

37.—Electrical Energy Generated in 1919 and 1920, by Provinces.

Provinces.	Kilowatt Hours.		Provinces.	Kilowatt Hours.	
	1919.	1920.		1919.	1920.
Prince Edward Island.....	840,000	1,075,000	Saskatchewan.....	43,035,000	47,866,000
Nova Scotia.....	35,088,000	33,731,000	Alberta.....	86,381,000	114,101,000
New Brunswick.....	18,341,000	25,632,000	British Columbia.....	397,880,000	485,177,000
Quebec.....	1,923,560,000	1,914,698,000	Yukon.....	9,538,000	8,332,000
Ontario.....	2,802,886,000	3,056,989,000			
Manitoba.....	179,655,000	207,131,000	Totals.....	5,497,204,000	5,894,732,000

TRANSPORTATION AND COMMUNICATIONS.

Canada is a country of magnificent distances, nearly 4,000 miles in length from east to west, its relatively small population of 8,788,483 being in the main thinly distributed along the southern borders of its vast area. Different parts of the country are shut off from each other by areas which are almost wildernesses, such as the region lying between New Brunswick and Quebec, and the vast areas north of lakes Huron and Superior, the latter dividing the chief industrial region of Ontario and Quebec from the great agricultural areas of the prairies. To such a country with such a population, producing, like our western agriculturalists, mainly for export, or, like our manufacturers, largely for consumption in distant portions of the country itself, cheap transportation is a necessity of life. Before 1850, when the water routes were the chief avenues of transportation and these were closed by ice for several months, the business of the country may be said to have been during the winter in a state of stagnation or hibernation. The steam railway was therefore required for the adequate economic development of Canada, more particularly for linking up with the economic and industrial world the vast productive areas of the Canadian west, and thus promoting their development. The construction of the Canadian Pacific railway gave to Canada as an economic unit length, but it was "length without breadth." The building of the newer transcontinental railways has for the first time given the country breadth—a fact which in another ten years, as settlement fills the extensive areas thus opened up, will be more evident than it is to-day.

Railway transportation, though in many parts of the country essential, is nevertheless expensive, particularly in these last few years, and for bulky and weighty commodities. Hence new enterprises have either been undertaken or are under consideration for improving water communication, such as the new and deeper Welland canal, the deepening of the St. Lawrence canals, and of the channel between Montreal and Quebec, and the utilization of the Hudson Bay route for the transportation of western grain to the British and continental European markets.

Problems of transportation are, therefore, of vital importance in the economic life of Canada, occupying a large part of the time and thought of our Parliaments and public men. Scarcely less important,