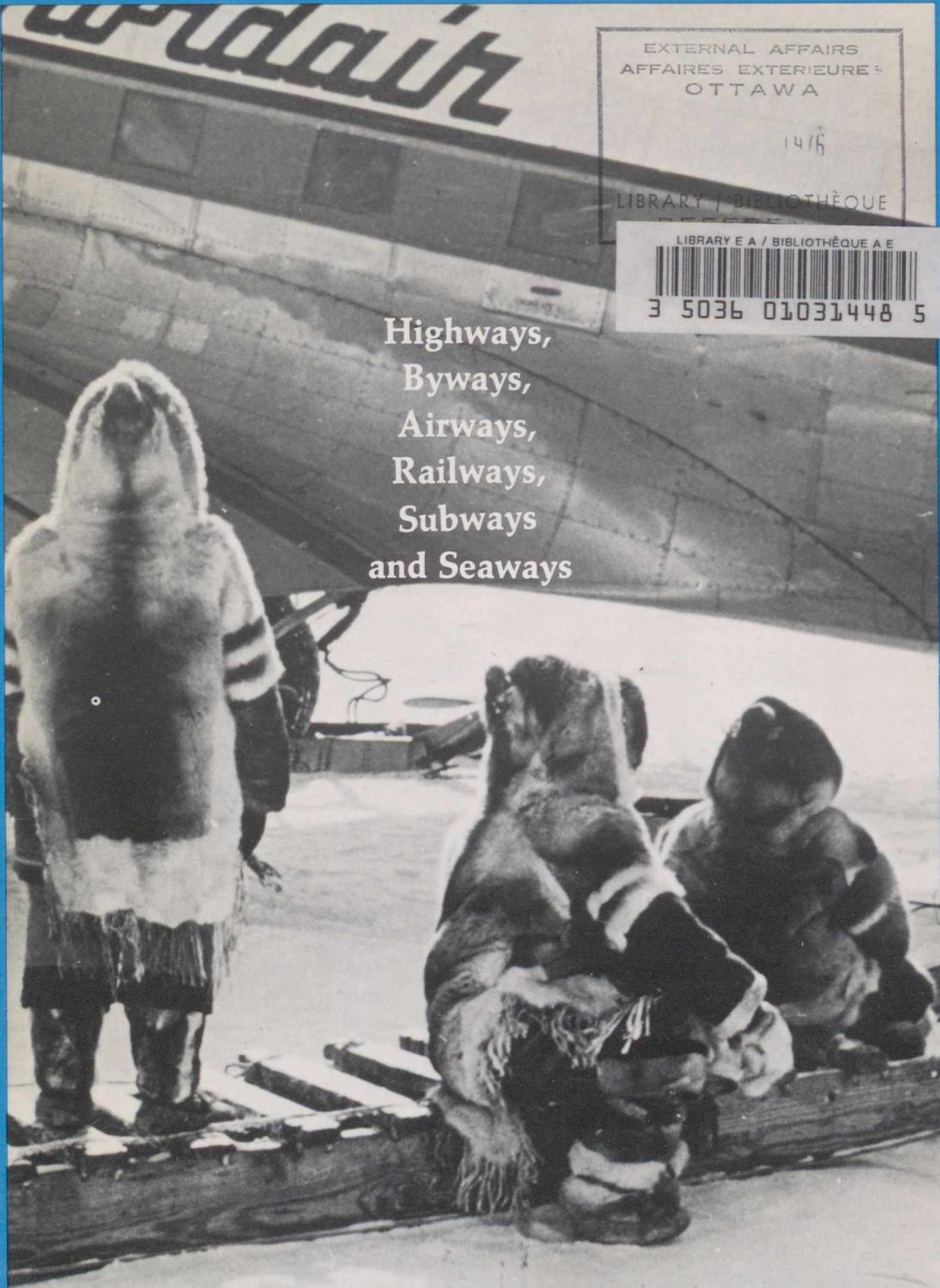


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"If you look at the size of this country and the distribution of its population you will see that you cannot have a transportation network which is economic everywhere; you cannot have an economic system of transportation to serve the North, for example, or to service those regions of the country where the population is very thin." Transport Minister Jean Marchand, in a speech before the House of Commons, March 7, 1974.

A New (But By No Means Revolutionary) National Policy On Transportation



JEAN MARCHAND, the former Minister of Transport, announced the government's new transportation guidelines in June.

"In sum," he said, "transportation is so important to the social

life of Canadians and so important to the economy . . . that the government cannot stand aside. . . . It must take on a more active leadership role to make sure that the system develops to meet national needs. In some cases this could mean more government intervention but in others, less. . . . Where the system is well developed and working well, government involvement can be minimal, limited to ensuring that public policy requirements are met. . . . It is where the system is not yet developed that the government must take a more active role. . . ."

At present, some parts of the transportation system, most strikingly the railroads,

are heavily subsidized. (Rail passenger subsidies were \$135 million in 1974 and it is estimated that they will rise to over \$300 million by 1980 if no change is made.) Mr. Marchand planned that the subsidies will be lessened and that Canadian National and the great private line, Canadian Pacific, will be asked to reduce costs by pooling their passenger services whenever possible. The intent would not be to abolish passenger trains but to maintain their quality while making them more economical. In pursuit of that goal, a demonstration train providing frequent, high-speed service will be offered in a section of the Québec City-Windsor run. There would be a concentrated effort to rearrange freight rates—long a source of western discontent—so that they would not only be equitable but that they would be seen to be equitable.

The new guidelines reflect the swift changes of the past decade: the energy crisis, the increased demand for Canada's oil, grain, potash and coal, the new concern over the environment and the introduction of new

Once transportation in Canada had an ad hoc aspect it now lacks. When J. L. Wilson, of Dawson, Northwest Territories, decided to head for the Klondike in 1896, he used what seemed to him the best means available.



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transportation techniques. The shift in viewpoint is essentially an economic one. The old emphasis was to achieve a fair return on private and public investments; the new one is to make sure that all Canadians are well served. One notable result, Mr. Marchand said, is that transportation would become more expensive.

In heavily populated areas where shippers have a choice of rail, truck, ship or plane, the government would pretty much stay out of the picture. In areas where some facilities are well developed but where there is a lack of competition, the government would regulate rates in the consumer's interest. In the North, where existing facilities are scant, the government would take the lead in developing new ones. (The government and private industry will join, for example, in the development of an icebreaking bulk carrier to be

used in Arctic seas.)

"It should be recognized," Mr. Marchand said, "that in the event of any conflict between public and private objectives, the public interest must prevail and the interests of total, national service must be overriding."

In conclusion, Mr. Marchand noted, the government has always taken a definite role in developing and maintaining the transportation system. Transportation has always been an instrument of national policy. Most often government involvement has been through the instrument of a crown corporation. For example, the Canadian National Railway is publicly owned but independently operated. It competes directly with Canadian Pacific, and it is required to pay taxes.

"I believe that what I am proposing is a reaffirmation of a historic role," Mr. Marchand said.

Trains, Trains, Glorious Trains



around Canada by train—sleeping in berths

To some citizens of the US, the most pleasing aspect of Canadian travel is the fact that it is still possible and relatively inexpensive to move around Canada by train—sleeping in berths

or bedrooms, eating good substantial meals in dining cars that shine with the glow of white linen, sitting in club cars drinking cocktails or gliding through the evening under a scenic dome past a peaceful family of moose standing by the roadbed.

The two major railroads in Canada—the privately owned Canadian Pacific and the government-owned Canadian National, links

forged in the 19th and early 20th centuries—still hold the country together. One can travel from Vancouver to Montréal in four days in a chair car for less than \$100 (or slightly more with an upper berth) on the CN's *Super Continental*, a scenic-domed diesel. The traveler can have a seat, a Pullman berth or a bedroom. It is an unforgettable way to see Canada and most particularly to see the Rockies. A crack train takes eighteen hours to go from Vancouver in British Columbia, to Calgary in Alberta, the next province, across the mountains, through the passes, down precipitous grades, past crystal lakes and into Banff National Park. Lake Louise is blue-green below the snowy peaks, and bears and elk ramble over plush golf links.

A SINGULAR SUGGESTION MADE BY MAJOR ROBERT CARMICHAEL-SMYTH IN 1849, FOR THE SIMULTANEOUS SOLUTION OF PROBLEMS OF BRITISH COLONIAL COMMUNICATIONS, EMIGRATION AND PENAL ARRANGEMENTS, THE CENTRAL FEATURE OF WHICH WOULD BE A RAILWAY FROM HALIFAX TO THE MOUTH OF FRASER'S RIVER IN NEW CALEDONIA

"Then let a grand line of Railway be marked out from Halifax to that spot (on the western shore of North America) and let all local towns or districts that have sufficient capital and labour to undertake any part of that line have the benefit of the profits of the whole

(left) The two-man submersible Aquarius 1 is used by the Marine Emergency Organization to survey sunken oil barges. (middle) The wheel has come a long way since it was first invented; these are attached to coal-mine equipment in Fernie, British Columbia. (right) Sir Humphrey Gilbert is a Canadian Coast Guard icebreaker which works out of St. John's. It is 220 feet long, with a 48-foot beam and a 16-foot draft.

line, in the proportion to the parts they may finish. . . . In such districts as are at present so thinly inhabited as to have no working population and no capital to expend, let the work be commenced by England by her capital and her convicts."

THE CANADIAN NATIONAL IS THE CONTINENT'S MOST REMARKABLE RAILWAY (EXCEPT FOR THE CANADIAN PACIFIC)

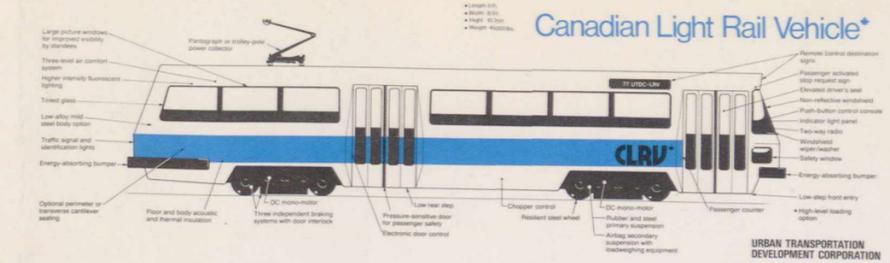
The Canadian National was formed in 1922 amidst the sound and fury of four failing railways, including the celebrated Grand Trunk.

Today it has fingers in every transportation pie; it has 36,221 miles of track, 2,312 diesel-electric locomotives, 108,782 freight cars, 1,578 units of passenger equipment, and a system of computers that can locate an individual freight car anywhere in the country in a matter of minutes. It ties Canada together, and it connects Canada and the US.

It has Air Canada (which, in line with Mr. Marchand's guidelines, it soon may lose). Air Canada, together with the Canadian Pacific's airline, CP Air, carries the bulk of the country's 11.6 million annual air passengers.

CN has a large fleet of trucks and piggy-back trailers.

It operates ferries between New Brunswick and Prince Edward Island and between Nova Scotia and the United States. It has freight car ferries across the Great Lakes, freight car



barges from British Columbia to Alaska, and a West Coast cruise ship. It has summer resorts and a chain of hotels across the country.

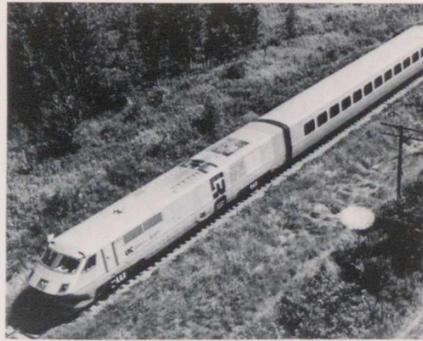
The privately owned Canadian Pacific, Canada's original great railroad, is almost as large and as diversified. It has \$3 billion in assets and it too operates on land, on sea and in the air. It is part of Canadian Pacific Limited which has, for example, a Bermuda fleet of 15 vessels, oil and bulk carriers, and CP Steamships, Ltd. It owns interest in the Black Angel mine in Greenland, the Chateau Royal in Mexico City, paper companies, logging companies and a slice of the voting stock of the Algoma Steel Corporation, Ltd.

THE LIGHT, RAPID, COMFORTABLE TRAIN OF TOMORROW (OR MAYBE LATE THIS AFTERNOON)



The LRC locomotive and coaches, the result of the combined efforts of MLW Industries, Alcan, Canada Products and Dominion Foundries,

(left) In the Ottawa suburbs, you can dial-a-bus and have it pick you up at your door. (right) The 1974 World Cycling Championship was held at the University of Montréal's Velodrome.



1,096 miles in an 11-hour shift with an average speed of 93.6 miles per hour, with three station stops for crew changes. It also showed a remarkably low level of fuel consumption, averaging 0.8 US gallons per mile over the 20,700 mile test run.

THE TRUTH ABOUT THE LATE GREAT COBOURG AND PETERBOROUGH RAILWAY

In the golden days of rail building, some gentlemen were swept away by enthusiasm like trestles in a flood. Perhaps some were dishonest and some were fools and some of them simply enthusiasts. At any rate, J. M. and Edw. Trout reported back in 1871 on the swift decline of the C&P.

"The contractor for the building and equipping of it was the late Samuel Zimmerman, at a nominal price per mile, but which amount was entirely lost sight of long before the road was half finished. The contractor made demands which the Directors considered exorbitant and unreasonable and to which they refused to accede. . . . It appears . . . the claims put in by the contractor were obliged finally to be paid and the road was eventually taken off his hands in a half-finished state, he having obtained nearly all the ready money the Directors were able to obtain from the Municipal Loan Fund. . . . The gauge of the road was five feet, six inches and it was equipped by the contractor with three locomotives, two passenger cars, ten boxcars and thirty platform cars. The

tional construction. It proved difficult to operate and to maintain, since most repair shops on the North American continent were not ready to work on it. MLW engineers concluded that a train incorporating the speed and comfort features of the Turbo, but based on conventional power and parts, would be easier to build, operate and keep repaired.

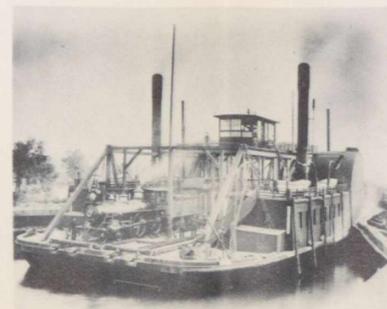
The LRC locomotive body is 67 feet, 11 inches in length of lightweight welded aluminum. It has been extensively tested—running over 30,000 miles on regular tracks between Montréal and the US Government's Federal Railroad Administration track at Pueblo, Colorado, where it underwent seven weeks of daily high speed running.

Running between Montréal and Pueblo it reduced regular running times by 35 to 40 per cent, and at the testing track it set several records, including one on the night of November 11, 1974, when it travelled

Today the Rideau Canal in Ottawa carries ice-skating government clerks in winter and pleasure boats in July. In 1880 it carried ships of commerce, like this schooner riding high in Foster's Locks.



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Canada Wide

Directors having got possession of the road then went to work to finish it but were met at all points with almost insurmountable difficulties . . . nevertheless the road was so

far completed as to be opened for traffic in the month of December 1854 . . . the road, only thirty miles in length, had by this time cost almost \$1,000,000."

The St. Lawrence Seaway: The Border Passage To The Inland Seas

Since there is nothing in the world quite like the Great Lakes, there is nothing in the world quite like the St. Lawrence Seaway. Last year the traffic on the Montréal-Lake Ontario section totaled 44.1 million cargo tons and on the Welland Canal, 52.4 million.

It is essentially a wet staircase; there are sixteen steps of uneven heights that lift west-bound ships (and lower those moving east).

Ships move up the St. Lawrence to Lake Ontario, up over Niagara to Erie, Huron, Michigan and Superior, to, or past, the ports: Baie-Comeau, Matane, Rivière-du-Loup, Québec, Contrecoeur, Montréal, Kingston,

Oswego, Oshawa, Rochester, Buffalo, Cleveland, Toronto, St. Catharines, Collingwood, Windsor, Sarnia, Toledo, Detroit, Chicago, Thunder Bay and a score more.

The lift of the locks varies from between one and six feet at Iroquois, to the 120-foot climb up the Niagara Escarpment, through the twinned flight locks of the Welland Canal.

The vessels range from cabin cruisers to ocean-going tankers and huge Lakers (ships that stay within the bounds of the Lakes) 730 feet long and 75 feet wide.

Ships move between late March and mid-

January—from spring thaw to winter freeze—carrying coal, iron ore, grain and general cargoes. Many commodities move in container ships, loaded aboard in rectangular metal boxes, easy to stow and to unload.

The US St. Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority administer the Seaway.

THE NORTHWEST PASSAGE IS TRAVERSED AND CANADA'S SOVEREIGNTY OVER THE ARCTIC ISLES IS ESTABLISHED

"We picked out a few good tins of Ox Cheek Soup made in 1850 by a manufacturer opposite East India House in London. They bore the following directions for opening: 'Take a hammer and chisel and cut out one end while being careful not to let flakes of paint which cover the cans get into the soup.'" Capt. Henry Larsen's diary.

For centuries, adventurous and/or greedy men tried to sail across the top of the North American continent to the riches of the

Indies. Roald Amundsen, adventurer and the greatest of the Arctic explorers, found the Northwest Passage in 1906, while going about his basic business of exploration. His route hugged the northern edge of the great land mass but as a practical passage it had serious faults.

In 1940, the RCMP's *St. Roch*, a small, wooden ship, 104 feet long, built in 1928, left Vancouver under Captain Henry Larsen. It would sail, secretly, east along Amundsen's route to Halifax. One of its purposes was to demonstrate Canada's sovereignty over the Arctic Islands at time of war.

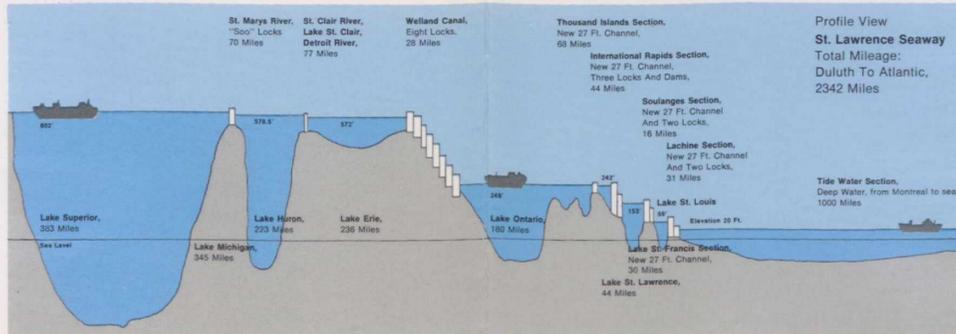
The voyage took twenty-seven months, ending in Halifax in October 1942. Its second mission, also secret, was to sail back. This time, it sailed through the deep waters of the Arctic Archipelago, a route which had been attempted by William Parry in 1819 but one which no ship had ever completed.

It left Halifax in July 1944, with a crew of twelve: two of them in their seventies, two of them teen-agers, one a radio operator who had never actually sent a radio message before he joined the *St. Roch*, and one a cook who preferred dry land. There were also two professional seamen and an Inuit (or Eskimo) guide who came aboard with his family at Pond Inlet.

By August, the *St. Roch* was in anticipated difficulties.

On August 3, Ole Andreasen, one of the

The Canadian National and the Canadian Pacific railways go beyond the water's edge. The Leif Eiriksson, part of the CN's East Coast Marine and Ferry Service, travels between North Sydney, Nova Scotia, and Port aux Basques, Newfoundland, year round.



(left) Canada's great iron horses of the 19th century conquered prairies and hauled immigrants west and wheat east, but occasionally they were hauled themselves. This one is taking a trip on the Atlantic Railway Ferry at Clark Island, Ontario. (middle) A hovercraft skims over the Beaufort Sea off Tuktoyaktuk, Northwest Territories. (right) There are few wharves and not many long-shoremen in the North, and cargoes must be moved quickly in the summer sun. A helicopter helps unload supplies from the J. E. Simard at Resolute Bay.

seamen, wrote in his diary: "Wi are some wheare at S. Coast of Baffin Land. . . . Wi got in to a Lot Ice as the Ice were too tight packt, wi tried to work over toward green land. This ice is not a solid flow, but all Broken up, a few Ice burgs amongst it."

Nevertheless, the trip proved to be more adventure than hardship. The Arctic is a wonderful preserver of relics, and they found food caches left by explorers almost a century before.

They arrived at Holman No. 7 Dock in Vancouver at 6:15 p.m., October 16, 1944, some three months after they had left Halifax. It was a quiet landing.

"There was nobody to meet us at the wharf," Larsen wrote in his diary. "Canada was still at war and had no time for frivolous things."

Actually, Canadians were unaware rather than uninterested, and as soon as the word went around Vancouver, mobs of congratulatory visitors crowded the small vessel for weeks. In 1958, the *St. Roch* was placed on permanent display in dry dock and on the 16th of October 1974, the 30th anniversary of the docking, it was officially opened to the public as a ship of national historic significance.

A FAMOUS LOST SHIP IS FOUND

"Do you see her?" Orrie whispered.
I looked around. 'No nothing,' I said.
'Just look over the side, John.'
I leaned over and caught my breath. There

(left) Cargo now has wheels of its own. This piggy-back container rolls up to the flatcar, is lifted and loaded aboard. (right) The canoe is as much a part of Canada as the beaver.



she was resting quietly in the clean blue water." From Fate of the Griffon, by Harrison John MacLean.

René Robert Cavalier, Sieur de La Salle, came to Canada, a daring young man of twenty-two, in 1666. In 1687, having followed the Mississippi down the continent to the Gulf of Mexico in a canoe, he was killed by his own men in what is now the state of Texas, his ultimate dream of colonizing the North American midlands still unfulfilled.

Between times he built and lost the *Griffon*, a small but splendid ship of forty-five tons with a forty-two foot keel, built of white oak, rigged with main and mizzen sails and a square jib, and launched near the straits of Lake Erie, above Niagara Falls, in the summer of 1679. Father Louis Hennepin, a Récollet priest who accompanied La Salle on his voyages, described the process:

"On the 22nd of the said month, we went two Leagues above the great fall of Niagara,

where we made a Dock for building the ship we wanted for our Voyage. . . . The 26th, the Keel of the Ship and some other Pieces being ready, M. La Salle sent the Master Carpenter to desire me to drive in the first Pin; but my profession obliging me to decline that honour, he did it himself and promis'd Ten Louis d'Or, to encourage the Carpenter and further the Work."

The ship, built to sail down the Mississippi, had a griffon, a beast with the head and wings of an eagle and the body of a lion, emblazoned on its transom. La Salle had persuaded King Louis XIV of France that this mighty river must run south to the Gulf of Mexico and that he should traverse it and claim the rich lands which flanked it for more than a thousand miles.

First, the *Griffon* sailed across Lake Erie to the calm waters of Michilimackinac and then to an island (now called Washington) in Green Bay. There it was loaded with furs and sent back to Niagara under the charge of an unreliable pilot named Lucas with a crew of five. It never came back.

Some 276 years later, in July 1955, a fisherman named Orrie Vail told a Toronto newspaperman named Harrison John MacLean about the "old wood" he'd found off Russell Island in Georgian Bay, two miles from Tobermory, Ontario.

It had been there a long, long time; Vail's grandfather had told Vail's father about it

and Vail's father had taken Vail to the cove when he was ten.

"There's a lot left," he told MacLean, "the entire keel, bow, stern, thirteen ribs and quite a bit of planking on the port side." He took MacLean to see the wreck and a few days later MacLean ran into his old city editor, Fred Baker, who suggested that the wreck in the cove might be the *Griffon*.

It took MacLean almost a month to prove to his own satisfaction, and to the satisfaction of C. M. J. Snider, dean of Canada's nautical historians, that Orrie had indeed found La Salle's old ship.

La Salle had tried to build another barque after the loss of the *Griffon* but in his absence the carpenters deserted. The King had given him five years to complete his explorations and finally, after two more years of delay, he started down the Mississippi in canoes, accompanied by thirty Frenchmen, "all good men without reckoning such as I cannot trust," and more than a hundred Indians. They made it to the Gulf in a little more than two months.

They paddled back up the river, against the current, made a triumphant trip to France and returned to the Gulf below the Mississippi with a 36-gun naval ship and three smaller vessels, a hundred soldiers, and a large group of colonists. But they missed the Mississippi by four hundred miles and found instead the Lavaca River. Subse-

quently some discontented members of an exploring party shot him in 1687, near the Trinity River.

If the *Griffon* had survived and made the first long trip down the great river, La Salle

would have gained two years — time to build a fort and to chart the waters of the Gulf. France did gain an empire, though only temporarily, but La Salle, in terms of his dreams, had lost.

The Argus Has A Hundred Eyes

Last February 6th, Jacko Onalik and Martin Senigak left their Labrador village of Nain in a blue snowmobile, intending to trap foxes on Dog Island a few miles offshore. When they failed to return by the next day, the Nain Royal Canadian Mounted Police detachment radioed the Canadian Forces' Maritime Command at Halifax and a coordinated search and rescue operation began.

In the village, every family has a snowmobile and these fanned out onto the ice-covered edge of the North Atlantic. They were soon joined by a helicopter from Squadron 413 at Summerside, Prince Edward Island.

A patrol plane from the Canadian Forces Base in Greenwood, Nova Scotia, joined the search while making its regular run. The chance was slight but real—the hunters could have survived, floating on an ice pan which had broken off from the shore ice.

The Argus aircraft took off from the Nova Scotia base at 7:20 a.m. with 16 military

crewmen and a photographer aboard (plus a journalist, Al Purdy, from the *Toronto Globe and Mail*).

The Argus was an example of 20th century technology but by no means the latest thing. It had been in service since 1958 and was scheduled to be replaced, but it was reliable. (Only one Argus has ever been lost; fifteen men were killed when one went into the sea off Puerto Rico while looking for a submarine during a naval exercise.)

The Argus is big, 187,000 pounds, 128 feet long, with four Pratt and Whitney prop engines and wide wings. It is slow, cruising at between 180 and 220 miles an hour, and it can stay up for twenty-four hours (carrying three pilots on patrol). It is as fully furnished as a suburban bungalow; the galley is complete with an electric stove and frying pan, toaster and refrigerator. It also has a chemical toilet and bunks.

It flies four types of missions: Northern Patrols, Fisheries Patrols, Search and Rescue

Patrols and Ocean Surveillance Patrols. (Helicopters, Buffalos and the amphibious Albatross help carry the load but the Argus is the workhorse.)

In mythology, Argus had a hundred eyes and these planes are watchers. They fly from two bases, Greenwood in the east, Comox in British Columbia, and they meet at Yellowknife in the Northwest Territories.

Through windows in the nose and on both sides the observers look down at millions of square miles of ice and rock, sea and muskeg, looking for foreign fishing trawlers, which are photographed and which may or may not be illegally working in Canadian waters, and for anyone in need of help. They make caribou head counts, whale counts in the Beaufort Sea and note the movement of Indian and Inuit peoples.

This Argus flew north at 8,000 feet, above the Strait of Belle Isle between Newfoundland and Labrador, to Nain, the village of the missing men, fifty prefab houses surrounded by cliffs and mountains, three hundred miles north of Newfoundland. There the search really began. The plane first flew east

to the sea, then along the coast thirty miles in one direction and then thirty miles back. The parallel legs were four miles apart and the observers scanned the ice below for any sign of life.

They saw ice in mosaic patterns, pressure ridges and black daggers of water. They saw three small groups of caribou hunting for moss and lichens. They flew low, five hundred feet up, and slowly; in three-and-a-half hours they gave close scrutiny to two thousand square miles of the earth. If the hunters were alive, they would have been within that vast space. They were not found.

Over the years the search and rescue planes have found more than they have missed. Captain Mike Gibbons of London, Ontario, the navigator, remembers picking up a man named Albert Muse, the only survivor of a foundering trawler in the Gulf of St. Lawrence, who had lashed himself to the mast. Muse's first words to his rescuers were, "Well jeez, boy, I'll tell ye, it's some wet down there."

But this time there was nothing for anyone to say.

Wagon Wheels Roll Slowly Toward A Very Big Ranch In The West

Some Canadians tried last summer to take a trip into the past. The Great Canadian

Wagon Train left Toronto for northern Alberta April 1 (though most of the travellers

(left) Freight movement north of the 60th parallel is subsidized by federal and provincial governments. Pacific Western, for example, is owned by the Province of Alberta. (right) Joseph-Armand Bombardier (inset) built the first snowmobile in 1922.

(left) First there was the bush and then, after eons, the bush pilots. None were more intrepid than C. H. "Punch" Dickins and Barney Day, shown beside a Canadian Airways Ltd., Junkers W-34 at Cameron Bay, Northwest Territories in 1933. (right) The first jet airliner designed and built in North America was Avro Canada's C-102 which flew for the first time one August day in 1949.

(left) The remote lands can be tamed, briefly, by the wings of man and the wheels of tractors. These busy men are government geologists about to fly north from Nova Scotia.

(right) A water bomber drops 12,000 pounds of water on forest fires below, which it scoops up from any convenient ocean or large lake. It is made by Canadair of Montréal and has drenched fires all over the world, including a notable number in California.



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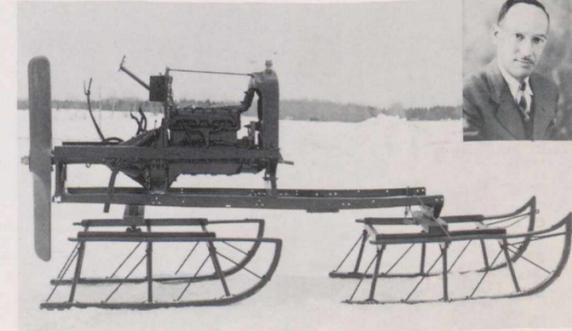
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weren't fooling), with thirty-eight men, women and children and twelve horse-drawn wagons, led by Paul Bradley and Gord and Margaret Roberts.

The trek was inspired when Mr. Bradley, an actor, said on a CBC TV talk show, that he intended to drive a wagon west and acquire enough cheap land for a "very big ranch." Five thousand persons wrote him asking for more information, and the Roberts, who owned several covered wagons which they'd formerly rented to film makers, and seventy-five other varied city dwellers signed up. More than a third soon dropped out but thirty-eight, including a Toronto commercial artist, a teen-age bank clerk and an ex-truck driver, were aboard when the voyage began. Some wagons began falling apart immediately and the train averaged

only seven miles a day instead of the twenty averaged by the original 19th century wagons. A month after the start, seven wagons left the train to try a different, less hilly route. By that time, the prospect of covering the 2,960 miles to Alberta by the first chill days of the fall was dim, and problems other than the lack of swift transportation loomed ahead.

The Alberta government said cheap land (at \$15 to \$50 an acre) is sold only to persons who have lived in the province for at least a year. Mr. Roberts said that presented no problem since the travellers could spend a year waiting on the Little Red River Indian Reservation. A spokesman for the Indians said, "We'll worry about how to react to them if they get here." By early fall they had not arrived.

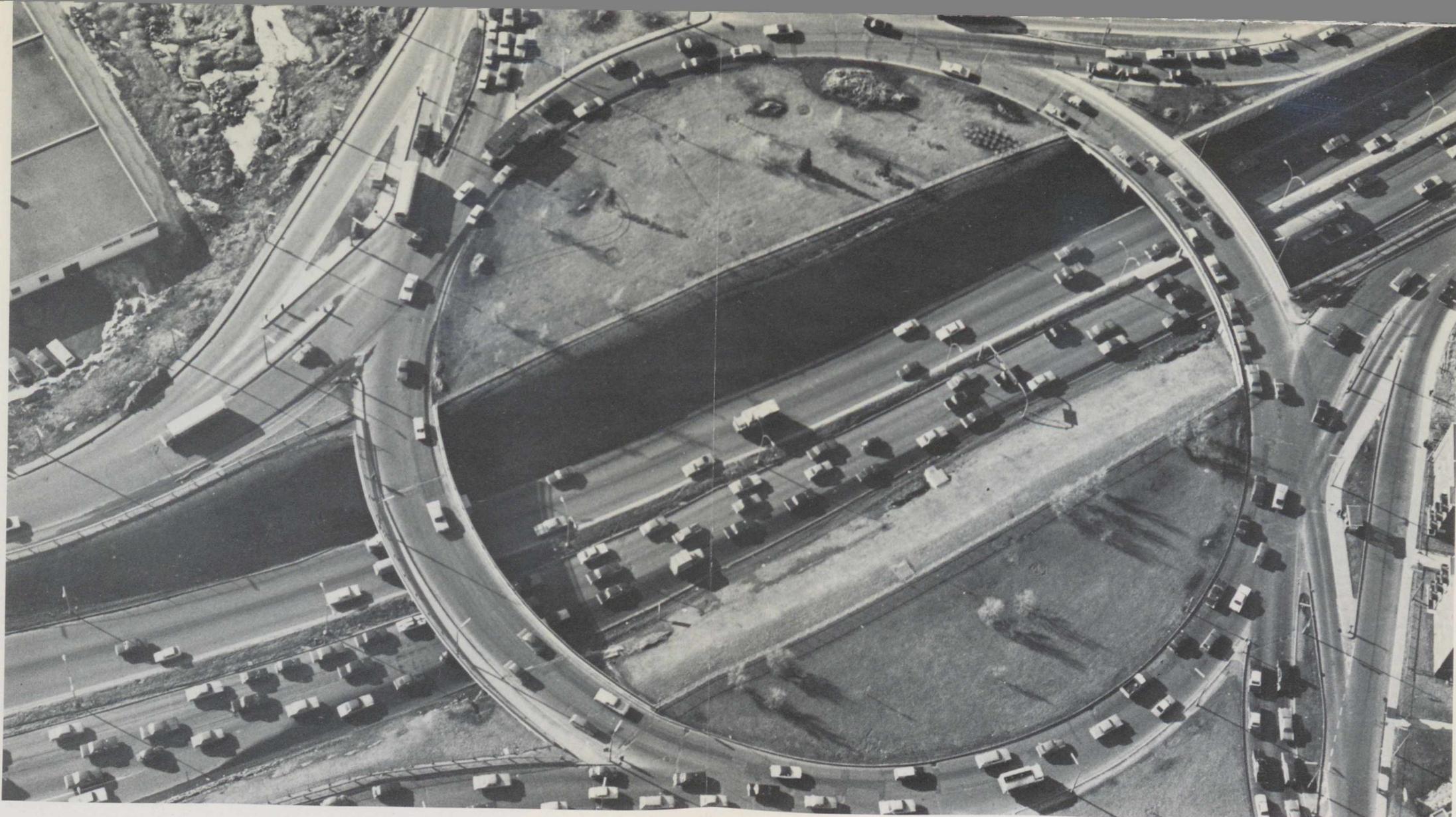
Walking Across The Rockies

NOTES FROM SANFORD FLEMING AND PARTY, SURVEYING POSSIBLE CANADIAN PACIFIC RAIL ROUTE IN 1872

"We halt very frequently for rest. Our advance is varied by ascending rocky slopes and slippery masses and again descending to a lower level. We wade through alder swamps and tread down skunk cabbage and the prickly aralias and so we continue until half past four when the tired-out men are

unable to go further. . . . We camp for the night on a high bank overlooking the Ille Celle Waet [the famous glacier]. . . . Our advance on a direct line we estimate at four miles. Not much to show for a long and hard day's work."

(left) The model below served in World War II. There are snowmobiles for families, built for comfort and extra stability, and there are snowmobiles built for speed and sport. There are also snowmobiles which are neither purely utilitarian nor purely for sport. (right) This one took part in the Plaisted Polar Expedition.



IN CANADA it has always been a challenge to get there from here. Once it was technological; how do you lay a railway over the Rockies? Now it is primarily economic. Last January, Transport Minister Marchand speaking in the House of Commons gave a memorable description of the difficulties.

"This is a very complicated matter. We are working with the provinces. I met with the western Ministers. I met with the Ontario Minister; I met with the Québec Minister. I met with the Atlantic Ministers to discuss these matters. I hope we are going to find the solution. . . .

An Honourable Member: "It is a mess."

Mr. Marchand: "Yes, of course it is. It still is, and more than you think."

That was last January. In June, Mr. Marchand offered the House a new set of transportation guidelines which called for the government to take a "more active role" in shaping the nation's transportation system.

In Canada, government involvement in transportation is both natural and traditional — it is needed to balance two forces which tend to keep people apart. Space is the first

— the citizens of Vancouver, Inuvik and Montréal are separated by ranges of mountains, endless wheat fields and vast stretches of ice, rock, water and muskeg. Weather is the second.

The laissez-faire techniques that built railways, airways and highways in the United States did not work as well in Canada. In the beginning, the colonials in both cases were huddled on the eastern edge of a rich and difficult continent, but these difficulties were greater in the north than in the south. In Canada there was and there would always be a wider and greater dependence on transportation — population centres would be slower to form, fewer in number and farther apart.

In this issue of CANADA TODAY/D'AUJOURD'HUI we look at some of the difficulties and triumphs of transportation in Canada, at the efforts of some of the movers and shakers and at the government's latest guidelines. This issue of the magazine should be opened with some care. It is not in the form of a book but in the form of a poster, one side of which is a map showing some varied ways in which Canadians may move from where they are to where they wish to be.



A bull train en route from Fort Benton in the US to Fort MacLeod in Canada in 1879. The route was known as "Whoop-Up" Trail because of the manner in which some travelers behaved.

**WESTWARD HO!
BY BIRCH BARK CANOE**

An excerpt from the *North-West Passage by Land*, 1865, by Viscount Milson, MF, FRGS, FGS, & Etc. and W. B. Chadle, MF, MD, Cantab, FRGS.

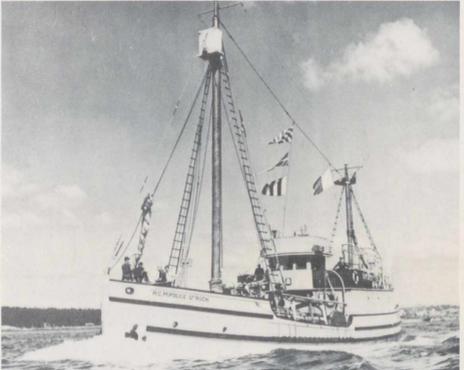
"After much bargaining, we managed to obtain two birch-bark canoes. . . . One of them was full of bullet holes, having been formerly the property of some Assiniboines who were waylaid by a war party of Sioux. . . . the other was battered and leaky and both required a great deal of patching and caulking. . . . We did not take very large supplies of provisions with us, as we expected not to be more than eight or ten days on our voyage and knew that we should meet with plenty of ducks along the river. We therefore contented ourselves with twenty pounds of flour and the same of pemmican with about half as much salt pork, some grease, tinder and matches, a small quantity of tea, salt and tobacco, and plenty of ammunition. A tin kettle and frying-pans, some blankets and a waterproof sheet, small axe and a gun and hunting knife apiece, made up the rest of our equipment."



The Terminal City Cycling Club rallied at the Vancouver Reservoir on August 12, 1902. The cyclists were directed by a bugler in uniform who blew recognized calls.

AERODROMES AWAY

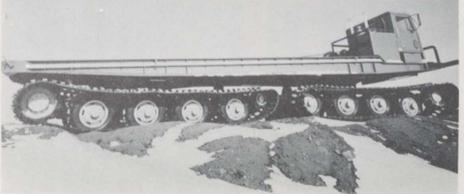
Dr. Alexander Graham Bell, a celebrated Canadian, formed the Aerial Experiment Association at Baddeck, NS, in 1907. It hoped to build a "practical aerodrome or flying machine driven through the air by its own power and carrying a man." It did. F. W. Baldwin flew one at Hammondsport, NY, in April 1908. J. A. D. McCurdy flew the famous *Silver Dart* for half a mile from the ice of Baddeck Bay, NS, on February 23, 1909.



The Royal Canadian Mounted Police vessel *St. Roch* sailed across the northern seas from Vancouver on the west coast to Halifax on the east and back.

**HIGHWAYS ARE THE MAINWAYS
FOR MOST CANADIANS**

Most Canadian families own automobiles (there are 9,000,000 motor vehicles registered) and they travel over 518,419 miles of roads and streets. The Trans-Canada Highway extends across the continent 4,796 miles, from St. John's, Newfoundland, by ferry to Nova Scotia, and thence all the way to Victoria, British Columbia. It is the longest ribbon of national highway in the world.



Snow vehicles can come in very large sizes. The biggest are used to haul freight in the North, from Yellowknife to Port Radium and over the MacKenzie Valley from Providence to Inuvik. One of the prime movers was Bruce Nodwell of Calgary who began building tracked vehicles in 1952. His company *Foremost Tracked Vehicles* sold the first six- and eight-axle vehicles to Russia. The vehicles carry forty to sixty tons on flatbeds, move at seventeen miles per hour and ford streams four feet deep. They will start in temperatures fifty to sixty degrees below zero.

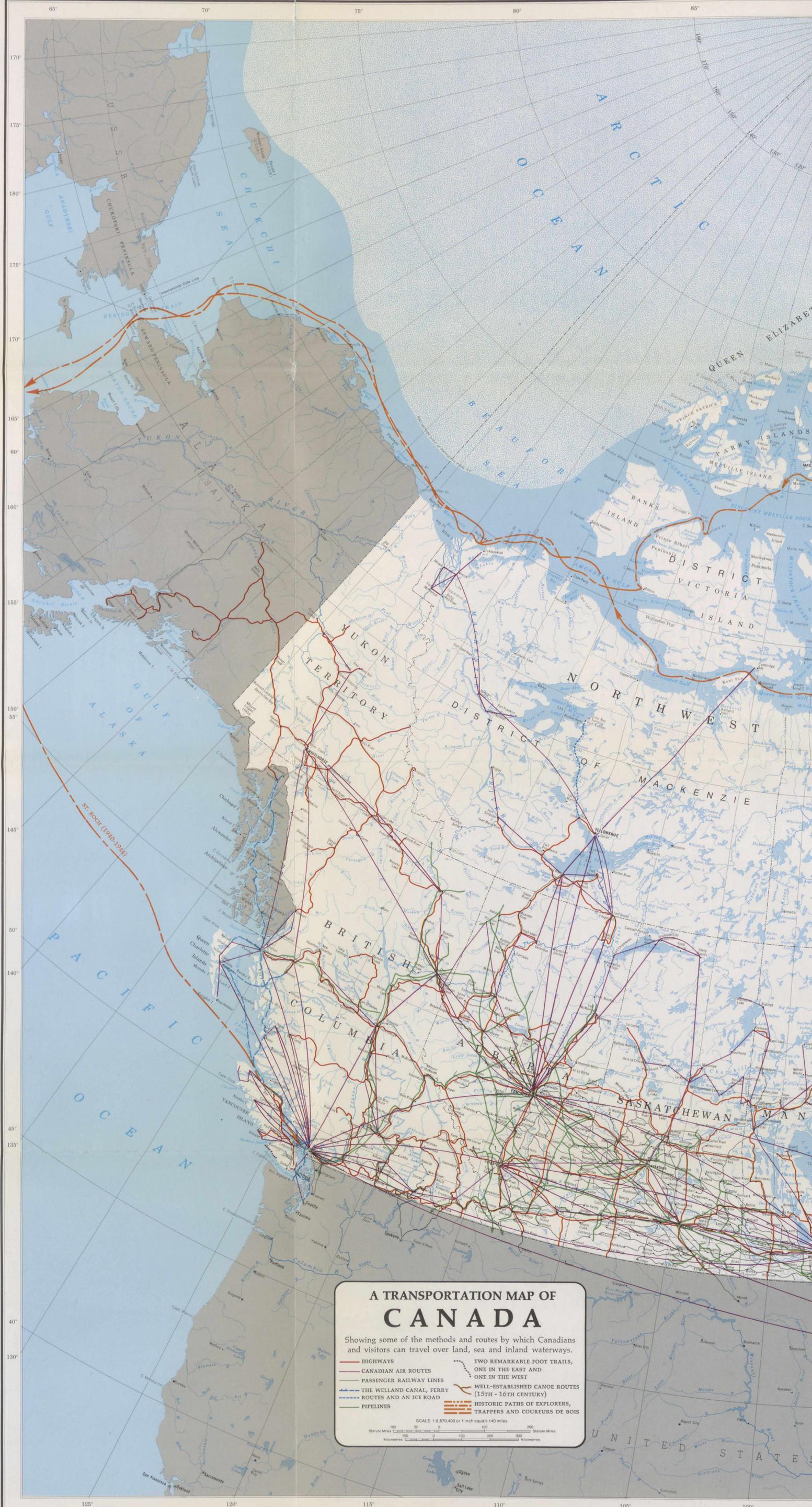
THE LONG SLIDE

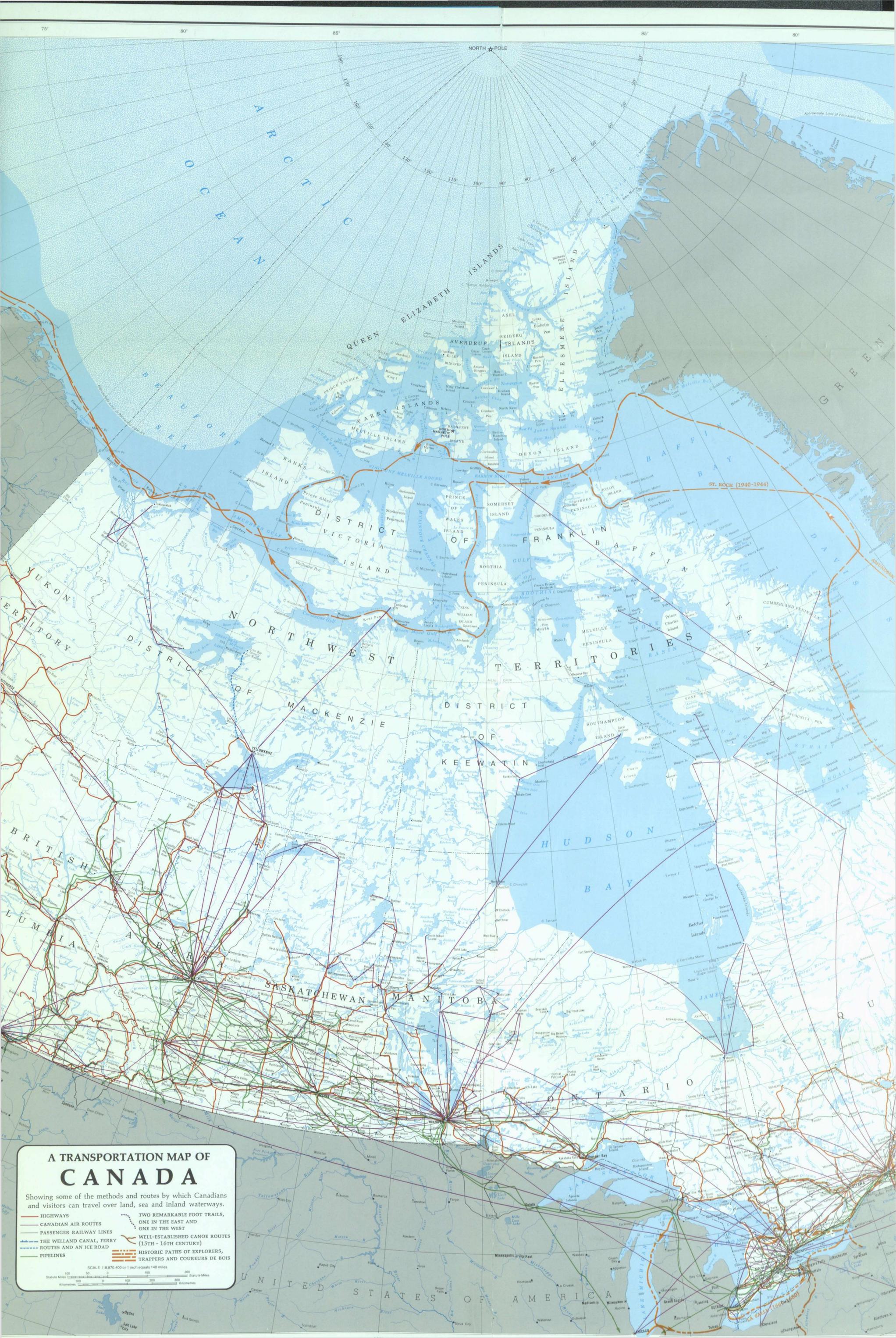


John Denison was, until his retirement, the builder of the annual 300-mile ice road running north from Yellowknife, NWT, to Great Bear Lake and the Arctic Circle. The road, scraped and packed into existence each winter, melts each spring. It is laid across the thick ice of endless lakes linked by portages of packed snow.



STOL stands for Short-Take-Off-and-Landing and STOL planes can take off and land on 2,000 foot runways — conventional aircraft need 10,000 foot runways. STOL ports require little space, and can be placed near the centres of cities, which cuts total travel time on short flights. The first STOL service was inaugurated between Ottawa and Montréal, with 11-passenger planes and 30 flights a day each way. The over-all, "hotel to hotel" time for the 110-mile trip is 90 minutes, compared with the average times of two-and-a-half hours for other means of transportation. The latest STOL plane, the DASH 7, carries 50 passengers and a crew of two. It is manufactured by de Havilland Aircraft of Canada, Ltd., and is powered by four turbo-prop engines. It is low on fuel consumption and has all the flight comforts of conventional aircraft.





A TRANSPORTATION MAP OF CANADA

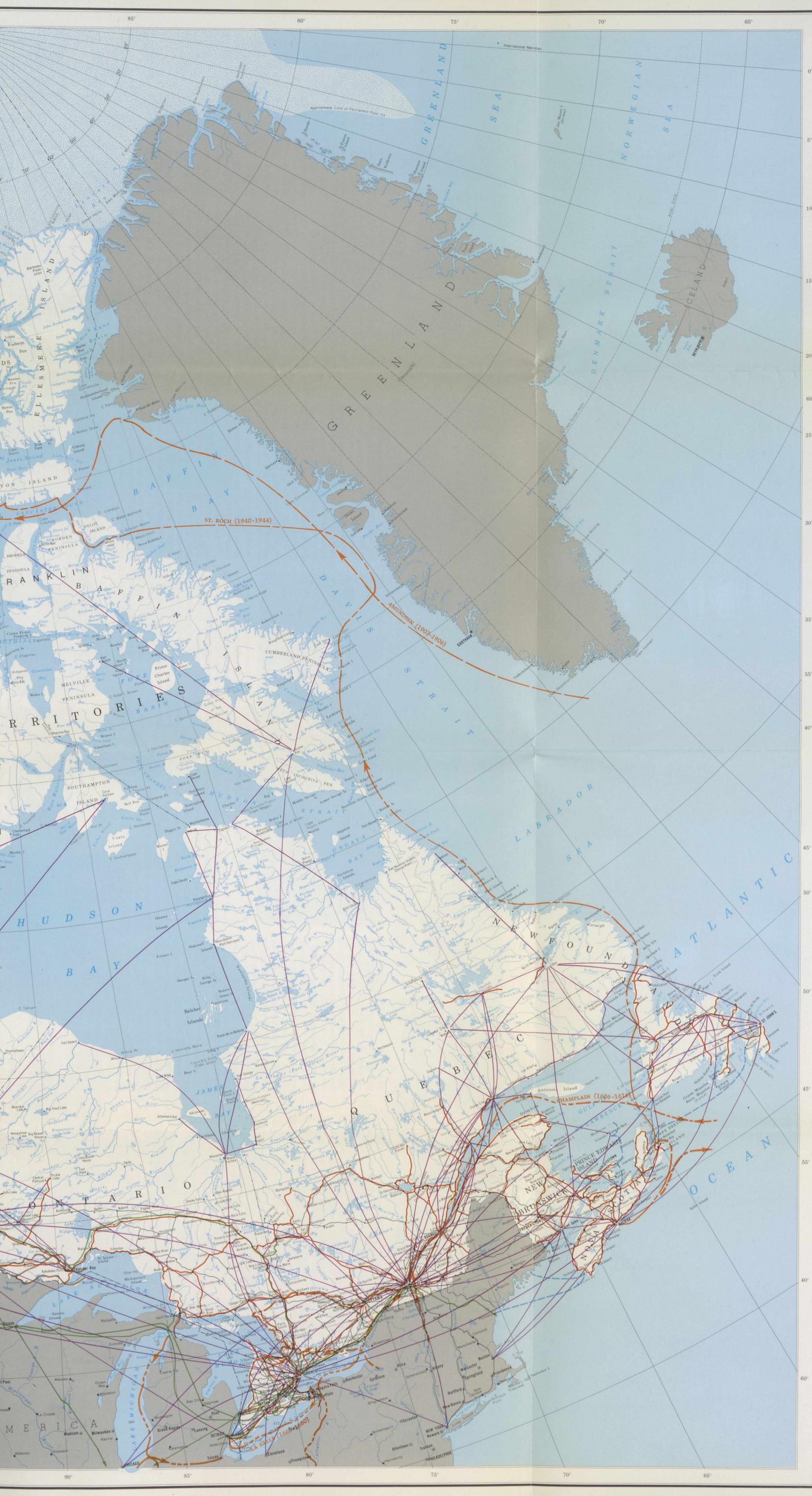
Showing some of the methods and routes by which Canadians and visitors can travel over land, sea and inland waterways.

- HIGHWAYS
- CANADIAN AIR ROUTES
- PASSENGER RAILWAY LINES
- THE WELLAND CANAL, FERRY ROUTES AND AN ICE ROAD
- PIPELINES
- TWO REMARKABLE FOOT TRAILS, ONE IN THE EAST AND ONE IN THE WEST
- WELL-ESTABLISHED CANOE ROUTES (15TH - 16TH CENTURY)
- HISTORIC PATHS OF EXPLORERS, TRAPPERS AND COUREURS DE BOIS

SCALE 1:8,870,400 or 1 inch equals 140 miles

Statute Miles 0 100 200
Kilometres 0 100 200

UNITED STATES OF AMERICA



Though Canada has, from necessity, invented or evolved a variety of odd machines for getting places, Canadians are still fond of going places by foot. One excellent place they go is along the Bruce Trail, which follows the Niagara Escarpment north, from the Niagara River to Georgian Bay, 430 miles, through rural and, in some cases, wild Ontario. The trail is marked by white paint blazes (looping paths which leave and rejoin the main one are distinguished by blue blazes) and it may be entered at scores of access points. It runs beside precipices, through dense woods, crosses gentle meadows and scrambles over the difficult rocks of Georgian Bay. Along the route are the towns of Queenston, Grimsby, Campbellville, Terra Cotta, Cataract, Orangeville, Primrose, Honeywood, Singhamton, Craigleith, Owen Sound and Wiarton. Most of the trail is within a two-hour drive of Toronto. An excellent guide to the trail is available from The Bruce Trail Association, 33 Hardale Crescent, Hamilton, Ontario, for \$6.



People who love trains love the Canadian National and the Canadian Pacific which can take them in domed observation cars across the Rockies.

THE LIFESAVING TRAIL

Determined hikers, in parties of three or more, may wish to walk from Bamfield to Port Renfrew on Vancouver Island, BC.

The 45-mile trail, now part of the Pacific Rim National Park, was originally cut to permit shipwrecked sailors to make their way back to civilization.

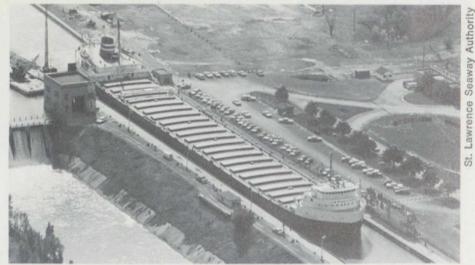
Modern hikers, in reasonably good physical shape, can make the trip in six to eight days. They should carry a 50-foot rope, first aid items, spare clothing, full provisions wrapped in plastic bags for protection against animals and a small axe. Strong hiking boots are recommended. There is plenty of driftwood for fires but trash that cannot be burned must be carried out. Those wishing to know more should write to Harry P. McKeever, Department of Travel Industry, Victoria, BC.



The Canadian Coast Guard Voyager, an air-cushioned vehicle, breaks ice on Lake St. Louis. The Voyager is stationed in Montréal to assist in ice control.

SOME TIMELY ADVICE FOR THOSE CROSSING HUDSON'S BAY IN THE SUMMER AS OFFERED BY LIEUT. EDWARD CHAPPELL, RN, OF HMS ROSAMOND, WHO MADE THE TRIP IN 1817

"As there is generally a glut of ice floating about the centre of Hudson's Bay, a ship on leaving Mansfield Island and having a northerly wind, ought to steer for Cape Churchill, until they reach within sixty leagues of the land, when they may alter the course and steer for York direct..."



A Laker goes through the Welland Canal.

MOVING TIMBER, OIL AND IDEAS

When freight is moved, people usually move with it—cargo ships have crews and trains have brakemen—but some things do travel more or less by themselves. Logs come down rivers in booms; oil moves across prairies in pipelines; and ideas, in words and pictures, bounce off satellites in the sky.

The cheap, dependable movement of fossil fuels is essential to the Canadian economy. Nearly two million barrels of crude oil and over six billion cubic feet of natural gas from Canada's western provinces flow through Canadian pipelines each day to consumers in Canada and the United States.

The west-east crude oil pipeline, which now goes from Vancouver to Toronto, will be extended to Montréal during the next year, increasing the security and flexibility of the nation's energy supply. Even then Canada will need to import oil from South America, the Middle East and Africa to fill nearly half of its needs.

Three groups hope to build gas pipelines from the North to southern markets. The Canadian Arctic Gas Pipeline Company, a consortium of nineteen Canadian and American firms, hopes to move gas south from Alaskan and Canadian fields through a forty-eight-inch pipeline under the MacKenzie Valley to markets in Canada and the United States. An exclusively Canadian company, Foothills Pipeline, proposes to build a smaller diameter line which would initially carry only MacKenzie Delta gas to Canadian consumers.

A third natural gas pipeline, proposed last summer, is also under serious consideration. The government's Petro-Canada is participating in a \$54 million study of the feasibility of constructing a line from the eastern Arctic Islands to markets in southern Canada. The study is being underwritten primarily by a consortium of companies called the Polar Gas Study Group. The Ontario government has said it will invest \$10 million in the project.

A Royal Commission, headed by Mr. Justice Thomas Berger of the British Columbia Supreme Court, has been holding hearings for the past year inquiring into the environmental, social and economic effects of such projects in the Canadian North. The National Energy Board will begin extensive hearings on the first applications this autumn. The US Government is also reviewing other ways of transporting Alaskan gas: either by pipeline across Alaska and then by tanker, or by pipeline across Canada.

Perhaps by the end of the decade a further multibillion-dollar project for a pipeline to transport Canadian Arctic Islands gas southward will be forthcoming. Other oil and gas pipeline projects on the continental shelf and in the Arctic are quite possible by the end of the century.

The easy movement of ideas is also essential to the cohesiveness of Canada, a country with a relatively small and scattered population. Virtually all Canadians are now within the range of television and radio. Canada, with some 22 million people, has 446 television transmitters, a communications density second only to Switzerland's. Radio service is even more extensive. The Northern Services of the Canadian Broadcasting Corporation broadcasts in English, French and the native tongues of 60,000 Indians, Eskimos and Métis. Both the CBC and Canada's private radio and television networks make use of Canada's Aniks, the world's first domestic commercial satellites. There are three of them, and they move in a geo-stationary orbit 22,300 miles above the equator and relay TV and radio messages to Canadians from the Atlantic to the Pacific and to the distant North, far above the Arctic Circle.

Underground in Toronto and Montréal



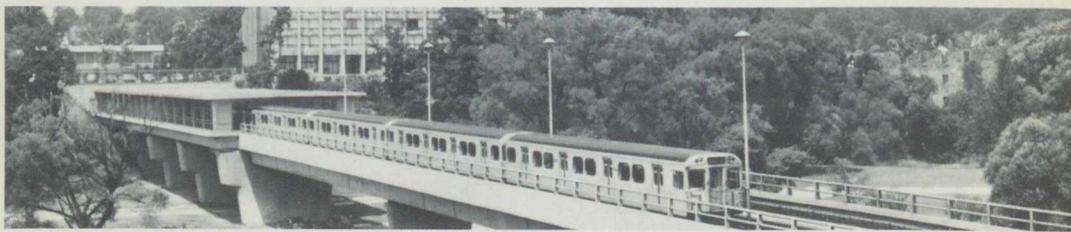
Urban mass transportation fell on hard times in most of North America after World War II. Everybody moved to the suburbs and became first two-car and then three-car families. Old subway systems grew grimy and went into debt, and street car operators went off their trolleys as more and more commuters clogged more and more highways, filling the air with noxious fumes.

Meanwhile Toronto and Montréal were moving in a somewhat different direction. Toronto's subway system began taking shape in the early fifties, and it was soon one of the city's most

appealing assets. The trains are clean, reliable and fresh smelling. The fare is subsidized and transfers are free.

Montréal's Metro is newer and more spectacular. It is part of a great underground-overground complex of shops, theatres, covered promenades, restaurants, hotels and office buildings. One can travel all over downtown winter-time Montréal, shopping, dining and attending the theatre, without stepping out in the cold.

The deep blue enamel cars, designed by Jacques Gillon, are linked in nine car trains. They have clean and simple lines and big quiet rubber wheels. The stations are designed by different architects and decorated by different artists.



Toronto Transit Comm.

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