

was a major means of moving both passengers and cargo for many years.

Since the Second World War, there has been relatively little passenger traffic along Canada's waterways, except for the ferries that connect the larger islands to the mainland. However, the development of the St. Lawrence Seaway, which was opened in 1959, has ensured the continuing importance of marine-cargo transportation. The Seaway permits ocean vessels to go as far inland as Toronto, Sault Ste. Marie and even Thunder Bay, thus facilitating both the import and export of manufactured goods and agricultural products.

In the Arctic, marine transport plays a vital role. To the west, the Northern Transportation Company Limited (a Crown corporation) uses barges and tugs to transport heavy cargo down the Mackenzie River to the coast.⁽¹⁾ To the east, and in the High Arctic, the sea serves as a supply-line for the few tiny, scattered settlements. Convoys of Canadian Coast Guard ships, as well as chartered freighters and tankers, make regular visits during the shipping season from mid-July to late September to deliver food, oil and other necessities. These convoys are accompanied by Coast Guard ice-breakers, which keep the shipping lanes open.⁽²⁾

Railways

Within a few years of Confederation in 1867, the waterways had ceased to provide adequate service to all parts of the new nation, which now included British Columbia. The West Coast province needed new forms of transportation and communications to connect it with the eastern provinces. Canada's railways were the answer. The first nation-wide system was the Canadian Pacific, whose famous "last spike" was driven at Craigellachie, B.C., on November 7, 1885. In 1922, a second system, the Government-owned Canadian National, was formed from a number of private lines.⁽³⁾

These two companies, which operate railway systems that are among the largest in the world, control a wide variety of Canadian and international transport and communications services. They

¹See Reference Paper No. 131 — *Transportation in Northern Canada*. (July 1972)

²See Reference Paper No. 119 — *The Canadian Coast Guard*. (November 1973)

³See Reference Paper No. 110 — *Canadian Pacific Limited*. (December 1976)