

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 other traffic.

A table of road mileage in Canada is appended. When it is considered that throughout the Dominion there are but 25 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, 1926.

Provinces.	Earth.	Gravel.	Water-bound Macadam.	Bituminous Macadam.	Bituminous Concrete.	Cement Concrete.	Total. <sup>1</sup>
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Prince Edward Island.....	3,630	14	-	6	-	-	3,650
Nova Scotia.....	10,604	3,904	66	8	-	-	14,581
New Brunswick.....	8,790	2,075	13	-	-	-	10,878
Quebec.....	24,671	4,763	1,576	134	65	72	31,281
Ontario.....	31,395	30,296	4,138	390	524	247 <sup>2</sup>	66,990
Manitoba.....	20,132	1,844	-	-	19	6	22,000
Saskatchewan.....	151,950	59	-	-	-	-	152,009 <sup>3</sup>
Alberta.....	59,600	409	-	-	-	-	60,000
British Columbia.....	12,857	3,832	37	36	94	34	16,889
<b>Total.....</b>	<b>323,629</b>	<b>47,177</b>	<b>5,829</b>	<b>574</b>	<b>731</b>	<b>360</b>	<b>378,269</b>

<sup>1</sup>In addition there are estimated to be 52,000 miles of road allowance in Manitoba, 58,000 in Saskatchewan and 80,000 in Alberta.

<sup>2</sup>Includes 7,000 miles provincial highway system, 25,000 miles main market roads and 120,000 miles lateral or feeder roads, some of which are not yet open to travel.

<sup>3</sup>Includes 2 miles of brick road.

**Good Roads Movements.**—The building of new roads and the improvement of those already in use is a matter of such general interest that numerous organizations have been developed throughout the country for the purpose of advising and assisting the various governments in the work. Good roads associations, assisted by the automobile and motor clubs, are to be found in most of the provinces, for the distribution of propaganda and the education of the public in the needs of improved highway routes. 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 each 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