

built to link the newly-confederated provinces of Eastern Canada with the new western province of British Columbia. Its builders received from the Federal Government a large cash subsidy and a grant of millions of acres of land laid out in alternate sections along a 20-mile wide belt of the main line. The rest of this land was offered free to settlers and, as a result, an unprecedented wave of immigration and economic expansion followed in the Canadian West. Enthusiasm rose, real estate values soared, immense new cities were planned, and two new transcontinental rail lines, the Canadian Northern and Grand Trunk Pacific, were begun and rushed to completion. The railway builders were over-optimistic, for the

western land boom collapsed. The Government was forced to take over the two new railroads, which were merged in 1923 to form the nucleus of the present Canadian National system.

Inland Shipping

The \$300 million St. Lawrence-Great Lakes canal system carries more shipping than any other in the world. The completion of the Welland Canal in 1932 made it possible for grain carriers some 640 feet long to travel the length of the Great Lakes.

This traffic will be greatly extended by the completion in 1959 of the St. Lawrence Seaway, which will

turn the lake cities into seaports and make it possible for all but the world's largest ships to steam two thousand miles inland. The most important task in building the Seaway has been the canalization of the 113-mile stretch of the International Rapids above Montreal.

It is estimated that fifty million tons of freight will move annually through the Seaway; this would amount to a five-fold increase, more freight than is carried by the Panama and Suez canals combined. The allied St. Lawrence Power Project will provide more than three quarters of a million kilowatts of additional power to Canadian industry and an equivalent amount to the neighbouring United States.

1) Elevators at the Lakehead store millions of bushels of grain for shipment through the Great Lakes-St. Lawrence system

2) The St. Lawrence Seaway system permits ocean going vessels to travel into the heartland of Canada—above, a Transport Department vessel makes first official run through a new lock at Iroquois, Ontario, at the western tip of the Seaway

