

VERNMENT



CANADA

# STATEMENTS AND SPEECHES

INFORMATION DIVISION  
DEPARTMENT OF EXTERNAL AFFAIRS  
OTTAWA - CANADA

No. 51/37

TRANSPORTATION AND INDUSTRIAL DEVELOPMENT

An address by the Minister of Transport, Mr. Lionel Chevrier, to the Toronto Junior Board of Trade, made at Toronto, on September 25, 1951.

In speaking of the development of transportation in Canada in relation to the expansion of our industrial sphere I do not wish to give the impression that we are today a fully industrialized nation. While it is true that Canada has, during the past two decades, made remarkable progress towards this end, nevertheless we should not ignore the existence of those geographical factors which indicate that our economic life will, for some time, be heavily dependent upon a few primary industries. The absence of accessible industrial resources combined with physical features which prevent the growth of a dense population and the formation of a large domestic market, forces us to make our living by exploiting our natural resources and exporting the resulting products to other countries. In our history these industries have been fish, furs, lumber, mining, grain and, more recently, pulp and paper.

I need not remind you that the cod industry of Newfoundland and Nova Scotia - our first industry, if I may so term it - came into being with sailing ships; that the fur trade - our second industry - marked the beginning of our inland transportation by water, road and, later, rail; that the exploitation of our timber resources hastened this continental penetration; and, with the extension of the Canadian Pacific Railway to Vancouver in 1885, the base line of our industrialism was extended from the St. Lawrence to the Pacific. While the Canadian Pacific opened new producing areas in Western Canada, the Intercolonial opened new markets in the Maritimes. Railway development brought a revolution in agriculture with consequent expansion in industry, finance, distribution and trade.

Such, in brief, was the relation between our transportation development and our industrial growth to the turn of the century. That this basic relationship - transportation and primary industry - has persisted throughout the last half century is clearly evident. That it has exerted a controlling influence upon our economic growth is undeniable.

Until the end of the First World War railway expansion had been westward and aimed at the exploitation of new and untapped natural resources. The period of the early twenties was largely a further coverage of the Prairie Provinces and the establishment of an economy based on the products of agriculture in general, and wheat in particular. Further development looked northward. In 1929 Winnipeg was linked