

Ontario 1,412; Manitoba 305; Saskatchewan 414; Alberta 292; British Columbia 692; and the National Parks 83. Quebec, while not co-operating with the Federal Government on a financial basis, is still providing a highway linking the two ends of the Trans-Canada route in Ontario and New Brunswick.

Contractual commitments for the nine participating provinces with respect to new construction on the Highway during the period Dec. 9, 1949 to Mar. 31, 1955 amounted to \$179,096,584 of which the Federal Government's share was 50 p.c. or \$89,548,291. Federal payments to the provinces during this period for prior, interim and new construction totalled \$65,462,051. On-site labour expended on the Highway up to Mar. 31, 1955 amounted to 3,426,801 eight-hour man-days of employment; off-site employment required for the provision of necessary materials and services is estimated at 5,825,562 man-days. The Highway through the National Parks is being constructed with Federal Government funds and the amount of \$5,500,000 was allotted by Parliament for that purpose for the year ended Mar. 31, 1956.

By August 1955 contracts for 1,835 miles of grading had been approved and the equivalent of 1,554 miles built, contracts for base-course and paving had been approved for 1,357 miles and the equivalent of 1,167 miles completed, and 117 bridges, overpasses and other structures having over 20 foot spans had been completed.

Urban Streets.*—Statistics of streets, sidewalks, bridges and culverts in cities and towns have been collected since 1935. The smaller municipalities are not included but these do not incur much expense for street construction and maintenance and their inclusion would add little to the total. In the year ended Mar. 31, 1954, 317 municipalities reported 15,909 miles of streets, 4,709 miles of which were bituminous pavement, 804 miles concrete pavement, 3,845 miles bituminous surface, 3,689 miles gravel and crushed stone and 72 miles other surfaces. Thus the total length of surfaced street was 13,119 miles and the remainder was earth road. Expenditures on urban streets in 1954 by 317 municipalities amounted to \$93,045,185 as compared with \$82,981,153 spent by 303 municipalities in the previous year. The 13 cities reporting outlays of over \$1,000,000 in the later year accounted for 57.3 p.c. of the total expenditure. The metropolitan city of Toronto alone spent \$6,300,000 or 5.8 p.c. of the total. The major development in urban spending in 1954 was the assumption of responsibility for major thoroughfares in the Toronto area by the Municipality of Metropolitan Toronto whose principal accomplishment during the year was the resurfacing of Yonge Street at a cost of \$1,200,000.

Section 3.—Motor Vehicles

Registration.—Automobiles were registered in Canada for the first time in 1904. Ontario was the only province to issue licences in that year. New Brunswick began registering cars in 1905; Quebec, Saskatchewan and Alberta in 1906; British Columbia in 1907; Manitoba in 1908; Nova Scotia in 1909; Prince Edward Island in 1913; and Yukon Territory in 1914.

In 1905 only 565 motor vehicles were registered in Canada but by 1915 the number had risen to 95,284 and by the end of the next decade to 724,048. With the exception of 1931-33 an annual increase was in evidence until 1941 when 1,572,784 motor vehicles were registered. The number of commercial vehicles continued to increase during the war years but a considerable decline was shown in passenger cars because of the restrictions on manufacture and the rationing of tires and gasoline. However postwar recovery

*Additional information on urban streets is given in DBS annual report, *Highway Statistics*.