

The engineering tasks have been stupendous. Ever since work began in 1950, motorists have been seeing the heaviest array of power shovels, bulldozers, graders, dump trucks and other earth moving equipment ever used on a single road-building project in Canada. Muskeg has been an important difficulty in Northern Ontario as it has been in Newfoundland and elsewhere. A wide, marshy tract full of dead trees, leaves and debris must be excavated before a stable foundation can be laid, and in some places the muskeg goes as deep as 50 feet. Then there is the prairie "gumbo" - the treacherous, heavy clay soil covering 25 to 30 per cent of the route in this area. It requires the use of reinforced concrete and other special techniques. And in British Columbia the road-building crews have literally had to move mountains. Work is hazardous in the extreme in the Fraser Canyon and the Kicking Horse Canyon, where hard-rock miners blast away the mountain wall 500 to 1,000 feet above a turbulent river, and land slides are frequent. Since in most places the railway runs below the new highway, great care must be taken to protect the tracks and tons of rubble must be carried away truckload by truckload. In one 9-mile stretch between Field and Golden two million tons of rock and an equal amount of dirt have been moved. The job took 5,000 tons of explosives. Cost of construction in this area is estimated at \$1 million a mile, and one-half mile stretch has cost \$1,500,000.

The various stages in Canada's story of communications have each made their contribution to the nation's development. There could hardly have been a Canada without them. The Trans-Canada Highway is part of this story and ranks with the great transportation achievements of the past.

When completed, the Highway will contribute materially to Canada's development. It will bring with it commercial benefits besides offering Canadians and foreign tourists one of the world's great scenic routes from Newfoundland to the sheer rock cuts of the Fraser River Canyon. Like the railways of an earlier day it will entice people to build along its route and will encourage the development of new communities and the enlargement of some now existing. And not the least significant it will add another beam in the framework of national unity by enabling Canadians to travel across their country by automobile on their own soil.