

### Section 3.—Finances of Road Transportation

The cost of road transportation to the people of Canada may 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. The expenditure for the purchase of new motor-vehicles is given in this volume in the chapter on Internal Trade at p. 542, and sales of gasoline are given at p. 611. 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 service 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 First World War 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.

Total expenditures during the nineteen years (1919–37) are, 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 shows such expenditure during recent individual years.

#### 5.—Capital, Maintenance and General Expenditures on Rural Highways in Canada, by Provinces, 1936–40

NOTE.—Provincial expenditures are for their respective fiscal years ended on the dates indicated in Table 1, p. 606.

Item and Province	1936	1937	1938	1939	1940
	\$	\$	\$	\$	\$
<b>Capital Expenditures</b>					
Prince Edward Island.....	1	399,643	1,231,596	1,728,968	583,358
Nova Scotia.....	6,587,411	7,852,858	4,904,250	3,676,994	1,746,369
New Brunswick.....	5,732,915	10,142,464	9,481,055	7,135,345	1,193,404
Quebec.....	8,033,000	5,906,126	14,951,864	15,683,975	21,389,804
Ontario.....	8,965,720	36,532,390	35,861,572	24,949,784	16,081,059
Manitoba.....	2,991	94,723	1,942,532	1,916,962	439,949
Saskatchewan.....	1,506,231	2,275,539	2,464,988	2,299,270	607,492
Alberta.....	1,399,544	1,638,236	1,980,768	2,219,928	1,516,897
British Columbia.....	2,739,104 <sup>2</sup>	4,573,125	3,901,943	2,966,015	2,543,906
<b>Totals, Capital.....</b>	<b>34,966,916<sup>3</sup></b>	<b>69,465,154</b>	<b>76,720,568</b>	<b>62,577,241</b>	<b>46,102,238</b>

For footnotes, see end of table, p. 609.