

1,096 miles in an 11-hour shift with an average speed of 93.6 miles per hour, with three station stops for crew changes. It also showed a remarkably low level of fuel consumption, averaging 0.8 US gallons per mile over the 20,700 mile test run.

THE TRUTH ABOUT THE LATE GREAT COBOURG AND PETERBOROUGH RAILWAY

In the golden days of rail building, some gentlemen were swept away by enthusiasm like trestles in a flood. Perhaps some were dishonest and some were fools and some of them simply enthusiasts. At any rate, J. M. and Edw. Trout reported back in 1871 on the swift decline of the C&P.

"The contractor for the building and equipping of it was the late Samuel Zimmerman, at a nominal price per mile, but which amount was entirely lost sight of long before the road was half finished. The contractor made demands which the Directors considered exorbitant and unreasonable and to which they refused to accede. . . . It appears . . . the claims put in by the contractor were obliged finally to be paid and the road was eventually taken off his hands in a half-finished state, he having obtained nearly all the ready money the Directors were able to obtain from the Municipal Loan Fund. . . . The gauge of the road was five feet, six inches and it was equipped by the contractor with three locomotives, two passenger cars, ten boxcars and thirty platform cars. The

tional construction. It proved difficult to operate and to maintain, since most repair shops on the North American continent were not ready to work on it. MLW engineers concluded that a train incorporating the speed and comfort features of the Turbo, but based on conventional power and parts, would be easier to build, operate and keep repaired.

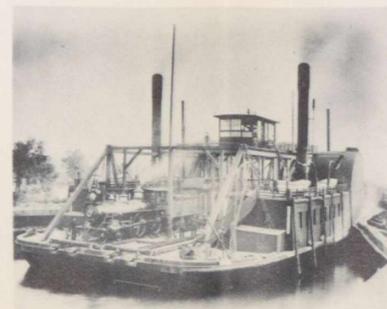
The LRC locomotive body is 67 feet, 11 inches in length of lightweight welded aluminum. It has been extensively tested—running over 30,000 miles on regular tracks between Montréal and the US Government's Federal Railroad Administration track at Pueblo, Colorado, where it underwent seven weeks of daily high speed running.

Running between Montréal and Pueblo it reduced regular running times by 35 to 40 per cent, and at the testing track it set several records, including one on the night of November 11, 1974, when it travelled

Today the Rideau Canal in Ottawa carries ice-skating government clerks in winter and pleasure boats in July. In 1880 it carried ships of commerce, like this schooner riding high in Foster's Locks.



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Canada Wide

Directors having got possession of the road then went to work to finish it but were met at all points with almost insurmountable difficulties . . . nevertheless the road was so

far completed as to be opened for traffic in the month of December 1854 . . . the road, only thirty miles in length, had by this time cost almost \$1,000,000."

The St. Lawrence Seaway: The Border Passage To The Inland Seas

Since there is nothing in the world quite like the Great Lakes, there is nothing in the world quite like the St. Lawrence Seaway. Last year the traffic on the Montréal-Lake Ontario section totaled 44.1 million cargo tons and on the Welland Canal, 52.4 million.

It is essentially a wet staircase; there are sixteen steps of uneven heights that lift west-bound ships (and lower those moving east).

Ships move up the St. Lawrence to Lake Ontario, up over Niagara to Erie, Huron, Michigan and Superior, to, or past, the ports: Baie-Comeau, Matane, Rivière-du-Loup, Québec, Contrecoeur, Montréal, Kingston,

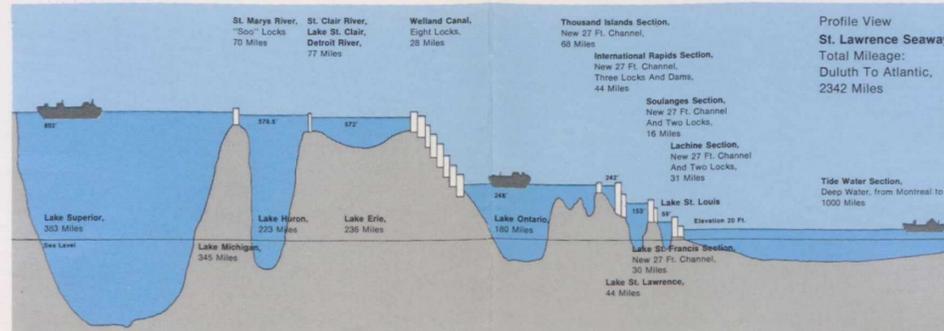
Oswego, Oshawa, Rochester, Buffalo, Cleveland, Toronto, St. Catharines, Collingwood, Windsor, Sarnia, Toledo, Detroit, Chicago, Thunder Bay and a score more.

The lift of the locks varies from between one and six feet at Iroquois, to the 120-foot climb up the Niagara Escarpment, through the twinned flight locks of the Welland Canal.

The vessels range from cabin cruisers to ocean-going tankers and huge Lakers (ships that stay within the bounds of the Lakes) 730 feet long and 75 feet wide.

Ships move between late March and mid-

(left) Canada's great iron horses of the 19th century conquered prairies and hauled immigrants west and wheat east, but occasionally they were hauled themselves. This one is taking a trip on the Atlantic Railway Ferry at Clark Island, Ontario. (middle) A hovercraft skims over the Beaufort Sea off Tuktoyaktuk, Northwest Territories. (right) There are few wharves and not many long-shoremen in the North, and cargoes must be moved quickly in the summer sun. A helicopter helps unload supplies from the J. E. Simard at Resolute Bay.



January—from spring thaw to winter freeze—carrying coal, iron ore, grain and general cargoes. Many commodities move in container ships, loaded aboard in rectangular metal boxes, easy to stow and to unload.

The US St. Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority administer the Seaway.

THE NORTHWEST PASSAGE IS TRAVERSED
AND CANADA'S SOVEREIGNTY OVER THE
ARCTIC ISLES IS ESTABLISHED

"We picked out a few good tins of Ox Cheek Soup made in 1850 by a manufacturer opposite East India House in London. They bore the following directions for opening: 'Take a hammer and chisel and cut out one end while being careful not to let flakes of paint which cover the cans get into the soup.'" Capt. Henry Larsen's diary.

For centuries, adventurous and/or greedy men tried to sail across the top of the North American continent to the riches of the

Indies. Roald Amundsen, adventurer and the greatest of the Arctic explorers, found the Northwest Passage in 1906, while going about his basic business of exploration. His route hugged the northern edge of the great land mass but as a practical passage it had serious faults.

In 1940, the RCMP's *St. Roch*, a small, wooden ship, 104 feet long, built in 1928, left Vancouver under Captain Henry Larsen. It would sail, secretly, east along Amundsen's route to Halifax. One of its purposes was to demonstrate Canada's sovereignty over the Arctic Islands at time of war.

The voyage took twenty-seven months, ending in Halifax in October 1942. Its second mission, also secret, was to sail back. This time, it sailed through the deep waters of the Arctic Archipelago, a route which had been attempted by William Parry in 1819 but one which no ship had ever completed.

It left Halifax in July 1944, with a crew of twelve: two of them in their seventies, two of them teen-agers, one a radio operator who had never actually sent a radio message before he joined the *St. Roch*, and one a cook who preferred dry land. There were also two professional seamen and an Inuit (or Eskimo) guide who came aboard with his family at Pond Inlet.

By August, the *St. Roch* was in anticipated difficulties.

On August 3, Ole Andreasen, one of the

The Canadian National and the Canadian Pacific railways go beyond the water's edge. The Leif Eiriksson, part of the CN's East Coast Marine and Ferry Service, travels between North Sydney, Nova Scotia, and Port aux Basques, Newfoundland, year round.

seamen, wrote in his diary: "Wi are some wheare at S. Coast of Baffin Land. . . . Wi got in to a Lot Ice as the Ice were too tight packt, wi tried to work over toward green land. This ice is not a solid flow, but all Broken up, a few Ice burgs amongst it."

Nevertheless, the trip proved to be more adventure than hardship. The Arctic is a wonderful preserver of relics, and they found food caches left by explorers almost a century before.

They arrived at Holman No. 7 Dock in Vancouver at 6:15 p.m., October 16, 1944, some three months after they had left Halifax. It was a quiet landing.

"There was nobody to meet us at the wharf," Larsen wrote in his diary. "Canada was still at war and had no time for frivolous things."

Actually, Canadians were unaware rather than uninterested, and as soon as the word went around Vancouver, mobs of congratulatory visitors crowded the small vessel for weeks. In 1958, the *St. Roch* was placed on permanent display in dry dock and on the 16th of October 1974, the 30th anniversary of the docking, it was officially opened to the public as a ship of national historic significance.

A FAMOUS LOST SHIP IS FOUND

"Do you see her?" Orrie whispered.
I looked around. 'No nothing,' I said.
'Just look over the side, John.'
I leaned over and caught my breath. There

(left) Cargo now has wheels of its own. This piggy-back container rolls up to the flatcar, is lifted and loaded aboard. (right) The canoe is as much a part of Canada as the beaver.