

CHAPTER XIX.—TRANSPORTATION

CONSPECTUS

	PAGE		PAGE
Part I.—Government Control Over Agencies of Transportation.....	788	Part IV.—Waterways—concluded	
Part II.—Rail Transportation.....	791	SPECIAL ARTICLE: Traffic on the Great Lakes-St. Lawrence Seaway.....	821
SECTION 1. RAILWAYS.....	791	Subsection 1. Shipping.....	829
Subsection 1. Milage and Equipment...	792	Subsection 2. Harbours.....	832
Subsection 2. Finances.....	793	Subsection 3. Canals.....	836
Subsection 3. Traffic.....	797	Subsection 4. Aids to Navigation.....	840
Subsection 4. The Canadian National Railway System.....	800	Subsection 5. Marine Services of the Federal Government.....	842
SECTION 2. URBAN TRANSIT SYSTEMS.....	803	Subsection 6. The St. Lawrence Seaway.....	844
SECTION 3. EXPRESS COMPANIES.....	806	SECTION 2. FINANCIAL STATISTICS OF WATERWAYS.....	846
Part III.—Road Transportation.....	808	Part V.—Civil Air Transportation.....	854
SECTION 1. PROVINCIAL MOTOR VEHICLE AND TRAFFIC REGULATIONS.....	808	SECTION 1. ADMINISTRATION AND DEVELOPMENT.....	854
SECTION 2. HIGHWAYS AND ROADS.....	810	SECTION 2. AIR SERVICES.....	855
SECTION 3. MOTOR VEHICLES.....	813	SECTION 3. CIVIL AVIATION STATISTICS...	858
Part IV.—Waterways.....	821	Part VI.—Oil and Gas Pipelines.....	866
SECTION 1. SHIPPING FACILITIES AND TRAFFIC.....	821	SECTION 1. PIPELINE DEVELOPMENTS.....	866
		SECTION 2. OIL PIPELINE STATISTICS.....	869

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

The physiographic and population characteristics of Canada present unusual difficulties from the standpoint of transportation. The country extends 4,000 miles from east to west and its main topographic barriers run in a north-south direction, so that sections of the country are cut off from one another by such water barriers as Cabot Strait and the Strait of Belle Isle separating the Island of Newfoundland from the mainland; by areas of rough, rocky forest terrain such as the region lying between New Brunswick and Quebec and the areas north of Lakes Huron and Superior dividing the industrial region of Ontario and Quebec from the agricultural areas of the Prairie Provinces; and by the mountain barriers between the prairies and the Pacific Coast. Unevenly distributed along a narrow southern strip of Canada's vast area is its relatively small population of 15,601,000 (estimate of June 1, 1955). To such a country, with a population so dispersed and producing for export as well as for consumption in distant parts of the country itself, efficient and economical transportation facilities are necessities of existence.

The extent of government control over the agencies of transportation is covered in Part I of this Chapter and the following Parts deal, respectively, with the various types of transport facility.

PART I.—GOVERNMENT CONTROL OVER AGENCIES OF TRANSPORTATION

The Federal Government's control and regulation of transportation reflects to a considerable extent conditions that date back to the period when the railways possessed a virtual monopoly of transportation within the country. Although federal regulation was a direct outcome of such particular matters as the prevention of unjust discrimination in