

CHAPTER XX.—TRANSPORTATION AND COMMUNICATIONS

CONSPECTUS

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NOTE.—The interpretation of the symbols used in the tables throughout the Year Book will be found facing p. 1 of this volume.

Canada, more than 3,000 miles in length from east to west, with the main topographic barriers running in a north-south direction, and a relatively small population of 13,921,000 (Sept., 1950 estimate) unevenly distributed along the southern strip of this vast area, presents unusual difficulties from the standpoint of transportation. Different parts of the country are shut off from each other by Cabot Strait, the Strait of Belle Isle, by areas of rough, rocky forest terrain, such as the region lying between New Brunswick and Quebec, the areas north of Lakes Huron and Superior, dividing the industrial region of Ontario and Quebec from the agricultural areas of the prairies, and the barriers interposed by the mountains of British Columbia. To such a country with a population so dispersed and producing for export, as well as for consumption in distant areas of the country itself, cheap transportation is a necessity of life.

In order to appraise the value of each of the agencies of transportation, this Chapter of the Year Book, after treating of government control over agencies of transportation and communication in Part I, deals with the four main agencies, namely, carriers by rail, road, water and air, in Parts II, III, IV and V, respectively.

Scarcely less important than transportation, from the social and economic viewpoints, is the development of communications in a country so vast and with population centres so scattered. Telegraphs and telephones have done much to