

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 appended. When it is considered that throughout the Dominion there are but 26 persons to every mile of road and that on an average there is one mile of road for every 10 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 Mileage, Mar. 31, 1925.

Provinces.	Earth. ¹	Gravel.	Water-bound Macadam.	Bituminous Macadam.	Bituminous Concrete.	Cement Concrete.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Prince Edward Island.....	3,640	10	—	—	—	—	3,650
Nova Scotia.....	10,405	3,832	39	6	—	—	14,355
New Brunswick.....	12,204	1,849	—	12	—	—	14,065
Quebec.....	24,944	3,842	1,934	138	35	63	30,956
Ontario.....	23,125	26,011	2,076	1,019	203	326	52,760
Manitoba.....	25,600	1,530	—	—	17	—	27,147 ²
Saskatchewan.....	134,961	39	—	—	—	—	135,000 ²
Alberta.....	60,000	53	—	—	—	—	60,053 ²
British Columbia.....	12,287	4,188	53	30	50	56	16,664
Total.....	307,166	41,354	4,102	1,205	305	445	354,650

¹ Excluding earth roads in northern Ontario and Quebec.

² In addition there are estimated to be 47,000 miles of road allowance in Manitoba, 75,000 in Saskatchewan and 80,000 in Alberta.

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 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 were 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 were 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