

4.—Apparent Consumption of Automobiles in Canada, 1926-39

NOTE.—Figures for the years 1917-25 will be found at p. 673 of the 1938 Year Book.

Year	Production	Imports	Total Supply	Exports	Re-Exports	Total Exports	Apparent Consumption
	No.	No.	No.	No.	No.	No.	No.
1926.....	204,727	28,544	233,271	74,324	370	74,694	158,577
1927.....	179,054	36,630	215,684	57,414	438	57,852	157,832
1928.....	242,054	47,408	289,462	79,388	467	79,855	209,607
1929.....	262,625	44,724	307,349	101,711	671	102,382	204,967
1930.....	153,372	23,233	176,605	44,553	818	45,371	131,234
1931.....	82,559	8,738	91,297	13,813	726	14,539	76,758
1932.....	60,789	1,449	62,238	12,534	488	13,022	49,216
1933.....	65,852	1,781	67,633	20,403	497	20,900	46,733
1934.....	116,852	2,905	119,757	43,368	399	43,767	75,990
1935.....	172,877	4,111	176,988	64,330	291	64,621	112,367
1936.....	162,159	9,903	172,062	55,570	267	55,837	116,225
1937.....	207,463	20,069	227,532	65,867	276	66,143	161,389
1938.....	166,086	15,154	181,240	57,767	142	57,909	123,331
1939.....	155,426	18,284	173,710	58,503	220	58,723	114,987

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. 510, and sales of gasoline are given at p. 577.

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 footpaths, 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.