

10 per cent of the labour force and the hope is that 25 per cent of the town's workers will eventually be native. Adult education at the local school offers conversational Cree, native arts and handicrafts, and snowshoe making. The Ruttan Lake copper-zinc mine, which began operating fully in the summer of 1974, will convert from open-pit to underground shaft in seven years. Leaf Rapids was planned and developed by the Manitoba Government with the mining company, Sherritt Gordon, sharing costs and eventually paying a tax on their property.

Land registration and information service. A 10-year programme begun in April 1973 involves the nationwide dissemination of information to totally revamp and integrate land survey data in the three Maritime provinces.

The stay option. An attempt by the Manitoba Government to halt the migration of large numbers of people from farms to cities by improving the economy and social conditions of rural and northern regions. The plan works on a very wide base, giving support where it is needed, encouraging improvements such as health

facilities and schools programmes. Farmers are helped with incentive grants to improve sewer and water systems and with information that will help them, for example, to get higher prices for their meat production. Manitoba will buy fertilizer and farm chemicals in bulk, passing the savings on to the farmer. In the cities of the north, the plan has created community committees to preserve and strengthen neighbourhood identities. Generally speaking, the plan is to keep people happy where they are so that they won't want to move on. ♦

Faster and faster they come into the cities

By J. M. Greene

In less than 30 years, nine out of every 10 Canadians will be living in an urban community if urban growth continues at its present rate. Most of those young people who are not living in a city today, will be by the time they are 40.

Already 76.1 per cent of Canada's population is concentrated in urban centres, and Statistics Canada predicts that, if trends continue, by the year 2000, 94.1 per cent of Canadians will be urban dwellers.

There is not much doubt, then, that many of our future social problems and most of the opportunities opening to people will occur in the city. The transformation of our villages and towns into large cities has sparked public concern for the urban future and has led to heavy government concentration on policies needed to ensure the quality of urban life.

People move to the city for a lot of reasons. Many, especially the young, are looking for the adventure and excitement they feel they can find in a large city. There are chances to meet more people and many more things to do. Others are looking for a better job with more money and greater possibilities of success. Whatever the reason, people are arriving in the cities faster and faster.

The story of Canada's cities began more than 300 years ago when early Canadian towns were nothing more than central places which provided the farm community with goods and services. The towns served mainly as trading posts or collection depots for exchanging goods.

In the course of Canadian economic development, a few of these towns grew faster than others because they were close to transportation routes. With the export of fish and timber in the seventeenth and eighteenth centuries, maritime ports such as Halifax were the first to develop. Later, French-Canadian *voyageurs* and

coureurs des bois provided furs for the Canadian export market and Montreal became the centre for international trade.

Wheat had a different effect on city growth because it required stable farm settlement. Central places like Winnipeg, Calgary, Regina and Edmonton appeared in the wheat-growing prairies. These towns, because they were so far inland, had to be linked by rail to grain export ports, first Montreal, then Toronto. Urban development grew from east to west across Canada, to Vancouver which sent exports to the Orient.

The gathering momentum of the Industrial Revolution brought new industry to these port towns and central places. People came to work in the city factories and shops. Often these factory jobs paid them more money than they had ever seen in their lives. Men and women came from the country then, as they do now, for adventure, a sense of personal freedom, and inspired by dreams of success.

Widening circle

In an ever-widening circle, more industry needed more people to do the jobs. More people living in the city needed more goods which meant more industry, which meant more people, and so on, as the city grew larger and larger. This is "urbanization."

In 1871, there was one city in Canada with a population of more than 100,000; by 1961, there were 18. In 1871, 18.3 per cent of the population were living in cities; in 1961, the percentage had risen to 69.7. At the end of 1971, the Canadian urban population reached 76.1 per cent.

Today, Ontario is the most urbanized province with 82.4 per cent of residents living in towns or cities with a population of more than 10,000. Quebec is next with 80.6 per cent; then British Columbia with

75.7 per cent; Alberta with 73.5 per cent; and Manitoba with 69.5 per cent. Prince Edward Island is the only province in Canada with most of its people still living in the country: it has a rural farm population of 61.7 per cent.

Most people seem to want to live, not only in a city, but in a big city. Statistics Canada shows that the biggest cities have had the most rapid increases in population. By the year 2000, more than half the population may be living in 12 major Canadian cities.

Urban corridor

Over 50 per cent of Canadians now live in the area between Quebec City in the east and Windsor, Ontario in the west. This urban corridor includes Montreal, Toronto, Ottawa, Hamilton, London, Sudbury, and Kitchener-Waterloo. Throughout Canada's urban history, the Quebec-Windsor axis has served as the major export and industrial area because it is close to the St. Lawrence River and the Great Lakes.

The massive shift from country to city has called for more housing, more roads, more schools, more health and recreation facilities, to meet the fast-rising needs of ever more new residents. Needs were so great, so pressing, there was little time for planning: facilities were always lagging behind demand.

In education, for instance, from the elementary schools right through university, there was a series shortage during the sixties: not enough schools or equipment or teaching aids, not enough textbooks or experienced teachers.

The pressure of such demands, ever greater, ever faster, strained the resources of the cities. It was not just a matter of money or materials or even people: it was,