

"If you look at the size of this country and the distribution of its population you will see that you cannot have a transportation network which is economic everywhere; you cannot have an economic system of transportation to serve the North, for example, or to service those regions of the country where the population is very thin." Transport Minister Jean Marchand, in a speech before the House of Commons, March 7, 1974.

A New (But By No Means Revolutionary) National Policy On Transportation



JEAN MARCHAND, the former Minister of Transport, announced the government's new transportation guidelines in June.

"In sum," he said, "transportation is so important to the social

life of Canadians and so important to the economy . . . that the government cannot stand aside. . . . It must take on a more active leadership role to make sure that the system develops to meet national needs. In some cases this could mean more government intervention but in others, less. . . . Where the system is well developed and working well, government involvement can be minimal, limited to ensuring that public policy requirements are met. . . . It is where the system is not yet developed that the government must take a more active role. . . ."

At present, some parts of the transportation system, most strikingly the railroads,

are heavily subsidized. (Rail passenger subsidies were \$135 million in 1974 and it is estimated that they will rise to over \$300 million by 1980 if no change is made.) Mr. Marchand planned that the subsidies will be lessened and that Canadian National and the great private line, Canadian Pacific, will be asked to reduce costs by pooling their passenger services whenever possible. The intent would not be to abolish passenger trains but to maintain their quality while making them more economical. In pursuit of that goal, a demonstration train providing frequent, high-speed service will be offered in a section of the Québec City-Windsor run. There would be a concentrated effort to rearrange freight rates—long a source of western discontent—so that they would not only be equitable but that they would be seen to be equitable.

The new guidelines reflect the swift changes of the past decade: the energy crisis, the increased demand for Canada's oil, grain, potash and coal, the new concern over the environment and the introduction of new

Once transportation in Canada had an ad hoc aspect it now lacks. When J. L. Wilson, of Dawson, Northwest Territories, decided to head for the Klondike in 1896, he used what seemed to him the best means available.



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transportation techniques. The shift in viewpoint is essentially an economic one. The old emphasis was to achieve a fair return on private and public investments; the new one is to make sure that all Canadians are well served. One notable result, Mr. Marchand said, is that transportation would become more expensive.

In heavily populated areas where shippers have a choice of rail, truck, ship or plane, the government would pretty much stay out of the picture. In areas where some facilities are well developed but where there is a lack of competition, the government would regulate rates in the consumer's interest. In the North, where existing facilities are scant, the government would take the lead in developing new ones. (The government and private industry will join, for example, in the development of an icebreaking bulk carrier to be

used in Arctic seas.)

"It should be recognized," Mr. Marchand said, "that in the event of any conflict between public and private objectives, the public interest must prevail and the interests of total, national service must be overriding."

In conclusion, Mr. Marchand noted, the government has always taken a definite role in developing and maintaining the transportation system. Transportation has always been an instrument of national policy. Most often government involvement has been through the instrument of a crown corporation. For example, the Canadian National Railway is publicly owned but independently operated. It competes directly with Canadian Pacific, and it is required to pay taxes.

"I believe that what I am proposing is a reaffirmation of a historic role," Mr. Marchand said.

Trains, Trains, Glorious Trains



around Canada by train—sleeping in berths

To some citizens of the US, the most pleasing aspect of Canadian travel is the fact that it is still possible and relatively inexpensive to move

or bedrooms, eating good substantial meals in dining cars that shine with the glow of white linen, sitting in club cars drinking cocktails or gliding through the evening under a scenic dome past a peaceful family of moose standing by the roadbed.

The two major railroads in Canada—the privately owned Canadian Pacific and the government-owned Canadian National, links

forged in the 19th and early 20th centuries—still hold the country together. One can travel from Vancouver to Montréal in four days in a chair car for less than \$100 (or slightly more with an upper berth) on the CN's *Super Continental*, a scenic-dome diesel. The traveler can have a seat, a Pullman berth or a bedroom. It is an unforgettable way to see Canada and most particularly to see the Rockies. A crack train takes eighteen hours to go from Vancouver in British Columbia, to Calgary in Alberta, the next province, across the mountains, through the passes, down precipitous grades, past crystal lakes and into Banff National Park. Lake Louise is blue-green below the snowy peaks, and bears and elk ramble over plush golf links.

A SINGULAR SUGGESTION MADE BY MAJOR ROBERT CARMICHAEL-SMYTH IN 1849, FOR THE SIMULTANEOUS SOLUTION OF PROBLEMS OF BRITISH COLONIAL COMMUNICATIONS, EMIGRATION AND PENAL ARRANGEMENTS, THE CENTRAL FEATURE OF WHICH WOULD BE A RAILWAY FROM HALIFAX TO THE MOUTH OF FRASER'S RIVER IN NEW CALEDONIA

"Then let a grand line of Railway be marked out from Halifax to that spot (on the western shore of North America) and let all local towns or districts that have sufficient capital and labour to undertake any part of that line have the benefit of the profits of the whole

(left) The two-man submersible Aquarius 1 is used by the Marine Emergency Organization to survey sunken oil barges. (middle) The wheel has come a long way since it was first invented; these are attached to coal-mine equipment in Fernie, British Columbia. (right) Sir Humphrey Gilbert is a Canadian Coast Guard icebreaker which works out of St. John's. It is 220 feet long, with a 48-foot beam and a 16-foot draft.

line, in the proportion to the parts they may finish. . . . In such districts as are at present so thinly inhabited as to have no working population and no capital to expend, let the work be commenced by England by her capital and her convicts."

THE CANADIAN NATIONAL IS THE CONTINENT'S MOST REMARKABLE RAILWAY (EXCEPT FOR THE CANADIAN PACIFIC)

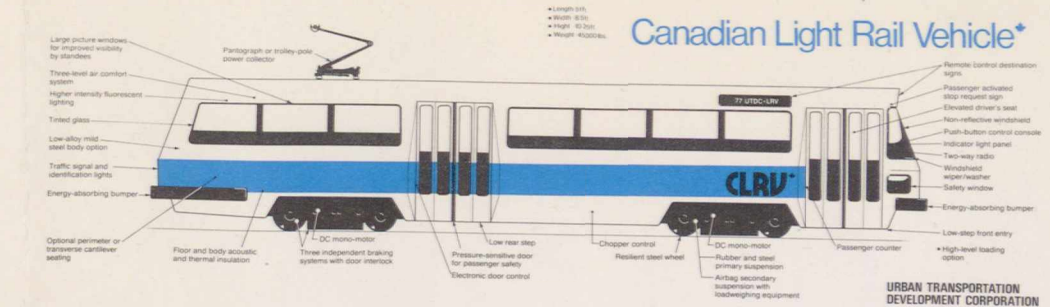
The Canadian National was formed in 1922 amidst the sound and fury of four failing railways, including the celebrated Grand Trunk.

Today it has fingers in every transportation pie; it has 36,221 miles of track, 2,312 diesel-electric locomotives, 108,782 freight cars, 1,578 units of passenger equipment, and a system of computers that can locate an individual freight car anywhere in the country in a matter of minutes. It ties Canada together, and it connects Canada and the US.

It has Air Canada (which, in line with Mr. Marchand's guidelines, it soon may lose). Air Canada, together with the Canadian Pacific's airline, CP Air, carries the bulk of the country's 11.6 million annual air passengers.

CN has a large fleet of trucks and piggy-back trailers.

It operates ferries between New Brunswick and Prince Edward Island and between Nova Scotia and the United States. It has freight car ferries across the Great Lakes, freight car



barges from British Columbia to Alaska, and a West Coast cruise ship. It has summer resorts and a chain of hotels across the country.

The privately owned Canadian Pacific, Canada's original great railroad, is almost as large and as diversified. It has \$3 billion in assets and it too operates on land, on sea and in the air. It is part of Canadian Pacific Limited which has, for example, a Bermuda fleet of 15 vessels, oil and bulk carriers, and CP Steamships, Ltd. It owns interest in the Black Angel mine in Greenland, the Chateau Royal in Mexico City, paper companies, logging companies and a slice of the voting stock of the Algoma Steel Corporation, Ltd.

THE LIGHT, RAPID, COMFORTABLE TRAIN OF TOMORROW (OR MAYBE LATE THIS AFTERNOON)



The LRC locomotive and coaches, the result of the combined efforts of MLW Industries, Alcan, Canada Products and Dominion Foundries,

(left) In the Ottawa suburbs, you can dial-a-bus and have it pick you up at your door. (right) The 1974 World Cycling Championship was held at the University of Montréal's Velodrome.