

TRANSPORTATION IN CANADA

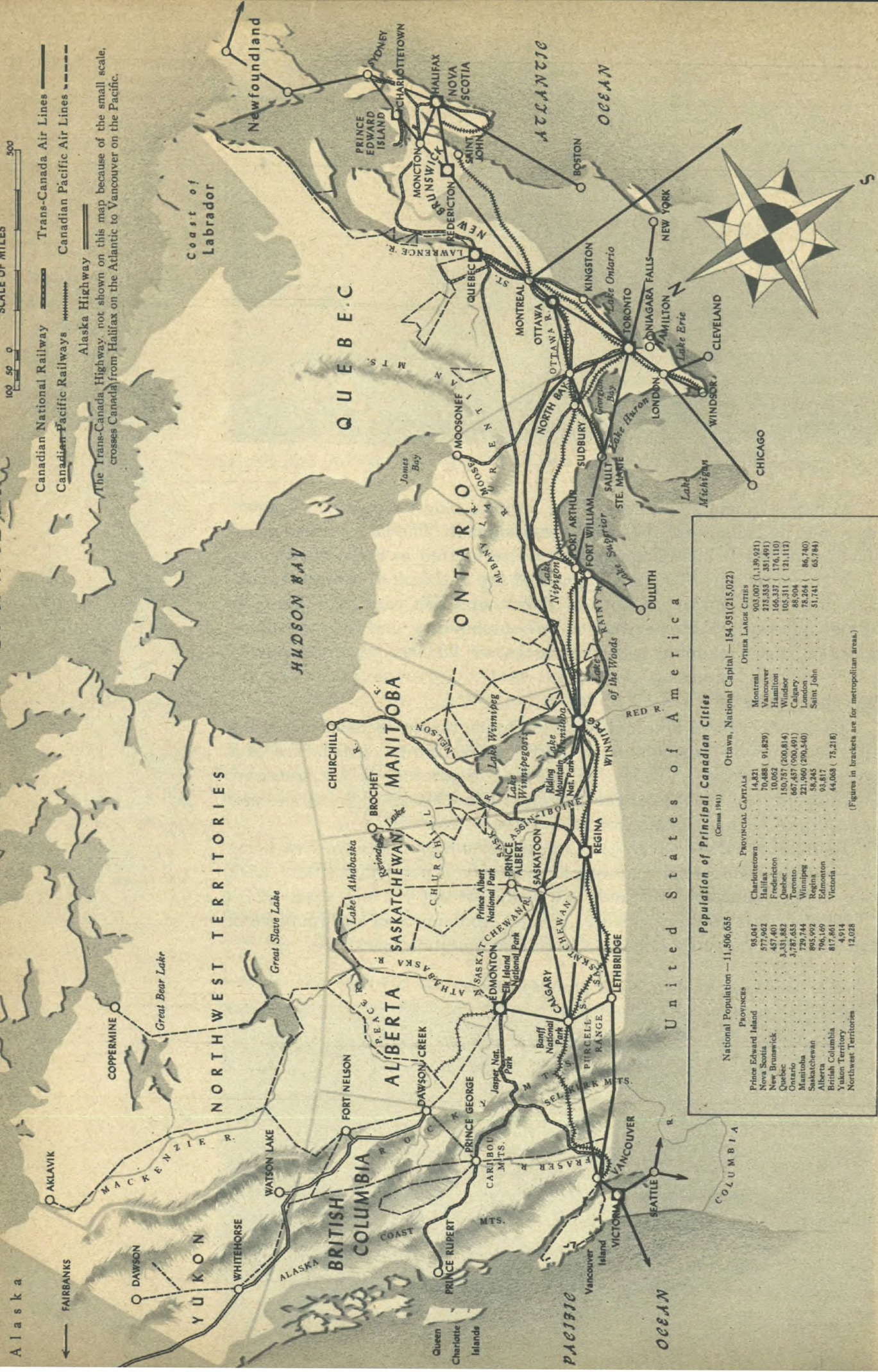
Legend

SCALE OF MILES
100 50 0 500

Canadian National Railway
Canadian Pacific Railways
Alaska Highway
Trans-Canada Highway

Trans-Canada Air Lines
Canadian Pacific Air Lines

The Trans-Canada Highway, not shown on this map because of the small scale, crosses Canada from Halifax on the Atlantic to Vancouver on the Pacific.



Population of Principal Canadian Cities (Census 1931)

Ottawa, National Capital — 154,951 (215,022)

Province	Population	Provincial Capitals	Other Large Cities
Prince Edward Island	88,647	Charlottetown	903,007 (1,139,921)
New Brunswick	572,963	Fredericton	272,353 (351,401)
Quebec	437,403	Quebec	176,110
Ontario	3,331,882	Toronto	605,311 (1,211,115)
Manitoba	3,787,655	Winnipeg	88,004
Saskatchewan	729,744	Regina	78,264 (86,740)
Alberta	895,992	Edmonton	51,741 (65,784)
British Columbia	796,169	Victoria	44,068 (75,218)
Yukon Territory	817,861		
Northwest Territories	4,914		
	12,038		

National Population — 11,506,655

THE TRANSPORTATION SYSTEM

Without extensive transportation facilities, the settlement and economic exploitation of the far-flung regions of Canada would have been an impossibility. More perhaps than in any other country, transportation in Canada is the backbone of the nation, politically and economically.

The Railways

Canada's present total of 42,346 miles of railway is surpassed only by the railway mileage of two countries, the United States and the Soviet Union, both with population far greater than Canada's 12 million.

The railway network is based upon two transcontinental systems, the Canadian Pacific, operated by private owners, and the Canadian National, publicly owned. Into the main trunk lines flow a complex of feeder and local lines, including one in Manitoba to the port of Churchill on Hudson Bay and one in Ontario tapping James Bay at Moosonee.

In all, three separate transcontinental railways were built. The Canadian Pacific, completed in 1885, was begun soon after Confederation as an instrument to link the constituent parts of the new Dominion. The Canadian Pacific had received a subsidy of \$25,000,000 and 25,000,000 acres of land laid out in alternate sections along a twenty-mile belt on each side of the main line. The government offered its land for free settlement. Farming here had great advantages. The soil was rich and required no clearing and very little fencing. Settlement pushed rapidly into the back country, as pioneers poured in from the United States, Britain and Europe, as well as from the eastern provinces.

Two new transcontinental systems, the Canadian Northern and the Grand Trunk Pacific, were rushed to completion by 1915. The main emphasis, with the rapid opening up of the prairies, was on the provision of facilities for the transportation of agricultural commodities, especially wheat, out of the western provinces, and for the return traffic of industrial goods from eastern Canada.

Over-expansion of rail facilities resulted, and the two new systems were soon in financial difficulties. They were brought under government ownership between 1917 and 1921 and consolidated as the Canadian National Railways in 1923. There has since been a measure of co-operation between the two existing systems in an attempt to reduce unnecessary duplication of service.

The capital outlay for railway construction was heavy, but it ensures the transportation of farm, forest and mine products at freight rates which compare favourably with any in the world.

Trains labour up steep grades in the Rockies.

Lake boats load grain from elevators at Port Arthur.

