

**Wartime Control of Motor-Vehicles.\***—Early in 1942 the production of automobiles was stopped (see Chapter XIV). To take care of the needs of physicians, nurses, fire-fighting and police departments, and other users in essential classifications, 4,480 new cars were set aside in a Government "bank". Cars from this reserve pool have been released only for essential purposes on a permit from the Motor Vehicle Control, Department of Munitions and Supply. In his capacity as Administrator of the Wartime Prices and Trade Board, the Controller, in August, 1944, issued an order restricting purchases of passenger cars to one per year, except in the case of fleet operators who are allowed to purchase one vehicle per year for every five in operation. The order also compelled dealers to sell used cars in their stock to a specified list of essential users without requiring a trade-in or other consideration. Manufacturers of trucks have been permitted to divert from military schedules certain models which are stripped of all military equipment and produced as commercial units. All new trucks for civilian purposes are released only when the prospective purchasers have proven their essentiality to the Motor Vehicle Control.

### 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; expenditures for freight and passenger services rendered by motor-vehicle public carriers such as taxi, bus and motor-transport companies; and expenditures on garages, service stations, etc. 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 headings. Sales of gasoline are given at p. 680, and revenues of motor carriers at p. 677.

**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 made a compilation of expenditures on highways, bridges, ferries and footpaths, for the period 1919-37. This compilation included expenditures by the Dominion on roads, bridges, etc., in the National Parks, and by the provinces and rural municipalities in Ontario on unemployment road projects. It also covered 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.

Total expenditures during the nineteen years (1919-37) were \$780,571,155 for construction and \$326,401,275 for maintenance; expenditures for plant and general items were divided between construction and maintenance on a *pro-rata* basis,

\* Revised in the Publicity Branch of the Department of Munitions and Supply.