

& Cockburn, Toronto, publishers). We mention these few points to show that the Island Automobile Association is thoroughly in earnest in its campaign to get the Canadian Highway. Our campaign will not cease **until the Highway is secured.**

In strongly supporting, as we do, the linking together of the thin red line of the Canadian Highway across Canada, we wish it most plainly understood that we have no conflict with nor opposition to any other good road project. In time to come there will be many other similar roads throughout Canada. We support this "thin red line" because "all the roads required cannot be built at once," and because we believe that the East to West Canadian Highway, from Atlantic to Pacific, is the one project that is entitled to first consideration. All of us cannot be on the Canadian Highway, but even so, even if we don't happen to be actually on the Highway, let's pull together. "Don't rock the boat," but get your City, County or Province to build a lateral to connect. (We certainly can claim to live up to this advice, for Victoria is seventy-eight miles south of the nearest point on the proposed route!)

We present herewith a sketch map showing the route that we think the Canadian Highway should follow across Canada. This map is obviously imperfect; many more names of places could have been put on the map than appear. Our explanation is that where any doubt whatever was felt regarding any place ultimately perhaps being or not being on the Canadian Highway the name was left off. Our map is simply a start, and will be reprinted, altered, and additional names added from time to time as we secure definite information. All that we are inclined to claim for the sketch map now presented is that those names we now show on the Canadian Highway route are entitled, **owing solely to their location**, to be on the Highway, and conversely, those names shown on our map **not** on the Highway are, in our opinion, so located that they cannot reasonably expect to be on the Highway route.

On our map we indicate the highway route by a solid black line, and do not attempt to indicate those places where the existing roads do not connect. Missing links and more detail will be shown on future reprints.

Use your influence to get your City, County or Province to improve the Canadian Highway route in your vicinity, for **any local work done in your vicinity helps all Canada**; it is "**practical patriotism.**"

Use your influence to get some Federal Aid for the Canadian Highway. Perhaps you are aware that in both 1912 and 1913 Federal Aid was almost obtained from the Dominion Government. As far as the Island Automobile Association is concerned we would enthusiastically welcome Federal Aid provided in any of the following ways:

(1) The Federal Government to take certain difficult or isolated sections of the Canadian Highway route, irrespective entirely of Provincial boundaries, and construct the road in those sections, and, upon completion, give these sections to the Provinces where the work was done. (A clause to be in the Federal Bill prohibiting any expenditure whatever by the Federal Government for right-of-ways.)

(2) The Federal Government to undertake the entire work across Canada and its future maintenance and ownership. The various Provincial and Municipal authorities to turn over to the Dominion Government, free of charge, any existing roads that may be on the Canadian Highway route. (A clause to be in the Federal Bill prohibiting any expenditure whatever by the Federal Government for right-of-ways.)

(3) The Federal Government to supply a lump sum of money for expenditure upon the Canadian Highway, to be given to, and divided amongst the Provinces in any of the following ways:

- (a) In proportion to the amount already expended by each Provincial Government on the Canadian Highway.
- (b) In proportion to the difficulty and distance in each Province of the unfinished portions of the Canadian Highway.
- (c) In proportion to the Customs Duties collected on autos and auto supplies in each Province, 1905 to 1914 inclusive.
- (d) In proportion to the average amount spent by each Provincial Government, 1905 to 1914 inclusive, on all their roads.

In a circular such as this space limitations do not permit any extended argument regarding the desirability of the Canadian Highway, but we here venture to introduce three arguments that we think are new to most of the Highway's advocates, as follows: