

The Alaska Highway, a 1,600-mile roadway, 24 to 36 feet wide, extends from Fort St. John, B.C.,* through Whitehorse, to Fairbanks, Alaska. It was virgin territory, and a pioneer air route, in the spring of 1942; on Nov. 20, 1942, it was officially opened for wheeled traffic. About 10,000 United States engineer troops and 4,000 civilians, of whom half were Canadians, hewed their way through the bush, bridged the rivers, overcame mountain grades and surfaced a roadbed, to permit a continuous journey by car before the year was out.

The maximum grade in hill country is 10 p.c.; in foothill country, 5 p.c. The Dominion Government supplied the right-of-way and exempted all shipments of construction equipment and material from customs duty and the United States Government carried out the work and will maintain the Highway for six months after the War. The United States Government will then remove such equipment and installations as it wishes and the remainder in the Canadian sections will then revert to Canada. At present, travel over the Highway is restricted to those given permits by the United States military authorities.

Statistics of urban streets have been collected since 1935 from cities and principal towns; the small municipalities omitted would increase the totals very little. For 1941 the total number of miles of street reported was 13,252, composed of: 3,234 miles of bituminous pavements; 941 miles of portland cement concrete; 1,695 miles of bituminous surfaces; 2,887 miles of gavel and crushed stone; and 431 miles of other surfaces; making a total of 9,188 miles of surfaced streets and 4,064 miles of earth roads. These figures for urban streets or roads are not included in the table of highway mileage.

* Dawson Creek, about 30 miles to the southwest, is the railhead from which supplies are trucked in to Fort St. John. The existing road between Dawson Creek and Fort St. John has been improved and to all intents and purposes forms part of the main highway.

1.—Classification of Highways, by Provinces, 1941 and 1942

NOTE.—The date for which the mileage was reported is indicated for each province. The figures for Canada are the sums of the mileages so reported. Urban streets are not included in the figures. Dashes indicate that no mileages were reported under the corresponding stub items.

Year and Classification	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total
	Dec. 31, 1941	Nov. 30, 1941	Oct. 31, 1941	March 31, 1942	1	Apr. 30, 1942	Apr. 30, 1942	Mar. 31, 1942	Mar. 31, 1941	
1941	miles	miles	miles	miles	miles	miles	miles	miles	miles	miles
SURFACED ROAD										
Cement (Portland cement concrete).....	4	4		254	2,104	31			41	2,438
Bituminous pavement.....	—	889	—	1,592	2,078	6	—	77	69	4,711
Bituminous surface.....	202	35	959	2,240	2,962	503	154	615	1,419	9,089
Gravel, crushed stone.....	233	5,437	7,550	17,544	50,633	8,300	4,374	3,623	6,999	104,693
Other surfaces.....	—	—	—	—	—	—	—	—	40	40
TOTALS, SURFACED ROAD...	439	6,365	8,509	21,630	57,777	8,840	4,528	4,315	8,568	120,971
EARTH ROAD										
Improved earth.....	2,208	3,537	2,687	—	14,854	8,300	147,476	15,260	10,324	204,646
Other earth roads.....	1,059	5,161	1,099	16,840	458	74,482	60,924	73,305	2,544	235,872
TOTALS, EARTH ROAD.....	3,267	8,698	3,786	16,840	15,312	82,782	208,400	88,565	12,868	440,518
Grand Totals, 1941...	3,706	15,063	12,295	38,470	73,089	91,622	212,928	92,880	21,436	561,489

For footnotes, see end of table, p. 597.