inspect the work as it proceeds. Construction costs are shared basically by the provincial and federal governments. Since 1955, however, the Federal Government has agreed to increase its share to 90 per cent on the most difficult section in each province. In 1963, the 90 percent federal contribution was extended to all remaining construction in the Atlantic region. These measures are proving effective in speeding up construction to a desirable standard. Up to the present, Trans-Canada Highway construction completed or under way is valued at $1,089 million, the federal share of which approximates $729 million. The final cost is expected to be in the vicinity of $1.25 billion. The federal Department of Public Works is responsible for administration of the Act.

Mileages in the individual provinces are as follows: British Columbia 552; Alberta 282; Saskatchewan 406; Manitoba 309; Ontario 1,453; Quebec 399; New Brunswick 390; Nova Scotia 318; Prince Edward Island 71; Newfoundland 540. The total length of the Highway is thus 4,860 miles, including the additional 140 miles through the national parks.

Under the terms of the agreement, each province designated the route of the Highway within its own borders, provided (1) that adjacent provinces agreed on the locations where the Highway should cross provincial boundaries and (2) that the routes chosen were the shortest practical east-west distances.

Besides St. John's and Victoria, the cities along the route include: Charlottetown, P.E.I.; Moncton and Fredericton, N.B.; Quebec City and Montreal, Quebec; Ottawa, Peterborough, Orillia, and Kenora, Ontario; Winnipeg, Portage la Prairie and Brandon, Manitoba; Regina, Moose Jaw and Swift Current, Saskatchewan; Medicine Hat and Calgary, Alberta; and Kamloops, New Westminster, Vancouver and Nanaimo, B.C. In Nova Scotia, the route passes through North Sydney and Truro and over the 4,000-foot Canso Causeway, the cost of which, since it was a separate federal project, was not included in the appropriations for the Trans-Canada Highway.

The specifications for the Highway are impressive, particularly to those who have crossed Canada in recent years from the Atlantic to the Pacific by car. Over the entire route, grades and curves have been reduced as much as possible. Curves, for example, have been kept wherever possible to 3 degrees, but do not exceed 6 degrees, except in isolated cases where the terrain does not permit this with reasonable economy. Grades do not exceed 6 per cent except in very mountainous country, where gradients of 7 and 8 per cent are acceptable for short distances.

Wherever possible, minimum horizontal and vertical sight distance has been kept at 600 feet. This means that a driver travelling on the Trans-Canada Highway should see an object six inches high on the pavement in front of him at a distance of 600 feet.

The engineering tasks have been monumental. Ever since work began in 1950, motorists have witnessed the spectacle of the greatest array of heavy power-shovels, bull-dozers, graders, dump-trucks and other earth-moving machines ever assembled for a single road-building project in Canada. Muskeg