



Trans-Canada Highway near Ashcroft, British Columbia

Motor transportation

There are almost 200,000 miles of surfaced roads in Canada, ranging from small asphalt-covered feeder roads to great concrete super-highways. Although railways and airlines preceded transcontinental road development it is now possible to drive from one end of Canada to the other on the Trans-Canada Highway. From Edmonton or Vancouver motorists can take their cars far into the North over the 1,523-mile Alaska Highway, a good gravel road that crosses five mountain ranges to its eventual destination at Fairbanks, Alaska. Another all-weather road from the railhead in northern Alberta stretches for 386 miles as far as Great Slave Lake in the Northwest Territories.



Bus service on the Alaska Highway in British Columbia

Although there are still many frontier regions not served by any road, the settled areas are well supplied and this highway development has stimulated Canada's tourist traffic. United States tourists alone, most of them motorists, return to Canada more than \$300 million, or almost three quarters of the amount which Canadian visitors spend annually in the United States.

The increasing size of Canadian cities with their outlying suburban areas, combined with the distances between communities, has made the automobile an important supplement to public methods of transportation. The average automobile owner drives about 12,000 miles in a year and there are more than three million private passenger cars on the road. More than 300,000 new cars are sold every



Clover leaf speeds travel at Ontario intersection

year and this number has been increasing. In addition there are about one million commercial vehicles, including large fleets of freight-carriers which supplement the railway system.

Air transportation

The bush pilot, roaming the lonely northern skies in a single-engine plane, has become a Canadian folk-figure. Because the frontier is stippled with lakes that make perfect winter and summer landing places, this form of transportation is ideally suited to the country. It had its beginning shortly after World War I when Canadian veterans of the Royal Flying Corps returned home. Their exploits in the North soon captured the imagination of the nation and as



Cement bridge spanning a river in Saskatchewan

early as 1924 a regular freight and passenger service was established in northern Quebec. It was the bush plane that touched off the great northern mining boom of the thirties following the discovery of pitchblende and silver at Great Bear Lake.

These independent private companies were the parents of Canada's two great air services. Trans-Canada Air Lines, a public corporation, was created in 1937 and within two years was operating a daily service which spanned the nation. Its air routes within Canada and to the United States, Bermuda, the Caribbean, Mexico and Europe now cover some 23,000 miles.

Canadian Pacific Airlines was formed in 1942 from a group of smaller privately-operated lines; its primary job was to serve Canada's