

# CHAPTER XVII.—TRANSPORTATION

## CONSPECTUS

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*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 rough, rocky forest terrain such as the New Brunswick-Quebec border region 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 18,238,000 (Census 1961). 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 following special article gives some idea of the competitive problems that have faced the major agencies of transport during recent years of economic and technological change.

### REVOLUTION IN CANADIAN TRANSPORTATION\*

About a century ago Canada completed its first major railway—the Grand Trunk, extending from Sarnia through Toronto and Montreal to Portland, Maine. For the next seventy-five or eighty years the railways, which in the meantime had been extended across the country, continued to meet substantially all Canada's requirements for inland transport with one exception—sailing vessels and steamships served ports along the St. Lawrence

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