



Trans-Canada Highway near Ashcroft, British Columbia



Bus service on the Alaska Highway

## Motor Transportation

There are almost 275,000 miles of surfaced roads in Canada, ranging from small asphalt-covered feeder roads to concrete super-highways. Although railways and airlines preceded transcontinental road development, it is now possible to drive from one end of Canada to the other on the Trans-Canada Highway. From Edmonton or Vancouver motorists can take their cars far into the North over the 1,523-mile Alaska Highway, a good gravel road that crosses five mountain ranges to its eventual destination at Fairbanks, Alaska. Another all-weather road from the railhead in northern Alberta stretches for 386

miles as far as Great Slave Lake in the Northwest Territories.

Although there are still many frontier regions not served by any road, the settled areas are well supplied and this highway development has stimulated Canada's tourist traffic. United States tourists alone, most of them motorists, spend in Canada more than \$400 million each year.

The increasing size of Canadian cities with their outlying suburban areas, combined with the distances between communities, has made the automobile an important supplement to public methods of transportation. The average automobile owner drives about 9,000 miles in a year and there are more than 4,000,000 private passenger cars on the road. More than 400,000 new cars are sold every



Don Valley Parkway near Toronto, Ontario

year, and this number is increasing. In addition, there are about 1,000,000 commercial vehicles, including large fleets of freight-carriers supplementing the railway systems.

## Air Transportation

The bush pilot, roaming the lonely northern skies in a single-engine plane, has become a Canadian folk-figure. Because the frontier is stippled with lakes that make perfect winter and summer landing places, this form of transportation is ideally suited to the country. It had its beginning shortly after the First World War when Canadian veterans of the Royal Flying Corps returned home. Their exploits in the North soon captured the imagination of the nation and as



Cement bridge spanning a river in Saskatchewan

early as 1924 a regular freight and passenger service was established in northern Quebec. It was the bush plane that touched off the great northern mining boom of the Thirties following the discovery of pitchblende and silver at Great Bear Lake.

These independent private companies were the parents of Canada's two great air services. Trans-Canada Air Lines, a public corporation, was created in 1937, and within two years was operating a daily service which spanned the nation. Its air routes within Canada and to the United States, Bermuda, the Caribbean, Mexico and Europe now cover some 39,000 miles.

Canadian Pacific Airlines was formed in 1942 from a group of smaller privately-operated lines; its primary job was to serve Canada's