

Following the Government's announcement in November, 1947, of stringent measures for the conservation of its dollar resources, all government departments have to report in detail to the Department of Reconstruction and Supply their probable purchases of materials, machinery or equipment from the United States.

Trans-Canada Highway.*—The Federal Government in December, 1948, invited all provinces to send representatives to attend a Trans-Canada Highway Conference at Ottawa. At this Conference, all provinces indicated they were in favour of the project.

Considerable progress was made in 1949 in preparing the ground generally for the introduction of federal legislation, and for the signing of the agreements with the provinces.

At present Canada is without a national coast-to-coast highway although 4,200 miles of road link together Halifax and Vancouver. Of the existing road approximately 60 p.c. is paved but much of that paving is below standard. The expansion of the Canadian economy has created an increasing need for a transcontinental all-weather road, the cost of which has been set at about \$300,000,000. Legislation passed in 1949 enables the Federal Government to provide the Provincial Governments in the next seven years with assistance to the amount of \$150,000,000 for the construction of the Highway. This legislation visualizes the Highway as extending beyond the Pacific mainland to Vancouver Island and from the Atlantic mainland to Cape Breton Island, Prince Edward Island and Newfoundland.

Technical data and other information were obtained about local conditions in each province and an outline of proposed standards and suggested terms of agreement was forwarded to all provinces, asking for assurance that they were prepared to co-operate in the project. These assurances were given.

A technical conference, attended by representatives of all provinces, met at Ottawa on Dec. 15-16, 1949, at which general agreement was reached respecting standards and specifications.

The Federal Government is also sharing the costs of highways already constructed which will be taken into the Highway plan, paying one-half of the total cost of construction of such highways. The federal contribution toward the Highway remaining to be completed will therefore be considerably more than the 50 p.c. set out in the enabling legislation. Payments for roads already constructed may be applied elsewhere in provincial highway systems as determined by the provinces to which the payments are made.

The Federal Government contribution will be limited to the two-lane standard. A paved surface of 22 ft. in the Eastern Provinces and 24 ft. west of the Great Lakes has been agreed on as standard, with a minimum right-of-way of 100 ft., wherever possible. Maximum curvature of 8° and maximum gradients of 6 p.c. have been decided on, together with sight distances horizontally and vertically of 600 ft. minimum.

The route will be approximately 5,000 miles in length, following the shortest practical east-west route and comprising a "first-class, hard-surfaced, two-lane highway" Except for those portions in National Parks, the Highway will become the property and responsibility of the provinces and will be constructed over routes which they have chosen and will be maintained by them.

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