

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 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 for participation 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 1961, totalled 4,859 miles—in Newfoundland, 540 miles; Prince Edward Island, 71 miles; Nova Scotia, 318 miles; New Brunswick, 390 miles; Quebec, 398 miles; Ontario, 1,453 miles; Manitoba, 309 miles; Saskatchewan, 406 miles; Alberta, 282 miles; British Columbia, 552 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 expenditure for construction of the Highway through the National Parks during the year ended Mar. 31, 1961, totalled \$9,212,344.

Contractual commitments for new construction on the Highway up to February 1962 amounted to \$689,709,986, of which the federal share, including the additional 40 p.c. under the amended Act, approximated \$400,000,000. Federal payments to the provinces during this period for prior, interim and new construction totalled \$332,256,103. On-site labour expended on the Highway up to Mar. 31, 1961 was 10,682,043 eight-hour man-days of employment; off-site employment required for the provision of necessary material and services was estimated at 18,159,473 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, 1961, contracts for 3,612 miles of grading had been approved and the equivalent of 3,387 miles built; paving to specified standards had been completed over a distance of 3,100 miles; and 557 bridges, overpasses and other structures of more than 20-foot span had been approved for construction.