

Good Roads Movements.—The building of new roads and the improvement of those already in use, is a matter of such general interest that various organizations have been developed throughout the country for the purpose of advising and assisting the various governments in the work. Good roads associations, for the distribution of propaganda and the education of the public in the needs of improved highway routes, are to be found in most of the provinces, assisted by the various automobile and motor clubs. A branch of the Department of Railways and Canals directs its efforts solely to the study of highway development and construction, of the relations between the Dominion Government and the provincial Highway Departments, and of the financial assistance given to the provinces for road building.

The Canada Highways Act.—By c. 54 of the Statutes of 1919, the Dominion Parliament authorized the expenditure of \$20,000,000 for the purpose of constructing and improving the highways of Canada during the five years succeeding the passage of the Act. In its apportionment, grants of \$80,000 are made to every province during each of the five years, the remainder being allotted in proportion to their respective populations. Details as to cost, time, methods of construction, etc., of all roads built under the scheme are to be arranged between the Minister of Railways and Canals and the various provincial Government Departments. It need scarcely be added that the co-operation and encouragement of the Dominion Government has done much to assist the building of good roads throughout the country. Table 32 illustrates the working of the Act, showing the number and extent of projected roads and some of the more important items in the expenditure entailed.

32.—Statement of Progress of the Provinces under the Canada Highways Act, 1919, to March 31, 1922.

Provinces.	Projects under Agreement.					Federal Aid.	
	Number of Projects.	Number of Agreements.	Projected Mileage.	Estimated Subsidizable Cost.	Estimated Federal Aid (40%).	Provincial Allocation under the Act.	Total Payments.
	No.	No.	Miles	\$	\$	\$	\$
Prince Edward Island	20	20	181	324,565	129,826	603,455	143,759
Nova Scotia.....	24	24	207	2,251,259	900,504	1,468,720	486,412
New Brunswick.....	19	19	1,237	2,950,600	1,180,240	1,163,845	438,304
Quebec.....	14	35	238	2,638,642	1,055,457	4,748,420	540,218
Ontario.....	24	24	607	11,292,799	4,517,119	5,877,275	1,326,329
Manitoba.....	9	9	765	3,478,902	1,391,561	1,602,265	351,741
Saskatchewan.....	24	27	1,230	1,667,090	666,836	1,806,255	193,773
Alberta.....	-	-	-	-	-	1,477,810	-
British Columbia....	13	20	355	2,938,599	1,175,439	1,251,955	453,473
Total.....	147	178	4,820	27,542,456	11,016,982	20,000,000	3,934,000

VI.—MOTOR VEHICLES.

The earliest motor vehicles were propelled by steam, the history of the gasoline motor car commencing with the construction of a successful gasoline engine by Daimler in 1884. Until 1900 France remained the headquarters of the industry, possessing in the latter year more than half of the 10,000 cars in operation in Europe, while in the United States the number of cars was only about 700. Shortly afterwards, the invention of the Ford car resulted in a keen competition to bring motor cars within the reach of the average man, profits being secured from large production