

In 1958, TCA was awarded the Socrates High Award for the year's best newspaper transportation advertising in North America. The airline won in competition with 200 transportation companies.

"This has been a good year," Mr. McGregor said on looking back over the past 12 months. "Traffic has increased and for the third year in succession we have carried more than two million passengers."

"Although the price of labor and materials has continued to rise, the airline has exercised careful cost control and it was possible, in 1958, to reduce the general fare level in Canada. All this is testimony to the competent and loyal performance of the airline's staff."

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NEW FEATS FOR "MOUNTIES"

Mr. Davie Fulton, the Minister of Justice, has announced that, as an alternative to the Musical Ride for 1959, the Royal Canadian Mounted Police will train a mounted display consisting principally of pattern team jumping, Roman riding and tandem riding. It may also be possible to offer tent-pegging in those arenas which are large enough for this event. The unit will comprise about 24 riders and the same number of horses.

These mounted exercises may be presented as separate features on a programme, with the total time for all covering not more than twenty minutes, about the time taken by the conventional Musical Ride.

Mounted exercises and team jumping have been presented in past years in a limited way and the Force is anxious to give some attention to this type of equestrian sport rather than to concentrate entirely on the Musical Ride. As not more than 24 men and horses will be required for this type of display compared with the 38 or 39 needed by the Musical Ride, the travelling and other out-of-pocket expenses which must be met by the sponsors will be lessened to a considerable extent.

Training will start early next spring and it is hoped to have this troop ready for engagements during the summer and fall. It is also hoped that a suitable circuit may be worked out which will allow the troop to show at a number of points in Eastern Canada, including the Atlantic Provinces, with possibly a few engagements in the Eastern United States.

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TRANS-CANADA VACATION HIGHWAY

The Trans-Canada Highway, one of the great vacation touring routes of the world, is nearing completion. The target year is 1960 and already immense stretches of the road are finished. Motorists can now travel from one extremity of Canada to the other over the

present highway system which follows for the greater part the Trans-Canada route.

This tremendous, paved, all-weather road links the provinces of Canada from sea to sea. It winds across the rugged Newfoundland countryside from St. John's, the capital city, to Port-aux-Basques on the southwest coast. It cuts the scenically beautiful maritime provinces of Nova Scotia, Prince Edward Island and New Brunswick; curls through Ontario's forest and lake country; over vast prairie reaches in Manitoba, Saskatchewan and Alberta; crosses some of the most spectacular mountain scenery in North America and ends on Vancouver Island, British Columbia, its Pacific terminus.

Most of the cities it touches are familiar to North American motorists; Antigonish and New Glasgow, Nova Scotia; Moncton and Fredericton, New Brunswick; Charlottetown, Prince Edward Island; Ottawa, Peterborough, Port Arthur and Fort William, Ontario; Winnipeg, Portage laPrairie and Brandon in Manitoba; Regina, Moose Jaw and Swift Current, Saskatchewan; Medicine Hat, Calgary and Banff, Alberta and Revelstoke and Kamloops, New Westminster, Vancouver, Nanaimo and Victoria in British Columbia.

This highway has opened up vacation opportunities without limit, for along its 4,480-mile length can be found a variety of scenery to match the finest in the world, convenient, comfortable accommodation ranging from deluxe hotels to less costly motels and tourist homes, and hospitality at every turn of the road.

CAMP GROUNDS AND PICNIC SITES

It is anticipated that up to 145 overnight camp grounds and picnic sites will be built along the Trans-Canada Highway across the Canadian provinces, as a result of a one-day Dominion-Provincial Conference held recently in Ottawa.

The Conference, called by Mr. Alvin Hamilton, Minister of Northern Affairs and National Resources, to discuss Dominion-Provincial co-operation in providing recreation areas along the Highway, agreed that minimum standards should be set for access roads, and that overnight camp sites should be not less than 15 acres in area. Picnic sites should be sufficient in size to accommodate 15 cars.

It was also agreed that contributions by the Federal Government should be based upon the mileage of Trans-Canada Highway in each province. The formula for allocating Federal payments would be based upon an average of one camp ground for every 100 miles and one picnic site every 50 miles, plus one. If the province has 500 miles of designated Trans-Canada Highway within its borders, it could expect the Federal Government to pay 50 per cent of the costs, exclusive of land, toward building five camping sites, plus one, if required.