

to the centres of population along the St. Lawrence. Montreal was joined to Kingston by road in 1816 and in the following year to Toronto. Thereafter other highways from points served by water routes to inland settlements began to increase in number, as it became apparent that they were essential to the commercial life of the country as a means of transporting supplies to the settlers, and of bringing their products to the central markets of the colony. The system of posts which had been established about the beginning of the nineteenth century necessitated passable routes between the various offices, and by 1827 a through road was available between Halifax and Amherstburg, comprising for the most part, the old Kempt Road, the York Road, Dundas Street and the Baldoon Road. From this trunk line of communication branch roads extended north and south to the more important centres of population in the two Canadas.

The cost of construction of these roads was high, and travel by stage coach was tedious and costly. As late as 1850, some points in central Ontario were still inaccessible to any vehicle. Later years, however, have brought with them improved methods of construction and a resulting reduction in expenses, together with an improvement in the wearing qualities of the more important highways. The growth of motor traffic has played a conspicuous part in the movement towards increased and improved road construction. In the older provinces of the east it has been a question of improving the existing roads and of building highways for the use of through traffic between the larger cities, while in the western provinces it has been more a matter of replacing the prairie and mountain trails with roads fit for modern tourist and freight traffic.

A table of road mileage in Canada is included. When it is considered that throughout the Dominion there are but 20 persons to every mile of road and that on an average there is one mile of road for every 5 square miles of land, the magnitude of the problem faced in the construction of these traffic routes is illustrated. A small population scattered over a large area has made this, like other transportation problems, particularly difficult of solution.

31.—Classification of Canadian Highway and Road Mileages, as at October 31, 1922.

Provinces.	Un-improved Earth.	Improved Earth.	Gravel.	Water-bound Macadam.	Bituminous Macadam.	Bituminous Concrete.	Cement Concrete.	Totals.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Prince Edward Island.....	3,468	170	2	7	-	-	-	3,647
Nova Scotia.....	11,580	2,453	1,096	53	8	-	-	15,190
New Brunswick...	8,900	1,655	3,558	-	11	-	-	14,124
Quebec.....	29,676	11,324	2,344	1,838	97	11	64	45,354
Ontario.....	18,700	11,800	22,127	11,055	405	43	118	64,248
Manitoba ¹	44,375	24,000	1,600	-	-	25	-	70,000
Saskatchewan ²	125,000	10,000	10	-	-	-	-	135,010
Alberta.....	15,193	44,207	-	-	-	-	-	59,400
British Columbia..	1,055	10,691	4,101	45	27	29	21	15,969
Total.....	257,947	116,300	34,838	12,998	548	108	203	422,942

¹Approximately 15 p.c. of surveyed road allowances giving some service.

²There are 210,000 miles of road allowances in the province.