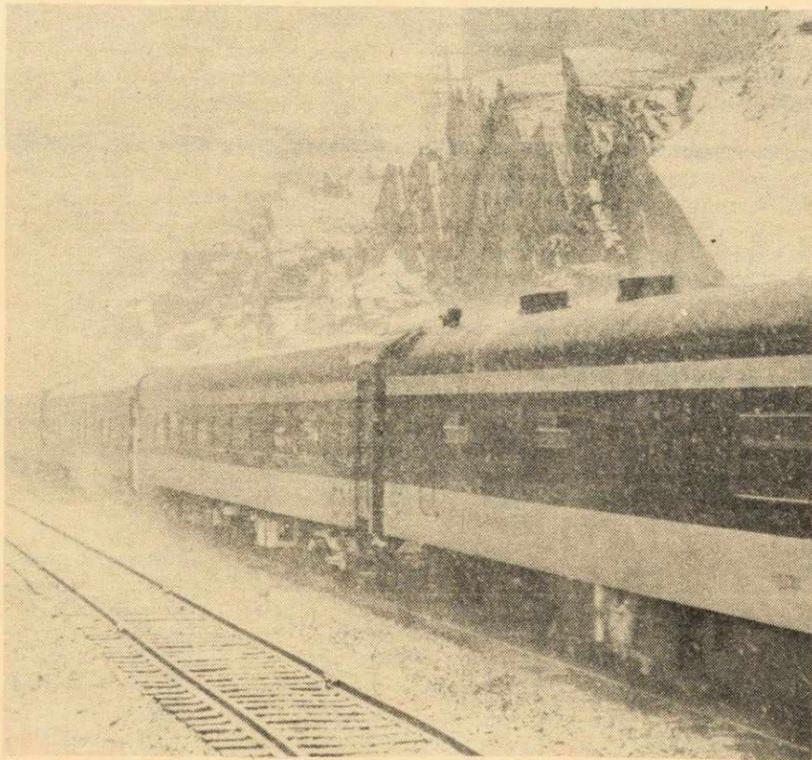


Ottawa reduces Atlantic rail service



Government cutbacks in rail passenger service will have serious effects on Atlantic Canada. Dal Photo / Walsh

OTTAWA (CPA-CUP) ---- The Liberal government confirmed its anti-rail bias in the development of Canada's passenger transportation system when Transport Minister Otto Lang announced a planned reduction in rail passenger service last month.

Mr. Lang said Canada's railways will be asked to reduce transcontinental service, and to severely curtail all services outside the

Quebec City-Windsor corridor which fail to meet the standards of "commercial viability".

He cited heavy subsidization of rail passenger service as the reason for the cutback, although the \$167 million rail deficit in 1974 fell far short of the \$330 million air deficit that same year. Air travel subsidies, which benefit the well-to-do traveller and business traveller, are expected to reach \$600 million in

1975.

The new rail policy represents a complete rejection of the "integrated transportation system" which the U.S. and most European countries have adopted, and which has been urged for Canada by trade unions in general, and railway in particular.

Under this system air, rail and bus services are integrated according to an "inter-model" concept which views the bus as the most suitable and economic carrier for trips up to 100 miles, the train for trips up to 500 miles, and the airplane for distances greater than 500 miles.

The advantages of rail over other modes of mass transit are that it makes more efficient use of energy and land than air travel, is faster and more comfortable than buses for medium length trips, and creates less pollution than any other mode.

The big problem with Canadian rail passenger service, and the cause of the operating deficits, is the continual decline in passenger-use each year. According to Mr. Lang and the policy-makers of Transport Canada, this long-term decline indicates that Canadians just don't like trains. But many disagree, including the Canadian Railway Labour Association.

In a brief to the government released just a few days before the cutbacks were announced, the CRLA argues that declining demand for rail passenger service is the result of long-term government policies which have allowed and even encouraged "the deterioration and imminent destruction" of the rail passenger mode.

While other countries have been improving their rail transit system, Canada has not invested in new rolling stocks or made other improvements to its passenger service for over a decade. Neither CN nor CP have any stock in order at the present, although most of their passenger cars are outdated, obsolete, and falling apart. When the railways recently asked permission to order new stock, Transport Canada refused to authorize the purchase.

That Canadians are not stamped-

ing to take uncomfortable, under-served and obsolete passenger trains that arrive and depart at the least convenient times of the day and night does not surprise the CRLA. Their brief calls for a revitalization and expansion of the passenger rail system integrated with other transport modes, so that passenger-use can be encouraged.

A cutback, they say, "will overburden air and highway travel, waste more energy, foul the atmosphere, cause more congestion, and sacrifice more agricultural land to the encroaching asphalt jungle." Ultimately, destruction of the passenger system will lead to "a melange of social, urban and environmental problems."

But that is the direction which the federal government has embarked on- increased investment in and subsidization of air travel for the rich and those on expense accounts, rail travel for those in the Quebec-Windsor corridor, where some improvements in service are promised; and buses or private cars for all other travel needs.

According to Mr. Lang's announcement, public hearings will be conducted by the Canadian Transport Commission on the planned changes to Canada's rail passenger service. The CTC's terms of reference, however, are not so much whether to cut service, but to determine how and where it should be done.

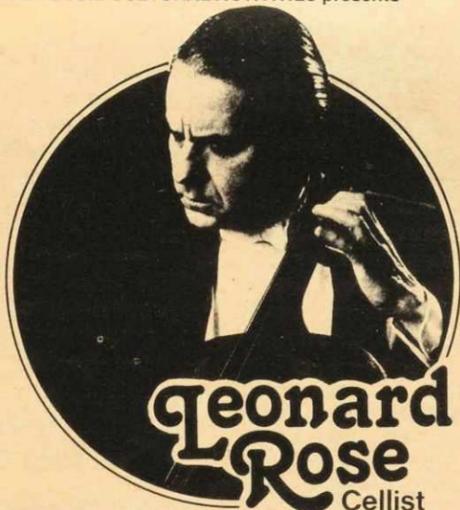
Rail revenues up

OTTAWA (CUP) ---- Canada's six major railways are carrying fewer passengers this year and making more money.

According to Statistics Canada, revenue freight-tons increased 3.6 percent in October 1975 compared to the year before, while passenger-miles decreased 21.4 percent.

As far as profits are concerned, railways revenue increased 16.9 percent during the first 10 months of 1975 compared with the previous year, costs increased only 15.5 percent, resulting in a net income of \$42.7 million, up 189.4 percent from 1974.

DALHOUSIE CULTURAL ACTIVITIES presents



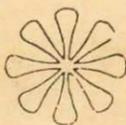
FRIDAY, FEBRUARY 20, 8:30 p.m.

Rebecca Cohn Auditorium Information:
Dalhousie Arts Centre Box Office 424-2298

ATLANTIC OPTICAL

COMPLETE OPTICAL SERVICE

- ▷ PRESCRIPTIONS FILLED
- ▷ GLASSES FITTED, REPAIRED, DUPLICATED
- ▷ HARD and SOFT CONTACT LENSES
- ▷ PRESCRIPTION SUNGLASSES



423-7700

HALIFAX PROFESSIONAL CENTRE
5991 SPRING GARDEN Rd.

Cont'd from pg. 3

the regional conferences. The Atlantic Federation will have a chance to discuss these restructuring considerations during the May 1 and 2 conference in Antigonish.

Cont'd from pg. 1

does not mean that the university will have to cease being a benevolent landlord. We can continue to try and solve problems that may arise through the process that we have. That is, students get in touch with someone in the university if they have a housing problem and they look after it. As long as the university continues to do that they will not be any problems.

If it should arise that the university refuses to act, then all these university tenants have some protection.

When asked if her office was going to be open for people with complaints Barbara replied, "I'm probably more interested in people coming in with ideas about housing." She did, however, say that she welcomes all enquiries. So all of you who have some brilliant idea or some dark complaint, the housing secretary's office hours are from 3 pm - 5 pm on Monday; 12:30-2:30 on Thursday. The phone number is 424-2491.

Cont'd from pg. 3

As is true with faculty, women students predominate in nursing, domestic service, library science and social work. They are woefully under-represented in such fields as law, commerce, dentistry and engineering. The most equitable distribution is in the general arts program. In the general sciences they constitute only 26.1 percent.

What then, you might ask is the situation here at Dalhousie. We have no way of knowing at present, as no studies have yet been done. This situation is about to be corrected. Wednesday of last week a delegation of the Women Faculty Association met with President Hicks to discuss the possibility of a study. The response was encouraging.

In March a presidential committee of three men and four women will begin to study the status of women on this campus. Although, the initial emphasis will be on such faculty issues as budgets and contracts, the delegation is hopeful that a wider study of students and support personnel will also be possible.

We can look forward to the results.