

The Transit Controller has the power to issue and cancel permits or licences and to fix schedules of fares or rates for agencies transporting passengers for hire, including street cars, buses and ferries. He may also regulate the parking of vehicles. The Transit Controller is further empowered to stagger working hours in order to relieve transportation congestion. He may accordingly order any employer to arrange or alter the hours of employment of his employees in order that such numbers of employees as the Controller may fix will, as far as possible, arrive or depart from their places of employment at such times as may be directed. Plans for the staggering of hours of employment in a number of key centres are being drafted and "staggered hours" have already been introduced in a number of the Government Departments at Ottawa, and in industrial plants, commercial institutions, schools, etc., in a number of other municipalities.

PART II.—RAILWAYS

The treatment of rail transportation is divided into three sections dealing, respectively, with steam railways, electric railways and express companies.

Section 1.—Steam Railways*

The steam railway is still the most important transportation agency from the standpoint of investment and of traffic handled. The statistical field is more completely covered for this form of transportation than for any other, since there are fairly complete figures dealing with steam railway mileage, equipment, finances and traffic.

Historical.—A brief historical sketch of the development of steam railways in Canada is given at pp. 635-638 of the 1940 Year Book. Further details are given at pp. 616-623 of the 1922-23 Year Book, at pp. 601-603 of the 1926 Year Book and at pp. 694-698 of the 1934-35 Year Book.

Subsection 1.—Mileage and Equipment of Steam Railways

Although construction was begun in 1835 on the first railway in Canada—the short link of 16 miles between Laprairie and St. Johns, Que.—by 1850 there were only 66 miles of railway in operation in Canada. The first great period of construction was in the 1850's when the Grand Trunk and Great Western railways, as well as numerous smaller lines, were built. The building of the Intercolonial and the Canadian Pacific Railways contributed to another period of rapid expansion in the 1870's and 1880's. In the last great period of railway building from 1900 to 1917 the Grand Trunk Pacific, National Transcontinental and Canadian Northern were constructed.

Construction has been most active in Manitoba, Saskatchewan and Alberta during the past decade, while there has been a tendency for mileages to decline slightly in the other provinces, because of the abandonment of unprofitable lines.

* Revised and checked by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics. This Branch publishes an "Annual Report on Steam Railways", as well as numerous other reports, a list of which is given in Chapter XXVIII of this volume. Certain of the financial statistics of steam railways are compiled with the co-operation of officers of the Department of Transport.