

### *Inland Shipping*

Improved by canals representing an investment of some \$300,000,000 by the federal government, the St. Lawrence-Great Lakes waterway affords the basis for a system of inland shipping extending for nearly 1,700 miles from the coast. With the completion of the new Welland Canal in 1932, the largest grain carriers on the Upper Lakes were able to come down to Kingston on Lake Ontario, and Prescott on the St. Lawrence.

Wheat, iron ore and coal provide the bulk of the traffic for inland shipping. Traffic from the United States constitutes an important part of the tonnage passing through some of the Canadian canals, especially the Welland. At Sault Ste. Marie, linking Lake Superior and Lake Huron, there are two canals, one Canadian and the other American.

The canals on the St. Lawrence have a maximum draft of only 14 feet. Between the lakes, the draft of the locks is 21 feet.

Plans for deepening the St. Lawrence, in order to permit the largest lake freighters to navigate right to the Atlantic and to permit large sea-going vessels to ply the Great Lakes, have been under discussion between the governments of the United States and Canada since 1913. From the Canadian point of view, such a project would benefit the inland economy by providing cheaper transportation to the sea.

The project would extend over 113 miles of river, and open an inland shipping route stretching from Newfoundland to the head of the Great Lakes. In addition, the power generated by the proposed St. Lawrence dam, with a capacity of over two million horsepower, would be three times that generated by the Dneiper Dam in the Soviet Union.

Should agreement on the St. Lawrence Seaway and Power Project be reached, the role of inland shipping in Canadian transportation would undoubtedly be enhanced.

### *Motor Transportation*

There are 127,000 miles of surfaced roads in Canada. Motor carriers compete with the railways, especially in passenger service and in the hauling of package freight.

The development of Canadian highways has greatly stimulated tourist traffic from the United States. Extensive services are being developed to cater to the growing volume of tourists. In 1941, before wartime travel restrictions began, American motorists spent \$54,000,000 in Canada, out of a total United States tourist expenditure of \$107,000,000.

*C. P. Airlines serve the north.*

*TCA stewardess waits to board passengers.*



*The DC 4M will be used in transatlantic service.*

### *Air Transportation*

Natural conditions, combined with the flying experience gained by many Canadians in the first war, stimulated a pioneer development of air transportation in Canada. The spacious undeveloped northern areas provided natural scope for pioneer air operations. The first regular freight and passenger service, into northern Quebec, was inaugurated in 1924. A rapid expansion followed, and air transportation played an important part in the opening up of mineral resources throughout the Precambrian Shield during the mining boom of the '30's, when Canadian airways carried the greatest freight tonnage in the world. 'Bush flying' still continues to play a vital role in the economic life of Canada's northland.

With a growing number of air services and landing fields across Canada, the creation of a transcontinental Canadian airway was planned. Trans-Canada Airlines, a government corporation, was created for that purpose in 1937. The construction of a chain of terminal airports and emergency landing fields was begun that year. By the end of 1938 a daily service was in operation from Montreal to Vancouver, with passenger, mail and express facilities. In 1939, with the completion of the Maritimes link, the transcontinental airway became a reality.

The TCA transatlantic service, established during the war, is operating daily flights from Montreal to Prestwick in 1946, and is being expanded as new Canadian-built four-engined aircraft become available.

In addition to the mainline air facilities operated by the government, there are extensive private operations, concerned largely with feeder service into the north. Most of the commercial companies are at present consolidated in the Canadian Pacific Airlines.

Canadian aviation continues to grow, both in response to growing domestic requirements and as an important link in world air coverage, thanks to Canada's strategic position on the direct air routes of the Northern Hemisphere and her acquired experience in the development of efficient air transportation services.

### *A MATURING ECONOMY*

For Canada, the impact of two world wars has been a major factor in stimulating industrialization—thereby reducing the heavy dependence upon agriculture and creating a more balanced economy.

