

BICENTENNIAL ESSAY CONTEST
'TRANSPORTATION IN ONTARIO'

CRITERIA FOR JUDGING

THE FOLLOWING CRITERIA HAVE BEEN DEVELOPED TO ASSIST YOU IN JUDGING SUBMISSIONS IN CN RAIL'S BICENTENNIAL ESSAY CONTEST "TRANSPORTATION IN ONTARIO'. THEY ARE INTENDED TO PROVIDE A MEASURE OF CONSISTENCY IN EVALUATING THE ENTRIES, BUT SHOULD NOT BE REGARDED AS IRON-CLAD RESTRICTIONS.

IT IS EXPECTED THAT JUDGES WILL APPLY THEIR OWN EXPERTISE, EXPERIENCE AND JUDGMENT FAIRLY IN THE BEST INTERESTS OF ALL CONTESTANTS.

CRITERIA - JUNIOR AND SENIOR DIVISIONS

ALTHOUGH THE CRITERIA FOR JUDGING BOTH DIVISIONS ARE THE SAME, SENIOR DIVISION ENTRIES ARE EXPECTED TO EXHIBIT A DEEPER INSIGHT AND UNDERSTANDING OF THE ESSAY TOPIC. MOREOVER, SENIOR ENTRIES WILL INCORPORATE BASIC ENGLISH COMPOSITION, SPELLING, ORGANIZATION AND STYLE, THAT ARE SUPERIOR TO JUNIOR DIVISION ENTRIES.

CONTENT & ORIGINALITY	65
SPELLING	10
GRAMMAR	10
ORGANIZATION	10
STYLE	5
	<u>100</u>

CONTENT & ORIGINALITY : ESSAYS SHOULD ADDRESS TO SOME EXTENT ALL FOUR MAJOR MODES OF TRANSPORTATION - AIR, WATER, ROAD AND RAIL. HOWEVER, SOME CONTESTANTS MAY CHOOSE TO HIGHLIGHT ONE MODE OR MAY ADVANCE IDEAS ABOUT A TOTALLY DIFFERENT FORM OF TRANSPORTATION.

GEOGRAPHICALLY THE ESSAYS MAY APPLY TO THE ENTIRE PROVINCE, BUT LOCAL EXAMPLES ARE ACCEPTABLE AND DESIRABLE.

ESSAYS SHOULD PRESENT NEW AND INTERESTING INTERPRETATIONS OF HISTORIC INFORMATION ABOUT TRANSPORTATION MODES. A GOOD DEAL OF ORIGINAL THINKING SHOULD BE DEMONSTRATED IN THE LATTER PART OF THE ESSAY DEALING WITH HOW ONTARIO'S FUTURE WILL BE INFLUENCED BY THE VARIOUS MODES OF TRANSPORTATION.

SPELLING &
GRAMMAR :

ESSAYS SHOULD INCORPORATE BASIC ENGLISH COMPOSITION AND CONTAIN A MINIMAL NUMBER OF SPELLING AND GRAMMATICAL ERRORS.

ORGANIZATION :

A WELL ORGANIZED ESSAY SHOULD BEGIN WITH AN INTRODUCTION TO THE TOPIC, LEAD INTO THE BODY OF THE ESSAY AND END WITH A CLOSING SUMMARY OR STATEMENT. SENIOR DIVISION ESSAYS MUST INCLUDE A BIBLIOGRAPHY.

STYLE :

THE ESSAYS SHOULD FLOW SMOOTHLY AND BE EASILY READABLE. STATEMENTS OR POINTS OF INTEREST SHOULD BE MADE IN A LOGICAL ORDER.

BASED ON THESE GUIDELINES JUDGES WILL AWARD AN OVERALL MARK AS A PERCENTAGE OF 100 TO EACH ESSAY. ESSAYS IN EACH COMMUNITY WILL BE EVALUATED BY THE SAME NUMBER OF JUDGES. WHEN THE JUDGING IS COMPLETED THE MARKS WILL BE COMPARED AND THREE WINNERS ESTABLISHED IN EACH DIVISION.

THANK YOU FOR VOLUNTEERING TO PARTICIPATE IN THIS BICENTENNIAL CONTEST.

BICENTENNIAL ESSAY CONTEST SPONSORED BY CN RAIL

CONTEST DETAILS:

1. OPEN TO ALL STUDENTS FROM GRADES 7 THROUGH 13.
2. ESSAY TOPIC - TRANSPORTATION IN ONTARIO: WHAT ROLE HAS TRANSPORTATION PLAYED IN ONTARIO'S HISTORY? HOW WILL THE ONTARIO OF TOMORROW BE INFLUENCED BY THE VARIOUS MODES OF TRANSPORTATION?
3. STUDENTS IN GRADES 7, 8 AND 9 ENTER THE JUNIOR DIVISION. GRADES 10, 11, 12 AND 13 THE SENIOR DIVISION.
4. DEADLINE FOR RECEIPT OF ESSAYS JUNE 30, 1984.
5. ESSAY LENGTH: JUNIOR DIVISION MAXIMUM 1,000 WORDS;
SENIOR DIVISION MAXIMUM LENGTH 1,500 WORDS.
6. ESSAYS MAY NOT INCLUDE ILLUSTRATIONS.
7. SENIOR DIVISION ESSAYS MUST INCLUDE A BIBLIOGRAPHY.
8. ESSAYS MUST BE DOUBLE-SPACED, AND EITHER TYPED OR IN LEGIBLE HANDWRITING. THEY MAY BE SUBMITTED ON FOOLSCAP, STANDARD 8 1/2 X 11 OR LEGAL SIZE PAPER. PAGES SHOULD BE STAPLED IN THE UPPER LEFT HAND CORNER AND NUMBERED IN THE UPPER RIGHT HAND CORNER.
9. STUDENTS MAY SUBMIT ONLY ONE ESSAY.
10. DO NOT WRITE YOUR NAME OR PUT ANY IDENTIFYING MARKS ON YOUR ESSAY. ATTACH ENTRY FORM TO ESSAY FOR IDENTIFICATION PURPOSES.
11. PRIZES: THREE MONETARY PRIZES WILL BE AWARDED IN EACH DIVISION, IN YOUR COMMUNITY: 1ST PRIZE - \$500 2ND PRIZE - \$200 3RD PRIZE - \$100.
12. ALL ESSAYS BECOME THE PROPERTY OF CN RAIL, WHICH MAY REPRINT THEM GIVING FULL CREDIT TO THE WRITER.
13. ALL ESSAYS WILL BE REVIEWED BY A LOCAL PANEL OF JUDGES. ESSAYS WILL BE MARKED ON THE FOLLOWING CRITERIA: CONTENT, SPELLING, GRAMMAR, ORGANIZATION, ORIGINALITY, STYLE AND PRESENTATION. ESSAYS MAY BE SUBMITTED TO:
ANY BRANCH OF THE FORT ERIE PUBLIC LIBRARY
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Transportation In Ontario

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Ontario, in its developing and present stage, has, and has had, all sorts of transportation methods used.

But, over all other ways of getting from one place to another, the cheapest, most reliable, and ancient method is, of course, walking.

Besides the previous reasons, walking is used to keep us in shape and there are different forms of it too. Running, jogging, skipping and 'galloping' are just some of the various ways.

In the beginning of time, people relied on their own abilities to get them where they wanted to go, or other people would carry, push, or pull them on some sort of a variety of objects. One such

to operate it.

Cars were invented by an American, Henry Ford, in 1896. These machines are an important factor in the everyday lives of a citizen, either in Ontario, or another part of the world. A reliable source, most of the time, a car can get you to your destination, whether it be a great or small distance, promptly, safely and quickly if caution is displayed.

Cars and other forms of the automobile have been beneficial to Ontario in this twentieth century.

For health and safety purposes, fire trucks, ambulances, and police cruisers help the public, save lives and make the streets safer, as they have done in the past.

Cars, trucks, buses, and vans are valuable possessions for the average person. Everyday billions are on the road, taking people to the corner store, visiting, or across land on a vacation. Luggage, picnic baskets or climbing gear can be packed in or on top of the newly remodelled automobile being used.

Many original methods of transportation are still being used today. Most have been reconstructed, modernized, and/or more intricately designed to benefit more the immediate clients whom they transport.

One such example is the bicycle. In the beginning, this popular transportation vehicle was moved by the rider's feet. A large front tire and handles

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like that of a modern tricycle were the steering devices, while a seat was positioned almost above the exact middle of a small back tire.

The seat was low so the driver could 'walk' the bike along while sitting.

Later, pedals were attached and the seat moved forward. If a person was now to pedal the bike, they required a sense of balance.

This also recommended equal sized tires and they were equipped. Now a person could go even faster - without the use of gas which cars require - than a walking pace.

Then came the devices that enabled cars to change speed, gears.

Bicycles now had gears!

At first these new improved bicycles were rare, but then everybody wanted one. Some had twisted handlebars, some had upright ones, and numerous amounts of gears were available.

These new gears were small, they clicked, but unlike car gears you couldn't 'grind' them.

These new bikes were great for going fast and racing, but not on unpaved or bumpy roads. Springy BMX bikes were next to come out. They were equipped with shocks, wide, deep treaded tires and enabled you to stand up over large bumps and still reach the handlebars. Racing became popular with them.

The two latter bikes are still in in Ontario today but are sure to be made history of by a newer version of the original soon.

From the beginning cars and bicycles were all different shapes, sizes, colours, designs and names.

New and so-called improved versions of every type of vehicle were developed quickly. And every type of - flying car?

Yes, airplanes were being enlargened, modernized and safety equipped from the start.

Bus terminals were servicing the public, streetcars^{too}, trains from oldertimes were being fancied up and modernized. Links all over serviced people since the

beginning of the twentieth century, and still do.

Land, air and sea travel was and is in popular demand. In large cities, new subway - underground, small trains - and streetcars are riden. In rural parts of Ontario horseback riding is popular and farm machinery transports the farmer to, in, and from his fields.

Buses and ferries are used frequently by tourists visiting the sights Ontario has to offer in her year of celebration. The occupants of province enjoy the views too.

Ships and oceanliners import and export Ontario's manufactured and farm grown products to and from foreign countries.

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A large company, one that founded the railway link across Canada and helped Ontario greatly in transportation ways is CN, Canadian National. A large company, it services Ontario and the rest of Canada in a variety of ways.

Ontario is a very busy and quickly changing province in more ways than transit. But transportation today in Ontario is fulfilling our needs quite substantially, and with this year's so far Bicentennial Celebrations the future seems to be bright and the roads to travel, not jammed.

Fort Erie Sr. #4

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TRANSPORTATION
IN ONTARIO

SUBMITTED: JUNE 30, 1984
FOR: CN RAIL ESSAY CONTEST

TRANSPORTATION IN ONTARIO

One of the most important aspects in the growth and development of Ontario, and of Canada as a nation, is the role there played by transportation. Up to now, the main mediums of transport have been: horse and buggy, ship, rail, automobile and air. Looking towards the future, other modes of transport may replace these - new ideas such as monorail, rocketry or other, even yet unimagined, systems of transport.

The most primitive, and generally known as the first method of travel in early Ontario is the use of the horse, or horse and buggy. Although its use was concurrent with that of sea travel it was generally the prevalent mode of transportation for the general population. Use of the horse was sluggish and cumbersome, and this is most likely the cause for the slow settlement of regions distant from the St. Lawrence Seaway. Thus, it was obvious that progressive growth and development of Ontario would have to wait for a more efficient mode of transportation than just the horse.

Sea travel was the first version of early transport to significantly contribute to the growth and development of Ontario. First and foremost is the fact that, other than the native peoples, all early Canadians emigrated by ship. Secondly, the importance of the St. Lawrence Seaway (extending from the Gulf of St. Lawrence, through the Great Lakes in a series of canals) in the early development of Upper Canada (Ontario) cannot be over stressed. Simple

examination of early settlement patterns reveals the obvious desire of Canadians to live near the water, where transportation is easily accessible. Up until the point where land was no longer available in this region, almost all settlement centred within fifteen to twenty miles either side of the Seaway and Great Lakes. However, although important in primary settlement, the obvious restriction of sea transport (only possible where there is a continuous waterway) prevented any outward growth from the Lakes, necessitating some other form of transportation in the settling and development of the rest of Ontario.

The first new development in transportation for Ontario came in the mid-nineteenth century. By 1860 the railroad had cornered a great portion of the transportation market. The first major network was the Grand Trunk Railroad, which opened for business in 1845, connecting Montreal to Sarnia (at the base of Lake Huron) through Kingston and Toronto. Tributaries of the Grand Trunk included the Great Western Railway (connecting the G.T.R. at Toronto to Hamilton, London, Windsor and Detroit (Michigan)) and the Buffalo and Lake Huron Railway (connecting the G.T.R. to Buffalo through Fort Erie). An all new aspect of settlement now began with new towns springing up in the interior of Ontario, instead of just along the St. Lawrence Seaway and Great Lakes. One other aspect of the importance of early railroads is their

effect on movement of materials as well as People. Without rail, and the metals, coal, food, and the Products of each, specialization of jobs, and improvement of industry would not have been Possible, as People would be forced to continue the growing of their own food. Towards the end of the century, the Canadian National Railway and the Canadian Pacific Railway, spanning the entire country, were constructed. This led to a new explosion of settlement and development in Ontario. As Ontario was now the centre of the railroad lines; the link between the western Provinces (wheat farms) and the St. Lawrence Seaway, and also the holder of major routes between Canada and the United States, this trade boom created a new Ontario era of Prosperity. The 'railroad boom' in Ontario continued Partway into the twentieth century when a new mode of transportation would begin to dominate the market.

The age of the automobile began in the time Period immediately following World War II. No longer was it necessary to travel by train, as, with the new Post-war boom, it was now financially Possible for most families to own their own car. Also, transport of goods could be easily carried out by trucks for shorter distances. The Popularity of the automobile was obvious; at a low cost, one could travel almost anywhere, at his own convenience (no scheduals to learn, or changes to make). As the average Person became

much more mobile, development of Ontario continued. Businesses could have branch Plants or stores in nearby communities, with easy access and transport of goods between them. Also, the use of bussing increased the mobility of the minority still without their own car, as well as contributing to the development of larger cities, with a new commuter group living in the suburbs, while working in the city. Tourism in Ontario flourished with the new mobility of the American People. One other item which should be mentioned is the effect of automobile construction on the growth and development of Ontario - both in the number of jobs created, and in other effects of big business in communities across Ontario. However, new Problems accompanied the increasing use of the automobile - Pollution of the atmosphere, and, more Prevalent in the minds of many, the shortage of gasoline and the resulting increased cost of owning and operating a car. Attempts are being made to overcome these with new fuels, but Canadian society may find itself forced to devise and adopt a new Primary method of transportation.

Contemporary with the age of the automobile, but not beginning commercially until the late 1950's was the use of air transport in Ontario. This contributed to the tourist industry, and Promoted business growth. Perhaps one of the most important aspects of airplane use is the improved mail service. As well as the luxury of quicker Personal mail

passage, there is the idea of faster and more efficient business-mail transactions, leading to a more productive business community.

Looking towards the future of transport in Ontario, many changes could occur with the present systems. With the present problems of the automobile as the premier method of personal transportation, it is obvious that another solution must be reached. Perhaps science will be successful in the development of a cheaper, more efficient fuel in their experiments; we could be driving in nuclear, electric, or solar cars in the future. Maybe cars, trucks, and buses will follow the path of the horse and buggy to make way for a new form of transportation, yet unconceived in the minds of scientists. Airplanes could be easily replaced by use of craft such as the new space shuttles; instead of flying half way around the world, you would zip up into orbit, and back down at the destination point, conserving fuel, and still saving time. Possibly a second railroad age will come about, with old electric trains replaced with new, more efficient and powerful, nuclear or solar powered monorails. No one really knows what the future holds in store for the transportation industry, but if history is our example, some kind of change is inevitable.

As can be easily seen, the growth and development of Ontario was greatly influenced by transportation. When

slower and inefficient modes of transport were being used, slow development and settlement was evident. With the utilization of more efficient methods of transport, an increase in overall growth and development can be easily seen. Who knows what kind of economic and physical improvements will result with the new ideas we will see in the future, but it is obvious that, regardless of what kind it is, the future of transportation will directly reflect itself on the future development of Ontario, and of Canada as a nation.

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The view from the bridge on Fort Erie's Central Avenue is one containing all the history of the Old Fort, Niagara Falls and the battle-field of Lundy's Lane combined. I believe it is replete with history because it encompasses each method of travel used by the immigrants since the earliest Coureur de Bois. Railways, seaways, airways and highways are all represented in historically accurate proportions. The railway dominates the foreground; the seaway stretches broadly to the east and west; the omnipresent roads busily network their way across town while the sky is streaked with the frozen paths of airplanes.

Of course this view is only significant if you understand the role each "way" has played in the development of Ontario since its beginnings two hundred years ago. Each method of travel has independantly developped an era in Ontario's social, economic and political growth.. Presently I believe they are evolving into one interacting system which will solve the problems created by early, sporadic and independant growth, thus producing the safest, most economically efficient transportation system for the province of Ontario.

As a railway surveyor at the turn of the century, my grandfather reputably walked where no European ever had before. This story is indicative of the role the railway companies held in Ontario's development. They were leaders; they led colonists into the farthest reaches of the province. They were supporters; once established a colonist relied on the railway for trade, for supplies and for news from the rest of the world. In a colony as large and as untamed as Upper Canada, the railways were virtual lifelines, umbilical cords connecting the new undevelopped towns to the old, "mother" cities.

It was as early as 1849 that the Provincial Government of Upper Canada recognised the influence the railways could have on such a sparsely populated land. In order to encourage investment in railways they penned the Railway Guarantee Act. This guaranteed half the interest payments on bonds of any railway over seventy five miles long. Heavy investment resulted in the formation of the Grand Trunk Railway and the Great Western.

By 1878, the government further committed its support with the Railway Aid Act. This act allowed the government to help financially strapped companies to complete any construction they (alone) could not afford to finish. The belief of the politicians and of the people was that you could not have too much railway track. In fact railways were so important that they were part of John A. Macdonald's three part policy in his first term in office. One reason why the railways became dependent on the government for financial aid was the enormous amount of track needed to service a comparatively small population. Revenue per mile of track was not as great as in other, more populated places.

Another quandary the railway companies found themselves in was over-expansion. Encouraged to build more and more they soon accumulated immense debts. When Ontario suddenly needed her railways the most, during World War One, the companies were steadily going bankrupt. In 1917, the Federal government consolidated its own railway, The Canadian Government Railway with the Canadian Northern Railway, (In 1920 The Grand Trunk was also absorbed), and made the Canadian National Railway. A short study revealed the main reasons for the bankruptcies. Ridiculous over-estimations of the need for railways had produced three lines running parallel across the country. Ironically Canada had too much railway mileage.

In solving one problem the government had augmented another. Were the railways in business to make a profit or serve the public? Accomplishing both at one time seemed an impossible task. Increases in acts like the Crosby's Nest Pass Agreement which froze fares for the transport of Western grain at a level set in 1899, were not authorised until 1948. It was not until the 1950's that the government released its stranglehold on railway fares. The National Transportation Act of 1967 was the first act to provide guidelines for the companies. In advocating, "commercial freedom that does not jeopardize the public", it reminded everyone that the railways were a business. It gave them the right to negotiate rates on freight trains. Not a small concession considering the fact that in Canada, freight trains make up most of railroad revenue.

A side effect of the small passenger service revenue was that the

companies were beginning to close down passenger lines. The federal government preserved the passenger service by creating VIA rail out of CP and CN, thus relieving them of any passenger service as well as their massive annual defecits. As a result both companies reported profits within the next year.

In 1980 a task force studied the companies problems in order to develop a provincial policy that would provide solutions to current issues, (the Mississauga evacuation crisis and the world-wide oil shortage.) The major problems they discovered were: heavy, slow freight trains ruin the track for light, fast passenger trains, (the ride is slower and the train vibrates on the poor track); there was a decided lack of research, trains were inefficient and slow compared to those of Europe and Japan; companies were cutting back on service to out of the way places instead of modernizing.

In general freight service was given preferential treatment resulting in the deterioration noted in the passenger service. The notable exception was the GO trains serving Toronto. The reason the system worked was that it had been integrated with other services like buses, parking space etc. By making several things work together the planners had solved several sets of problems. The city did not need to build another super-highway and less people were driving to work hence less traffic congestion. The resulting suggestions the task force had were to co-ordinate the freight services with marines services and passenger services with city bus systems. The essence of the report was integrate all services in order to derive the maximum usage for the public. The original instigators of the task force were also solved. They advised a large increase in research funds (at least in proportion to the revenue contributed by railways to the G.N.P.) They suggested that the benefits of switching from expensive , foreign petroleum to cheap domestic electricity be explored. At the same time they proposed a list of regulations in order to maximise the safety of freight trains.

If the companies follow the sound advice of that report, they face a bright future of working together and providing Ontario with the best service possible without wasting tax payer's money.

Successful co-ordination is not a civil engineers pipe dream. There are cases where it has occurred naturally and towns have blossomed acc-

ordingly. A prime example in our own region is the sonstruction of the Welland Canal. Because of the steady supply of water it nurtured business and industry. Mills were built on sites at Dunnville, Wainfleet, Thorold and St. Catharines. Where railways and canal met was where towns prospered the greatest. Merritton, now part of St. Catharines, grew where the Great Western crossed the canal. Downtown Welland also grew at a cross section where an aqueduct on the feeder canal crossed the Welland River. The importance of the co-ordination of rail and canals to industry is best reflected in the motto for the city of Welland, "Where Rails and Waters Meet".

The Welland Canal, like the Railways originally began as a private enterprise in the early nineteenth century, but it was absorbed by the federal government in 1841 because a larger canal was needed to serve the populace adequately. Unlike the railways, the canal and also the entire Saint Laurence Seaway, has been modernised frequently, (Mainly because demand is always under-estimated.); however it too is inefficient and needs to be enlarged. Like the railways, it does not matter that the improvements must be paid for by the public, only that the public gets the best possible service so that in the long run, the cnals and trains are a benefit, not a burden.

The last two forms of transportation, roads and airplanes, are also important in this scheme of interaction. Roads replaced trains with the advent of the car in the 1950's. Presently researchers are trying to co-ordinate cars, buses and trains to reduce fuel consumption, pollution and yet maxamize convenience. (ie: GO trains where you park at the station and use the train and bus to get to work). Perhaps it is only the airlines whose financially checkered histories make their out look seem dim; nevertheless, we support our sky "way" because it is a service and some need it.

The future of transportation in Ontario seems as bright as that spring afternoon I stood admiring the view. Careful spending on research and expansion to improve each of the four "ways" will increase the service standards in an economical, practical way.

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Port Erie Sr. Division #3

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The steamship, locomotive and telegraph, all the growth of the last half century, have not only almost annihilated time and space, but have changed the face of the world.¹

The above quote is taken from the book Country Life in Canada, which was written in 1885 by Canniff Haight. The book contains his boyhood recollections from the 1830's.

It is interesting to note in this era of high speed trains, moving walkways, and electronic mail that transportation has, and had such an impact. We hardly think of it ourselves as we accelerate onto the Q. E. or step into a subway train.

The movement of people and goods has always played an important part in the history of civilization. This is no less so in Ontario.

In its beginning transportation in Ontario was basically a matter of how far you could walk, or paddle. If things had stayed this way Ontario would not be what it is today.

Farming communities sprang up, and as settlements grew larger it became worthwhile to connect them. Trails became roads, safe harbours were charted on the lakes and navigable routes mapped between them. Things in Upper Canada began to travel more smoothly.

As it became easier to travel and to transport various goods (both finished products and raw materials) it became easier and more inviting to settle in Ontario. And so settlements were increased due to more efficient means of transport.

Great industrial and population centres sprang up in strategically advantageous positions, due to the availability and ease of transportation. Both Toronto and Hamilton owe much of their industry to the fact that they have adequate natural harbours.

The Welland Canals were constructed in order to make water transportation more economic, both within and through Ontario. By the use of the Canals goods did not have to be unloaded and moved overland and then reloaded into another ship. This greatly increased the ease and the economy of shipping goods by water both in and through Ontario.

The coming of rail, with its economic advantages and of course its relative speed, opened up vast new areas of the province.

Rail, like water transport, enlarged various settlements and added greatly to the economic power of others. Fort Erie, being one such "railway town" and Toronto, having not only a natural harbour, but also a major rail centre.

The dawn of air transportation also contributed greatly

to the development of the province. Formerly isolated settlements could now be connected by a paved strip only a few hundred metres long, or, in the case of helicopters, even less than that. This made the exploitation of much of our natural resources possible. Surveyors and assayers and later Lumber camps and entire mine complexes could be put in place from the air. thus resources and raw materials are obtained that would have been otherwise inaccessible.

The cost of transport is also an important factor to consider. Many resources (mines, forests) were known long before they began to be exploited. The reason for this delay was that the cost of getting at these resources and moving the raw materials to where they could be useful was too great. As the cost of transportation for these resources dropped many of them became feasible commercial ventures.

The cities of Ontario were brought about by transport. This is a type of transport different from that which we have discussed so far.

Cities need people. But they also need industry. And while people will work for an industry day after day, living next to it is another story. People prefer to live in an urban or suburban setting. And so it becomes necessary to transport hundreds of thousands of people daily, from the suburbs to the city and back. These systems of commuter transport have grown and changed also. In Toronto both the TTC and the Go systems have made it possible for workers to commute from office or factory and home daily. Without this

transport the shape of the entire province would be drastically changed. Cities could not be the huge centralized masses of population that they are today. Resources could not be properly taken advantage of. Without adequate transportation the development of the province would have been stunted and warped beyond recognition. Even today adequate transportation is necessary to industry. This no longer means just having the right materials in the right place at the proper time. Today we are living in an age of information. Computer data and electronic mail must also be considered as means of transportation, and developed and nourished accordingly, if Ontario is to have a vital, dynamic future.

Notes

1 Haight Canniff, Country Life in Canada (Mika Publishing Company, 1971) p. 140-141.

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