

Canadian railway mileage is still being extended. A short line has been built to carry titanium ore from Allard Lake in Quebec, another from Barraute to Beattyville in that province, to carry pulpwood. In British Columbia, the Pacific Great Eastern has been extended from Quesnel to Prince George with federal assistance, and in Manitoba the government is contributing to the line to develop the nickel-copper deposits at Lynn Lake. A railway to carry iron ore from the Quebec-Labrador fields to Seven Islands is well advanced, and a line is being built to serve the aluminum development at Kitimat.

The provision of roads and highways has been a matter of public concern from the earliest days also. This is largely a matter of provincial concern, but federal policy has included assistance to roads to serve mining developments in their early stages, and now includes assistance towards achievement of a Trans-Canada Highway. Otherwise federal responsibility is mainly in the northern territories. Canada co-operated with United States to provide the Alaska Highway. Originally a military road, it is now maintained by Canada. Together with the feeder roads that are being built, it is a new and potent factor in northern development.

It has been federal policy also to encourage the development of air transport. As early as 1919, the Government sponsored experimental flights over northern forested regions from Grand Mere, Quebec. From these seeds the bush pilot profession rose to full flower, a boon to the prospector, the geologist and the mining engineer; Today we have copper, zinc, silver, gold and radium properties that were prospected, proved and developed by air transport. Vital assistance has been given to aviation in general by the provision of airports, landing strips, and navigational services. Just recently the Government has approved a temporary subsidy to the Queen Charlotte Air Lines, to help tide them over a series of difficulties stemming from lumber and fishing strikes last summer.

In 1937, the Government established Trans-Canada Air Lines. Since then T.C.A. has grown to an outstanding position in both domestic and international aviation. Operating revenues at the end of the war approximated \$10 million. In 1951 they exceeded \$48 million with a gratifying surplus of nearly \$3,900,000, and it is expected that operations in 1952 again will show a profit with new traffic records established.

The pipeline is a comparative new-comer in Canada that is rapidly finding its place. The war-built crude line from Portland to Montreal has been supplemented since by a new line. The Interprovincial Pipeline was built in 1950 from Edmonton to Superior, Wisconsin. The Trans-Mountain Oil Pipeline to Vancouver is under construction now. Two product lines have been built, one from Sarnia and one from Montreal to serve the Toronto area, each with branches to other centres, and a new Sarnia-Toronto line is projected for this year. Natural gas is being piped also from Alberta to Butte, Montana, and several other projects for gas lines are pending.