

third amendment passed in June 1960 raised the total amount of funds available for federal expenditure under the Act and its amendments to \$400,000,000. The 1960 amendment also extended for three years the period in which construction costs might be incurred under the Act.

On Oct. 27, 1960, an agreement was signed between the Federal and Quebec Governments; thus, all provinces are now participating in the Trans-Canada Highway.

Under present agreements, a paved highway is to be completed across Canada by May 31, 1964—a highway constructed in conformity with the general specifications laid down in the Act or paved to a satisfactory provincial standard. The latter concession was made to eliminate the need for reconstructing highways already paved in order to speed up the work on other sections. However, federal participation in the cost is limited to that portion constructed to Trans-Canada Highway standards.

In the ten provinces the routes, as amended in 1960, totalled 4,877 miles—in Newfoundland, 540 miles; Prince Edward Island, 71 miles; Nova Scotia, 318 miles; New Brunswick, 390 miles; Quebec, 400 miles; Ontario, 1,453 miles; Manitoba, 309 miles; Saskatchewan, 406 miles; Alberta, 282 miles; British Columbia, 568 miles; and in the National Parks, 140 miles. Later revisions in location have made some minor alterations. For instance, the mileage through Mount Revelstoke and Glacier National Parks in British Columbia was shortened by a change of route, as was the mileage in Newfoundland when the Highway was routed through Terra Nova National Park. The Federal Government allocated the sum of \$9,581,000 for construction of the Highway through the National Parks during the year ended Mar. 31, 1960.

Contractual commitments for new construction on the Highway up to January 1961 amounted to \$615,565,310, of which the federal share, including the additional 40 p.c. under the amended Act, was \$365,762,241. Federal payments to the provinces during this period for prior, interim and new construction totalled \$291,363,702. On-site labour expended on the Highway up to Mar. 31, 1960 was 9,507,375 eight-hour man-days of employment; off-site employment required for the provision of necessary material and services was estimated at 16,162,538 man-days.

In Saskatchewan, work was completed over the whole route of 406 miles in 1957 and the Highway was officially opened and dedicated on Aug. 21 of that year. In provinces more handicapped by problems of terrain and construction, progress was reported. At Dec. 31, 1960, contracts for 3,396 miles of grading had been approved and the equivalent of 3,221 miles built; paving to specified standards had been completed over a distance of 2,896 miles; and 495 bridges, overpasses and other structures of more than 20-foot span had been approved for construction.

**Roads to Resources and Roads in the North.\***—The Federal Government's Roads-to-Resources program entered its fourth year in 1961 with construction proceeding at a good pace in all ten provinces. As the year opened, more than \$45,000,000 worth of work had been carried out since 1958 and contracts exceeding \$84,000,000 had been approved. Federal payments to the provinces amounted to more than \$20,000,000—or close to one-half the cost of work completed.

Expenditures for the year ended Mar. 31, 1962 cannot be forecast in detail. Ten separate road programs are being carried on and many factors—weather particularly—affect the progress of construction. But, based on data supplied by the provinces, plans

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