

publicity and comment in railway transportation circles throughout the world, and has provided the patrons of the railway with a variety of services of a high standard. The effort began with the 'Red, White and Blue' fare plan. . . . New equipment made its appearance, older equipment was refurbished and modernized, and some of the best cars from famous 'name' trains in the United States were purchased by Canadian National when the American trains ceased."

Despite these additions and a heavy CN advertising campaign, the transport commission said that each of the companies has been losing about \$14 to \$15 million a year on their transcontinental runs. Under the law, this makes the companies eligible for federal subsidies of up to eighty per cent of the losses — or a cost to the taxpayers of about \$24 million a year.

The railroads want to "rationalize" the service, which they can do by discontinuing service altogether, by cutting back on it either by reducing the number of trains scheduled or the number of cars in a train, or by raising fares. Under the new laws, the companies can make any of these changes on their own, save changing schedules. (There are, however, limits on fare increases or decreases where competition does not provide adequate regulation.)

Both CP and CN have applied to the transport commission for cutbacks in passenger service — CP on all its lines, CN on many of them. So far the commission has held that passenger trains are too important for the country to give up and has allowed discontinuences only on a few Ontario and Newfoundland lines where buses replaced the service, but some changes in the cross country trains are likely soon.

Last summer the commission denied the CP's application to discontinue The Canadian service entirely. In decisions this winter, the commission denied a CP application for a reduction in service and said it would consider rationalization of both transcontinental lines together. It said there is prima facie evidence for some fare increases and noted that while there may be an argument for subsidizing basic coach transportation, it wasn't inclined to have taxpayers support meals, beds, and luxury services. The railroads and any other interested parties, public or private, were asked for suggestions on how to keep quality up and losses down. Some suggested that might be accomplished by nationalizing the Canadian Pacific (which has stockholders in the U.S. and other countries, as well as Canada), but the commission rejected that idea.

In April the commission said again that it has made "a firm decision that transcontinental passenger-train service will be continued" and called again for suggestions from the public.

A commission official said in May that based on these suggestions and its own study, the commission will put forth — probably early this summer — a proposal for rationalizing and integrating the two passenger services. (Integrating meaning the two lines operating distinctly, but perhaps on each other's tracks.) Then they'll wait for reaction and probably hold public hearings. There is no deadline for a decision. Meanwhile, all trains will run on schedule this summer.

Powerful Bores



THE BAY OF FUNDY, which separates Nova Scotia from New Brunswick, has the world's highest tides, some rising to fifty feet; and in narrow river beds the water rushes in high, foaming crests called bores. People have talked about harnessing this awesome twice-daily force for decades — at least since 1919 — and plans have been made and shelved more than once.

Now the government of Nova Scotia appears to have taken on the job in earnest, and hopes to produce 3 million watts a year by the 1980's.

It is a formidable task.

The Federal Government and the provincial governments of Nova Scotia and New Brunswick recently sponsored a joint study on tidal power in the bay with disappointing results. The Atlantic Tidal Power Programming Board, which made the study, reported in 1970 that tidal power was not presently practical in view of the tight money market and the low cost of both thermal and nuclear power. It estimated the cost of tidal power at 5.6 mills a kilowatt hour, while thermal power costs 3 mills, and nuclear power less.

Nova Scotia then decided to go it alone, and its legislature this spring authorized a \$10 million Tidal Power Corporation. The corporation, headed by Dr. R. B. Cameron, former head of the Sydney Steel Corporation, a government plant, has broad powers, but in the words of Premier Gerald Regan its basic job will be to provide a "structure" for experimentation.

Premier Regan, Dr. Cameron and L. F. Kirkpatrick, head of the Nova Scotia Power Commission, visited a tidal power plant at Saint Malo, in Brittany, in April. The French plant, a small one built four years ago, is marginally competitive with thermal plants, but more costly than nuclear ones. Tidal power has some apparent advantages. It is not affected by rises in fuel prices and is nonpolluting, Mr. Kirkpatrick says.