

*Trans-Canada Highway Act*

standards and the reconstruction of any part of it will depend on provincial planning and their ability to finance reconstruction during the next few years.

The Saskatchewan section of the highway was completed in 1957, and an official opening was held during that year. I think credit must be given to the government of Saskatchewan for being the first province to accomplish this feat. Mind you, road building there was a good deal easier than in some other parts of the country. The highway in Alberta is all completed with the exception of about six miles through the city of Calgary. Outside the city the highway is completed. In Manitoba the same is true; it is all completed with the exception of a by-pass around Winnipeg. In Prince Edward Island it is all completed except one bridge.

The trans-Canada highway traverses five national parks, Terra Nova 26 miles, Banff 51 miles, Yoho 29 miles, Glacier 29 miles—that includes Rogers pass—and Revelstoke 8 miles, for a total of 143 miles through the parks. Through Banff and Yoho all stretches have been completed and a bituminous surface placed. Grading contracts have been awarded on the complete mileages through Revelstoke, Glacier and Terra Nova. Paving operations will commence on some sections in the national parks during the coming summer.

In summary, physical progress may be considered as follows: 69 per cent of the total mileage has been approved for grading, with 47 per cent paved to trans-Canada highway standards. Including the 950 miles of existing pavement, there is a paved surface on approximately 68 per cent of the total mileage. This latter figure must be considered in conjunction with an extensive mileage of graded highway which is now or will be ready for paving this coming summer and which, when completed, will provide a total of approximately 85 per cent of paved highway. This does not include any work that the provinces may put under way during the next two construction seasons.

At the time of the 1956 act when the maximum amount of federal contributions was increased from 150 million to \$250 million, surveys and quantity estimates along the whole highway had not been completed, making it difficult to come up with a realistic estimate of total cost in order to determine Canada's share. Another factor was that in some provinces the easier work had been done first and the more difficult and more expensive remained. Examples of this include some of the sections in the Fraser canyon in British Columbia, the Rogers pass route, also in British Columbia, the Winnipeg by-pass and the Ottawa Queensway. To date,

[Mr. Green.]

however, it seems fairly obvious that the \$250 million will be insufficient to cover Canada's share.

A financial progress review will make this apparent. As I previously mentioned, by March, 1956 the total approved work in all provinces was \$225.8 million with Canada's share estimated at \$112.9 million. Payments by Canada, however—that means, of course, the federal government—amounted to only \$81.6 million or an average of \$13.6 million per year. In 1956-57 payments by Canada increased to \$24.8 million and in 1957-58 to \$49.3 million, bringing the total to \$155.7 million. Provincial claims during the current fiscal year 1958-59 may exceed \$50 million and with a similar amount in 1959-60 the funds now authorized under the act may be exhausted. Another point is that of the \$462.3 million for approved work Canada's share is estimated at \$277.5 million. This indicates that we are overcommitted at the present time by \$27.5 million, although claims submitted and paid are still below the \$250 million authorized by the present act.

From estimates furnished by the provinces it is now considered that the total federal contributions required by the termination date of the act will be in the order of \$350 million. Accordingly, the bill to amend the Trans-Canada Highway Act proposes an increase from \$250 million to \$350 million in the amount which the federal government may contribute toward the cost of highway construction.

I sincerely believe that the various provincial governments will continue the excellent co-operation they have demonstrated in the past and schedule their construction programs to produce a maximum effort by the end of 1960. I have six tables here, Mr. Chairman. They are: (1) Length of highway by provinces; (2) grading construction, December 10, 1949, to January 31, 1959; (3) paving construction, December 10, 1949, to January 31, 1959; (4) structures, meaning bridges and so on, December 10, 1949, to January 31, 1959; (5) summary of contractual commitments, December 10, 1949, to February 14, 1959; (6) summary of Canada's commitments and payments made, December, 10, 1949, to January 24, 1959. I thought it might be of interest to hon. members if these tables were printed in *Hansard*. It will make it easier for them to follow the statement. If there is unanimous consent I should like to have that done.

**The Acting Chairman (Mr. MacEwan):** Is it agreed?

**Some hon. Members:** Agreed.