964. The provinces collected \$50,622,683 in licences, gasoline taxes, etc., in connection with highway traffic (see p. 691). While these left an apparent surplus of \$14,164,719, 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. Furthermore, motor vehicle traffic made no direct contribution to expenditures by municipalities upon streets, roads and highways.

35.—Provincial Government Funded Highway Debt and Annual Charges thereon, Dec. 31, 1932-34.

NOTE.—New Brunswick and Ontario as at Oct. 31; Manitoba and Saskatchewan as at April 30, 1933-35; Quebec as at June 30; Alberta as at Mar. 31, 1933-35; British Columbia as at Mar. 31, 1932-34. Other provinces as at Dec. 31.

Province.	Amounts.			Annual Interest and Sinking Funds.		
	1932.	1933.	1934.	1932.	1933.	1934.
	\$	\$	\$	\$	\$	\$
Prince Edward Island.	1,126,120	1,393,000	1,004,774	84,937	89,000	86,000
Nova Scotia.....	31,372,123	33,725,821	34,622,886	1,356,585	1,801,735	1,188,297
New Brunswick.....	38,980,597	39,480,098	40,740,876	1,949,000	1,974,000	2,161,925
Quebec.....	48,627,000	57,877,001	60,677,000	1,910,685	3,627,652	2,706,840
Ontario.....	178,963,498	185,410,372	203,785,482	8,948,175	9,270,519	10,189,274
Manitoba.....	18,009,982	18,009,982	17,795,541	909,476	933,537	905,647
Saskatchewan.....	29,226,693	28,951,736	29,048,905	1,315,077	1,555,777	1,599,961
Alberta.....	30,245,232	32,829,997	34,126,136	1,890,326	1,878,673	1,939,850
British Columbia.....	40,397,127	40,440,652	40,380,728	2,486,930	2,637,763	2,076,897
Totals.....	416,948,372	438,118,659	462,182,328	20,851,191	23,768,656	22,854,691

PART VI.—MOTOR VEHICLES.

Like many other inventions, the motor car commenced as a toy, then became a luxury of the rich, while now it ranks as a necessity of life to a large proportion of the population. In the past few years, the motor truck and the motor bus have assumed considerable economic importance, and are separately classified in Table 37.

Up to the present the motor vehicle has affected the passenger traffic of the steam and electric railways more than the freight. Eleven inter-urban and ten urban electric railways have ceased operation since 1926, and passenger traffic on the smaller electric railways and on the steam railways has declined during the last decade instead of increasing with increased population. This diversion of passenger traffic has been effected largely by the private automobile, although the motor