

reclassification in Manitoba resulted in a considerable decrease in gravelled milages in those provinces in 1954 and therefore in the total for Canada. The changes also contributed to an increase of 4,627 miles in the length of earth roads. The Prince Edward Island survey brought a decrease in reported mileage in that Province from 3,716 to 3,191 miles. Alberta mileage dropped by 227 to 85,489 miles and the Territories remained unchanged. All other provinces reported increases during the year. Federal roads in the ten provinces, including those within federal lands such as the National Parks and the Federal District Commission driveways around Ottawa, measured 1,971 miles including 729 in the North West Highway System of British Columbia. In addition the 2,128 miles of roads in the Yukon and Northwest Territories are all classed as federal roads.

1.—Milage of each Type of Road by Province as at Mar. 31, 1954

NOTE.—The figures for Canada are the sums of the milages so reported. Urban streets are not included.

Classification	Nfld.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Yukon and N.W.T.	Canada
	miles	miles	miles	miles	miles	miles	miles	miles	miles	miles	miles	miles
Surfaced Road...	2,180	1,559	8,742	14,096	30,175	63,756	4,720	22,520	30,273	12,877	1,718	192,616
Portland cement concrete.....	—	4	7	—	295	1,011	106	—	—	32	—	1,455
Bituminous pavement.....	33	—	34	1,411	6,841	5,304	—	—	—	2,021	4	15,648
Bituminous surface.....	97	334	1,638	1,035	1,209	5,874	1,531	1,333	2,119	1,048	—	16,218
Gravel and crushed stone...	2,050	1,221	7,063	11,650 ¹	21,830	51,567	3,083	21,187 ²	28,154	9,776	1,714	159,295
Non-surfaced Road.....	4,400	1,632	6,480	—	12,744	10,454	87,645	141,601	55,216	10,857	410	331,439
Improved earth...	460	1,632	2,934	—	12,744	10,454	(15,610 ³)	40,422 ⁴	26,544 ⁵	9,298	319	331,439
Other earth roads	3,940		3,546	—			(72,035 ⁶)	101,179 ⁶	28,672 ⁶	1,559	91	
Totals.....	6,580	3,191	15,222	14,096	42,919	74,210	92,365	164,121	85,489	23,734	2,128	524,055

¹ Includes improved earth roads. but details not available.

² Includes "long bridges".

³ Includes milages of roads gravelled

⁴ Does not include surveyed road allowances not in use.

⁵ Includes all road allowances.

Higher levels of expenditure during the year ended Mar. 31, 1955 brought total expenditures on highways, bridges, etc., in the five year period Apr. 1, 1950 to Mar. 31, 1955 to more than \$1,800,000,000 of which \$1,100,000,000 was on new construction and major reconstruction work. In addition during the same period over \$365,000,000 was spent on roads, bridges, etc., in rural municipalities, more than \$213,000,000 of it on new construction and major improvements. The length of surfaced highways increased from 166,899 miles at Mar. 31, 1951 to 192,616 miles at the end of March 1955 while the length of paved and bituminous surfaces increased by 34.3 p.c. in the five year period. Surfaced roads accounted for 36.8 p.c. of all highways open to traffic at the end of Mar. 31, 1955 and paved highways represented 6.4 p.c. of the total.

Expenditures on roads and highways outside urban areas during the year ended Mar. 31, 1955 were \$429,472,008, about 8.2 p.c. higher than in the previous fiscal year when the outlay was \$397,068,159 and 6.2 p.c. higher than the previous peak year of 1952-53 when \$404,291,421 was expended. This rise was partly accounted for by the inclusion in the Saskatchewan statistics of expenditures in local improvement districts, rural municipalities, villages and towns (less than 1,000 population) not previously reported. Construction work accounted for \$229,087,011 of the total in 1954-55 whereas \$234,334,349 was spent on this phase of road work in 1953-54. Maintenance charges rose 19.3 p.c. from \$149,844,221 to \$178,832,011. The ten provincial governments spent \$355,454,863 in 1954-55 compared with \$341,501,941 in 1953-54 and federal expenditures were up from \$26,759,571 to \$32,775,800.