

## PART V.—ROADS AND HIGHWAYS.\*

**Historical.**—A brief description of the early colonization roads in Canada was given at p. 733 of the 1934-35 Year Book.

**Recent Highway Development.**—The growth of motor traffic during and since the War has greatly stimulated the movement for increased and improved road construction. With the rapid increase in the percentage of motor car owners to the population (see pp. 689-690) the demand for improved roads became insistent after the War. Furthermore, the advantages to be gained by attracting touring motorists have been a powerful incentive to governing bodies to improve trunk roads and scenic highways within their jurisdictions. One sphere where the motor car has been of special economic advantage has been in rural areas, where its speed and economy are a great improvement over the old horse-drawn vehicle. 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, 1934.

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.....	1,789	1,651	195	—	—	12	4	3,651
Nova Scotia.....	7,081	3,722	3,903	30	10	37	—	14,783
New Brunswick....	2,567	2,228	6,791	—	13	15	—	11,614
Quebec.....	—	18,394	14,394	1,396	186	637	142	35,149
Ontario.....	3,331	18,217	42,112	188	2,312	803	1,687	68,675 <sup>3</sup>
Manitoba <sup>1</sup> .....	28,502	1,307	4,377	—	—	177	26	34,389
Saskatchewan <sup>1</sup> ....	56,696	96,573	2,363	—	—	68	—	155,700
Alberta.....	40,109	20,190	2,455	—	80	—	—	62,834
British Columbia <sup>2</sup> .	2,906	10,364	8,358	41	613	72	47	22,474 <sup>3</sup>
<b>Totals.....</b>	<b>142,981</b>	<b>172,646</b>	<b>84,948</b>	<b>1,655</b>	<b>3,214</b>	<b>1,821</b>	<b>1,906</b>	<b>409,269<sup>3</sup></b>

<sup>1</sup> Manitoba and Saskatchewan figures are as at April 30, 1935. <sup>2</sup> B.C. figures are as at Mar. 31, 1934. <sup>3</sup> Includes 98 miles of other classes, 25 miles in Ontario and 73 in British Columbia.

The extent and character of Canadian highways, indicated above, 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, (see p. 669 of the 1929 Year Book) 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 1930-34 are shown in Table 34.

\*Revised by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics, which publishes an annual report entitled "The Highway and the Motor Vehicle in Canada".