

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 and the difficulties involved, complete statistics are not available under the other two headings.

An estimate may be made of the value of motor vehicles in use. Vehicles registered in 1937 numbered 1,319,702 (Table 2, p. 663). Vehicles estimated as purchased in 1937 numbered 413,043, valued at \$245,278,000. Used cars included in these purchases had an average value of \$323. Subtracting purchases in 1937 from total registrations in 1937, there remained 905,659 cars purchased by their owners in previous years, which, at an estimated average value of \$200, would be worth \$181,000,000, giving a total value of \$426,000,000 for all motor vehicles registered in 1937.

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. 615. 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 \$149,170,527. The average for the seven years, 1930 and 1932-37, was \$95,094,000.

Some indication of the annual expenditures for the servicing of motor vehicles may be obtained from the statistics of retail merchandising appearing on pp. 610-611. Sales of gasoline are given on p. 670. 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. The Dominion Bureau of Statistics has just completed a compilation of expenditures on highways, bridges, ferries, and foot paths, for the period 1919-37. This compilation includes expenditures by the Dominion on roads, bridges, etc., in National Parks, and on unemployment road projects, by the provinces, and by rural municipalities in Ontario, and covers the bulk of the expenditures on rural roads and on bridges and ferries, which are links in the road systems. The mileage of improved highways prior to 1919 was relatively small, the present extensive provincial highway systems having been almost entirely developed since the War to meet the requirements of motor traffic. Prior to 1919 roads were under the jurisdiction and maintenance of the municipalities in which they lay. However, the old gravel and water-bound macadam roads formed foundations in many places for new concrete and bituminous surfaces applied later.

The total expenditures during these nineteen years by these authorities were: for construction \$780,571,155, and for maintenance \$326,401,275, expenditures for plant and general items being divided between construction and maintenance on a *pro rata* basis, where not allocated by the authorities.

The details of these expenditures are shown in Table 5. In addition to the Dominion expenditures shown as such, subsidies were granted to the provinces, \$20,000,000 under the Canada Highways Act, 1919, and \$42,526,662 under unem-