

1.—Classification of Highways, by Provinces, 1946

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 corresponding stub items.

Classification	P.E.I. ¹	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total
	Mar. 31, 1946	Nov. 30, 1946	Oct. 31, 1945	Mar. 31, 1947	Mar. 31, 1947	Apr. 30, 1947	Mar. 31, 1947	Mar. 31, 1947	Mar. 31, 1945	
	miles	miles	miles	miles	miles	miles	miles	miles	miles	miles
SURFACED ROAD										
Portland cement concrete...	4	7	-	342	2,054	37	-	-	41	2,485
Bituminous pavement.....	205	902	-	3,207	2,476	-	-	-	114	6,904
Bituminous surface.....	-	53	977	1,089	3,524	515	372	735	1,452	8,717
Gravel—crushed stone.....	242	6,590	7,681	19,465	49,777	8,395	11,095	9,469	8,056	122,231 ²
Other surfaces.....	-	-	-	-	-	-	75	-	47	122
TOTALS, SURFACED ROAD...	451	7,552	8,658	24,103	57,831	8,947	11,542	10,204	9,710	140,459²
NON-SURFACED ROAD										
Improved earth.....	2,352	3,223	2,670	-	8,789	8,171	77,177	24,730	9,765	136,877
Other earth roads.....	903	4,776	984	16,226	6,381	74,236 ³	124,259	45,589	2,680	276,034
TOTALS, NON-SURFACED ROAD.....	3,255	7,999	3,654	16,226	15,170	82,407	201,436	70,319	12,445	412,911
Grand Totals.....	3,706	15,551	12,312	40,329	73,001	91,354	212,978	80,523	22,155	553,370²

¹ 1944 mileage.
N.W.T. and Yukon.

² Includes 1,461 miles of gravel road of the Northwest Highway System in N.W.T. and Yukon.
³ Includes road allowances.

The Alaska Highway.—The Alaska Highway, a 1,600-mile roadway, 24 to 36 feet wide, extends from Fort St. John, B.C.,* through White Horse, N.W.T., 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 Federal 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. On Apr. 3, 1946, the Canadian section of the Highway, from Edmonton to the Alaska border, together with the Northwest Staging Route airfields, telephone system and other defence projects (see 1945 Year Book, pp. 706 to 711) were taken over by Canada from the United States under agreement between the two countries.

The Northwest Highway System, as it is now called, is presently operated by the Canadian Army, but is open for civilian traffic. Permits to travel over the highway are no longer required.

Subsection 2.—Motor-Vehicles

Registration.—Automobiles were registered in Canada for the first time in 1904 and Ontario was the only province to issue licences in that year. New Brunswick began registering cars in 1905; Quebec, Saskatchewan and Alberta in 1906; British Columbia in 1907; Manitoba in 1908; Nova Scotia in 1909; Prince Edward Island in 1913 and Yukon in 1914.

* 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.