

the financiers and the engineers who were concerned. Here indeed were men with unlimited vision and the faith to back it up with their reputations and their wealth. The challenge of the task to be done was met with boundless energy and resources - and the Canadian Pacific was built - and the Atlantic was linked with the Pacific - and the prairies were populated - and the Dominion of Canada was effectively extended from sea to sea.

The chain reaction of improvements in transportation and communication hastened the development of trade, the creation of increased wealth and the lowering of costs of production; wheat production and the emergence of industrial urban centers involved a mass immigration policy in which the railways took a very active part.

Other transcontinental ventures are the Trans-Canada Highway which is now in the building, and the planned Trans-Canada Pipeline. I would particularly like to emphasize the importance of the Trans-Canada Pipeline, because I feel that many of those who have advocated the transportation of natural gas from western to eastern Canada by the way of the United States have overlooked many features, including the important stimulus to Canadian manufacturing developments in the mineral and wood pulp industries which a supply of gas will produce in Northern Ontario.

We have, as I said, successfully welded Canada into a great economic unit from the Atlantic to the Pacific. Many factors, of course, played an important part in this, but there is little doubt that the dominating role was played by transportation facilities, and particularly by the fact that they were provided at the time when they were most critically needed.

I might go on to describe the vital role played by civil aviation as a means of rapid transportation, - to point out the useful function filled by Trans-Canada Air Lines, Canadian Pacific Air Lines and the great number of small so-called "bush pilot" organizations, - all of which have made a substantial contribution to improve transportation over the "magnificent distances" of Canada; - to speculate on the useful function of a deepened St. Lawrence Seaway; but these undertakings are present in your minds.

Canada may have appeared as a man made and artificial political entity, to many observers in the past. If there was some truth in this statement, it is gradually becoming inaccurate and even false, as developments are being pushed north, thus giving more and more depth to the country.

Recently a British traveller and writer has made the following analogy about our country; "Canada is a seed bed, resting on the United States border. Its soil is the line of settlement from the Gulf of St. Lawrence along the railways westward to the Fraser River in British Columbia, and its most recent growth, the new enterprises, climb upwards, like the tendrils from the awakening seeds, along the lines of the rivers and the lakes towards the polar seas."

The economic strength and the financial stability of Canada are greatly enhanced with every new northern