

### Section 3.—Finances of Road Transportation.

The cost of road transportation to the people of Canada might be summarized under the following headings: expenditures on roads and highways; expenditures of individuals and corporations upon owned motor vehicles; and expenditures for freight and passenger services rendered by motor vehicle public carriers such as taxi, bus, and motor transport companies. Since expenditures on roads and highways are made almost entirely by governmental bodies, fairly complete statistics are available regarding them, but, owing to the tremendous number of individuals and organizations which would have to be canvassed, no statistics are available regarding expenditures under the other two headings. By applying theoretical unit values to the automobiles registered, an estimate may be obtained of their total present value, which for 1936 was \$416,000,000.

The annual expenditure for the purchase of new motor vehicles is given for the year 1930 and since 1932 in the chapter on Internal Trade at p. 627. Unfortunately, this series as yet covers only a few years, several of which were years of depression, so that its significance will increase with a longer and more representative period. The retail value of new cars sold in 1932 was \$45,261,000, while in 1937 it had risen to \$148,486,000. The average for the seven years, 1930 and 1932-37, was \$93,795,000.

Some indication of the annual expenditures for the servicing of motor vehicles may be obtained from the statistics of retail merchandising appearing on pp. 626-627. Sales of gasoline are given on p. 678. No statistics are available regarding the earnings of motor transport and bus companies.

**Expenditures on Roads and Highways.**—Roads in Canada, except in the Territories and the National Parks are under the jurisdiction of provincial and municipal authorities. Unfortunately, there are no comprehensive or comparable statistics available regarding expenditures prior to 1928. Expenditures by the Dominion Government, outside of the National Parks, have taken the form of subsidies to the provinces for specific highways and have been made under the Canada Highways Act, 1919, (see p. 669 of the 1929 Year Book) largely in the few years immediately after the War and under relief legislation during the depression, to aid in providing useful employment. The present report includes expenditures on roads in the National Parks by the Dominion Government, also those on road construction work undertaken through the Department of National Defence to relieve unemployment in the western provinces. These expenditures, direct and as road subsidies, are shown in Table 5. The net expenditures here are the expenditures less subsidies received or collectable. They cover only national and provincial highways, secondary highways and other important roads to which the Provincial Governments contribute, together with the bridges or ferries necessary to such highways. The figures do not include expenditures on roads or streets within urban municipalities nor expenditures by rural municipalities on local roads to which no contribution is made by the Provincial Governments. Although the record of expenditures on roads by municipalities is incomplete, the expensive roads to construct and maintain are under provincial jurisdiction, so that only a small percentage of the total expenditures is omitted. In the Maritime Provinces all road expenditures are made by the Provincial Governments.

In accordance with an agreement of the Conference of British Commonwealth Statisticians, which met in Ottawa in 1935, an effort was made to collect statistics regarding urban streets and roadways beginning with 1935. The resulting statistics