



Wheat pours into
a lake freighter
at Fort William, Ont.

mation of several private lines in 1919. Into the main trunk lines flow feeder and local lines, including one in Manitoba from the port of Churchill on Hudson Bay and one in Ontario tapping James Bay at Moosonee.

In all, three separate transcontinental railways were built. The Canadian Pacific was begun soon after Confederation to link the constituent parts of the new country. The Canadian Pacific had received a subsidy of \$25,000,000, and 25,000,000 acres of land laid out in alternate sections along a twenty-mile belt on each side of the main line. The government offered its land for free settlement. Farming on the prairies had great advantages for the soil was rich and required no clearing and very little fencing. Settlement pushed rapidly into the back country, as pioneers poured in from the United States, Britain and Europe, and from the eastern provinces.

Two new transcontinental systems, the Canadian Northern and the Grand Trunk Pacific, were rushed to completion by 1915. The main emphasis, with the rapid opening up of the prairies, was on the provision of facilities for the transportation of agricultural products, especially wheat, out of the western provinces, and for the return traffic of industrial goods from eastern Canada.

As a result of this rapid expansion the two new systems were soon in financial difficulties. They were brought under government ownership between 1917 and 1921 and consolidated as the Canadian National Railways in 1923. The two existing systems have since co-operated, under government supervision, in an attempt to reduce unnecessary duplication of service.

The capital outlay for railway construction was heavy, but it ensures the transportation of farm, forest and mine products at freight rates which compare favourably with any in the world.

Improved by canals representing an investment of some \$300,000,000 by the federal government, the St. Lawrence-Great Lakes waterway affords the basis for a system of inland shipping extending for nearly 2,000 miles (3,220 kilometers) from the coast. With the completion of the new Welland Canal in 1932, the largest grain carriers, 640 feet in length, were able to come down from the Upper Lakes to Kingston on Lake Ontario, and Prescott on the St. Lawrence. A greater volume of shipping passes through this canal system than through any other in the world.

Wheat, iron ore and coal provide the bulk of the traffic for

Inland Shipping

A Great Lakes grain boat
passes down
the Welland Canal between
Lakes Erie and Ontario.

