

CHAPTER XIX.—TRANSPORTATION

CONSPECTUS

	PAGE		PAGE
Part I.—Government Promotion and Regulation of Transportation..	785	Subsection 2. Harbours.....	822
Part II.—Rail Transport....	788	Subsection 3. Canals.....	824
SECTION 1. RAILWAYS.....	788	Subsection 4. The St. Lawrence Seaway.	828
Subsection 1. Railway Operating Statistics.....	790	Subsection 5. Marine Services of the Federal Government.....	832
Subsection 2. The Canadian National Railway System.....	797	SECTION 2. FINANCIAL STATISTICS OF WATERWAYS.....	834
SECTION 2. EXPRESS COMPANIES.....	799	Part V.—Civil Air Transport.....	838
Part III.—Road Transport.....	800	SPECIAL ARTICLE: An Outline of the Development of Civil Air Transport in Canada.....	838
SECTION 1. PROVINCIAL MOTOR VEHICLE AND TRAFFIC REGULATIONS.....	800	SECTION 1. CIVIL AVIATION ADMINISTRATION AND POLICY.....	843
SECTION 2. HIGHWAYS, ROADS AND STREETS	804	SECTION 2. CURRENT AIR SERVICES.....	845
SECTION 3. MOTOR VEHICLES.....	808	SECTION 3. CIVIL AVIATION OPERATION STATISTICS.....	852
Part IV.—Water Transport.....	816	Part VI.—Oil and Gas Pipelines.....	855
SECTION 1. SHIPPING FACILITIES AND TRAFFIC.....	816		
Subsection 1. Shipping.....	816		

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. 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.

PART I.—GOVERNMENT PROMOTION AND REGULATION OF TRANSPORTATION

The Federal Government plays a twofold role in the development of transportation services. One is a promotional role, ensuring the growth and development of the kind of transportation appropriate to the times. The other is a regulatory role, including economic regulation of rates and services and also technical regulation to meet safety requirements and for other purposes. Examples of promotion are the building of canals from the time of Confederation to the present-day Seaway, the underwriting of railway development and branch-line extension, the establishment of Air Canada, the large investments made in airports and aeronautical installations, and the building of the Trans-Canada Highway. Examples of economic regulation include control over transportation tariffs and services that have been carried out by various federal agencies including the Board of Transport Commissioners, the Air Transport Board and the Canadian Maritime Commission.

The federal Department of Transport and the various Crown agencies reporting to Parliament through the Minister of Transport have jurisdiction over canals, harbours, shipping, civil aviation and interprovincial and international railways. Interprovincial or international pipelines for carrying gas, crude oil or petroleum products are under the jurisdiction of the National Energy Board. Jurisdiction over for-hire interprovincial or