

Ontario again led the provinces with a value of \$640,915,000 or 31 per cent of the national total in 1956 (\$583,955,000 or 32.5 per cent in 1955). Quebec was second with \$426,608,000 or 20.6 per cent (\$357,010,000 or 19.9 per cent), and Alberta a closer third with \$408,865,000 or 19.8 per cent (\$325,974,000 or 18.2 per cent). Next in order was British Columbia at \$199,318,000 (\$189,525,000 in 1955), Saskatchewan \$114,103,000 (\$85,150,000), Newfoundland \$87,752,000 (\$68,463,000), Manitoba \$66,712,000 (\$62,018,000), Nova Scotia \$66,625,000 (\$67,134,000), Northwest Territories \$22,949,000 (\$25,598,000), New Brunswick \$18,172,000 (\$15,760,000), and the Yukon \$15,679,000 (\$14,725,000).

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**AIRCRAFT ORDERED:** Trans-Canada Air Lines has ordered 20 Vickers Vanguard propeller-turbine airliners and placed an option on four more. The 20 aircraft, with spares and components, will cost \$67,100,000, representing the largest single commercial dollar export order ever placed in postwar Britain. A further \$11,700,000 will be spent if the four planes on option are later purchased.

By purchasing the Vanguard, TCA takes advantage of the experience gained by its extensive operation of the Vickers Viscount, with which the Canadian airline pioneered propeller-turbine travel in North America. TCA has placed orders for 20 Viscounts in addition to its present Viscount fleet.

Delivery of the Vanguards to Canada will start in the early autumn of 1960.

President G.R. McGregor of TCA said his company's decision to order the Vanguard came "after the most exhaustive equipment analysis ever undertaken by the company". He said the evaluation was made over a period of two years during which six other competing aircraft were thoroughly examined in addition to the Vanguard. Among the projects looked into were various combinations of British turbo-prop engines and American airframes.

"The Vanguard was chosen primarily", Mr. McGregor said, "because of the high standard of comfort it will provide for TCA passengers." He said it would have the "same freedom from noise and vibration as the Viscount."

TCA spokesmen say the DC-3s, North Stars and Super Constellations in the Company's present fleet will be gradually retired before mid 1961. At that time, the airline's long-range re-equipment and modernization programme will have been completed and the TCA fleet will be all turbine-powered. Routes of a Trans-Atlantic and long-haul transcontinental character will be served by huge Douglas DC-8 turbo-jet airliners of which TCA has ordered four and taken an option on two. The Vanguards will take over the high density domestic and southern service routes and the Viscounts will cater primarily to the services having shorter stage lengths.

**TRANS-CANADA HIGHWAY:** Public Works Minister Robert Winters has announced that more of the Trans-Canada Highway was built in 1956 than in any previous year and has predicted that this pace will accelerate in the years immediately ahead. The greater 1956 performance was due largely to increased provincial Highway construction programmes linked with the Federal Government's gap-closing formula which provides special financial incentive to Provincial Governments.

"Total commitments for construction authorized in 1956 approximate \$82 million of which the Federal Government's share will be about \$50 million," he said. "This more than doubles the federal share of the commitments in any previous year".

The Trans-Canada Highway Act of December 1949, was amended in 1956. In the new Act which received Royal Assent on June 7, 1956, Parliament authorized the Federal Government to pay 90 per cent of the cost of construction on 10 per cent of the mileage in each province and extended the construction period to December 31, 1960. It also increased the amount of federal funds available for payments to the provinces from \$150,000,000 to \$250,000,000.

A total of 436 miles were approved for grading during the year and 341 miles of grading were completed. Approximately 300 miles of paving were approved for construction and 356 miles were completed. This latter figure includes a carry-over from the previous year. Of the total of 4,480 miles along the Trans-Canada Highway, approximately 2,735 miles are now paved and 1,536 miles have been completed to Trans-Canada Highway standards.

"With the amended Trans-Canada Highway Act and the New Agreements", Mr. Winters stated, "all provinces are preparing realistic schedules in order to achieve a maximum of reconstructed and new highway by the end of 1960".

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**PARKS CROWDED:** Attendance at the National Parks of Canada during the first ten months of 1956 again broke all records. A grand total of 3,507,440 persons visited the scenic and national historic parks during this period, a gain of 114,208 over 1955.

Largest increase was recorded by Jasper National Park, Alberta, with a total of 243,427 visitors. This was 92,736 more visitors than during the same period in 1955. Other parks to show sizeable gains were Cape Breton Highlands National Park, Nova Scotia with 116,556 visitors, an increase of 41,246, and Kootenay National Park, British Columbia with a total of 295,166--a 38,922 increase.

Banff National Park, Alberta, led all other parks in attendance with 601,837 visitors, followed by Point Pelee National Park, Ontario, with 516,309, and Riding Mountain National Park, Manitoba, with 505,212.

The national historic parks had 293,105 visitors during the ten-month period.