

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.

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 1943 the total number of miles of street reported was 13,679, composed of: 3,226 miles of bituminous pavements; 948 miles of portland cement concrete; 1,730 miles of bituminous surfaces; 3,329 miles of gravel and crushed stone; and 395 miles of other surfaces; making a total of 9,628 miles of surfaced streets and 4,051 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, 1943

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.

Classification	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total
	Mar. 31, 1944	Nov. 30, 1942	Oct. 31, 1943	Mar. 31, 1944	Mar. 31, 1944	Apr. 30, 1944	Apr. 30, 1944	Mar. 31, 1944	Mar. 31, 1943	
	miles	miles	miles	miles	miles	miles	miles	miles	miles	miles
SURFACED ROAD										
Portland cement concrete..	4	7	-	314	2,128	31	-	-	41	2,525
Bituminous pavement.....	202	58	-	2,570	2,098	6	-	81	165	5,180
Bituminous surface.....	-	867	959	1,333	3,013	536	139	579	1,383	8,809
Gravel—crushed stone....	253	5,623	7,640	18,433	49,200	8,376	6,565	4,774	7,667	108,531
Other surfaces.....	-	-	-	-	-	-	-	-	38	38
TOTALS, SURFACED ROAD...	459	6,555	8,599	22,650	56,439	8,949	6,704	5,434	9,294	125,083
EARTH ROAD										
Improved earth.....	2,198	3,463	2,640	467	3,605	8,180	147,398	14,756	9,926	192,633
Other earth roads.....	1,049	5,057	1,066	18,667	12,957	74,236 ¹	58,838	60,606	2,586 ²	235,062
TOTALS, EARTH ROAD.....	3,247	8,520	3,706	19,134	16,562	82,416	206,236	75,362	12,512	427,695
Grand Totals.....	3,706	15,075	12,305	41,784	73,001	91,365	212,940	80,796	21,806	552,778

¹ Includes road allowances.

² Cleared only.