



The Railway, which was taken over after Union by the Canadian National Railways, operates a daily service from St. John's to Port aux Basques.

Ocean Transport

If the sea has long provided the chief source of Newfoundland's products, it has also provided a ready means of carrying them to overseas markets. Shipments of fish are made the year round but chiefly from September to December. Shipments destined for Mediterranean countries usually sail from St. John's direct to Mediterranean ports, although some are consigned by way of Liverpool. Shipments to Portugal are usually direct and those to Brazil and the West Indies are either direct or by way of New York. Certain Newfoundland exporters have their own vessels. A fleet of refrigerator ships, for example, plies between Newfoundland and the Great Lakes, returning with food and general cargo. The Newfoundland Government built at Clarenville during the Second World War ten wooden motor-vessels. These were chartered to the Railway and engaged in the local and foreign carrying trade. On the whole, however, Newfoundland fish is to-day carried abroad in chartered foreign steamers manned by foreign crews, unlike the earlier days of sail, when St. John's was the site of a flourishing shipbuilding industry.

Company-owned ships carry the products of the pulp and paper mills abroad, mainly to the United Kingdom and the United States, from Botwood and Corner Brook. When these ports are closed by ice, St. John's and Port aux Basques, the railway termini, are used.

Although the larger transatlantic liners do not call at Newfound-