

is suitable for motor traffic and of this about one-half again lies in the Avalon Peninsula. The total paved length is 113 miles, the gravel 1,620 miles and the motorable secondary 450 miles. The rest is made up chiefly of 3,000 miles of secondary local road.

As in the case of the railway, maintenance and construction costs are kept high by difficulties of terrain and weather. The trans-insular highway will entail construction through rugged country broken by rocky ledges, muskeg swamps and numerous water-courses. Expenditures for construction and maintenance of roads and bridges over the past 10 years are given in the following table.

Expenditures on Roads and Bridges, 1939-48

SOURCE: Department of Public Works, Newfoundland.

Year	Construction of New Roads		Reconditioning and Reconstruction of Roads		Paving of Roads		Maintenance of Roads	Bridges	
	Mileage	Expenditure	Mileage	Expenditure	Mileage	Expenditure	Expenditure	Bridges Built	Expenditure
	No.	\$	No.	\$	No.	\$	\$	No.	\$
1939 . . .	79.5	460,423	24.5	385,842	9.2	98,832	267,000	31	80,372
1940 . . .	19.5	104,266	4.0	20,437	2.8	27,680	365,000	21	54,485
1941 . . .	10.9	99,670	15.0	76,000	3.1	46,552	416,000	36	84,708
1942 . . .	1.5	2,873	18.2	143,383	8.0	128,471	425,000	29	81,146
1943 . . .	19.0	69,237	11.7	122,306	9.0	113,400	536,000	24	104,457
1944 . . .	33.2	204,597	17.7	191,530	5.6	165,152	634,000	19	118,039
1945 . . .	13.5	181,253	20.4	361,103	11.4	261,225	697,000	25	116,235
1946 . . .	34.4	477,978	7.0	92,766	17.4	334,008	1,004,000	19	106,588
1947 . . .	52.2	756,143	46.5	537,598	2.2	92,086	987,000	27	158,326
1948 . . .	69.7	666,556	52.0	298,295	16.0	479,447	1,206,000	12	156,642

Aviation

Newfoundland is the most easterly region of North America and lies on the shortest air route between the most densely peopled parts of North America and Europe. Its important position was

Gander Airport, showing the desks of various air lines, including Canadian, United States, Netherlands and French.

