
Labrador, the Peace and Columbia Rivers in British Columbia, and the rivers flowing into James Bay in Quebec.

By the year 2,000, hydro-electric capacity will probably be double the 1973 level. Although this will not exhaust all the potential hydro-electric resources of Canada, it reflects the increasing economic and environmental limits to hydro-electric development. It indicates the increasing competitiveness of generation from nuclear fuels; by the end of the century, about 30 per cent of Canada's electrical energy will be from hydro-electric sources.

Transportation: Water provides the most economical means of transportation for the bulky raw materials of Canada's export trade -- wheat, pulp and paper, lumber and minerals -- on their way to the world's markets. The idea that inland transport by water was becoming obsolete has been contradicted by the continuing growth in the volume of water-borne goods, not only in Canada but in the United States and Europe.

Annual freight traffic through Canadian canals and canalized rivers in the ten-year period from 1956 to 1965 increased from 40 million tons to 99 million, an increase of 150 per cent.

The \$470-million St. Lawrence Seaway, completed in 1959 (Canada's share of the cost was \$330 million), is a symbol of faith in the future of water-borne transportation. In 1972, a total of 72,500,000 tons of cargo moved over the Seaway, compared to only 60,000,000 tons in 1965.

On the Mackenzie River, the freight carried by Northern Transportation Company (the major carrier on that river) in 1954 was 91,000 tons. By 1964, this had increased to 128,000 tons, and by 1972 it had risen to 399,000 tons, more than tripling the previous figure.

Much of Canada's wealth depends on its forest industries and, for both the raw material and the finished products, rivers and coastal waterways have long been an important means of transportation and a key factor in the economy of these industries.

For large, bulky cargoes, transportation by water is unlikely to be displaced as the most economical method and, far from becoming obsolete, water-borne transportation will probably continue its steady increase.

Agriculture: Most of Canada's agriculture depends on the direct natural supply of water to the land by the melting of snow and by rainfall. Of the approximately 62,000,000 acres of land devoted
