

Though Canada has, from necessity, invented or evolved a variety of odd machines for getting places, Canadians are still fond of going places by foot. One excellent place they go is along the Bruce Trail, which follows the Niagara Escarpment north, from the Niagara River to Georgian Bay, 430 miles, through rural and, in some cases, wild Ontario. The trail is marked by white paint blazes (looping paths which leave and rejoin the main one are distinguished by blue blazes) and it may be entered at scores of access points. It runs beside precipices, through dense woods, crosses gentle meadows and scrambles over the difficult rocks of Georgian Bay. Along the route are the towns of Queenston, Grimsby, Campbellville, Terra Cotta, Cataract, Orangeville, Primrose, Honeywood, Singhamton, Craigleith, Owen Sound and Wiarton. Most of the trail is within a two-hour drive of Toronto. An excellent guide to the trail is available from The Bruce Trail Association, 33 Hardale Crescent, Hamilton, Ontario, for \$6.



People who love trains love the Canadian National and the Canadian Pacific which can take them in domed observation cars across the Rockies.

THE LIFESAVING TRAIL

Determined hikers, in parties of three or more, may wish to walk from Bamfield to Port Renfrew on Vancouver Island, BC.

The 45-mile trail, now part of the Pacific Rim National Park, was originally cut to permit shipwrecked sailors to make their way back to civilization.

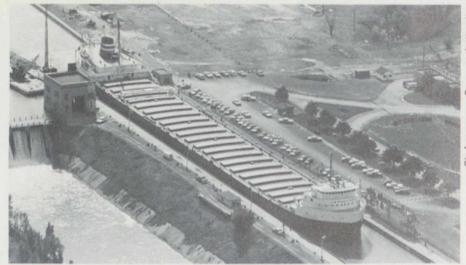
Modern hikers, in reasonably good physical shape, can make the trip in six to eight days. They should carry a 50-foot rope, first aid items, spare clothing, full provisions wrapped in plastic bags for protection against animals and a small axe. Strong hiking boots are recommended. There is plenty of driftwood for fires but trash that cannot be burned must be carried out. Those wishing to know more should write to Harry P. McKeever, Department of Travel Industry, Victoria, BC.



The Canadian Coast Guard Voyager, an air-cushioned vehicle, breaks ice on Lake St. Louis. The Voyager is stationed in Montréal to assist in ice control.

SOME TIMELY ADVICE FOR THOSE CROSSING HUDSON'S BAY IN THE SUMMER AS OFFERED BY LIEUT. EDWARD CHAPPELL, RN, OF HMS ROSAMOND, WHO MADE THE TRIP IN 1817

"As there is generally a glut of ice floating about the centre of Hudson's Bay, a ship on leaving Mansfield Island and having a northerly wind, ought to steer for Cape Churchill, until they reach within sixty leagues of the land, when they may alter the course and steer for York direct. . ."



A Laker goes through the Welland Canal.

MOVING TIMBER, OIL AND IDEAS

When freight is moved, people usually move with it—cargo ships have crews and trains have brakemen—but some things do travel more or less by themselves. Logs come down rivers in booms; oil moves across prairies in pipelines; and ideas, in words and pictures, bounce off satellites in the sky.

The cheap, dependable movement of fossil fuels is essential to the Canadian economy. Nearly two million barrels of crude oil and over six billion cubic feet of natural gas from Canada's western provinces flow through Canadian pipelines each day to consumers in Canada and the United States.

The west-east crude oil pipeline, which now goes from Vancouver to Toronto, will be extended to Montréal during the next year, increasing the security and flexibility of the nation's energy supply. Even then Canada will need to import oil from South America, the Middle East and Africa to fill nearly half of its needs.

Three groups hope to build gas pipelines from the North to southern markets. The Canadian Arctic Gas Pipeline Company, a consortium of nineteen Canadian and American firms, hopes to move gas south from Alaskan and Canadian fields through a forty-eight-inch pipeline under the MacKenzie Valley to markets in Canada and the United States. An exclusively Canadian company, Foothills Pipeline, proposes to build a smaller diameter line which would initially carry only MacKenzie Delta gas to Canadian consumers.

A third natural gas pipeline, proposed last summer, is also under serious consideration. The government's Petro-Canada is participating in a \$54 million study of the feasibility of constructing a line from the eastern Arctic Islands to markets in southern Canada. The study is being underwritten primarily by a consortium of companies called the Polar Gas Study Group. The Ontario government has said it will invest \$10 million in the project.

A Royal Commission, headed by Mr. Justice Thomas Berger of the British Columbia Supreme Court, has been holding hearings for the past year inquiring into the environmental, social and economic effects of such projects in the Canadian North. The National Energy Board will begin extensive hearings on the first applications this autumn. The US Government is also reviewing other ways of transporting Alaskan gas: either by pipeline across Alaska and then by tanker, or by pipeline across Canada.

Perhaps by the end of the decade a further multibillion-dollar project for a pipeline to transport Canadian Arctic Islands gas southward will be forthcoming. Other oil and gas pipeline projects on the continental shelf and in the Arctic are quite possible by the end of the century.

The easy movement of ideas is also essential to the cohesiveness of Canada, a country with a relatively small and scattered population. Virtually all Canadians are now within the range of television and radio. Canada, with some 22 million people, has 446 television transmitters, a communications density second only to Switzerland's. Radio service is even more extensive. The Northern Services of the Canadian Broadcasting Corporation broadcasts in English, French and the native tongues of 60,000 Indians, Eskimos and Métis. Both the CBC and Canada's private radio and television networks make use of Canada's Aniks, the world's first domestic commercial satellites. There are three of them, and they move in a geo-stationary orbit 22,300 miles above the equator and relay TV and radio messages to Canadians from the Atlantic to the Pacific and to the distant North, far above the Arctic Circle.