

As a result, in the Census of 1931 every second farm reported a farm-owned motor vehicle (1.96 farms per farm-owned motor vehicle). This widespread rural ownership of automobiles has resulted in the improvement of secondary rural roads.

A table of road mileage in Canada follows. These roads do not include those within the boundaries of urban municipalities and average about one mile of road for each 10 rural inhabitants or for each 26 persons, both rural and urban. There are great stretches of country in the northern portions of Quebec, Ontario, the Prairie Provinces and British Columbia with very few people and very few roads, but the southern portions are well supplied. A Trans-Canada highway is now under construction, running from the Atlantic to the Pacific oceans entirely in Canadian territory.

33.—Classification of Canadian Highways, by Provinces, Dec. 31, 1933.

Province.	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.....	1,865	1,601	175	-	-	5	2	3,651
Nova Scotia.....	6,433	3,634	4,616	30	29	-	-	14,742
New Brunswick...	1,800	4,660	5,350	-	13	-	-	11,825
Quebec.....	-	18,943	13,960	1,354	180	127	534	35,098
Ontario.....	-	18,232	45,596	1,153	1,357	650	1,552	68,540
Manitoba ¹	28,502	1,301	4,526	-	-	20	26	34,375
Saskatchewan ¹	56,884	96,691	2,156	-	-	-	-	155,731
Alberta.....	40,383	20,110	2,261	-	80	-	-	62,834
British Columbia ² .	2,769	10,597	8,053	42	599	71	46	22,328
Totals.....	138,636	175,769	86,693	2,579	2,258	873	2,160	409,124³

¹ Manitoba and Saskatchewan figures are as at April 30, 1934. ² B.C. figures are as at Mar. 31, 1933. ³ Includes 156 miles of other classes.

The great improvement indicated above in the extent and character of Canadian highways has entailed the expenditure of large sums by governing bodies, chiefly provincial or municipal authorities, as roads are under their jurisdiction. Unfortunately, there are no comprehensive or comparable statistics available regarding these expenditures prior to 1928. Expenditures by the Dominion Government have taken the form of subsidies to the provinces for specific highways and have been made under the Canada Highways Act, 1919, largely in the few years immediately after the War, and under relief legislation during the present depression to aid in providing useful employment. These subsidies paid in the years 1931-33 are shown in Table 34.

The Canada Highways Act.—Partly in response to the general demand for improved highways and partly to increase civilian employment at the end of the War, the Dominion Parliament, by c. 54 of the Statutes of 1919, 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. By c. 4 of 1923 and c. 4 of 1925 the operation of the Act was extended to April 1, 1928. A table on p. 669 of the Canada Year Book, 1929, shows the working of the Act and the allocation of expenditure as between the Dominion and the various provinces down to Mar. 31, 1928, by which time the grant had been expended. Road projects subsidized under the Act amounted to 8,753 miles with an estimated subsidizable cost of \$49,581,192.