

**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\*

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 few 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 and Caribbean 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 Holland, the Azores, Portugal, Spain and Italy, a transcontinental service between Vancouver-San Francisco and Montreal and a non-stop service between Toronto and Honolulu.

The Pacific Great Eastern Railway, owned by the British Columbia Government, operates over an 800-mile route from North Vancouver to Fort St. John in the Peace River area of northeastern British Columbia, with several northern branch lines recently completed or under construction. Interline barge and rail connections at Vancouver provide a complete service to any railway point on the Continent. The completion in 1958 of the northern section of this line opened up to development the vast interior of the province, providing access to its rich natural resources and stimulating large-scale investment in new industrial plants throughout the area it serves. The PGE is fully dieselized and controlled by an intricate microwave system from its Vancouver offices.

**Government Aid to Railways.**—In order that the private railways of Canada might be constructed in advance of settlement as colonization roads or through sparsely settled districts where little traffic was available, it was necessary for federal and provincial governments and even for municipalities to extend some form of assistance. The form of aid was usually a bonus of a fixed amount for each mile of railway constructed and, in the

\* The statistical data in this Part were revised in the Transportation and Public Utilities 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. 755-761.