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You Can Still Ride the Rails In Canada

[BUT]

There are two major railroads in Canada — the privately owned Canadian Pacific and the government owned Canadian National — and on the whole they're as prosperous as a couple of bullfrogs in a fly hatchery.

The freight business is booming, as is almost inevitable in an industrial and farming country where eighty per cent of the people live in a ribbon 4,000 miles long and less than 200 miles wide. Besides this, the companies were given a great boost four years ago when federal regulations were eased and they were allowed to expand their services far beyond the tracks. They can now offer a shipper one freight bill and

These are net profits for the entire corporate operations. The passenger side of the business, of course, is in a tailspin, and the railroads have been trying both to drum up more business (especially Canadian National) and to dump the unprofitable services.

While there are passenger lines all over Canada, the cream of the service are the Toronto-Montreal and Toronto-Windsor high speed trains and the flagship run — the transcontinental Super Continental (CN) and The Canadian (CP). There are Montreal-Vancouver runs daily with well-appointed, sonic-domed diesels, a trip that costs from about \$64 to \$170, depending on



Principal passenger lines are in black. A trip from Montreal to Vancouver, for example, costs from about \$64 to \$170, depending on service. From Montreal along the St. Lawrence to Quebec City costs about \$6 to \$7, by coach. For more information on the rail scene or tourist services or on Canadian Transport Commission action, please write this office, address on page eight.

move his wares anywhere from Prince Rupert, B.C., to Tangiers, or further, via their air, steamship, truck, and ferryboat lines. It is claimed that because of this flexibility a shipment from Europe can be unloaded in Halifax and rail-roaded to Chicago before the ship could have unloaded in New York. You can even stay at CP or CN hotels and resorts across Canada.

This, in the measured words of a Canadian Transport Commission official, has given railroads "a healthy attitude" in Canada.

CP netted \$40 million on its railroad operations in 1970 and \$65 million on its whole operation. CN had an operating profit of about \$50 million before payment of its back debts: in 1923 the government bought the stock of a number of defunct railroads for one hundred cents on the dollar and is still paying \$75 million a year.

when you travel, how you eat, and whether you sleep in your seat, a pullman berth, or in a bedroom. It is this run that is at the center of the present controversy.

"Few subjects have more students among members of the public than that of railway passenger operations," a recent opinion by the transport commission observed, adding that a solution seems to have escaped everybody, so far.

"Public discussion of the subject and observations made directly to us have been replete with assertions that railways do not succeed in the passenger business because they do not want it and will not go after it. (But) Canadian National, almost alone among North American railways, has attempted to reverse the decline of passenger business . . .

"This intensive effort has excited widespread