

Construction costs were shared basically by the provincial and federal governments. In 1956, however, the Federal Government agreed to increase its share to 90 per cent on 10 per cent of the mileage in each province. In 1963, the 90 percent federal contribution was extended to all remaining construction in the Atlantic region. The total commitment for construction of the Highway, a sum indicating costs incurred by the provinces and including Canada's share of nearly \$825 million between December 10, 1949, and December 31, 1970, came to some \$1,400 million.

The Department of Public Works was responsible for the administration of the Act. In its final report under the Trans-Canada Highway Act, the department notes that final payments were made to the provinces by May 31, 1971.

Mileages in the individual provinces are as follows: British Columbia 552; Alberta 282; Saskatchewan 406; Manitoba 310; Ontario 1,453; Quebec 388; New Brunswick 376; Nova Scotia 278; Prince Edward Island 71; Newfoundland 540. The total length of the Highway is thus 4,796 miles, including the additional 140 miles through the national parks.

Besides St. John's and Victoria, the cities along the route include: Charlottetown (P.E.I.); Moncton and Fredericton (N.B.); 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 set out in the Trans-Canada Highway Act. Over the entire route, grades and curves have been reduced as much as possible. Curves, for example, have been kept, wherever possible, to three degrees, but do not exceed six 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.