

# CHAPTER XVIII.—TRANSPORTATION

## 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.*

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 17,442,000 (estimate of June 1, 1959). 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; Parts II to VI deal with the various types of transport facility.

## PART I.—GOVERNMENT CONTROL OVER AGENCIES OF TRANSPORTATION

The Federal Government's control and regulation of transportation reflect 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 rates and charges resulting from monopoly conditions in the industry and the safety of