

projected Pine Point development are located far north of presently accepted regions of settlement. The Gaspé copper strike lies beyond the railway's present system. The vast aluminum project under development on the coast of British Columbia is centred at a point never before settled by white men.

It may well then be asked if our transportation system is keeping pace with our national requirements. Do the various transportation interests, both public and private, recognize their responsibility to pace the rapid industrial growth of our nation in this difficult post-war period?

The two major railway systems are engaged in modernization programmes designed to replace inefficient and outmoded motive power and rolling stock. They have ordered over 47,000 new units of freight equipment and 735 units of passenger equipment. Dieselization has been the order of the post-war period, and over the past 4½ years about 350 diesel locomotives have been placed in service, while over 100 additional units are on order. The problems associated with the introduction of diesel power on a nationwide scale are, of course, many and varied and, of necessity, the replacement of steam must be gradual. The railways have therefore acquired over 100 additional steam locomotives to meet immediate transitional requirements.

Improvements have not been confined solely to maintenance and rolling stock. Increased traffic capacity is largely dependent on the ability to speed the handling of freight and the marshalling of trains at the major terminals. Canadian Pacific's opening at Montreal of one of the most modern car classification yards on this continent is but another facet of its development programme. This single yard, controlled by a centralized traffic control system, provides 111 tracks with a capacity of nearly 5,000 cars.

At the same time, Canadian National has undertaken construction of enlarged yards at Montreal and Toronto, and the provision of improved freight handling facilities at the Edmonton and the Bonaventure freight terminals.

These achievements constitute, for the most part, improvements in the existing railway network. One might therefore ask what steps are being taken to meet the actual and potential rail transport needs of the new found additions to the Canadian economy? The answers are reassuring.

The new aluminum center of Kitimat in the Pacific northwest is expected to have a population of 7,000 persons within three years. By the time the maximum projected output of over one billion pounds of aluminum per year is reached the population of this settlement may be 50,000 permanent residents. In spite of its tidewater location, the rail transportation requirements of such a community will be considerable and, with this in mind, Canadian National engineers are studying the construction of a line to connect Kitimat with the existing Prince Rupert-Prince George railway at Terrace.

In Manitoba construction is underway on a 155-mile railway between Sherridon and Lynn Lake to bring into production the rich nickel-copper deposits developed by the