



Viaduct near Lethbridge, Alberta: longest and highest in the world.

inland shipping. Traffic from the United States constitutes an important part of the tonnage passing through some of the Canadian canals, especially the Welland. At Sault Ste. Marie, between Lake Superior and Lake Huron, there are four canals, one Canadian and three American.

The canals on the St. Lawrence have a maximum draft of only 14 feet. Between the lakes, the draft of the locks is 21 feet.

Plans for deepening the St. Lawrence, in order to permit the largest lake freighters to navigate to the Atlantic and to permit large seagoing vessels to ply the Great Lakes, are being

The Queen Elizabeth Way—a four-lane super-highway near St. Catharines, Ont.



discussed by the governments of Canada and the United States. From the Canadian point of view, such a project would benefit inland economy by providing cheaper transportation to the sea.

The project would extend over 113 miles of river, and open an inland shipping route stretching from Newfoundland to the head of the Great Lakes. In addition, the power generated by the proposed St. Lawrence dams, with a capacity of over two million horse-power, would be four times that generated at Niagara Falls in Ontario.

Should agreement on the St. Lawrence Seaway and Power Project be reached, the part played by inland shipping in Canadian transportation would become even more important.

There are 140,049 miles (225,478 kilometers) of surfaced roads in Canada. The Trans-Canada Highway, now being improved, offers the motorist a connected route from coast to coast. A highway from Edmonton connects with the Alaska Highway at Dawson Creek, B.C. A new 385-mile all-weather highway connects Great Slave Lake with the railhead in northern Alberta.

The development of Canadian highways has greatly stimu-

Motor Transportation

Slim's River crossing at Mile 1056, Alaska Highway.

