

The Canadian Maritime Commission.—The Canadian Maritime Commission was established by Act of Parliament in 1947 (RSC 1952, c. 38) as a separate department of the Government reporting to Parliament through the Minister of Transport. It is the function of the Commission to “consider and recommend to the Minister from time to time such policies and measures as it considers necessary for the operation, maintenance, manning and development of a merchant marine and a ship-building and ship-repairing industry commensurate with Canadian maritime needs” The Commission is authorized to examine into, ascertain and keep records of all phases of ship operation and to “administer, in accordance with regulations of the Governor in Council, any steamship subventions voted by Parliament” The Commission administers the Canadian Vessel Construction Assistance Act (RSC 1952, c. 43) which allows shipowners to benefit from accelerated depreciation and, under given circumstances, from tax relief.

Subsidies are paid by the Federal Government for the maintenance of essential steamship services; the services and the amounts paid for the years ended Mar. 31, 1965 and 1966 are given on p. 838.

The National Energy Board.—The National Energy Act (SC 1959, c. 46) proclaimed Nov. 1, 1959, provided for the establishment of a five-member Board charged with the duty of assuring the best use of energy resources in Canada. In the performance of this function, the Board is responsible for the regulation of the construction and operation of the oil and gas pipelines that are under the jurisdiction of the Parliament of Canada, the tolls charged for transmission by oil and gas pipeline, the export and import of gas and the export of electric power, and the construction of the lines over which such power is transmitted. The functions and operations of the Board are covered in the Domestic Trade and Prices Chapter of this volume, Part II, Section 4.

PART II.—RAIL TRANSPORT*

Section 1.—Railways†

Since Confederation the railways of Canada have been the principal transport facility throughout, and beyond, the nation. The two great transcontinental systems, supplemented by a major north-south line on the West Coast and a number of regional independent railways, are the only carriers able to transport large volumes of freight at low cost in all weather by continuous passage over Canadian transcontinental routes.

The two nation-wide railway companies control a wide variety of Canadian and international transport and communications services. The government-owned Canadian National Railway System is the country's largest public utility and operates the greatest length of trackage in Canada. It is the only railway serving all ten provinces and has completed a branch line to serve the Great Slave Lake area of the Northwest Territories. In addition, it operates a highway service, a fleet of coastal steamships, an extensive express service, a chain of large hotels and resorts, and a scheduled air service connecting all major cities across the country and Canadian with other North American and European points. The Canadian National, jointly with the Canadian Pacific Railway Company, operates a national telecommunications system that employs modern microwave, high-speed teletype and private wire networks, telex, data and weather facsimile transmission and movement of telegrams to any point in the world. The Canadian Pacific Railway Company is a joint-stock corporation also operating a transcontinental railway, an express service, a domestic truck and bus network, a fleet of inland, coastal and ocean-going vessels, a chain of year-round and resort hotels, a domestic airline servicing points in British Columbia, Alberta and Yukon Territory, a transpacific airline service to the Orient and the Antipodes, air services to Mexico, Peru, Chile and Argentina, a transpolar air route connecting Vancouver and Amsterdam, a transatlantic service to Portugal, Spain and Italy, and a (one flight daily) transcontinental air service between Vancouver and Montreal.

* The statistical data in this Part were revised in the Transportation Division, Dominion Bureau of Statistics; more detailed information is given in the annual reports of the Division.

† A special article on operational and technological changes in rail transport appears in the 1965 Year Book at pp. 756-761.