

Apparent Consumption of Automobiles in Canada.—The apparent consumption of automobiles in Canada in any year may be computed by deducting the number exported from the sum of the production and imports; figures for the years 1931-40 are given at p. 607 of the 1942 Year Book. During the war years, 1939-45, military vehicles constituted practically the whole output of the automobile factories.

Wartime Control of Motor-Vehicles.—During the War of 1939-45 the production of passenger motor-vehicles was stopped and available new cars set aside in a Government "bank" to take care of the needs of certain essential users. The last cars in this reserve bank were released in August, 1945. All production controls over motor-vehicles were removed with the end of the War and new rationing plans put into operation to govern the distribution of trucks and new passenger-vehicle production (see also pp. 577-578).

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. 671, and revenues of motor-carriers at p. 667.

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. During the war years, capital expenditures on highways, bridges and ferries have shown a decided drop as compared with the years immediately preceding the War. On the other hand, maintenance expenditures have increased considerably.

4.—Capital, Maintenance and General Expenditures on Rural Highways, Bridges and Ferries in Canada, by Provinces, 1940-44

NOTE.—Provincial expenditures are for their respective fiscal years. Figures for 1917-37 are given at p. 666 of the 1939 Year Book, and for 1937-39 at p. 574 of the 1941 edition.

Item and Province	1940	1941	1942	1943	1944
	\$	\$	\$	\$	\$
Capital Expenditures					
Prince Edward Island.....	583,358	197,256	126,144	141,175	388,538
Nova Scotia.....	1,746,369	718,347	655,612	192,109	445,349
New Brunswick.....	1,193,404	1,090,828	1,060,580	795,852	2,845,019
Quebec.....	21,389,804	13,273,995	10,453,185	10,843,890	13,153,874
Ontario.....	16,081,059	18,389,115	7,269,659	2,482,488	3,505,222
Manitoba.....	439,949	183,072	121,347	25,334	118,197
Saskatchewan.....	607,492	792,916	1,016,372	1,733,860	2,067,989
Alberta.....	1,516,897	1,721,205	1,303,835	1,449,042	2,313,732
British Columbia.....	2,543,906	871,220	5,869,409	7,230,557	6,667,429
Totals, Capital.....	46,102,238	37,237,954	27,876,193	24,894,307	31,505,349