

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 18,896,000 (estimate of June 1, 1963). 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.

A special article giving some idea of the competitive problems that have faced the major agencies of transport during recent years of economic and technological change appears in the 1962 Year Book at pp. 753-758.

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