

2.—Construction, Maintenance and General Expenditure on Rural Roads, Bridges and Ferries, by Province, Years Ended Mar. 31, 1956-60—concluded

Item and Province or Territory	1956	1957	1958	1959	1960
	\$	\$	\$	\$	\$
Administration and General:	31,966,869	40,775,633	19,910,434	24,176,849	40,955,396
Newfoundland.....	397,452	429,140	120,369	781,277	629,851
Prince Edward Island.....	81,709	62,089	91,212	72,080	65,285
Nova Scotia.....	960,176	961,299	1,243,840	1,774,992	1,980,051
New Brunswick.....	498,305	567,377	937,314	1,134,982	1,193,613
Quebec.....	3,524,851	3,353,079	2,627,142	3,429,533	3,711,572
Ontario.....	21,135,457	28,657,745	5,866,078	7,347,486	21,849,315 ^a
Manitoba.....	965,426	1,080,353	1,330,759	1,649,152	1,964,122
Saskatchewan.....	1,506,549	1,644,620	2,467,587	2,732,186	2,729,526
Alberta.....	786,560	490,493	1,246,725	905,963	1,138,560
British Columbia.....	1,608,382	2,865,362	3,161,716	3,692,097	5,005,731
Yukon and N.W.T.....	39,402	496,076	582,683	415,001	483,770
Totals.....	513,852,270	653,567,078^a	714,726,805^b	772,748,991^c	829,117,828
Distribution of All Expenditure—					
Federal.....	36,644,143	59,887,876	80,731,890	98,199,342	106,085,451
Provincial.....	435,583,891	525,204,516	581,187,652	616,512,226	657,600,188
Municipal.....	40,213,328	48,948,407	51,278,877	55,372,603	63,546,824
Other.....	1,410,908	19,526,279	1,528,396	2,664,820	1,885,365

¹ Includes payments from railways and contributions from the Railway Grade Crossing Fund toward elimination of grade crossings, etc., amounting to \$1,116,876 in 1955-56 and \$2,700,155 in 1956-57. ² Includes federal administrative costs re Trans-Canada Highway amounting to \$462,600 in 1955-56, \$168,000 in 1956-57, \$235,000 in 1957-58, \$242,100 in 1958-59 and \$204,000 in 1959-60. ³ Includes \$8,974,818 for property purchases. ⁴ Includes expenditures of \$1,767,698 by municipalities in Manitoba for which no breakdown is available. ⁵ Includes expenditures of \$2,573,262 by municipalities in Manitoba, of \$14,932,793 by municipalities in Saskatchewan and of \$1,514,533 by the British Columbia Department of Highways for which no breakdown is available. ⁶ Includes expenditures of \$3,091,156 by municipalities in Manitoba for which no breakdown is available.

The Trans-Canada Highway.—The original federal-provincial agreement for construction of the Trans-Canada Highway is given in outline, together with other data on specifications and proposed route across the participating provinces, in the 1951 Year Book, pp. 631-634. Under the Act, which became effective Dec. 10, 1949, agreements covering the Federal Government's participation in the cost of construction were entered into with each of the provinces (except Quebec). The 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. Federal contribution was to be 50 p.c. of the cost of new construction and up to 50 p.c. of the cost of construction of sections of highway built prior to the passing of the Act, where those sections were properly incorporated in the Trans-Canada Highway. Total Federal Government contribution under this Act was limited to \$150,000,000.

An amendment to the Act in 1956 increased the extent of federal financial participation by providing for an additional 40 p.c. contribution on one-tenth of the highway mileage in each province. The construction period was extended to Dec. 31, 1960 and the aggregate limit of federal funds available for the purpose was increased to \$250,000,000. A second amendment passed in March 1959 added \$100,000,000 to the federal contribution and a