

carrying capabilities of the railways are steadily being improved with larger, more efficient cars and locomotives and modernized handling and terminal services. Each year hundreds of units, particularly freight cars, are converted and modified for specific types of traffic and replaced by special-purpose equipment for particular hauling jobs. Passenger trains as well are lighter and faster than formerly, with meal service modelled more on the airlines and take-out counters than on hotel dining-rooms.

**Revenue freight.** Total freight carried by all common carrier railways, including national loadings and receipts from US connections, in the years 1978-82 is shown in Table 13.6 under the commodity structure adopted in 1970 based on Statistics Canada's commodity classification. The data reflect a worsening economic climate over the period. One notable exception among commodities was wheat, which increased by more than 35%.

On the basis of total tonnage carried, ignoring duplication, the major carriers of Canada's 1982 railway freight traffic were Canadian National (36.9%) and Canadian Pacific (32.0%). The Quebec North Shore and Labrador Railway, built to transport ore and concentrates from the iron mines of the Schefferville and Wabush areas of Quebec and Labrador to water transportation facilities on the St. Lawrence River, accounted for 7.8% of the tonnage. Other individual railways carrying 1% or more were British Columbia Railway (3.1%), Ontario Northland Railways (1.9%), and Chesapeake and Ohio (1.2%).

**Passengers carried.** In 1982, more than 21.3 million revenue passengers travelled by rail. Of these VIA carried 6.2 million or 29.1%. During the previous year, there were 24.3 million rail passengers, of which 16.6 million or 68.3% were commuters. Of the 7.7 million non-commuter or intercity passengers, VIA carried 7.1 million or 92.4%. Preliminary data for 1983 show that VIA passengers numbered 6.5 million, up 5.3% from 1982.

The overall reduction of 12.3% in number of passengers from 1981 to 1982 represents a reversal of a generally rising trend from the 1973 low of 19.8 million rail passengers, of which 5.0 million or 25.5% were intercity.

## 13.4 Road transport

### 13.4.1 Highways

Every province across Canada has a network of highways, both freeways and scenic routes. Linking capitals and major cities from Victoria on Vancouver Island to St. John's in Newfoundland is the Trans-Canada Highway, completed in 1962. Branching from it west of Winnipeg and thence northwest to Prince Rupert is the Yellowhead Highway. From the two westernmost provinces the cities of the south are joined to Yukon and Northwest Territories by a

number of highways. Of these the Alaska Highway from Dawson Creek, BC to Fairbanks, Alaska is the oldest and best known. It celebrated its 40th anniversary in 1982. Crossing it at Whitehorse is the Klondike Highway from Skagway to Dawson; from there the Dempster Highway leads to Inuvik in the Mackenzie River delta. Fort Simpson and Yellowknife have access to British Columbia via the Liard Highway and to Alberta via the Mackenzie Highway. Saskatchewan's most northerly highway is the Semchuk Trail which extends in winter to the shores of Lake Athabaska. In Manitoba it is possible to go north from Winnipeg to Lynn Lake. Ontario's highway system extends as far north as Red Lake. In Quebec, a great circle extends eastward and westward from Montréal and north to Chibougamau.

In southern Canada many highways have been built between cities. At various points along the US-Canada border highways provide access to neighbouring states. One of the principal highways in Eastern Canada is the MacDonald-Cartier or 401 which extends from Windsor in southwestern Ontario to Cornwall and thence into Quebec to become the Cartier-MacDonald or Highway 20 along the south shore of the St. Lawrence River through to Rivière-du-Loup.

To complete the highway system, bridges, ferries and causeways are used to cross major waterways. A CN Marine ferry joins Port-aux-Basques in Newfoundland and North Sydney in Cape Breton; the Canso Causeway links Cape Breton Island to mainland Nova Scotia. Highways in that province are supplemented by many ferries, providing connections to Prince Edward Island, New Brunswick, Newfoundland and Maine. Along the lower St. Lawrence River and the Niagara River, international toll bridges and ferries link Ontario to New York State. Two bridges and a tunnel join Windsor and Detroit. Crossing the St. Clair River are two toll ferries and a bridge. Another bridge connects the twin cities of Sault Ste Marie, Ont. and Sault Ste Marie, Mich.

On the West Coast, ferries are used between mainland British Columbia and Vancouver Island, in coastal waters and to points on the US seaboard. They vary from the SeaBus, a commuter ferry which is part of Vancouver's urban transit system, to the Prince Rupert-Skagway ferry which is a coastal service linking the Yellowhead and Klondike highways. This ferry and others along the Inner Passage take the place of highways along the rugged shoreline. The ferry from Swartz Bay to Tsawwassen is part of the Trans-Canada Highway, and the major link between Victoria and Vancouver. To the south, the Victoria-Seattle ferry is a popular summer alternate to air or highway journeys to the west coast states.

### 13.4.2 Motor vehicles

**Registrations.** The number of vehicles registered for road use continued to rise steadily to a record