

2.—Construction, Maintenance and General Expenditure on Rural Roads, Bridges and Ferries by Province, Years Ended Mar. 31, 1952-56—concluded

Item and Province or Territory	1952	1953	1954	1955	1956 ^p
	\$	\$	\$	\$	\$
Administration and General²—concl.					
Manitoba.....	685,479	738,036	787,645	801,103	965,426
Saskatchewan.....	282,334	384,262	433,990	1,251,078	1,506,549
Alberta.....	89,287 ³	86,649 ³	75,647 ³	1,259,707	786,560
British Columbia.....	4,353,599	1,654,696	1,971,234	1,805,578	1,506,041
Yukon and N.W.T.....	31,039	11,693	13,102	25,476	39,402
Totals.....	334,584,262	404,291,421	397,068,159	429,472,008	513,852,270
Distribution of All Expenditure—					
Federal.....	21,667,065	25,034,650	26,759,571	32,775,800	36,644,143
Provincial.....	287,934,225	350,248,566	341,501,941	355,454,863	435,583,891
Municipal.....	23,288,598	27,721,288	27,505,913	37,173,083	40,213,328
Other.....	1,694,354	1,286,917	1,300,734	4,068,262	1,410,908

¹ Includes payments from railways and contributions from the Railway Grade Crossing Fund toward elimination of grade crossings, etc., amounting to \$1,443,009 in 1951-52, \$925,580 in 1952-53, \$712,523 in 1953-54, \$1,237,237 in 1954-55 and \$1,116,876 in 1955-56.

² Includes federal administrative costs re Trans-Canada Highway amounting to \$282,652 in 1951-52, \$298,230 in 1952-53, \$399,834 in 1953-54, \$431,002 in 1954-55 and \$462,600 in 1955-56.

³ Federal administrative costs only.

The Trans-Canada Highway System.—The original federal-provincial agreement of 1949 for construction of the Trans-Canada Highway was given in outline, together with other data on specifications and proposed route across the participating provinces, in the 1951 Year Book, pp. 631-634. The original Act set the standards to be met: a hard-surfaced, two-lane highway, 22 to 24 feet wide with ample shoulder widths, bridge clearances and sight distances, low gradients and curvature, a maximum load capacity of nine tons for one axle, and the elimination, wherever possible, of railway grade crossings. The shortest practicable east-west route was to be designated by each province within its own borders, in agreement on terminal points with adjoining provinces. Those sections within the National Parks were to be the responsibility of the Federal Government.

Certain amendments to financial provisions and completion date were discussed at the Federal-Provincial Conference held at Ottawa in November 1955, and the Trans-Canada Highway Act was amended by Parliament in June 1956. The new Act gives authority for increasing federal expenditure from \$150,000,000 to \$250,000,000 under a formula by which the Federal Government will pay 90 p.c. of the cost of building 10 p.c. of the mileage of the Trans-Canada Highway in each province in an effort to close gaps where no road at all exists or where certain portions are below standard. The basic 50-50 financial arrangement is still in force on the remaining 90 p.c. of the mileage in each province. A revised completion date is set at Dec. 31, 1960. New federal-provincial agreements were entered into by the participating provinces during the six months following passage of the amendments.

The Provincial Government of Quebec is not a party to a federal-provincial agreement but there is a paved highway across that Province, linking the two ends of the Trans-Canada Highway route in Ontario and New Brunswick.

In the nine participating provinces the route as amended in 1956 will total 4,444 miles divided as follows: Newfoundland 554; Prince Edward Island 71; Nova Scotia 311; New Brunswick 390; Ontario 1,436; Manitoba 309; Saskatchewan 406; Alberta 282; British Columbia 568; and in the National Parks 117. Revisions in location have since altered some mileage totals. For instance, the mileage through Mount Revelstoke and Glacier National Parks in British Columbia was shortened by a decision to use the Rogers Pass route, and the decision on the location of Terra Nova, the new National Park in Newfoundland, increased the mileage for which the Federal Government is solely responsible by 63 miles. Thus the National Park mileage is altered to 143. The sum of \$10,000,000 was allocated by Parliament for construction of the Highway through the National Parks during the fiscal year ended Mar. 31, 1958.