

CHAPTER XIX.—TRANSPORTATION

CONSPECTUS

	PAGE		PAGE
Part I.—Government Control Over Agencies of Transportation	756	Part IV.—Water Transport	787
Part II.—Rail Transport	760	SECTION 1. SHIPPING FACILITIES AND TRAFFIC.....	787
SECTION 1. RAILWAYS.....	760	Subsection 1. Shipping.....	787
Subsection 1. Milage and Equipment....	760	Subsection 2. Harbours.....	793
Subsection 2. Passenger and Freight Traffic.....	762	Subsection 3. Canals.....	794
Subsection 3. Finances.....	765	Subsection 4. The St. Lawrence Seaway.....	798
Subsection 4. The Canadian National Railway System.....	767	Subsection 5. Marine Services of the Federal Government.....	801
SECTION 2. EXPRESS COMPANIES.....	770	SECTION 2. FINANCIAL STATISTICS OF WATERWAYS.....	804
Part III.—Road Transport	771	Part V.—Civil Air Transport	809
SECTION 1. PROVINCIAL MOTOR VEHICLE AND TRAFFIC REGULATIONS.....	771	SECTION 1. AIR SERVICES.....	810
SECTION 2. HIGHWAYS, ROADS AND STREETS	774	SECTION 2. CIVIL AVIATION OPERATION STATISTICS.....	817
SECTION 3. MOTOR VEHICLES.....	778	Part VI.—Oil and Gas Pipelines	820

The interpretation of the symbols used in the tables throughout the Year Book will be found on p. viii 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 19,571,000 (estimate of June 1, 1965). 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. Also, a special article on operational and technological changes in rail transport appears in the 1965 edition at pp. 755-761.

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