

Prior to 1925 the figures do not show a pronounced trend but between 1925 and 1929 they increased substantially. From 1929 to 1932 the decrease was rapid and continuous but was practically halted in 1933, in which year production showed some improvement but mainly on account of the export demand. In 1938 the apparent consumption showed a decrease of 38,058 from the figure for 1937. Statistics regarding retail sales and sales financing of motor vehicles in Canada appear at pp. 622-624 of this volume.

### 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 on 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 that would have to be canvassed and the difficulties involved, complete statistics are not available under the other two headings.

At p. 665 of the 1939 Year Book an estimate is given of the value of motor vehicles in use in Canada in the year 1937. The expenditure for the purchase of new motor vehicles is given in this volume in the chapter on Internal Trade at p. 623, and sales of gasoline are given at p. 671.

Since no statistics are available regarding the earnings of motor transport and bus companies, it is impossible to make an estimate of the annual expenditure for the services provided by these public carriers.

**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 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 the National Parks, and by the provinces and by rural municipalities in Ontario on unemployment road projects. It also covers the bulk of the expenditures on rural roads and on bridges and ferries, which are links in the road systems. The present extensive provincial highway systems have been developed almost entirely since the War of 1914-18 to meet the requirements of motor traffic. However, old gravel and water-bound macadam roads formed foundations in many places for new concrete and bituminous surfaces.

The total expenditures during these nineteen years 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. A table at p. 666 of the 1939 Year Book summarizes these expenditures on roads for the whole period 1919-37; Table 5, p. 668, shows such expenditures during recent individual years.