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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

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.

Of twenty-two possible sites studied by the Programming Board, the most likely lies entirely in Nova Scotian waters and would require construction of a five-mile dam across the mouth of Cobequid Bay in the Minas Basin. Mr. Kirkpatrick says talks on private financing have gotten to a "deadly serious stage" with private firms including the Rothschild banking group which financed the huge Churchill Falls hydroelectric project in Newfoundland.

Premier Regan considers the Fundy tides a "horizontal Churchill Falls," and despite the Programming Board's assessment, he confidently predicts their successful harnessing which will "dramatically alter the economy of our province." If it becomes as competitive as is hoped, the Bay of Fundy could provide cheap power for eastern Canada and much of New England.

That Magazine About Schools

[AN AUTHORITY-TRASHING JOURNAL]



This Magazine is About Schools (also known as *This Magazine*, or sometimes *This*) is about growing up and teaching people while they are growing up.

By some standards — not necessarily the editors — it is one of Canada's most successful magazines. Though its circulation is only about 10,000, it is "much talked about": copies are passed from hand to hand and its circulation has grown almost entirely by word of mouth. Half of its readers are in the United States, where *This Magazine* probably has received as much as or more attention in the press, such as the *Saturday Review* and points left, than any other Canadian periodical. Furthermore, it's breaking even — no modest statement in the rather shaky economics of Canadian magazines.

It's being talked about and breaking even for about the same reasons. A quarterly (\$4 a year in the U.S.), it's one of the few consistently published periodicals of its type in North America (it would be fair to call it unique). It also reads like it is done by people who would rather do their thing than get rich, which is a reason for the financial solvency. Only two of the nine staff people and none of the contributing writers (including such known names as Edgar Friedenber, John Holt and Bob Davis) are paid; and the magazine while fat — issues often run 160 pages or more — is produced on a shoestring.

It was started five years ago by a group of

teachers and social workers who were having problems working in established school systems and wanted to communicate with people like themselves. They thought they would explore theory, new methods, and that sort of thing, and thought the magazine would be written mostly for and by teachers. But they soon found that most teachers are not confident as writers and too scared for their jobs to try. They also found the magazine was being read by a much wider audience, and they began to take a very broad view of education. "As long as it's about or by children, and especially if it's about peoples' own lives, we'll consider it," says Sarah Spinks, the managing editor.

The editing is loose, aimed more at stimulating dialogues than stamping out typos, which are rather gleefully left in. Readers become writers. One complains that the editors have no standards and will print practically anything; another answers right on, it's nice to have a magazine like that. "Professionals," parents, and, sometimes, children join in.

Articles seem to fall in several categories: practical aspects of surviving in and subverting the system, if you are not exactly in tune with it; reports on the progress and lessons of alternative solutions; and — some of the most powerful articles — reminders of what it is like to be a child.

A collection of articles from 1966 to 1969 was edited by Satu Repo, one of the founders, and published by Pantheon Books. It is called *This Book is About Schools*.

"Mostly we think of education as an organic thing," Sarah Spinks says, "a way to relate things you teach to kid's own lives. We also try to talk about the concepts kids get taught in all sorts of subtle ways — teaching that prepares them for life as consumers in a capitalistic society and that nourishes the destructive things in nuclear families. We want them to learn about alternatives, and to get the feeling that their reactions and instincts are OK.

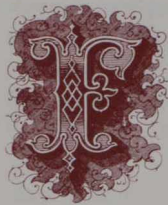
"One of our real failings is that we have been too busy to follow up on our articles, like getting the magazine to the kids and doing more to help them organize their own situations."

But the editors have plans, and the future of the magazine seems dependent only on their continued wit and interest. Unlike most magazines, *This* is relatively safe from the vagaries of profit: there is sufficient advertising and sales revenue to support it in the style to which it has become accustomed, and if money gets tight Sarah Spinks says, "We'll produce it cheaper and cut our salaries down or off."

For more information write *This Magazine*, 56 Esplanade Street East, Toronto 215, Canada.

Canadian Books: Crocuses in the Snow?

[A BRIEF REVIEW OF SOME OF WHAT'S BEEN GOING ON]



FOR DECADES it may have appeared to non-Canadians (and even, heaven forbid, to some Canadians) that the only creative writing man in all that land was Stephen Leacock. He was pictured, perhaps, sitting on the edge of his campus, facing a neat Canadian village which looked rather English, with an elk, a forest, and a Royal Canadian Mounted Policeman standing behind. Mr. Leacock was, to be sure, a very funny man and a credit to the hemisphere, but he was not the sum total of all Canadian writing.

Those few readers who got beyond Leacock seldom got beyond Hugh MacLennan or Morley Callaghan. Indeed, with the books on display in U.S. book stores (and even, heaven knows, in many Canadian book stores) there was not much further to go.

By the fifties, things began changing — gradually. Canadians who were writers began to achieve fame outside of Canada, but there was now a difficulty of definition. Some were not thought of as writers, certainly not primarily as writers; and some, in fact, were marginally Canadians.

John Kenneth Galbraith, born a Canadian, now a U.S. citizen, arrived as an interpreter of western society and Marshall McLuhan as its prophet. Writers of fiction, especially, seemed to prove the notion that Canada is a place people go to or come from. Leonard Cohen, for example, travelled all over and wrote about himself and the men and women he found there (in hundreds of poems and songs and a novel, *Beautiful Losers*). The highly regarded Margaret Laurence, author of *A Jest of God*, which became the movie *Rachel, Rachel*, lived in Somaliland and Ghana and now lives in England. Mordecai Richler (*The Apprenticeship of Duddy Kravitz*, and *Son of a Smaller Hero*, and many other things) went to London and wrote sometimes about home and sometimes not. Many other writers whom Canada could at least make a reasonable claim for — Brian Moore and Arthur Hailey, for example, were born elsewhere and now live elsewhere.

In the last few years, however, Canadian writing appears to have been coming home, and blooming, if not booming — at least part of the

reason being the intense new cultural nationalism in Canada.

Writers are writing in English and French, and the fiction writers in French, especially, are producing books that are particularly Canadian. Much of the new writing, born of the new nationalism, is nonfiction — political and social analysis and history. A best seller in Quebec, for example, is a slim Marxist history called *Petit manuel d'histoire du Quebec*.

Canadian publishers in both languages meanwhile are finding themselves with full lists, good sales, and, unfortunately, a critical shortage of cash.

The picture is not all bright, but let's look at the bright side first. The writers of Quebec are perhaps the most suddenly fruitful. French Canada has been culturally isolated and this, a disadvantage in many ways, has worked to the authors' advantage. Writing in French, they have the world of their interest near at hand with little temptation to look South.

Perhaps the best known French Canadian novelist is Marie Claire Blais and her subject is the Quebec in which she grew up, dated already in this time of rapid change. *A Season in the Life of Emmanuel* gives a rich, emotive picture of French Canadian life twenty or thirty years ago.

As William Roiter of the University of Montreal points out, French Canada is particularly rich in women writers and the modern French Canadian woman, a newly significant force outside the home, is the focal point of much current fiction.

Ann Hebert's novel *Kamouraska*, which won a number of literary awards in France after its publication last October, is unusual in that it looks backwards, to the Quebec of 1839, being based on a murder that occurred in that year.

Claire Martin has a recent novel of significance in *Les Morts*, and her two-volume autobiography, *Dans un Gant de Fer* (translated as "In an Iron Glove"), which concerns growing up in a Quebec convent, won the Prix France-Quebec, the Prix de la Province de Quebec, and the Governor General's Award.

Monique Bosco won the Governor General's Award with *La femme de Loth*, a novel about

the difficulties of a French Canadian woman in love with a married man.

Jean Simard has written about the modern woman of Quebec, too, in *La Separation*.

There are also some very good writers in English who have been writing about Canada for decades: Hugh Garner, for example, who writes about urban slums and who has two recent novels, *A Nice Place to Visit* and the *Sin Sniper*, and W. O. Mitchell, more famous for an immensely popular radio series called "Jake and the Kid", wrote one excellent novel about life on the prairies called *Who Has Seen the Wind?*

There were and continue to be talented and prolific journalists, such as Farley Mowat who writes of the old country and its people in *Never Cry Wolf* and *People of the Deer*. Two of the most commercially successful journalists are Pierre Berton and Peter Newman. Berton recently wrote *The National Dream: the Great Railway, 1871-81*, described by some as a masterpiece of reporting. Newman, new editor of *Maclean's* magazine, wrote the political biographies *Distemper of our Times* about Prime Minister Pearson, and *Renegade in Power* about Prime Minister Diefenbaker. Both met with unprecedented acclaim and sales, in Canadian terms.

But William French, the critic of the Toronto Globe and Mail, says that until five years ago it appeared that the English Canadian novel was in danger of extinction. Since then there has been a rash of significant novels. Dave Godfrey's *The New Ancestors*, which won the Governor General's Award; Marian Engel's *No Clouds of Glory* and *The Honeymoon Festival*; Graeme Gibson's *Five Legs*; and Lawrence Garber's *Tales from the Quarter and Circuit*.

Recently, two traditional novels attracted considerable critical attention in the United States — quite an unusual scene. One was *Fifth Business*, the latest work by the prolific Robertson Davies. The other was *The Weekend Man*, by Richard B. Wright, hailed as a powerful if despairing appreciation of life today in Toronto and points north, south, east, and west.



THE WEEKEND MAN, Wes Wakeham, works in a small publishing house in the Toronto suburbs, an interesting though probably irrelevant choice. Canadian publishing is at the moment in an interesting condition, but not one of despair.

For mixed reasons it is in a financial bind. The Quebec publishers, printing in French, have been producing a book every four of five days. There is a publication party about every Thursday. Since they publish mostly in soft covers they

keep the prices down — \$2.00 to \$2.50 — and since the reorganization of the Quebec school system and the introduction of junior colleges there is a vast new market. William Roiter says the Quebec houses, Edition du Jour and Edition de l'homme, have a commitment to the literary flowering of French Canada and so publish not for profits alone. They are, consequently, not robust financially. They also are affected by competition from abroad, in their case France, and the Quebec government is considering legislation which would require that public institutions such as schools buy books only from houses which have a local ownership of at least fifty-one per cent.

The market presence of foreign publishers is much more a concern for Canada's larger English language houses. The problem is not one of direct competition — Canadian firms publish by far the greatest number of Canadian authors, and sales are good — but in financial resources. Canadian firms, feeling a need to expand in an expanding market, have found it difficult to borrow money from banks. Publishing is a profitable but not a highly profitable industry. Publishers in the United States, most of them enormously bigger, do not have the problem. The situation attracted concerned interest when a textbook publisher, W. J. Gage, sold out to the American firm, Scott, Foresman, and the alarm grew when Canada's oldest and largest house, Ryerson Press, sold out to McGraw-Hill.

Early this spring the most militantly Canadian of the English language publishers, McClelland & Stewart, Ltd., found it impossible to borrow expansion money at a reasonable rate. Jack McClelland, the publisher, is co-chairman of the Committee for an Independent Canada — a group which reminds Canada often that foreign interests own a great part of Canada's plants, mines, and, increasingly, publishing houses.

McClelland & Stewart has published more Canadian writers than any other in the twenty years since he took over. Its sales tripled in the last year, but after finding money impossible to borrow, he announced that it was for sale. "We will of course consider offers from any responsible source, but this firm was not developed in order to be sold to foreign owners. It would be a negation of my whole career," Mr. McClelland said.

In fact he found there were no Canadian buyers with sufficient capital, and negotiations almost had been concluded with a United States firm when M&S was able to obtain a \$1 million loan from the Ontario government this spring. The government loan, long term and low interest, puts McClelland & Stewart in good shape, but similar problems haunt a great many other firms; and Jack McClelland for one feels that some form

of government support, which would leave the publishers free editorially and in the general conduct of their business, has become a necessity.

The financial embarrassment of success has also hit some small, zealous firms, which concentrate on Canadian writers. They have expanded to the point where a critical part of their assets is tied up in books.

"The industry is very healthy at the present time," McClelland said when interviewed in May. "But it is not highly profitable and a lot of these small firms, if they are not given loans, are simply going to disappear."

It is generally accepted in Canada that that would be very bad for the country.

George Cowley's Top Fifteen Books



GEORGE COWLEY is the cultural attache of the Embassy of Canada in Washington and a reasonably literate man, and when it came to deciding just *whose* favorite fifteen would be listed, George got the nod. Out of admiration for his style. George's statement: "Why, ah, thank you. If someone asked me to name fifteen books which together would give the best and most readable picture of Canada, I would say:

The Maple Leaf Forever, by Ramsay Cook (MacMillan of Canada, 1971). A liberal historian, professor Cook gives a lucid and readable analysis of Canadian character, with a main theme of nationalism and the nation-state. The book is wound around the development of two men professor Cook calls "the most important Canadian intellectuals of the past twenty years — Pierre Trudeau and George P. Grant. At one point their political goals seemed to merge," the author says, "but professor Trudeau became the head of the Liberal Party, which he once bitterly criticized, and professor Grant, seeing the Liberals as instruments of 'Americanization', published *Lament for a Nation* in 1965."

The Weekend Man, by Richard B. Wright (Farrar, Straus & Giroux, 1971). Noted in the main text of the article.

The Fifth Business, by Robertson Davies (Viking, 1970). An enchanting study of Toronto and small town Ontario society from the early 1900's to the present.

The White Dawn, by James A. Houston (Harcourt Brace Jovonovitch, 1971). A novel told from Eskimo tales about first contact with the

white man. It's a profound insight into another way of life. Mr. Houston heard the story when he lived twelve years on Baffin Island. (SEE APRIL CANADA TODAY/D'AUJOURD'HUI.)

Two Solitudes, by Hugh MacLennan (MacMillan, 1951). The classic "French-Canadian Question" novel, covering 1914-1939.

The Apprenticeship of Duddy Kravitz, Mer-decai Richler (McClelland & Stewart, 1969). A funny picture of Montreal Jewry and other things, as is another Richler novel, *Son of a Smaller Hero*. McClelland has just published his latest, *Saint Urbain's Horseman*, about an expatriate film director who gets involved in a bizarre sex case in London and recalls much of his Canadian upbringing.

The Tin Flute, by Gabrielle Roy (McClelland, 1959). Set in Montreal, a good background for contemporary Quebec desperation.

The Town Below, by Roger Lemelin (McClelland, 1961). Quebec city, especially its working class.

Charbonneau et le Chef, by John T. McDonough (McClelland, 1968). An incisive play on the relationship of church and state in Quebec under Duplessis. In English.

A Jest of God, reissued as *Rachel, Rachel*, by Margaret Laurence (McClelland, 1966). About a school teacher reaching for fulfillment in the confines of rural midwestern Canada — a much better book than the movie made it seem.

La Guerre, Yes Sir! by Roch Carrier (Edition du Jour, 1968). A bawdy portrait of French Canadian "lowlife" caught up in the army, and a robust picture of old Quebec. In English.

The Blasted Pine, edited by F. R. Scott and A. J. M. Smith (Macmillan, 1967). Subtitled "An Anthology of Satire, Invective, and Disrespectful Verse." Historical and funny.

The Vertical Mosaic: Class and Power in Canada, by John Porter (University of Toronto Press, 1965). Two important aspects of Canadian society — its class structure and the composition of its elites. One of the most outstanding works in sociology published in Canada.

The National Dream: The Great Railway, 1871-81, by Pierre Berton (McClelland & Stewart, 1970). A detailed account of the building of the Canadian Pacific and the first decade or so of the Canadian federation.

A two-in-one packet, *Renegade in Power and Distemper of Our Times*, by Peter Newman (McClelland & Stewart, 1963 and 1968). Political biographies of Prime Ministers Diefenbaker and Pearson, neither totally favorable. Widely read books."

Mr. Cowley protests that this list is not long enough to Do Justice, and if you would like a longer bibliography, he has one.

Toronto Gets Together

[U.S. REPRESENTATIVE HENRY S. REUSS]

There are many concepts for how to solve urban problems, and one given a lot of attention has been centralization of metropolitan governments. One of the prime examples of this approach in North America has been in Toronto, an experience which has drawn both praise and criticism from local people and much attention from city-watchers all over the continent. One of those who has had high praise for the effort is a man from across the border, Representative Reuss (Democrat from Wisconsin), who recently visited Toronto to study its solution to metropolitan problems. The following is a report he wrote for the Milwaukee Journal and is published here as an interesting point of view.

Toronto a generation ago was a staid and standpat city of 600,000 people, mostly Scotch by origin. Sundays, the ladies with their white gloves road home from church on the streetcar to a dinner of beef and Yorkshire pudding.

By the early 1950's, according to a recent study of the Committee for Economic Development, Toronto "exhibited most of the now-all-too-familiar urban problems facing North American metropolitan areas today. These include: (a) an inability to plan regionally because of governmental fragmentation; (b) the inadequacy of water and sewerage facilities for a burgeoning population; (c) the inability to develop modern coordinated transportation systems; (d) the inability of individual jurisdictions to finance reasonably major projects and programs; and (e) problems dealing with all aspects of the urban environment from the provision of education to the prevention of pollution."

Today metropolitan Toronto's population has more than trebled, to 2 million. To the ethnic mix have been added some 600,000 newcomers from Italy, plus vast numbers from the British Isles, Germany, Poland, Jamaica, India, China, Hungary, Yugoslavia. The influx has improved both the cooking and the morale.

Toronto today is a model of a dynamic metropolitan two-tier government, of how to build and manage good housing for all, how to make city transportation a pleasure, and how to get the police to trust the people and vice versa.

New governmental structures are largely responsible for the progress. By 1953, metropolitan Toronto had thirteen separate municipalities — the central city and numerous towns and villages, all growing fast and haphazardly. Water supply, sewage disposal, transportation, schools, and parks were suffering from fragmentation of re-

sponsibility and lack of leadership. The individual communities were finding it increasingly difficult to tax and to borrow.

To this crisis the provincial (state) government of Ontario responded by the law of 1953 to "federate" the thirteen communities into metropolitan Toronto. By a second law in 1966, the thirteen were consolidated into six — the central city of Toronto and five grouped suburbs.

Each of the six municipalities maintains its autonomous local government. Metropolitan Toronto, on the other hand, is governed by a 33-member Metropolitan Council, directly elected on a one-person-one-vote basis. The Council elects its own Chairman as chief executive.

This is how the two-tier government works: Metropolitan Toronto assumes responsibility for "wholesale" regional matters, the six municipalities for "retail," deal-direct-with-the-people matters.

Responsibilities of metropolitan Toronto include regional parks, regional libraries, expressways, major highways, area-wide traffic control, public transit, wholesale water supply, trunk sewers and disposal plants, garbage and solid waste disposal, financing schools, hospitals, and central planning.

Responsibilities of the six municipalities are neighborhood playgrounds, neighborhood libraries, local streets, local water distribution and local connecting sewers, waste collection, operating schools, health clinics, and local planning.

The water and sewage problem has been substantially solved. Big Toronto grumbled at the beginning when it had to put its expensive but obsolescent waterworks and sewage disposal plant into the metro-government without any payment. But the grumbling ended when metro, with its great resources, soon built new regional water and sewerage plants. Toronto is now well on its way to ending water pollution entirely.

In transportation, metropolitan Toronto is also well out in front. Its excellent transportation system includes expressways and highways which bless motorists with completely centralized automatic traffic control. A sensor tells the computer how many cars are where, so that a green light may show where it will most expedite traffic.

For the mass transit rider — a million a day — there is a beautiful new subway, with a thirty-cent fare. In Milwaukee terms, it goes from Milwaukee's lakefront to the zoo, and from the Ozaukee County line to the Racine County line.

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continued from page seven

The metropolitan city fathers boldly decided to build the subway in advance of sufficient population densities. Their vision panned out: clusters of apartment buildings and commercial structures have developed around each of the subway stops, thus making it possible to walk to the subway station, and furnishing enough passengers so that the subway is now making money.

From each subway station goes a network of buses and streetcars. For longer hauls, the Canadian National Railroad runs its new modern commuter GO-trains (Government of Ontario) every few minutes, on a right-of-way paralleling the lakefront for twenty-one miles in both directions from downtown Toronto. This, too, is integrated into the subway system so that changes are easy.

A recent innovation at the Pickering commuter rail station is the Dial-a-Bus. You simply dial 839-5111, and a mini-bus is at your door shortly after you've put the phone down, to take you for a twenty-cent fare to the station. It'll meet you there and drive you home when you get back from your travels.

The task of providing low-income housing, of which there are many thousands of sparkling new units, is entrusted to an agency of the province, the Ontario Housing Corporation.

The Corporation's deliberate policy is to construct its low-income apartments throughout the metropolitan area, without regard for local politi-

cal boundaries. By entrusting the task to the equivalent of the state level of government, the build-it-anywhere-but-in-our-town syndrome is avoided. The Corporation carefully avoids concentrating more than a couple of hundred public housing units in any one neighborhood, so as not to overwhelm the neighborhood school.

The police force is centralized on a metropolitan basis. Firm but fair is the watchword, and in Toronto the policeman on the beat is a popular figure. The police department encourages large numbers of policemen to spend a certain number of out-of-uniform hours each week helping out in the public housing projects and poor neighborhoods — helping the kids get together a wrestling team, explaining maintenance problems, damping down family or racial discord. As a consequence, the policeman's lot — in Toronto — comes close to being a happy one.

To whom does the credit for metropolitan Toronto go?

In my judgment, mostly to the provincial government of Ontario. If metropolitan Toronto's birth had been left to the individual communities, it never would have taken place. Big Toronto city would have tried to dominate or swallow its neighbors. Little Forest Hill village, full of wealthy homeowners, and the little town of Leaside, with a lot of industry to tax, wanted to go their own selfish ways. But the provincial legislature bit the bullet, and decreed in favor of a two-tier government with grouped constituent municipalities.

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