

into the basements of central area shops, offices and hotels. Montrealers are proud of the fact that, in contrast to the car-commuter, many public transport users never need to go outside at all during a day at the office. This is invaluable in the city's bleakly cold winters – though deadening to the city's street environment the rest of the year, especially in the evenings.

Toronto followed with two subway lines on a more conventional British pattern. Attractive girls sell books of tickets on the

tests that its construction would destroy communities in the more historic parts of town.

Even Edmonton, a prairie city of just 480,000 people, is eager to show itself part of the big league. The city, a veritable monument to the principles of gritty private enterprise, has just voted to spend over £10 millions to get a 4.5-mile line – partly underground – completed by the time it hosts the Commonwealth Games in 1978. Alderman Una Evans, who has been fight-

The Metro stations in Montreal are high-ceilinged, light and airy, with brightly-colored tiles on the walls.



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pavements downtown to minimize queuing and congestion in the stations. Some outer stations are linked directly with the bus service so passengers can walk straight from the bus onto the platforms without having to buy new tickets.

The city is now planning a new system of rapid transit with carriages running on an air cushion and propelled by a linear induction motor. An experimental route will be open next year. The Toronto system is being built by the Germans.

Out in the west of Canada, Vancouver is also planning its first subway line, linking the disparate communities across its various water inlets with the high-density shops and offices of the centre. It is to be built partly as an alternative to a new motorway bridge across the Burrard Inlet, cancelled last year after massive popular pro-

ing for the line for years, was blunt about it: "We just can't afford to go on building new roads," she said. "It was either spend \$28 millions on a subway system or \$66 millions on a six-lane freeway to serve the same area."

As a result, Edmonton's great Albertan rival, the even smaller Calgary, ordered its transport department into a frenzy of activity to get a proposal for rapid transit completed in 1973.

Undoubtedly one factor stimulating the new movement has been a new awareness of the economics of public transport. Warren Hastings of the Toronto Real Estate Board – an industry not famous for putting rail before roads – recently remarked on the incredible boost which subways gave to suburban economic activity. The subways, he said, yield a

massive return in stimulating property values, and therefore rate revenues to the public purse, out of all proportion to their cost to the community.

After the completion of Toronto's Yonge Street subway line, he estimated that rate revenue had increased in adjacent districts by between 45 and 107 per cent, against a city average of only 25 per cent. "Indeed," he said, "money rolls along the tracks even ahead of the trains. If an urban transit system never earned an operating profit, it would still pay for itself 1000 times over through its beneficial impact on real estate values." ♦