

NATIONAL PARKS SURVEY

Closer relations with the Advisory Councils in Banff, Jasper and Waterton Lakes National Parks, and a new basis for setting land rentals in those parks are recommended in a recent report commissioned by the Department of Northern Affairs and National Resources from the Institute of Local Government of Queen's University. It is the result of a study of relations with local residents in the parks and arrangements for the operation of businesses in the parks. It explores five principal fields - local government; motels and bungalow camps; land rentals; business licences; control of development.

National parks townsites have no exact counterpart elsewhere in municipal government in Canada. Banff, Jasper, and Waterton Lakes are not "towns" in the accepted sense; they are a part of the parks and so subject to the principles guiding their development within the terms of the National Parks Act.

This means of necessity a more limited voice in local development and in recent years some residents have felt that the communities should have more voice in the administration of their own affairs. This aspect of townsite residence was one of the major fields of the study. Townsite residents, though they lack an elected civic government, have some compensating privileges. Though they pay for water and sewer services and garbage collection, they do not contribute directly to the cost of construction and maintenance of streets and sidewalks, snow clearance, sanitary inspection, public health services and law enforcement.

RENTAL TERMS

The report recommends certain adjustments in business licence fees payable by hotels, motels, and bungalow camps. Its most sweeping recommendation, however, is for the establishment of a new basis for land rentals. These now differ depending on the use of the land and are generally at a very low rate. The report recommends that all leaseholds be placed on a common basis under which annual rents would be 6 per cent on the assessed value of the land, with adjustment at ten-year intervals during the life of the lease. This would eliminate the differences in treatment that are a source of complaint and would also place the rentals on a basis of a fair return for value received. The change would involve a substantial increase of rents in most cases and a transitional arrangement with a gradual increase in rentals is recommended.

The very great increase in the attendance at the parks imposes, in the view of the Institute of Local Government, a special need for control of development within the parks unless their character is to be drastically changed. It suggests that there are three special problems: limiting the size of townsites within the parks; limiting the types of development and activities to those that are essential for

the operation of the parks and consistent with their purposes; and generally, maintaining the character of the parks and of the townsites in keeping with their location and function. It suggests in particular that more comprehensive town planning may be necessary and the establishment of small satellite areas that would reduce the pressure to increase the size of existing townsites.

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STRATFORD RESERVATION

To date, 72,000 individual reservations have been made for the Stratford Shakespearean Festival of 1960. This, it is believed, indicates that the total attendance for the season will reach as high as 210,000. Total paid admissions in 1959 were 167,000 and, in 1958 - the best previous year - they were 171,000.

Box office totals stand at \$211,305, compared to \$121,094 for the same period last year - an increase of 74.5 per cent.

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INTERURBAN CARRIAGE

The Dominion Bureau of Statistics recently issued, for the first time, estimates of inter-city ton-miles performed in Canada by each mode of transport, as well as a percentage distribution. The figures are preliminary and are subject to revision in the future. Until the recent establishment of the Bureau's annual motor-transport traffic survey, reliable statistics were not available for the Canadian trucking industry.

The motor-transport traffic surveys conducted in 1957 and 1958 provided sufficient data to make possible the estimation of a time series of inter-city ton-miles performed by the trucking industry back to 1938. Special estimates have also been made for water and air ton-miles for the same period. Comparable figures for rail and oil pipe-line transport were readily available from existing Dominion Bureau of Statistics publications.

The "ton-mile", which is defined as one ton of goods carried one mile, is probably the best indicator of output or work performed by any transport industry, as it is a combination of both weight and distance.

Between 1938 and 1958, ton-miles performed by railways in Canada grew two and a half times, while ton-miles performed by water transport rose by half. Road ton-miles, however, expanded more than nine times during this twenty-year period, and air-freight traffic grew at an even greater rate. Oil pipe-line transport, which had its beginnings in the last decade, increased its ton-mile output by about 50 per cent each year.

In 1944 the railways performed 77 per cent of the total ton-miles recorded by all forms of transport. Since that year, however, their share has declined to 52 per cent. The proportion of ton-miles performed by water carriers

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