

# D.B.S. MEMORANDUM

Dominion Bureau of Statistics, Ottawa, Canada

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OF STATISTICS

APR 18 1953

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## HIGHWAY STATISTICS

CANADA, 1951

Canada's post-war boom in highway construction and development continued at an accelerated pace during 1951. Out of total expenditures of some \$334,580,000 on highways a record \$192,810,000 went into major construction work. In the five years from 1947 to 1951 a total of \$1,380 million was expended on maintaining, improving and extending the country's highway network and of this sum almost \$780 million was spent on new construction and major improvements to make up in part for the restricted expenditures during the war period. This heavy program amounting to an outlay of almost \$100 for every man, woman and child in the nation has resulted in an increase of some 25,500 miles of surfaced highways in nine provinces and the Yukon and Northwest Territories. With the addition of 1,927 miles in Newfoundland the total of surfaced highways in Canada has risen from 145,809 miles in 1947 to 173,232 miles in 1951. The proportional increase in mileage of paved highways has been even more spectacular being 7,160 miles for the nine provinces whose total of paved highways advanced 37.6 p.c. from 19,029 miles in 1947 to 26,189 in 1951. The 1951 total including Newfoundland was 26,316 miles. Surfaced roads represented 26.3 p.c. of total highway mileage in 1947 and 30.5 p.c. in 1951. Paved roads which measured only 3.4 p.c. of all highways in 1947 advanced to 4.6 p.c. of the total in 1951. A factor not evident in the comparisons shown above is the higher standard of highway construction which results in wider, better roads more suited to modern traffic conditions and designed to withstand the heavier loads and increased traffic volume imposed upon them.

Table 1

## HIGHWAY MILEAGE, 1951

Province	Portland Cement Concrete	Bitum- inous Pavement	Bitum- inous Surface	Gravel, Crushed Stone	Other Surfaces	Total Surfaced Road	Improved Earth	Other Earth	Total Mileage
Newfoundland	-	30	97	1,800	-	1,927	452	3,940	6,319
Prince Edward Island	4	-	306	1,481	-	1,791	1,925	-	3,716
Nova Scotia	7	25	1,269	6,981	-	8,282	3,066	3,815	15,163
New Brunswick	-	-	1,785	(3) 9,300	-	11,085	(3) 1,600	(3) 524	13,209
Quebec	303	5,671	869	21,244	-	28,087	-	13,678	41,765
Ontario	1,524	4,383	4,397	51,893	-	62,197	11,812	-	74,009
Manitoba	99	-	840	8,549	-	9,488	7,855	(1) 74,172	91,515
Saskatchewan	-	-	846	15,573	54	16,473	(1) 83,677	(2) 112,502	212,652
Alberta	-	-	1,339	19,231	-	20,570	(1) 30,082	(1) 34,265	84,917
British Columbia	40	1,504	978	9,050	-	11,572	9,838	2,027	23,437
Yukon - Northwest Territories	-	-	-	1,760	-	1,760	271	41	2,072
Total	1,977	11,613	12,726	146,662	54	173,232	150,578	244,964	568,774

(1) Includes all road allowances.

(3) Estimated.

(2) Includes 56,896 miles unimproved road allowances not in use.

Prepared in the Public Finance and Transportation Division

Highway mileage increased from 567,155 miles in 1950 to 568,774 in 1951. During 1951 the mileage of earth roads decreased from 400,256 to 395,542 while surfaced roads were 6,333 miles longer at 173,232. The length of gravelled highways was up 4,640 miles from a revised 142,022 in 1950 to 146,662 in the year here reviewed. Bituminous pavements and surfaces gained 1,564 miles from 22,775 in 1950 to 24,339 miles in 1951. Two provinces, British Columbia and Manitoba, completed new sections of concrete road during 1951 but the overall decline in the length of concrete pavements continued with 1,977 miles at the end of 1951 compared with 2,045 miles the previous year. Reflecting the continued trend toward bituminous surfaces and pavements on the most-travelled routes, all provinces increased their mileages of bituminous highways during 1951. Comparison between reports for the two years shows the following mileages of bituminous roads (1950 mileages shown in brackets): Newfoundland 127(121); Prince Edward Island 306(271); Nova Scotia 1,294(1,208); New Brunswick 1,785(1,538); Quebec 6,540(6,109); Ontario 8,780(8,490); Manitoba 840(730); Saskatchewan 846(754); Alberta 1,339(1,193) and British Columbia 2,482 miles (2,361).

Expenditures on roads, bridges, ferries and sidewalks outside cities, towns and villages, amounted to almost \$334.6 million in 1951, a \$56.7 million or 20.4 p.c. increase over the \$277.9 million spent in 1950. Trans-Canada Highway construction costs amounting to some \$21.8 million are included above and are analysed later in this report. Amounts spent were higher in all parts of the country except Nova Scotia, New Brunswick and the Territories. Largest increases in expenditures occurred in Quebec up \$31.0 million, Ontario \$19.6 million and Alberta, Manitoba and Saskatchewan up \$5.8, \$4.0 and \$3.0 million respectively. Newfoundland, Prince Edward Island and British Columbia showed small increases while a slight decline in highway outlay occurred in the Yukon and Northwest Territories. Amounts spent in Nova Scotia dropped \$5.2 million and in New Brunswick \$3.6 million from those made in 1950.

Total outlay for road construction rose \$37.6 million over the \$133.7 million spent in 1950 amounting to \$171.3 million in 1951. Seven provinces increased their road construction expenditures with Quebec almost doubling the 1950 figure of \$26.3 million to \$50.6 million in 1951. Others increasing their outlays greatly were Ontario and the three Prairie provinces. Large drops in road construction dollars spent were recorded in Nova Scotia, New Brunswick, British Columbia and the Territories.

Bridge and Ferry construction costs were some \$500,000 greater at \$21.5 million. Considerably larger amounts were spent in Quebec, Alberta and British Columbia while the greatest decrease for this item was in Ontario. Most other provinces except Prince Edward Island lowered their Bridge and Ferry construction expenses slightly during 1951.

Per capita highway expenditures were higher in 1951 in most provinces but showed declines in Nova Scotia, New Brunswick and British Columbia. The range indicated slightly under \$16 spent per inhabitant in Manitoba and Saskatchewan and over \$38 per person in Alberta where oil revenues provided additional funds. Based on 1951 population data the average cost per person in the other provinces was: Newfoundland \$18; Quebec \$21; Ontario \$24; New Brunswick and Nova Scotia \$26; British Columbia \$28 and Prince Edward Island \$33. The average spent per capita for the whole of Canada was \$24.

Despite the expanded highway construction programs under way in most provinces, the ever increasing numbers of motor vehicles registered continue to produce conditions leading to greater congestion on the highways. The number of motor vehicles per mile of surfaced road which had been 12.6 in 1947 and 14.2 in 1949 rose sharply to 15.3 in 1950 and 16.6 in 1951. Thus there are almost 30 p.c. more cars on each mile of Canada's surfaced highways than there were in 1947 despite the fact that there are over 25,000 more miles of surfaced roads than there were in 1947. In other words an 18.8 p.c. increase in the mileage of surfaced roads during the five-year period has been virtually swamped by a 56.5 p.c. increase in the number of motor vehicles registered. The 1951 totals include data for Newfoundland but the end result

is still the same: the number of cars on the road is advancing much more rapidly than is the capacity of our highways to handle the increased traffic. Canada currently has a habit of exceeding expectations and the likelihood is that highway traffic will create even greater conditions of congestion than have been experienced to date especially between the larger population centres.

Commencing with this report the provinces of Nova Scotia and New Brunswick have changed their fiscal years to the period ended March 31 each year. All authorities supplying data contained in Table 2 now report on the basis of the fiscal year April 1 to March 31 with the following exceptions.

1. Ontario - The Niagara Falls Parks Commission (fiscal year ends October 31)
2. Ontario - The Municipal Roads Branch (fiscal year ends December 31)
3. Toll Bridges (fiscal year of all privately and municipally operated toll bridges ends December 31)

#### The Trans-Canada Highway

The Trans-Canada Highway Act passed by Parliament on December 10, 1949, provided the machinery for agreement between the Federal and Provincial Governments as to the former's contribution towards completion of the national highway. Payments made under the Act cover two different periods of construction. Work done during the years from April 1, 1928 to December 9, 1949 is considered as prior construction. Payments on behalf of this work may be any amount up to but not exceeding 50 p.c. of the cost of construction and will be paid to the provinces when and as the Governor-in-Council determines. The "new construction period" is that extending from December 10, 1949 to December 10, 1956, the date on which the present Act will expire unless extended. Approved new work done in the latter period will bring federal contributions of up to 50 p.c. of the construction costs. The agreement was first signed by six of the provinces and the Government of Canada on April 24, 1950. To March 31, 1952 all provinces except Quebec and Nova Scotia had approved the terms of the Act and were carrying out programs of work under the agreement. On May 16, 1952 Nova Scotia signed and commenced work under the Act.

Table 2-S1, which follows, shows the amounts spent by each of the eight provinces which participated during the fiscal year 1951-52. The expenditures given in this table are included in Table 2 totals and should not be considered as additional expenditures.

Table 2-S1 Trans-Canada Highway Expenditures

Province	Fiscal Year Ended	Amount Spent	Province	Fiscal Year Ended	Amount Spent
		\$			\$
Newfoundland	March 31, 1952	2,058,000	Saskatchewan	March 31, 1952	2,087,039
Prince Edward Island	March 31, 1952	793,911	Alberta	March 31, 1952	2,421,010
New Brunswick	March 31, 1952	677,201	British Columbia	March 31, 1952	3,823,204
Ontario	March 31, 1952	8,242,801	National Parks, Alta.	March 31, 1952	1,349
Manitoba	March 31, 1952	1,660,294	National Parks, B.C.	March 31, 1952	-

For purposes of this report, only those contributions covering work done during the 1951-52 fiscal year have been included in the Subsidies, etc., paid by the Federal Government and received by the Provincial Governments as shown in Table 2. This has been done because the payments on behalf of work completed in prior years represent only an adjustment between the amounts spent by provincial and federal authorities during those years but do not add to the total expenditures on highways for past years. Contributions paid by the Federal Government to the participating provinces for work done during the fiscal year 1951-52 are shown in Table 2-S2. No amount for Nova Scotia is shown as that province had not entered into the agreement during the period ended March 31, 1952.



TABLE 2

EXPENDITURES ON HIGHWAYS, 1951

	Canada	Newfound- land	Prince Edward Island	Nova Scotia	
	\$	\$	\$	\$	
<u>Roads</u>					
Construction ..... (1) (2)	171,267,482	4,370,609	1,965,647	8,233,533	
Maintenance .....	115,801,189	1,635,426	897,177	5,793,285	
Administration and General ..... (3)	12,846,598	223,871	68,988	642,693	
Total ..... (1) (2) (3)	299,894,269	6,229,906	2,931,812	14,669,511	
<u>Bridges and Ferries</u>					
Construction .....	21,489,251	180,694	165,103	1,034,065	
Maintenance .....	11,981,937	11,551	104,158	1,085,663	
Administration and General ..... (3)	1,134,403	10,000	(5)	49,383	
Total .....	34,605,591	202,245	269,261	2,169,111	
Footpaths and Sidewalks .....	84,402	4,000	-	2,443	
Grand Total .... (1) (2) (3)	334,584,262	6,436,151	3,201,073	16,841,065	
<u>Federal Expenditures</u>					
Construction .....	3,875,574	-	85,543	144,465	
Maintenance .....	6,183,198	-	7,415	107,079	
Administration and General ..... (3)	644,592	-	3,046	30,581	
Subsidies and Grants-in-Aid (Net) (Paid + Received -) ..... (2)	+10,963,721	+978,318	+400,016	-	
Total ..... (2) (3)	21,667,085	978,318	496,020	282,125	
<u>Provincial Expenditures</u>					
Construction .....	173,511,892	4,555,303	2,045,207	9,123,133	
Maintenance .....	91,913,775	1,646,977	993,920	6,773,495	
Administration and General ..... (3)	12,882,084	233,871	65,942	662,312	
Subsidies and Grants-in-Aid (Net) (Paid + Received -) ..... (2)	+9,626,474	-978,318	-400,016	-87,765	
Total .....	287,934,225	5,457,833	2,705,053	16,471,175	
<u>Municipal Expenditures</u>					
Construction .....	13,896,711	-	-	-	
Maintenance .....	29,579,520	-	-	-	
Administration and General ..... (3)	(5)	-	-	-	
Subsidies and Grants-in-Aid (Net) (Paid + Received -) ..... (2)	-20,187,633	-	-	+87,765	
Total .....	23,288,598	-	-	87,765	
Expenditures by Others ..... (1)	1,694,354	-	-	-	
Grand Total .... (1) (2) (3)	334,584,262	6,436,151	3,201,073	16,841,065	
<u>Total Expenditures</u>					
Construction ..... (1) (2)	192,810,362	4,555,303	2,130,750	9,267,598	
Maintenance .....	127,790,354	1,646,977	1,001,335	6,880,574	
Administration and General ..... (3)	13,983,546	233,871	68,988	692,893	
<u>Toll Bridges, Ferries and Roads</u>					
Revenues .....	5,247,919	-	-	235,290	

- (1) Includes \$683,313 paid by Railways on railway grade crossings - not allocated by Provinces.  
 (2) Includes \$759,696 contributed from Railway Grade Crossing Fund - not allocated by Provinces.  
 (3) Includes \$282,652 Federal administrative costs re Trans-Canada Highway - not allocated by Provinces.

EXPENDITURES ON HIGHWAYS, 1951

	New Brunswick	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia	Yukon- Northwest Territories
	\$	\$	\$	\$	\$	\$	\$	\$
<u>Roads</u>								
Construction ..... (1) (2)	4,811,941	50,630,192	50,583,235	8,759,193	8,455,944	18,939,408	12,716,330	358,441
Maintenance .....	6,237,546	22,041,243	47,866,449	2,044,330	3,681,119	12,907,459	10,133,111	2,543,044
Administration and General ..... (3)	242,682	1,792,884	4,583,869	646,637	282,276	85,284	3,963,723	31,039
Total ..... (1) (2) (3)	11,292,169	74,464,319	103,033,553	11,450,160	12,419,339	31,932,151	26,813,164	2,932,524
<u>Bridges and Ferries</u>								
Construction .....	1,227,944	6,365,033	5,148,891	588,694	608,388	2,350,850	3,582,430	237,159
Maintenance .....	846,034	3,694,122	1,680,580	49,809	175,836	1,463,828	2,363,077	507,279
Administration and General ..... (3)	(5)	643,969	(5)	38,742	(5)	2,693	389,616	(5)
Total .....	2,073,978	10,703,124	6,829,471	677,245	784,224	3,817,371	6,335,123	744,438
Footpaths and Sidewalks .....	-	-	36,765	3,833	2,214	32,132	3,015	-
Grand Total .... (1) (2) (3)	13,366,147	85,167,443	109,899,789	12,131,238	13,205,777	35,781,654	33,151,302	3,676,962
<u>Federal Expenditures</u>								
Construction .....	237,809	9,903	718,363	294,469	330,194	645,747	813,481	595,600
Maintenance .....	19,274	121,280	555,324	43,859	41,515	438,638	1,798,491	3,050,323
Administration and General ..... (3)	5,949	128,094	40,536	11,015	10,532	89,287	11,861	31,039
Subsidies and Grants-in-Aid (Net) (Paid + Received -) ..... (2)	+631,931	+123,008	+3,453,866	+883,570	+913,305	+895,982	+1,924,029	-
Total ..... (2) (3)	894,963	382,285	4,768,089	1,232,913	1,295,546	2,069,654	4,547,862	3,676,962
<u>Provincial Expenditures</u>								
Construction .....	5,802,076	56,985,322	44,162,251	9,053,418	8,735,736	17,647,343	15,402,103	-
Maintenance .....	7,041,749	25,564,311	25,969,217	2,054,013	3,815,998	7,417,730	10,636,365	-
Administration and General ..... (3)	236,733	2,241,505	4,543,333	674,464	271,802	(5)	3,952,122	-
Subsidies and Grants-in-Aid (Net) (Paid + Received -) ..... (2)	-609,374	-751,313	+15,148,834	-1,133,811	(4) -922,897	+1,285,163	-1,924,029	-
Total .....	12,471,184	84,039,825	89,823,635	10,648,084	11,900,639	26,350,236	28,066,561	-
<u>Municipal Expenditures</u>								
Construction .....	-	-	10,888,277	-	-	3,008,434	-	-
Maintenance .....	22,557	-	23,022,488	-	-	6,534,475	-	-
Administration and General ..... (3)	(5)	-	(5)	-	-	(5)	-	-
Subsidies and Grants-in-Aid (Net) (Paid + Received -) ..... (2)	-22,557	+272,204	-18,602,700	+250,241	+8,559	-2,181,145	-	-
Total .....	-	272,204	15,308,065	250,241	8,559	7,361,764	-	-
Expenditures by Others ..... (1)	-	+473,129	-	-	+1,033	-	+536,879	-
Grand Total .... (1) (2) (3)	13,366,147	85,167,443	109,899,789	12,131,238	13,205,777	35,781,654	33,151,302	3,676,962
<u>Total Expenditures</u>								
Construction ..... (1) (2)	6,039,885	56,995,225	55,768,891	9,347,887	9,065,930	21,301,524	16,298,760	595,600
Maintenance .....	7,083,580	25,735,365	49,547,029	2,097,872	3,857,513	14,390,843	12,498,943	3,050,323
Administration and General ..... (3)	242,682	2,436,853	4,583,869	685,479	282,334	(6) 89,287	4,353,599	31,039
<u>Toll Bridges, Ferries and Roads</u>								
Revenues .....	-	2,001,716	11,478	18,192	5,283	165,546	2,742,406	68,008

- (4) \$73,650 was paid to Saskatchewan by Alberta towards the maintenance of Highway 17 and the Lloydminster Ferry. This amount is included in Alberta expenditures but is not shown in the grants paid by Alberta or received by Saskatchewan.  
 (5) Not segregated.  
 (6) Includes Federal administrative costs only.



TABLE 2

(1) STATISTICS ON URBAN STREETS, SIDEWALKS, BRIDGES AND CULVERTS  
IN CITIES AND LARGE TOWNS, 1951

Expenditures	Canada	Newfound- land	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
New Construction .....	29,551,111		56,745	1,352,912	800,510	10,492,500	7,807,702	1,179,661	755,477	4,121,502	2,984,102
Major Improvements, Widening, etc. ....	6,940,433		35,568	206,513	128,371	1,430,405	2,882,350	169,573	13,627	273,736	1,800,290
Maintenance Repairs and Minor Improvements .....	11,009,648		57,495	536,583	247,749	1,640,315	4,975,400	557,074	452,526	661,484	1,881,022
Cleaning, Snow Clearing, Sanding, etc. ....	12,923,313		21,898	135,021	268,142	6,268,316	4,728,497	158,850	201,029	559,583	581,977
Administration and General Expenses .....	2,958,365		20,485	180,489	326,544	(3) 1,147,243	592,325	137,979	55,422	154,641	343,237
Total .....	(2) 64,814,884		192,191	2,487,037	1,821,871	21,938,075	21,286,886	2,203,137	1,478,081	5,800,712	7,606,894
Construction / .....	37,685,788		103,326	1,685,581	1,138,824	11,991,838	11,000,535	1,439,380	799,065	4,516,258	5,010,981
Maintenance / .....	25,697,082		88,865	725,937	632,492	8,986,941	9,985,739	763,757	679,016	1,254,688	2,579,647
Undistributed Amounts shown in Provincial Totals ..	1,432,014		-	75,519	50,555	959,296	300,612	-	-	29,766	16,266
Total Expenditures on Roads .....	51,128,271		160,692	1,724,105	1,547,680	17,455,416	17,255,939	1,972,385	1,113,030	4,601,031	5,297,993
Total Expenditures on Bridges and Ferries .....	3,482,913		-	22,542	87,822	203,273	1,416,365	56,258	7,900	204,328	1,484,425
Total Expenditures on Footpaths and Sidewalks .....	8,746,686		31,499	664,871	135,814	3,295,090	2,313,970	174,494	357,151	965,587	808,210
Undistributed Amounts shown in Expenditure .....	1,457,014		-	75,519	50,555	984,296	300,612	-	-	29,766	16,266
Subsidies and Amounts Collectible											
From Dominion Government .....	242,307	Data	-	-	-	55,000	187,307	-	-	-	-
From Provincial Government .....	5,143,979		4,751	824	133,018	61,975	4,877,461	7,017	-	19,130	39,803
From County, Township, etc. ....	134,728	not	-	-	-	-	134,728	-	-	-	-
From Other Sources .....	130,568		-	-	-	9,577	102,296	-	4,866	-	13,829
Total .....	5,651,582	Available	4,751	824	133,018	126,552	5,301,792	7,017	4,866	19,130	53,632
Net Expenditures (total expenditures less subsidies) .....	59,163,302		187,440	2,486,213	1,688,853	21,811,523	15,985,094	2,196,120	1,473,215	5,781,582	7,553,262
Class of Road											
	Miles		Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
Concrete (Portland Cement) .....	860.23		7.31	16.87	21.31	117.37	420.04	177.09	2.39	11.28	86.57
Bituminous Pavements .....	4,080.55		28.57	186.57	173.59	988.97	1,793.85	210.35	131.87	241.17	325.61
Bituminous Surfaces .....	2,784.44		4.00	196.60	45.28	538.42	951.25	70.12	77.71	230.83	670.23
Gravel (traffic bound gravel or crushed stone and stabilized gravel or stone, not surface treated) .....	3,531.54		32.09	153.35	95.29	312.97	890.02	547.68	346.46	724.94	428.74
Other Surfaces - Brick, Granite Block, Wood Block, etc. ....	110.38		-	2.00	-	22.57	40.96	0.96	-	3.25	40.64
Total Mileage of Surfaced Roads .....	11,367.14		71.97	555.39	335.47	1,980.30	4,096.12	1,006.20	558.43	1,211.47	1,551.79
Improved Earth Roads (graded and drained) .....	2,436.48		16.16	99.10	26.30	162.20	563.02	502.66	(4) 448.51	469.44	149.09
Other Earth Roads .....	1,051.57		4.00	65.10	0.50	195.92	146.53	18.00	356.41	133.74	131.37
Total Mileage of All Roads .....	14,855.19		92.13	719.59	362.27	2,338.42	4,805.67	1,526.86	1,363.35	1,814.65	1,832.25

/ Includes proportion of Administration and General Expenses.

(1) These statistics are for all cities and towns of 2,000 population and up in Nova Scotia and New Brunswick.  
4,000 " " " Quebec and Ontario.  
1,000 " " " the four Western Provinces.  
and all urban municipalities in Prince Edward Island.

(2) Includes \$1,432,014 undistributed.

(3) Includes \$25,000 undistributed

(4) Includes road allowances in Melville and Moose Jaw, Saskatchewan.

(1) STATISTICS ON URBAN STREETS, SIDEWALKS, BRIDGES AND CULVERTS  
IN CITIES AND LARGE TOWNS, 1951



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Federal Contributions toward  
Trans-Canada Highway Expenditures, 1951

Table 2-62

Recipient Province	Federal Contribution	Recipient Province	Federal Contribution
	\$		\$
Newfoundland	978,318	Manitoba	746,402
Prince Edward Island	400,016	Saskatchewan	905,267
New Brunswick	631,931	Alberta	895,982
Ontario	3,453,866	British Columbia	1,704,465

Toll Bridges, Ferries and Roads

Provincially operated toll ferries exist in Nova Scotia and in British Columbia which also maintains one toll road. Tolls are charged for motor travel in a number of national parks and the National Harbours Board operates bridges collecting crossing fees at Montreal and Vancouver. During 1951 the Second Narrows bridge at Vancouver was returned to the owners represented by the Montreal Trust Company. Toll bridges owned privately and municipally are in operation in Nova Scotia, Quebec and British Columbia. Total revenues increased from \$4.3 million in 1950 to \$5.2 million in 1951. It should be noted that these statistics do not include the revenues of privately operated ferry companies nor of "International Bridge, Tunnel and Ferry Companies". Annual statistics of the latter firms are published separately by this division in the report of that name.

Urban Streets, Sidewalks, Bridges and Culverts

Expenditure and mileage data on urban streets etc., are given in Table 3. The statistics are based on reports received from municipalities having populations as indicated in the footnote to the table. Data for urban municipalities in Newfoundland has not been made available but it is estimated that these expenditures during 1951 exceeded \$600,000. Total expenditures made in the cities and towns reporting rose 22.0 p.c. and amounted to \$64,814,884 for 1951 compared with \$53,116,916 in 1950. Largest factor in this increase was Montreal's \$5,185,813 or 77.0 p.c. rise from \$6,735,312 in 1950 to \$11,921,125 for 1951. A tremendous construction and improvement program in Montreal was highlighted by increases of \$3.3 million in road construction and improvements, \$0.8 million in sidewalk construction and \$1.3 million in street repairs. An offsetting factor was a \$400,000 drop in costs of sidewalk cleaning, sanding, snow removal, etc. Expenditures on streets, sidewalks, etc. in Montreal in 1951 accounted for 18.4 p.c. of the total expenditures of \$64,814,884 reported by 288 Canadian cities and towns. The total spent by the ten cities whose 1951 outlays exceeded \$1,000,000 each was \$36,988,682 or 57.1 p.c. of the grand total.

Road and street costs in Toronto, led by a \$400,000 increase in bridge etc. construction and one of \$300,000 in street cleaning, snow clearing etc., rose \$714,299 to \$5,486,557 for the year under review. Major items in a \$1,020,647 rise in costs in Vancouver were a \$900,000 jump in bridge construction work and \$80,000 more road construction expenses. These brought 1951 expenditures in Vancouver to \$5,230,945. Other cities whose 1951 outlays for roads and streets etc. exceeded \$1,000,000 were: Edmonton up \$117,676 at \$3,544,416; Ottawa, whose \$601,389 increase was led by a \$350,000 advance in cleaning and snow removal costs, \$2,596,086; Hamilton, which spent \$650,000 more on road construction, \$1,986,677; Winnipeg down \$224,000 at \$1,911,865; Quebec \$276,000 lower at \$1,585,394; Calgary, whose \$1,567,666 was \$83,000 below 1950 costs and Halifax off \$226,000 at \$1,157,951. The service areas of several Canadian cities have expanded considerably in recent years as a result of remarkable suburban development.

Verdun and Sudbury both initiated new street construction programs in 1951 and raised their 1950 expenses by some \$425,000 each. Other cities whose increases in outlays exceeded \$200,000 were St. Hyacinthe and Jonquiere in Quebec, Galt and Waterloo in Ontario and Trail, British Columbia. Sherbrooke and Arvida, both in the province of Quebec, had drops of \$562,000 and \$370,000 respectively in their 1951 expenses occasioned by the completion in 1950 of large bridge building programs.

Surfaced roads and streets in urban municipalities increased 445 miles to 11,367 miles in 1951 against 10,922 miles in 1950 (both years exclusive of Newfoundland). Of the total gain of 445 miles, some 359 miles was in bituminous surfaces and pavements and most of the remainder in gravel roads. Annexation once more accounted for a considerable part of the greater length of urban roads with Kingston, Sarnia and Oshawa adding a total of 140 miles of surfaced roads through extensions of their boundaries in 1951. Halifax, Montreal, Sherbrooke and Calgary increased their surfaced mileages considerably during the year as a result of their large outlays on road construction.

Earth roads in the cities, towns and villages reporting dropped in mileage from 3,540 in 1950 to 3,488 in 1951. An adjustment in mileage reported by Moose Jaw, Saskatchewan changed some 160 miles of unimproved roads and road allowances from "improved earth roads" to "other earth roads" thus exaggerating the apparent decline in the mileage of improved earth roads.