

# CHAPTER XIX.—TRANSPORTATION

## CONSPECTUS

	PAGE		PAGE
<b>Part I.—Government Control Over Agencies of Transportation.....</b>	827	<b>Part IV.—Waterways—concluded</b>	
<b>Part II.—Railways.....</b>	830	Subsection 1. Shipping.....	868
SECTION 1. STEAM RAILWAYS.....	830	Subsection 2. Harbours.....	871
Subsection 1. Milage and Equipment.....	830	Subsection 3. Canals.....	875
Subsection 2. Finances.....	832	Subsection 4. Aids to Navigation....	880
Subsection 3. Traffic.....	836	Subsection 5. Marine Services of the Federal Government.....	882
Subsection 4. The Canadian National Railway System.....	840	Subsection 6. The St. Lawrence Seaway.....	885
SPECIAL ARTICLE: <b>The History of the Canadian National Railways.....</b>	840	SECTION 2. FINANCIAL STATISTICS OF WATERWAYS.....	888
SECTION 2. ELECTRIC RAILWAYS.....	851	<b>Part V.—Civil Air Transportation....</b>	895
SECTION 3. EXPRESS COMPANIES.....	853	SECTION 1. ADMINISTRATION AND DEVELOPMENT.....	895
<b>Part III.—Road Transportation.....</b>	855	SECTION 2. AIR SERVICES.....	897
SECTION 1. PROVINCIAL MOTOR-VEHICLE AND TRAFFIC REGULATIONS.....	855	SECTION 3. CIVIL AVIATION STATISTICS.....	900
SECTION 2. ROADS AND HIGHWAYS.....	858	<b>Part VI.—Oil and Gas Pipelines.....</b>	910
SECTION 3. MOTOR-VEHICLES.....	861	SECTION 1. PIPELINE CONSTRUCTION, 1953.....	910
<b>Part IV.—Waterways.....</b>	868	SECTION 2. OIL PIPELINE STATISTICS...	911
SECTION 1. SHIPPING FACILITIES AND TRAFFIC.....	868		

NOTE.—The interpretation of the symbols used in the tables throughout the Year Book will be found facing p. 1 of this volume.

Canada, which is over 4,000 miles in length from east to west, has its main topographic barriers running in a north-south direction. It has a relatively small population of 15,195,000 (June 1, 1954 estimate) unevenly distributed along a narrow southern strip of its vast area. These physiographic and population characteristics present unusual difficulties from the standpoint of transportation and communication. Different parts of the country are shut off from each other by water barriers such as Cabot Strait and the Strait of Belle Isle separating the Island of Newfoundland from the mainland; by areas of rough, rocky forest terrain such as the region lying between New Brunswick and Quebec 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 areas of the country itself, efficient and economical transportation systems are necessities of existence.

The value of each of the principal agencies of transportation is appraised in Parts II, III, IV, V and VI of this Chapter. Government control over all such transportation is covered in Part I.