

2.—Construction, Maintenance and General Expenditure on Highways, Rural Roads, Bridges and Ferries, by Province, Years Ended Mar. 31, 1964 and 1965

Item and Province or Territory	1964	1965	Item and Province or Territory	1964	1965
	\$'000	\$'000		\$'000	\$'000
Construction	611,648	754,439	Administration and General	55,502	68,396
Newfoundland	24,723	43,462	Newfoundland	577	647
Prince Edward Island	6,070	6,666	Prince Edward Island	84	266
Nova Scotia	16,237	19,858	Nova Scotia	1,671	1,905
New Brunswick	20,574	27,030	New Brunswick	1,066	1,536
Quebec	165,818	254,052	Quebec	6,515	7,214
Ontario	181,237	214,238	Ontario	35,006	43,352
Manitoba	25,237	30,602	Manitoba	3,466	3,663
Saskatchewan	33,075	38,230	Saskatchewan	1,858	3,106
Alberta	55,506	53,259	Alberta	846	874
British Columbia	78,675	62,370	British Columbia	3,910	4,711
Yukon and N.W.T.	4,496	4,672	Yukon and N.W.T.	303	1,123
Maintenance	254,079	277,794	Totals	921,229	1,100,629
Newfoundland	10,169	11,125			
Prince Edward Island	2,880	2,749	Distribution of Expenditure—		
Nova Scotia	14,768	13,816	Federal	82,251	132,138
New Brunswick	13,428	13,634	Provincial	744,627	874,143
Quebec	73,749	76,446	Municipal	89,442	90,447
Ontario	69,881	72,814	Other	4,909	3,881
Manitoba	7,112	8,075			
Saskatchewan	12,840	12,718			
Alberta	22,245	22,199			
British Columbia	25,304	31,267			
Yukon and N.W.T.	1,733	12,951			

¹ Includes federal administrative costs re Trans-Canada Highway amounting to \$200,000 in 1963-64 and \$190,000 in 1964-65.

Federal-Provincial Road Assistance Programs.—There are various programs existing between the Federal Government and the provinces relating to highway and road construction, the co-ordination of which is the responsibility of the federal Minister of Transport who reports to Parliament on federal road policy. When major programs of assistance have been decided upon, their implementation is undertaken either by the Department of Public Works or by the sponsoring Department.

The Trans-Canada Highway.—The original federal-provincial agreement for construction of the Trans-Canada Highway is given in outline, together with data on specifications and route across the participating provinces, in the 1951 Year Book, pp. 631-634. Construction progress and changes in legislation are reported in subsequent editions.

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. Construction standards were set and the date of completion fixed. 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, and those sections within the National Parks were to be the responsibility of the Federal Government. Later amendments to the Act increased the extent of federal financial participation and extended the period in which construction costs might be incurred under the Act to Dec. 31, 1967.

Although construction was still going on in a number of sections, the closing in 1962 of the last major gap—in the Rocky Mountains—made it possible for the first time to drive the entire length of the 4,860-mile route. The Trans-Canada Highway was officially opened on Sept. 3, 1962. Provincial mileages are approximately as follows: Newfoundland, 540; Prince Edward Island, 71; Nova Scotia, 313; New Brunswick, 390; Quebec, 399; Ontario, 1,453; Manitoba, 309; Saskatchewan, 406; Alberta, 282; and British Columbia, 552. Length through the National Parks totals 140 miles.

Up to Mar. 31, 1966, contractual commitments for new construction on the Highway amounted to \$997,960,434, of which the federal share was \$625,000,000. Federal payments