

31.—Classification of Canadian Highways, by Provinces, Mar. 31, 1927.

Provinces.	Unimproved.	Improved Earth.	Gravel.	Water-bound Macadam.	Bituminous Macadam.	Bituminous Concrete.	Cement Concrete.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
P. E. Island.....	2,829	790	15	—	6	—	—	3,650
Nova Scotia.....	—	11,082	3,293	31	6	—	—	14,413
New Brunswick.....	—	8,987	2,600	—	13	—	—	11,600
Quebec.....	7,850	15,561	5,709	1,560	122	120	78	31,000
Ontario.....	—	26,955	32,287	3,318	461	283	624	63,928
Manitoba.....	65,995	2,025	1,955	—	—	25	—	70,000
Saskatchewan.....	149,395	2,541	64	—	—	—	—	152,000
Alberta.....	58,481	1,169	350	—	—	—	—	60,000
British Columbia.....	—	12,933	4,248	38	70	95	40	17,424
Total.....	384,560	82,043	50,521	4,947	678	523	742	424,014

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 Railways and Canals and the various Provincial Government Departments. 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. By c. 4 of 1923 and c. 4 of 1925 the operation of the Act has been extended¹ to Apr. 1, 1928.

32.—Statement of Road Projects of Provinces under the Canada Highways Act, 1919, to Mar. 31, 1927.

Provinces.	Number of project agreements.	Mileage.	Estimated sub-sidizable cost.	Estimated Dominion aid. (40%).	Provincial allocation under the Act.	Total payments to Mar. 31, 1927.
			\$	\$	\$	\$
Prince Edward Island.....	77	751	1,576,848	630,739	603,455	603,455
Nova Scotia.....	56	475	3,727,271	1,490,909	1,468,720	1,468,720
New Brunswick.....	19	1,237	2,950,600	1,180,240	1,163,845	1,163,845
Quebec.....	165	1,005	11,771,693	4,708,677	4,748,420	4,748,420
Ontario.....	39	638	13,424,319	5,369,727	5,877,275	5,824,608
Manitoba.....	43	1,505	4,367,706	1,747,082	1,602,265	1,345,220
Saskatchewan.....	76	1,907	4,682,163	1,864,865	1,806,255	1,684,394
Alberta.....	42	808	3,361,110	1,344,443	1,477,810	685,590
British Columbia.....	22	364	3,149,264	1,259,705	1,251,955	1,251,955
Total.....	539	8,689	48,990,972	19,596,398	20,000,000	18,775,604

¹ Actual mileage of 8,416 approved and 524 agreements authorized by Order in Council as at Mar. 31, 1927, the difference being occasioned by the withdrawal of certain mileage and cancellation of some agreements in Manitoba and Saskatchewan. The difference in money was absorbed in applying higher type surfacing.