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CANADA

ROAD AND STREET MILEAGE AND EXPENDITURE

1962

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SYMBOLS

The interpretation of the symbols used in the tables throughout this publication is as follows:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.

ROAD AND STREET MILEAGE AND EXPENDITURE

1962

INTRODUCTION

Total expenditure on Canadian highways, rural roads and urban streets, including bridges, in the five-year period 1958 to 1962 amounted to \$5.0 billion of which \$3.4 billion were spent on new construction and major reconstruction work. Of the total, \$3.9 billion or 77.8 per cent were spent on highways and rural roads and bridges and the remaining \$1.1 billion were expended on streets and bridges in urban areas.

The surfaced mileage of Canada's roads and streets rose to 330,540 miles in 1962 from 271,390 in 1958 while rigid and flexible paved mileage increased 56.8 per cent to 88,025 from 56,151 in the same period. Surfaced roads accounted for 69.1 per cent of all roads and streets open to traffic by the end of 1962, of which paved surfaces made up 24.8 per cent and gravelled surfaces 75.2 per cent.

In previous years all information pertaining to domestic toll facilities was included with highway and rural road data. This year, toll facility data have been allocated to highway and rural road or urban street tables according to the location of the facilities.

It should be noted that municipalities of less than 1,000 population, except those located in census

metropolitan areas, are considered as rural municipalities for the purposes of this publication. Townships located in census metropolitan areas; rural townships with a population of 15,000 or over; and improvement districts with a population of 1,000 or over, are classified as urban.

The coverage of municipalities in 1962 was revised, in accordance with changes effected by the 1961 Population Census of Canada. These changes were especially noticeable in Census metropolitan and major urban areas.

Although the larger municipalities in each province are surveyed every year, data for smaller localities are obtained by means of a sample. The sample results are expanded to represent all municipalities from which the sample was selected. Due to this method of obtaining data, urban and rural municipality expenditure figures contained in this report have been rounded into thousands of dollars.

Most of the federal and provincial authorities report on the basis of a fiscal year April 1 to March 31, while the Railway Grade Crossing Fund and municipalities report on a calendar year basis.

SUMMARY

PART I—EXPENDITURE AND REVENUE

Highway and Rural Road Expenditure

Expenditure on highways and rural roads, including bridges, during 1962 was \$777.4 million, 3.2 per cent higher than the 1961 total of \$753.5 million.

Expenditures increased in Newfoundland, Prince Edward Island, Quebec, Ontario, Manitoba and Saskatchewan and declined in the remaining provinces and territories. Most of these changes in expenditures were quite small, with the only significant ones being a major rise in Quebec and a large decrease for British Columbia. The nearing completion of the Trans-Canada Highway, in all provinces except Quebec, has a significant influence upon expenditures and particularly contributed to the decrease for British Columbia. In keeping with this situation, there was a decline of federal expenditures in all provinces except Quebec.

Construction work accounted for \$511.7 million for 65.8 per cent of the total \$777.4 million, whereas \$505.3 million were spent on this phase of road work in 1961. Maintenance expenditure increased to \$235.1 million from the \$215.5 million reported in 1961, a rise of 9.1 per cent.

Provincial and territorial governments reported a total highway and rural road expenditure of \$632.1 million, including grants to rural municipalities. An additional \$54.8 million was either spent directly on urban streets or else paid to urban municipalities, as recorded in Table 4 of this report. In the previous year, total provincial highway and rural road expenditure amounted to \$596.4 million. Federal expenditure declined 21.3 per cent to \$71.8 million in 1962 from \$91.3 million in 1961. Municipal expenditures on rural roads increased by 14.9 per cent to \$71.7 from the \$62.4 million spent in 1961.

Domestic Toll Bridges, Ferries and Roads

Revenue from tolls rose to \$24.9 million in 1962, from \$21.7 million in 1961, an increase of 14.4 per cent. The largest increase, recorded in British Columbia, was due to a continued increase in the revenues derived from the Vancouver Island—Mainland Ferry System. The decline in Newfoundland's revenues was due to the replacement of some ferry services by toll free bridges. Quebec's revenues dropped as a result of the abolition of tolls on the Victoria Jubilee bridge in Montreal.

Excluded from this report are statistics of privately owned ferries and international toll bridges, tunnels and ferries. Annual statistics of the latter facilities are published in a separate report, "International Toll, Bridges, Tunnels and Ferries", Catalogue No. 53-202.

Urban Street Expenditure by Municipalities

In Table 4, data of the total expenditures on streets, bridges and ferries, and sidewalks in urban areas are presented. For Newfoundland, Prince Edward Island, Manitoba, Alberta and the Yukon and Northwest Territories data are only available for municipal authorities. In the remaining provinces urban expenditures by authorities other than urban municipalities are included.

The table attempts to determine the net expenditures incurred by urban municipalities. Where expenditures by other authorities are included, a sum equal to the amount of their expenditures has been added to the grants-in-aid received from the appropriate level of authority, so that the original expenditure will be eliminated from the net expenditure totals.

In 1962 total expenditures on streets, sidewalks, bridges and ferries in urban areas aggregated \$254.1. Of this amount \$160.4 million or 63.1 per cent were spent on construction; maintenance accounted for \$83.6 million or 32.9 per cent; while the remaining \$10.0 million were spent on administration and general expenses. Expenditures increased from the previous year in Nova Scotia, New Brunswick, Quebec, Ontario, Manitoba, British Columbia and the Northwest Territories, with the largest increases occurring in Ontario and British Columbia. The increase in British Columbia was largely attributable to the transfer in 1962 of the expenditure data for urban toll facilities from Table 2 to Table 4.

Data for the portion of the Trans-Canada Highway within the Census Metropolitan Area of Montreal should, according to our definition, be classified as urban expenditure. They are not available separately however, and are therefore grouped with the totals in Table 2.

It should be noted that in some cases the expenditure on bridges, and ferries, sidewalks and footpaths has had to be included with the street expenditure figures because some municipalities do not have separate expenditure detail for these items.

The Trans-Canada Highway

In September 1962 at Rogers Pass, British Columbia, the Trans-Canada Highway was officially opened. However, although the road is open, there are still many miles to be improved up to the required standard.

The Trans-Canada Highway Act passed by Parliament in 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 per cent of the cost of construction and are paid to the provinces when and as the Governor-in-Council determines. The "new construction period" was that extending from December 10, 1949 to December 10, 1956. In 1956 this period was extended to December 31, 1960, and in 1960, when the province of Quebec agreed to participate, it was further extended to December 31, 1963. The period has since been extended to December 31, 1967. The enactment of the 1956 amendment by Parliament increased the extent of Canada's contribution to the cost of the highway by providing for an additional 40 per cent contribution to the cost of construction of one-tenth of the highway mileage in each province. The aggregate limit of the funds available for expenditure by the Federal Government was increased to \$400,000,000 in 1960.

Table 5 shows expenditures and grants paid for the Trans-Canada Highway, by province. Federal government expenditures in National Parks are shown separately for the first time.

Table 6 shows Federal Government contributions paid to the provinces during the year 1962-63. This may differ from the Federal Government grants listed in Table 5 because, in some cases, it includes payments on behalf of work completed by the provinces in prior years. These additional payments are, in effect, an adjustment between the amounts spent by provincial and federal authorities in the prior construction period and do not add to the total expenditure on highways.

Railway Grade Crossings

Expenditure for the elimination and protection of railway grade crossings from all sources is shown in Table 7. Contributions made by the Railway Grade Crossing Fund, railways and utilities are also included with the highway and rural road expenditure data in Table 2, while provincial and municipal government expenditures are also shown in the provincial totals of either Table 2 or 4 depending on whether the expenditure was rural or urban.

It is of interest to note that payments from the Railway Grade Crossing Fund amounting to \$11,042,733 were distributed as follows: to railways, 40.5 per cent; to municipalities, 36.4 per cent; to provinces, 21.3 per cent; to utilities 1.8 per cent.

PART II—MILEAGE

Highway and Rural Road Mileage

Total highway and rural road mileage in Canada reported for 1962 increased to 437,137 miles from 430,004 miles in 1961. Increases were reported for all areas except Prince Edward Island, Alberta, British Columbia and the Northwest Territories. None

of the decreases in total mileage reported for any of these areas were substantial.

A comparison of mileage by surface type is shown below. The reduction in rigid concrete surface is wholly due to a reallocation of mileage in Quebec.

Surface type	1961 mileage	1962 mileage	% change
Rigid pavement:			
Concrete surface	1,029	819	- 20.4
Bituminous surfaced concrete base	1,222	1,207	- 1.2
Flexible pavement:			
High cost	37,912	38,561	+ 1.7
Low cost	16,367	17,802	+ 8.8
Total paved road	56,530	58,389	+ 3.3
Gravel:			
Surface treated	3,188	5,335	+ 67.3
Surface untreated	223,508	227,579	+ 1.8
Total surfaced road	283,226	291,303	+ 2.9
Earth	146,778	145,834	- 0.6
Total road mileage	430,004	437,137	+ 1.7

A historical summary of highway and rural road development since 1925 is shown in Table 8. There were 9.6 times as many miles of paved highways in 1962 as there were 37 years earlier.

Urban Street Mileage

Urban street mileage, including public lanes and alleys, open for traffic at December 31, 1962 was 41,225 miles, an increase of 11.1 per cent from the 37,102 miles reported for 1961. Increases in mileage

were reported for all areas, except the Northwest Territories which remained the same. The increases were mainly attributable to the use of 1961 Census data under which urban areas, as defined for the purposes of this report, were expanded significantly.

Of the total 1962 mileage, 39,237 or 95.2 per cent were surfaced and 1,988 miles were of earth construction. The surfaced mileage consisted of 6,862 miles of rigid pavement, 16,815 miles of flexible pavement, 15,377 miles of gravel and 183 miles of other surfaces, including wood, brick and cinders.

**TABLE 1. Comparative Summary of Total Road and Street Mileage and Expenditure,
1961 and 1962**

No.		Canada	New- found- land	Prince Edward Island	Nova Scotia	New Brunswick
		dollars				
	Expenditure					
1	Highway and rural road expenditure 1961	753,515,554	17,034,216	8,028,498	32,132,085	35,783,405
2	1962	777,432,336 ¹	20,943,047	9,039,064	29,686,478	32,678,075
3	Urban street expenditure 1961	235,533,000	1,869,000	427,000	3,707,000	3,704,000
4	1962	254,053,000	1,715,000	180,000	5,997,000	4,063,000
5	Total expenditure 1961	989,048,554	18,903,216	8,455,498	35,839,085	39,487,405
6	1962	1,031,485,336 ¹	22,658,047	9,219,064	35,683,478	36,741,075
7	Total expenditure per capita 1961	54	41	81	49	66
8	1962	56	48	87	48	60
	Mileage	miles				
9	Highway and rural road mileage 1961	430,004	7,137	3,278	15,347	13,670
10	1962	437,137	7,291	3,265	15,374	13,738
11	Urban street mileage 1961	37,102	467	97	1,008	631
12	1962	41,225	491	127	1,168	698
13	Total mileage 1961	467,106	7,604	3,375	16,355	14,301
14	1962	478,362	7,782	3,392	16,542	14,436
		number				
15	Average population per mile of total roads and streets. 1961	39.0	60.2	31.0	45.1	41.8
16	1962	38.8	60.4	31.2	45.1	42.0
	Average number of motor vehicles per miles of:					
17	Paved roads and streets 1961	70.7	115.9	33.4	51.7	35.9
18	1962	70.4	105.7	31.2	48.2	34.2
19	Surfaced roads and streets 1961	17.3	14.3	12.6	18.0	10.2
20	1962	17.5	15.6	12.9	18.3	10.5
21	Total roads and streets 1961	11.8	8.6	9.5	12.6	10.2
22	1962	12.1	9.5	10.0	12.5	10.5

¹ Includes \$201,000 federal administrative costs, not allocated by provinces, in connection with the Trans-Canada Highway.

TABLE 1. Comparative Summary of Total Road and Street Mileage and Expenditure, 1961 and 1962

Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon	Northwest Territories	No.
dollars								
149,461,034	237,919,304	34,441,287	44,529,162	71,429,057	112,459,425	7,618,060	2,481,521	1
185,432,896	240,656,737	34,812,777	44,964,101	68,501,611	102,213,295	6,607,588	1,695,667	2
61,293,000	105,755,000	10,501,000	10,838,000	22,145,000	15,051,000	199,000	44,000	3
62,248,000	116,455,000	11,864,000	10,479,000	21,848,000	19,021,000	47,000	136,000	4
210,754,034	343,674,304	44,942,287	55,367,162	93,574,057	127,510,425	7,817,060	2,525,521	5
247,680,896	357,111,737	46,676,777	55,443,101	90,349,611	121,234,295	6,654,588	1,831,667	6
40	55	49	60	70	78	534	110	7
46	56	50	60	66	73	444	76	8
miles								
53,572	76,061	36,870	123,908	70,613	27,297	1,751	500	9
54,477	77,143	42,020	124,066	70,445	26,875	1,986	457	10
7,129	13,523	2,320	2,346	3,633	5,879	35	34	11
7,789	15,512	2,383	2,368	4,304	6,313	38	34	12
60,701	89,584	39,190	126,254	74,246	33,176	1,786	534	13
62,266	92,655	44,403	126,434	74,749	33,188	2,024	491	14
number								
86.6	69.6	23.5	7.3	17.9	49.1	8.2	43.1	15
86.2	68.4	21.1	7.4	18.3	50.0	7.4	48.9	16
63.2	76.0	73.2	103.8	94.9	66.2	651.8	382.0	17
65.6	75.1	76.6	96.8	91.8	67.0	570.4	227.5	18
23.7	24.9	12.2	8.2	9.1	23.9	3.6	7.4	19
27.1	24.6	10.8	8.0	9.2	23.4	3.1	8.6	20
19.5	23.7	8.0	2.8	6.9	17.7	3.3	6.4	21
20.6	23.5	7.0	2.9	7.2	18.7	3.1	8.3	22

TABLE 2. Highway and Rural Road Expenditure, 1962¹

No.		Canada	New-found-land	Prince Edward Island	Nova Scotia	New Brunswick
		dollars				
	Federal expenditures:					
1	Construction	22,489,865	72,608	33,648	575,667	770,034
2	Maintenance	2,917,079	4,165	25,963	97,528	9,614
3	Administration and general	917,536 ²	393	1,325	29,300	8,400
4	Net subsidies and grants-in-aid (Paid +, Received -)	+ 45,524,112	+ 1,868,449	+ 971,313	+ 2,330,212	+ 2,772,219
5	Totals ³	71,848,592 ²	1,945,615	1,032,249	3,032,707	3,560,267
	Provincial expenditures:					
6	Construction	417,442,664	10,454,394	6,098,248	15,265,576	16,256,391
7	Maintenance	171,664,597	9,833,685	2,779,350	12,098,611	14,168,892
8	Administration and general	23,081,380	577,802	74,984	1,575,765	1,389,372
9	Net subsidies and grants-in-aid (Paid +, Received -)	+ 19,957,121	- 1,868,449	+ 957,767	- 2,922,279	- 2,743,688
10	Totals	632,145,762	18,997,432	7,994,815	26,017,673	29,070,967
	Municipal expenditures:					
11	Construction	70,679,000	..	13,000	—	—
12	Maintenance	60,428,000	..	7,000	—	—
13	Administration and general	6,646,000	..	—	—	—
14	Net subsidies and grants-in-aid (Paid +, Received -)	- 66,028,000	..	-8,000	+583,000	—
15	Totals	71,725,000	..	12,000	583,000	—
16	Net expenditures by others ⁶	1,712,982	—	—	53,098	46,841
	Total expenditures:					
17	Total construction ^{3,6}	511,674,241	10,527,002	6,144,896	15,885,274	17,101,797
18	Total maintenance	235,113,179	9,837,850	2,817,859	12,196,139	14,178,506
19	Total administration and general	30,644,916 ²	578,195	76,309	1,605,065	1,397,772
20	Grand total expenditures ^{3,6}	777,432,336 ²	20,943,047	9,039,064	29,686,478	32,678,075

¹ Includes expenditures of rural toll facilities only. Urban toll expenditures are included in Table 4.² Includes \$201,000 of federal administrative costs, not allocated by provinces, in connection with the Trans-Canada Highway.³ Includes payments for railway grade crossings from Railway Grade Crossing Fund, allocated by provinces as in Table 7.TABLE 3. Revenue Earned by Domestic Toll Facilities, 1962¹

No.		Canada	New found-land	Prince Edward Island	Nova Scotia	New Brunswick
		dollars				
1	Domestic toll bridges, tunnels and ferries ²	20,012,319	12,559	...	1,691,750	...
2	Limited access toll highways	4,078,824	...	...	...	...
3	Licences for travel in National Parks ..	791,325	—	—	—	36
4	Total revenues	24,882,468	12,559	—	1,691,750	36

¹ Includes revenue from urban and rural domestic toll facilities.

TABLE 2. Highway and Rural Road Expenditure, 1962¹

Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	No.
dollars								
970,076	6,189,215	1,216,111	531,436	2,736,968	3,596,456	4,278,316	1,519,330	1
165,997	222,681	87,349	67,555	564,813	675,778	819,299	176,337	2
10,000	—	—	5,426	140,664	320,918	200,110	—	3
+ 10,795,903	+ 8,395,476	+ 1,379,256	+ 1,538,137	+ 2,068,962	+ 12,394,113	+ 1,010,072	—	4
11,941,976	14,807,372	2,682,716	2,142,554	5,511,407	16,987,265	6,307,797	1,695,667⁴	5
106,705,846	119,685,816	19,881,308	15,498,408	35,392,770	71,688,357	515,550	..	6
59,350,061	31,762,628	4,019,578	7,260,582	9,347,161	20,348,741	695,308	..	7
4,465,498	8,595,499	1,822,387	456,824	734,099	3,290,145	99,005	..	8
- 3,922,264	+ 28,794,653	+ 452,299	+ 5,934,863	+ 10,164,038	- 11,964,213	- 1,010,072	..	9
166,599,141	188,838,596	26,175,572	29,150,677	55,638,068	83,363,030	299,791	..	10
2,748,000	40,088,000	4,102,000	14,111,000	8,685,000	932,000	...	...	11
9,918,000	28,880,000	3,060,000	6,574,000	10,857,000	1,132,000	...	...	12
1,016,000	4,478,000	605,000	441,000	5	106,000	...	...	13
- 6,943,000	- 37,359,000	- 2,180,000	- 7,581,000	- 12,233,000	- 307,000	...	...	14
6,739,000	36,087,000	5,587,000	13,545,000	7,309,000	1,863,000	...	...	15
152,779	923,769	367,489	125,870	43,136	—	—	—	16
110,507,340	166,717,929	25,218,463	30,158,714	46,857,874	76,241,756	4,793,866	1,519,330	17
69,434,058	60,865,309	7,166,927	13,902,137	20,768,974	22,254,476	1,514,607	176,337	18
5,491,498	13,073,499	2,427,387	903,250	874,763	3,717,063	299,115	—	19
185,432,896	240,656,737	34,812,777	44,964,101	68,501,611	102,213,295	6,607,588	1,695,667	20

⁴ Includes minor territorial government expenditures.⁵ Included in maintenance.⁶ Includes payments for railway grade crossings by railways and utilities, allocated by provinces as in Table 7.TABLE 3. Revenue Earned by Domestic Toll Facilities, 1962¹

Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	No.
dollars								
2,278,561	785,912	10,090	...	...	15,233,447	...	...	1
4,078,824	...	...	...	...	...	...	...	2
...	31,770	39,000	12,011	483,225	225,283	...	...	3
6,357,385	817,682	49,090	12,011	483,225	15,458,730	...	...	4

² For revenues from international facilities see "International Toll Bridges, Tunnels and Ferries" report.

TABLE 4. Urban Street Expenditure by Municipalities, 1962

No.		Canada	New-found-land	Prince Edward Island	Nova Scotia
		dollars			
	Construction:				
1	New	129,185,000	745,000	97,000	2,638,000 ¹
2	Reconstruction	31,199,000	36,000	—	921,000 ¹
3	Total construction	160,384,000	781,000	97,000	3,559,000¹
	Maintenance:				
4	Repairs and minor improvements	43,985,000	742,000	63,000	1,318,000 ¹
5	Sanding, snow removal	39,661,000	188,000	20,000	727,000
6	Total maintenance	83,646,000	930,000	83,000	2,045,000¹
7	Administration and general	10,023,000	4,000	—	393,000 ¹
8	Grand total expenditures	254,053,000	1,715,000	180,000	5,997,000
	Streets				
	Construction:				
9	New	99,947,000	539,000	96,000	2,325,000 ¹
10	Reconstruction	24,916,000	36,000	—	759,000 ¹
11	Total construction	124,863,000	575,000	96,000	3,084,000¹
	Maintenance:				
12	Repairs and minor improvements	38,011,000	742,000	63,000	1,142,000 ¹
13	Sanding, snow removal	36,246,000	188,000	20,000	717,000
14	Total maintenance	74,257,000	930,000	83,000	1,859,000¹
15	Totals	199,120,000	1,505,000	179,000	4,943,000¹
	Bridges and ferries				
16	Construction	17,185,000	53,000	—	3,000
17	Maintenance	2,433,000	—	—	77,000 ¹
18	Totals	19,618,000	53,000	—	80,000¹
	Sidewalks and footpaths				
19	Construction	18,336,000	153,000	1,000	472,000
20	Maintenance	6,956,000	—	—	109,000
21	Totals	25,292,000	153,000	1,000	581,000
	Grants-in-aid and shared-cost contributions				
	Paid or owing to:				
22	Provincial government	1,601,000	—	—	626,000
23	Municipal governments	842,000	—	—	—
24	Other	295,000	—	—	—
25	Totals	2,738,000	—	—	626,000
	Received or due from:				
26	Federal government	7,609,000	30,000	—	25,000
27	Provincial government	54,847,000	194,000	22,000	1,437,000 ¹
28	Municipal governments	1,676,000	—	—	—
29	Other	1,439,000	—	—	374,000 ¹
30	Totals	65,571,000	224,000	22,000	1,836,000¹
31	Net expenditures by municipalities	191,220,000	1,491,000	158,000	4,787,000

¹ Includes expenditures by provincial governments and other authorities on urban streets and bridges.² Includes federal government expenditures on urban bridges.³ Includes expenditures by the federal government and other authorities on urban bridges.

TABLE 4. Urban Street Expenditure by Municipalities, 1962

New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon	Northwest Territories	No.
dollars									
1,182,000	23,196,000 ³	63,926,000 ⁴	8,312,000	5,542,000 ⁵	14,825,000	8,652,000 ¹	—	70,000	1
808,000	5,860,000	15,504,000	1,035,000	2,006,000 ⁵	1,983,000	3,026,000	—	20,000	2
1,990,000	29,056,000³	79,430,000⁴	9,347,000	7,548,000⁵	16,808,000	11,678,000¹	—	90,000	3
887,000 ²	7,515,000 ³	22,004,000 ⁴	1,177,000	1,827,000 ⁵	2,762,000	5,612,000 ¹	40,000	38,000	4
986,000	20,009,000	12,090,000 ⁴	1,318,000	690,000 ⁵	2,274,000	1,344,000	7,000	8,000	5
1,873,000²	27,524,000³	34,094,000⁴	2,495,000	2,517,000⁵	5,036,000	6,956,000¹	47,000	46,000	6
200,000	5,668,000 ³	2,931,000	22,000	414,000 ⁵	4,000	387,000 ¹	—	—	7
4,063,000²	62,248,000³	116,455,000⁴	11,864,000	10,479,000⁵	21,848,000	19,021,000¹	47,000	136,000	8
1,078,000	18,017,000	51,516,000 ⁴	5,856,000	4,153,000 ⁵	10,087,000	6,235,000	—	45,000	9
769,000	4,961,000	12,279,000	933,000	1,255,000 ⁵	1,393,000	2,511,000	—	20,000	10
1,847,000	22,978,000	63,795,000⁴	6,789,000	5,408,000⁵	11,480,000	8,746,000	—	65,000	11
762,000	6,196,000	19,561,000 ⁴	1,051,000	1,565,000 ⁵	2,643,000	4,228,000	28,000	30,000	12
916,000	17,428,000	11,636,000 ⁴	1,156,000	635,000 ⁵	2,240,000	1,295,000	7,000	8,000	13
1,678,000	23,624,000	31,197,000⁴	2,207,000	2,200,000⁵	4,883,000	5,523,000	35,000	38,000	14
3,525,000	46,602,000	94,992,000⁴	8,996,000	7,608,000⁵	16,363,000	14,269,000	35,000	103,000	15
—	1,173,000 ³	11,380,000 ⁴	2,149,000	428,000 ⁵	1,359,000	640,000 ¹	—	—	16
38,000 ²	567,000 ³	784,000 ⁴	15,000	42,000 ⁵	37,000	873,000 ¹	—	—	17
38,000²	1,740,000³	12,164,000⁴	2,164,000	470,000⁵	1,396,000	1,513,000¹	—	—	18
143,000	4,905,000	4,255,000	409,000	1,712,000	3,969,000	2,292,000	—	25,000	19
157,000	3,333,000	2,113,000	273,000	275,000	116,000	560,000	12,000	8,000	20
300,000	8,238,000	6,368,000	682,000	1,987,000	4,085,000	2,852,000	12,000	33,000	21
—	—	900,000	75,000	—	—	—	—	—	22
12,000	—	806,000	22,000	—	—	2,000	—	—	23
—	—	295,000	—	—	—	—	—	—	24
12,000	—	2,001,000	97,000	—	—	2,000	—	—	25
42,000 ²	1,182,000 ³	4,588,000 ⁴	9,000	355,000	765,000	613,000	—	—	26
196,000	1,857,000	43,913,000 ⁴	1,653,000	2,228,000 ⁵	1,408,000	1,875,000 ¹	10,000	54,000	27
2,000	19,000	1,316,000	111,000	—	—	228,000	—	—	28
14,000	71,000 ³	563,000	24,000	221,000	47,000	125,000 ¹	—	—	29
254,000²	3,129,000³	50,380,000⁴	1,797,000	2,804,000⁵	2,220,000	2,841,000¹	10,000	54,000	30
3,821,000	59,119,000	68,076,000	10,164,000	7,675,000	19,628,000	16,182,000	37,000	82,000	31

⁴ Includes provincial and federal governments' expenditures on urban streets and bridges.⁵ Includes provincial government expenditures on urban streets and bridges.

TABLE 5. Trans-Canada Highway Expenditure, Fiscal Year April 1, 1962 to March 31, 1963

	Federal expenditures in National Parks	Federal grants to provinces for expenditure in 1962-63	Provincial expenditure including federal grants	Total Trans-Canada Highway expenditures
	dollars			
Newfoundland	13,881	948,962	933,036	1,895,879
Prince Edward Island	—	100,225	11,137	111,362
Nova Scotia	—	934,710	1,257,080	2,191,790
New Brunswick	—	1,495,494	1,556,116	3,051,610
Quebec	—	9,618,220	23,598,590	33,216,810
Ontario	—	3,958,996	4,205,532	8,164,528
Manitoba	—	440,197	1,990,017	2,430,214
Saskatchewan	—	3,515	76,084	79,599
Alberta	662,429	—	—	662,429
British Columbia	3,281,226	10,122,880	16,188,635	29,592,741
Totals	4,158,536¹	27,623,199	49,816,227	81,597,962¹

¹ Includes \$201,000 federal administrative costs, not allocated by provinces, in connection with the Trans-Canada Highway.

TABLE 6. Federal Contributions to the Provinces for the Trans-Canada Highway During the Fiscal Year April 1, 1962 to March 31, 1963

Recipient province	Federal contribution	Recipient province	Federal contribution
	dollars		dollars
Newfoundland	1,042,764	Ontario	4,910,726
Prince Edward Island	66,348	Manitoba	500,552
Nova Scotia	1,124,825	Saskatchewan	48,465
New Brunswick	1,584,987	Alberta	9,760
Quebec	9,622,063	British Columbia	10,299,768

TABLE 7. Expenditure for the Elimination and Protection of Grade Crossings, 1962

	From Railway Grade Crossing Fund	By provinces	By municipalities	By railways	By utilities	Total
	dollars					
Newfoundland	—	—	—	—	—	—
Prince Edward Island	—	—	—	—	—	—
Nova Scotia	511,178	242,737	3,025	42,774	1,257	800,971
New Brunswick	573,434	163,700	3,318	69,477	5,895	815,824
Quebec	858,783	89,448	43,442	78,843	4,575	1,075,091
Ontario	5,936,538	640,366	1,775,195	707,319	47,579	9,106,997
Manitoba	1,030,180	29,295	4,526	19,044	—	1,083,045
Saskatchewan	392,719	33,104	8,208	17,870	—	451,901
Alberta	1,330,742	181,890	17,056	42,091	1,045	1,572,824
British Columbia	208,558	100,808	5,026	24,943	—	339,335
Yukon and Northwest Territories	—	—	—	—	—	—
Totals	11,042,733	1,481,348	1,859,796	1,053,494	60,351	15,497,722¹

¹ Includes expenditures, not allocated by provinces, of \$218,364 by the railways and \$33,370 from the Railway Grade Crossing Fund for reflectorizing box cars and crossing signs.

PART II - MILEAGE

TABLE 8. Summary of Highway and Rural Road Mileage for Canada by Type of Surface, 1925 - 62

Year	Concrete bituminous pavement and bituminous surface	Gravel, crushed stone and other surfaces	Total surfaced	Earth	Grand total
miles					
1925	6,057	41,354	47,411		
1928	7,725	56,394	64,119	317,858	381,977
1932	11,009	80,303	91,312	307,008	398,320
1939	15,117	99,137	114,254	322,435	436,689
1940	15,617	100,575	116,192	383,002	499,194
1945	17,339	114,114	131,453	359,926	491,379
1949	22,740	139,059	161,799	339,632	501,431
1950	24,820	144,678	169,498	338,196	507,694
1951	26,316	149,040	175,356	336,522	511,878
1952	28,649	152,657	181,306	331,489	512,795
1953	30,731	160,266	190,997	326,812	517,809
1954	33,321	159,295	192,616	331,439	524,055
1955	34,164	165,926	200,090	255,314 ¹	455,404 ¹
1956	37,006	172,322	209,328	244,254 ¹	453,582 ¹
1957	39,123	191,921	231,044 ¹	192,895 ¹	423,939 ¹
1958	41,988	205,498	247,486	149,895 ¹	397,381
1959	45,975	222,757	268,712	154,323	423,035
1960	50,617	225,280	275,897	145,551	421,448
1961	56,530	226,696	283,226	146,778	430,004
1962	58,389	232,914	291,303	145,834	437,137

¹ Decrease due to exclusion of unimproved road allowances previously included.² Includes 8,301 miles of surfaced roads not reported previously, under the jurisdiction of the Federal Department of Citizenship and Immigration and the Quebec Department of Colonization.TABLE 9. Urban Street Mileage, 1962^{1,2}

Province	Rigid pavement		Flexible pavement		Gravel		Other surfaces	Total surfaced streets	Earth	Total street mileage
	Concrete surface	Bitu- minous surfaced concrete base	High cost	Low cost	Surface treated	Surface untreated				
	miles									
Newfoundland	—	15	122	50	30	264	—	481	10	491
Prince Edward Island....	8	1	79	—	—	23	—	111	16	127
Nova Scotia	27	42	583	113	51	312	34	1,162	6	1,168
New Brunswick	20	12	423	76	63	69	8	671	27	698
Quebec	499	2,022	3,455	296	573	790	7	7,642	147	7,789
Ontario	530	2,163	3,590	2,398	2,830	3,574	116	15,201	311	15,512
Manitoba	909	105	262	52	154	803	—	2,285	98	2,383
Saskatchewan	2	117	435	107	354	715	—	1,730	638	2,368
Alberta	22	227	1,191	67	460	1,788	10	3,765	539	4,304
British Columbia	84	57	2,335	1,169	897	1,568	8	6,118	195	6,313
Yukon Territory	—	—	7	—	—	30	—	37	1	38
Northwest Territories....	—	—	5	—	16	13	—	34	—	34
Canada	2,101	4,761	12,487	4,328	5,428	9,949	183	39,237	1,988	41,225

¹ Includes public lanes and alleys.² Includes mileage of federally administered bridges in urban areas.

TABLE 10. Highway and Rural Road Mileage, 1962

No.		Canada	New-found-land	Prince Edward Island	Nova Scotia	New Brunswick
				miles		
	Total of all roads:					
1	Rigid pavement—Concrete surface	819	—	14	7	—
2	Bituminous surfaced concrete base	1,207	—	1	—	—
3	Flexible pavement—High cost	38,561	486	984	3,511	1,776
4	Low cost	17,802	28	—	—	2,114
5	Gravel—Surface treated	5,335	25	1	196	2
6	Surface untreated	227,579	3,736	1,509	6,413	9,846
7	Total surfaced road	291,303	4,275	2,509	10,127	13,738
8	Earth	145,834	3,016	756	5,247	—
9	Total road mileage	437,137¹	7,291	3,265	15,374	13,738
	Primary highways:					
10	Rigid pavement—Concrete surface	631	—	14	7	—
11	Bituminous surfaced concrete base	846	—	—	—	—
12	Flexible pavement—High cost	26,214	477	709	1,756	1,460
13	Low cost	2,655	25	—	—	124
14	Gravel—Surface treated	722	—	—	—	—
15	Surface untreated	8,521	3,180	200	35	21
16	Total surfaced road	39,589	3,682	923	1,798	1,605
17	Earth	—	—	—	—	—
18	Total road mileage	39,589	3,682	923	1,798	1,605
	Secondary highways:					
19	Rigid pavement—Concrete surface	96	—	—	—	—
20	Bituminous surfaced concrete base	106	—	—	—	—
21	Flexible pavement—High cost	7,721	2	262	²	122
22	Low cost	7,802	3	—	—	645
23	Gravel—Surface treated	791	—	—	—	2
24	Surface untreated	21,103	403	620	²	313
25	Total surfaced road	37,619	408	882	²	1,082
26	Earth	77	2	—	²	—
27	Total road mileage	37,696	410	882	²	1,082
	Local roads:					
28	Rigid pavement—Concrete surface	92	—	—	—	—
29	Bituminous surfaced concrete base	245	—	1	—	—
30	Flexible pavement—High cost	4,577	7	13	1,755	154
31	Low cost	7,200	—	—	—	1,253
32	Gravel—Surface treated	3,733	25	1	196	—
33	Surface untreated	193,076	153	689	6,378	9,464
34	Total surfaced road	208,923	185	704	8,329	10,871
35	Earth	142,935	3,013	756	5,247	—
36	Total road mileage	351,858	3,198	1,460	13,576	10,871
	Development roads:					
37	Rigid pavement—Concrete surface	—	—	—	—	—
38	Bituminous surfaced concrete base	10	—	—	—	—
39	Flexible pavement—High cost	49	—	—	—	40
40	Low cost	145	—	—	—	92
41	Gravel—Surface treated	89	—	—	—	—
42	Surface untreated	4,879	—	—	—	48
43	Total surfaced road	5,172	—	—	—	180
44	Earth	2,822	1	—	—	—
45	Total road mileage	7,994	1	—	—	180

¹ Gravel and earth road mileages on Indian reservations not available.

TABLE 10. Highway and Rural Road Mileage, 1962

Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia	Yukon Territory	Northwest Territoires	No.
miles								
59	505	204	—	7	23	—	—	1
217	896	13	—	61	19	—	—	2
11,093	9,791	1,763	1,900	3,621	3,619	4	13	3
1,897	9,123	767	1,284	636	1,953	—	—	4
1,167	1,359	1,833	197	85	470	—	—	5
25,141	51,489	22,063	41,518	49,122	14,332	1,982	428	6
39,574	73,163	26,643	44,899	53,532	20,416	1,986	441	7
14,903	3,980	15,377	79,167	16,913	6,459	—	16	8
54,477	77,143	42,020	124,066	70,445	26,875	1,986	457	9
59	341	192	—	7	11	—	—	10
—	835	8	—	—	3	—	—	11
7,320	5,712	1,656	1,335	3,078	2,704	4	3	12
—	1,340	609	30	166	361	—	—	13
—	177	521	—	18	6	—	—	14
—	352	904	5	889	1,569	1,012	354	15
7,379	8,757	3,890	1,370	4,158	4,654	1,016	357	16
—	—	—	—	—	—	—	—	17
7,379	8,757	3,890	1,370	4,158	4,654	1,016	357	18
—	89	4	—	—	3	—	—	19
32	61	—	—	13	—	—	—	20
3,650	2,290	11	455	459	460	—	10	21
31	5,097	5	1,240	428	353	—	—	22
397	352	1	—	33	6	—	—	23
6,544	4,766	436	5,094	1,496	1,261	161	9	24
10,654	12,655	457	6,789	2,429	2,083	161	19	25
—	18	14	24	12	7	—	—	26
10,654	12,673	471	6,813	2,441	2,090	161	19	27
—	75	8	—	—	9	—	—	28
185	—	5	—	38	16	—	—	29
123	1,789	87	110	84	455	—	—	30
1,866	2,686	104	14	42	1,235	—	—	31
726	827	1,311	155	34	458	—	—	32
18,034	45,619	20,011	35,526	46,715	10,088	362	37	33
20,934	50,996	21,526	35,805	46,913	12,261	362	37	34
14,903	3,962	15,268	77,143	16,901	5,726	—	16	35
35,837	54,958	36,794	112,948	63,814	17,987	362	53	36
—	—	—	—	—	—	—	—	37
—	—	—	—	10	—	—	—	38
—	—	9	—	—	—	—	—	39
—	—	49	—	—	4	—	—	40
44	3	—	42	—	—	—	—	41
563	752	712	893	22	1,414	447	28	42
607	755	770	935	32	1,418	447	28	43
—	—	95	2,000	—	726	—	—	44
607	755	865	2,935	32	2,144	447	28	45

² Included with local roads.

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