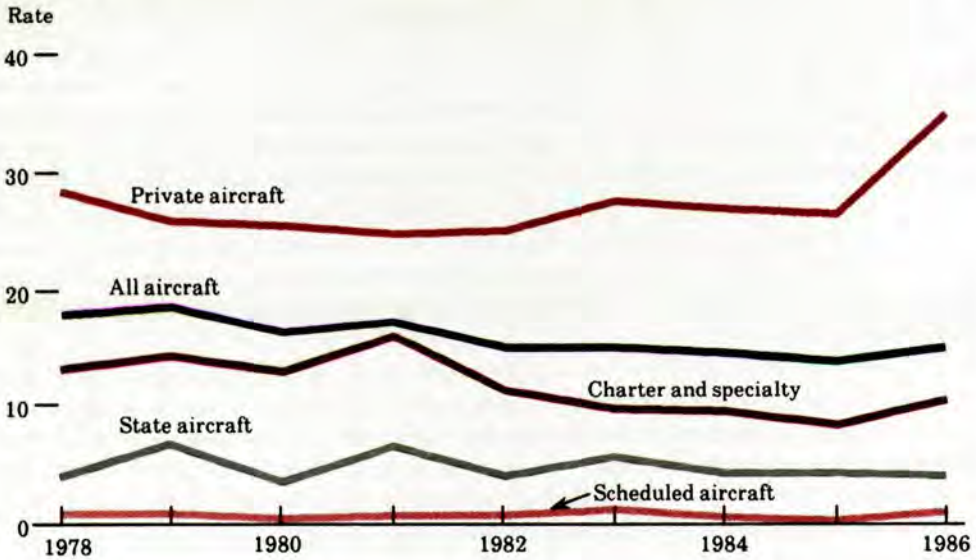


Chart 13.1

Accident rates per 100,000 flying hours

Conversely, growth in local movements has suffered a number of set-backs. In the 1960s, the federal government eliminated the subsidy it had paid for students at flying clubs, and in the early 1970s, with fuel scarcities and consequent hikes in fuel prices, there were further declines in activity. The economic recession of the early 1980s served as a further set-back. The number of itinerant movements at all airports was affected. Collectively, their recorded landings and take-offs dropped from 3.7 million in 1980 to 3 million in 1985. However, this number had increased to 3.4 million by 1987.

Of the five busiest airports, in terms of itinerant movements, Lester B. Pearson International, formerly Toronto International, and Canada's busiest airport, reported increased activity, up 33.3% in 1987 compared to 1983. The airports at Vancouver and Montreal (Dorval), ranked second and third, experienced increases over the same period of 36.0% and 17.7%, respectively, while movements at Calgary and Victoria, ranked fourth and fifth, rose by 8.0% and 30.9%, respectively.

In terms of the number of passengers handled in 1987, Lester B. Pearson registered 18.35 million, Vancouver recorded 7.82 million passengers and Montreal (Dorval) had 5.97 million. Calgary was

the fourth busiest airport during the year with 4.01 million while Ottawa ranked fifth, handling 2.44 million passengers.

13.3 Rail transport

13.3.1 Historical perspective

Canadian railway history began with the opening of a 26 km line between St-Jean and LaPrairie, Quebec on July 21, 1836. Twenty-four years later, there were over 3 200 km; most of this comprised the Grand Trunk Railway which extended from Sarnia, Ont. through Toronto, Ont. and Montreal, Que. and eastward to Rivière-du-Loup, Que. A transcontinental railway joining the rail lines in the Maritimes to the Grand Trunk and the extension of the Grand Trunk westward became an important part of the Confederation dream.

The Atlantic provinces had invested heavily on building railways in hopes of linking up with the Grand Trunk; these provinces envisioned in Confederation the opportunity to become part of an intra-national railway system. With the promise of its construction written into the British North America Act of 1867, Nova Scotia and New Brunswick joined Confederation. Prince Edward Island joined Confederation in 1873 when the