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TEXT OF REMARKS DELIVERED BY

THE HONOURABLE GORDON CARTON, Q.C.

MINISTER OF TRANSPORTATION AND COMMUNICATIONS

AT THE LUNCHEON MEETING

OF THE CANADIAN CLUB

HELD IN THE CONCERT HALL

OF THE ROYAL YORK HOTEL

BEFORE DISCUSSING TRANSPORTATION OF TODAY AND TOMORROW, I WOULD LIKE TO SPEAK TO YOU BRIEFLY ABOUT THE REORGANIZATION OF THE GOVERNMENT AND SOME OF THE IMPLICATIONS THAT THESE CHANGES WILL HAVE ON TRANSPORTATION IN THE FUTURE.

WHEN THE DEPARTMENT OF TRANSPORTATION AND COMMUNICATIONS SETS OUT TO BUILD A HIGHWAY, THE PROJECT HAS A GREAT MANY MORE IMPLICATIONS THAN THE PROSPECT OF MOVING A CERTAIN VOLUME OF VEHICLES AND PEOPLE FROM POINT "A" TO POINT "B".

THIS SAME HIGHWAY, BESIDES INFLUENCING OUR TOTAL TRANSPORTATION SYSTEM, MAY AFFECT MUNICIPALITIES ALONG ITS ROUTE -CREATE NEW VISTAS FOR INDUSTRY-OPEN UP NEW RECREATIONAL FACILITIES-CREATE CHANGES IN FARM LANDS -MAKE USE OF NATURAL RESOURCES-REQUIRE HYDRO DEVELOPMENT-

~~NECESSITATE NEW HOUSING~~—INCREASE THE NEED FOR LAW
ENFORCEMENT—EXPAND THE LABOUR FORCE; AND ON AND ON.

BEFORE LONG, THIS ONE HIGHWAY PROJECT COULD, AND
IN ALL LIKELIHOOD, WOULD, TOUCH ON THE SPECIAL INTERESTS OF
VIRTUALLY EVERY DEPARTMENT OF GOVERNMENT.

WE HAVE BEEN COGNISANT OF THIS SITUATION FOR SOME
TIME, BUT WHAT THE COMMITTEE ON GOVERNMENT PRODUCTIVITY
HAS DONE, IS TO WORK OUT A NEW ORGANIZATIONAL STRUCTURE
WITH A MORE EFFICIENT CAPABILITY OF COPING WITH THE PROBLEMS
AND MANAGING THE PROGRAMS.

UNDER THE NEW SETUP, MOST OF THE MINISTRIES ARE
BEING BROUGHT TOGETHER INTO THREE LOGICAL GROUPINGS KNOWN
AS POLICY FIELDS. MY MINISTRY OF TRANSPORTATION AND
COMMUNICATIONS, WILL BE GROUPED WITH THE MINISTRIES
CONCERNED WITH AGRICULTURE AND FOOD, ENVIRONMENT, LABOUR,
NATURAL RESOURCES, AND INDUSTRY AND TOURISM; INTO A POLICY
FIELD CALLED RESOURCES DEVELOPMENT.

WHAT THIS WILL MEAN IS THAT IT WILL BE POSSIBLE TO TACKLE MANY ASPECTS OF A SITUATION SIMULTANEOUSLY, RATHER THAN DOING IT PIECEMEAL. WHAT IT ALSO MEANS IS THERE WILL BE THE OPPORTUNITY FOR PUBLIC SERVANTS -- ESPECIALLY OUR SENIOR PEOPLE -- TO BROADEN THE APPROACH IN THEIR DAY-TO-DAY THOUGHT PROCESS TO ENCOMPASS NEW HORIZONS AND PRODUCE A NEW DEGREE OF CREATIVITY WITHIN THE RANKS OF THE CIVIL SERVICE.

ALSO, VERY IMPORTANTLY, IT IS EXPECTED THE REORGANIZATION WILL CREATE ECONOMIES THROUGHOUT THE ENTIRE STRUCTURE OF GOVERNMENT.

THROUGHOUT THESE RECENT ANNOUNCEMENTS OF CHANGE, MY DEPARTMENT HAS BEEN FORTUNATE ENOUGH TO BE METHODICALLY COMPLETING WHAT WE NOW REALIZE TO HAVE BEEN THE FIRST OF THE OVERALL RESTRUCTURING PROCESS. THE FORMATION OF THE MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

BROUGHT UNDER ONE JURISDICTION--THE DEPARTMENT OF HIGHWAYS AND THE DEPARTMENT OF TRANSPORT--THE ADMINISTRATION OF THE ONTARIO NORTHLAND TRANSPORTATION COMMISSION--THE REGULATION OF INDEPENDENT RURAL TELEPHONE SYSTEMS--THE DEVELOPMENT OF POLICIES FOR AIRPORTS AND INLAND SHIPPING PORTS--PIPELINE TRANSMISSION--AND THE ELECTRONIC COMMUNICATIONS FIELDS.

THE NEW DEPARTMENT IMMEDIATELY EMBARKED ON CONSOLIDATING A BASE FOR SOME OF THE MOST COMPREHENSIVE RESEARCH AND DEVELOPMENT PROGRAMS ON TRANSPORTATION AND COMMUNICATIONS IN CANADA.

NEVER BEFORE HAS MANKIND BEEN FACED WITH SUCH URGENT AND COMPLEX PROBLEMS INsofar AS TRANSPORTATION IS CONCERNED, PARTICULARLY IN RESPECT TO TRANSPORTATION IN THE URBAN ENVIRONMENT. I DO NOT FEEL THAT I COULD BE ACCUSED OF BEING OVERLY DRAMATIC WHEN I SAY THAT THIS

UNIVERSAL PROBLEM HAS REACHED EMERGENCY PROPORTIONS.
HOWEVER, I WOULD HASTEN TO ADD THAT NEVER BEFORE HAVE WE
HAD AT OUR DISPOSAL SO MANY OPTIONS FOR SOLUTIONS TO THESE
PROBLEMS.

THE TECHNIQUES AVAILABLE TO US HAVE UNDERGONE
SPECTACULAR ADVANCES IN THE PAST FEW YEARS AND MANY
MODES WHICH, A VERY SHORT TIME AGO WERE CONSIDERED
FEASIBLE ONLY BY IMPRACTICAL VISIONARIES, ARE NOW EITHER
AVAILABLE TO US, OR IN SUCH AN ADVANCED STATE OF DEVELOPMENT
THAT THEY CAN BE CONSIDERED, EVEN IN THE RELATIVELY SHORT
TERM, AS BEING AVAILABLE. I WOULD ALSO POINT OUT THAT ONE
OF THE OPTIONS WHICH WE MUST TAKE ADVANTAGE OF, IS THE
BETTER AND MORE ADVANCED UTILIZATION OF EXISTING HARDWARE
AND SYSTEMS.

THE PEOPLE INVOLVED IN TRANSPORTATION AGREE,
AS NEVER BEFORE, THAT IF WE ARE TO SOLVE OUR URBAN
TRANSPORTATION PROBLEMS AND TRANSPORTATION PROBLEMS
IN GENERAL, WE MUST PROCEED ON THE BASIS OF INTEGRATED
SYSTEMS AND MODES ALL CONTRIBUTING WHERE THEY ARE BEST
SUITED, INTO AN INTEGRATED WHOLE. WE NO LONGER CAN ALLOW
ONE MODE TO BE IN COMPETITION WITH ANOTHER, BUT RATHER HAVE
EACH PLAY ITS LOGICAL ROLE IN THE OVERALL SCHEME OF THINGS.

WE MUST ALSO DO OUR UTMOST TO TRANSCEND
MUNICIPAL BOUNDARIES INsofar AS SOLUTIONS TO TRANSPORTATION
PROBLEMS ARE CONCERNED. AGAIN, I WOULD HASTEN TO SAY THAT
BY THIS, I DO NOT MEAN THAT WE SHOULD ALLOW MUNICIPAL
AUTONOMY TO BE ERODED, BUT RATHER, INSIST ON CO-OPERATION
BETWEEN MUNICIPALITIES AND OF COURSE, BETWEEN ALL LEVELS OF
GOVERNMENT. IT HAS BEEN SAID AND I WOULD, AT THIS TIME, LIKE
TO EMPHASIZE THE FACT, THAT OUR TRANSPORTATION PROBLEMS
DO NOT RECOGNIZE MUNICIPAL BOUNDARIES AND THEREFORE, THEIR
SOLUTIONS MUST SOMEHOW BRIDGE THESE SAME BOUNDARIES.

IN BRIEF THEN, WE ARE FACED WITH AN
EXTREMELY SERIOUS SITUATION, BUT ON THE OTHER
HAND, WE HAVE MORE AND BETTER MEANS OF SOLVING
OUR PROBLEMS.

THE PRESENT GOVERNMENT OF ONTARIO HAS
RECOGNIZED THE AFOREMENTIONED SITUATION IN A
VERY CONCRETE AND MEANINGFUL WAY. LET ME
ASSURE YOU THAT THE CHANGING ROLE OF THE FORMER
DEPARTMENTS OF HIGHWAYS AND TRANSPORT, NOW
INTEGRATED INTO A SINGLE MINISTRY, IS NOT A FACADE
TO IMPRESS THE PEOPLE OF THE PROVINCE WITH THE
FACT THAT GOVERNMENT IS RESPONDING TO CHANGING
CONDITIONS. IN RECOGNIZING THAT OUR TRANSPORTATION
RESPONSIBILITIES MUST BE DEALT WITH IN TOTAL AND
COHESIVELY, THE WHOLE ORGANIZATION OF THE DEPARTMENT

HAS BEEN CHANGED, SO THAT FULL CONSIDERATION AND ACTION CAN BE TAKEN TO ENSURE INTEGRATED AND TOTAL TRANSPORTATION SOLUTIONS.

FOR EXAMPLE, OUR PLANNING PEOPLE ARE NOT ORIENTED TOWARDS THE DEVELOPMENT OF HIGHWAY PLANS, BUT TRANSPORTATION IN ITS FULLEST MEANING. THE SAME CAN BE SAID IN RESPECT TO DESIGN, AND OUR OPERATIONS DIVISION IS RESPONSIBLE FOR THE CONSTRUCTION AND MAINTENANCE OF ALL TRANSPORTATION FACILITIES AND OF COURSE, THE OPERATION OF THESE AS WELL. OUR MUNICIPAL BRANCH, WHICH IS IN EXISTENCE TO ADMINISTER SUBSIDIES, AND PROVIDE ASSISTANCE TO THE MUNICIPALITIES, NOW IS RESPONSIBLE FOR FULFILLING THIS ROLE IN ALL ASPECTS OF MUNICIPAL TRANSPORTATION RATHER THAN MERELY ROADS, AS WAS THE CASE IN THE PAST.

SUBSIDY ARRANGEMENTS WITH THE MUNICIPALITIES
NOW PROVIDE FOR SUBSIDY FOR TRANSIT AS WELL AS
ROADS, PUTTING REAL MEANING INTO THE OVERALL
TRANSPORTATION SOLUTIONS AND THE CHANGING ROLE
OF THE MINISTRY.

IT MIGHT BE REASSURING TO YOU TO BE TOLD
THAT THE ABOVE DESCRIBED RELATIONSHIP WITH THE
MUNICIPALITIES **IS WITHOUT PARALLEL** IN ANY OTHER
JURISDICTION IN NORTH AMERICA.

WE ARE NOW, THEREFORE, IN A POSITION,
ALONG WITH THE MUNICIPALITIES, TO CONSIDER THE
SOLVING OF OUR TRANSPORTATION PROBLEMS IN TOTAL.
WE CAN NOW, IN OUR STUDIES DETERMINE THE BEST
SOLUTION REGARDLESS OF MODE WITH THE ASSURANCE OF
PROVINCIAL GOVERNMENT SUBSIDY. THE PROVISION FOR

SUBSIDY FOR TRANSIT, AS I MENTIONED PREVIOUSLY, WAS
LAND MARK LEGISLATION, PROVIDING THIS PROVINCE WITH A
SUBSIDY STRUCTURE ENJOYED BY FEW, IF ANY OTHER
JURISDICTIONS IN NORTH AMERICAN AND I WOULD ALSO ASK
YOU TO REMEMBER THAT INsofar AS OUR COUNTRY ~~IS~~ CONCERNED
THE ASSISTANCE THE MUNICIPALITIES RECEIVE FROM THE
PROVINCE FOR THE PURPOSES OF TRANSPORTATION IS VASTLY
GREATER THAN IN ANY OTHER PROVINCE. THIS, I WOULD
POINT OUT, IS WITHOUT FEDERAL ASSISTANCE, A SITUATION,
INCIDENTALLY, WHICH DOES NOT HOLD TRUE FOR ALL PROVINCES.

WHILE I AM ON THIS VEIN, I WOULD LIKE TO DEVELOP
A PHILOSOPHY WHICH SHOULD BE GIVEN SERIOUS CONSIDERATION
AND WHICH, I AM CONVINCED, IS VALID. WHEN SUGGESTIONS ARE
MADE THAT THERE SHOULD BE SIGNIFICANT FEDERAL FINANCIAL
ASSISTANCE TO PUBLIC TRANSIT, PARTICULARLY IN THE URBAN

AREAS, WE IN THE PROVINCE ARE REMINDED BY OTTAWA THAT
CONSTITUTIONALLY, TRANSPORTATION WITHIN THE PROVINCE--
IN OTHER WORDS, INTRA-PROVINCIAL--IS THE RESPONSIBILITY
OF THE PROVINCE, BUT I SUGGEST THAT THIS DOES NOT
PRECLUDE FINANCIAL PARTICIPATION BY THE GOVERNMENT
OF CANADA.

I WOULD REMIND YOU THAT THE CONSTITUTION
WAS DRAWN UP OVER 100 YEARS AGO WHEN APPROXIMATELY
90% OF OUR CITIZENS LIVED IN A RURAL SETTING AND ONLY
10% IN URBAN AREAS. AT THAT TIME, THE CONSTITUTIONAL
PROVISIONS AND ECONOMIC CONSEQUENCES WERE JUSTIFIED.
SINCE THEN, THERE HAS BEEN A COMPLETE REVERSAL TO
THE POINT THAT SOMETHING IN EXCESS OF 80% OF CANADIANS
NOW LIVE IN AN URBAN SETTING.

OVER THE YEARS, THE PROVINCE HAS RECOGNIZED
THIS TREND AND ALSO THAT THE INCREASING MOBILITY OF OUR

PEOPLE HAS MADE NECESSARY SUBSTANTIAL PROVINCIAL ASSISTANCE TO THE MUNICIPALITIES BY WAY OF SUBSIDIES FOR ROAD PURPOSES. THERE HAS BEEN A CONTINUAL EVALUATION OVER THE PAST FIFTY YEARS OR SO, BUT THERE HAS NOT BEEN A CORRESPONDING CHANGE OF ATTITUDE ON THE PART OF THE FEDERAL GOVERNMENT. SURELY ONE MUST CONCLUDE THAT THE INTERESTS OF 80 TO 90% OF THE PEOPLE OF CANADA, INsofar AS PUBLIC TRANSPORTATION IS CONCERNED, IS OF VITAL CONCERN TO THE GOVERNMENT OF CANADA.

WE MUST, IN MY OPINION, RECOGNIZE THE FACT THAT THESE MAMMOTH PROBLEMS OF THE MOVEMENT OF PEOPLE AND GOODS CAN ONLY BE SOLVED WITH THE FULLEST CO-OPERATION OF THE THREE LEVELS OF GOVERNMENT -- FEDERAL, PROVINCIAL AND MUNICIPAL. CO-OPERATION MUST INCLUDE ALL PHASES FROM THE FEASIBILITY TO THE ACTUAL PLANNING, DESIGN AND PARTICULARLY FINANCE.

TO HAVE ANY CHANCE OF REAL SUCCESS NONE OF THE THREE
CAN OPT OUT OF ANY OF THE PHASES AND AGAIN, PARTICULARLY
FINANCE. I HAVE A DEEP ROOTED FEAR OF A PARTNERSHIP IN
PLANNING WHICH DOES NOT CULMINATE IN A PARTNERSHIP IN
FINANCE. BEING REQUIRED TO BEAR A SHARE OF THE FINANCIAL
BURDEN IS VERY SOBERING, SINCE ALL OF US ARE CAPABLE OF
A CAVALIER ATTITUDE WITH SOME ONE ELSE' S MONEY.

IN RECOGNITION OF THE VITAL NEED FOR CO-OPERATION,
THE PROVINCIAL GOVERNMENT, THE METROPOLITAN COUNCIL
AND THE T.T.C. FORMED A PERMANENT GROUP CONSISTING
OF ITS SENIOR PLANNERS, AND A PROVISION FOR THE INCLUSION
WHERE NECESSARY OF REPRESENTATION FROM THE TWO
RAILROADS AND THE MAJOR MUNICIPALITIES SURROUNDING
METROPOLITAN TORONTO. THIS COMMITTEE BEARING THE TITLE
OF JOINT TECHNICAL TRANSPORTATION PLANNING COMMITTEE
IS CHARGED WITH THE RESPONSIBILITY OF STUDING IN DEPTH
AND PREPARING RECOMMENDATIONS DEALING WITH ALL MODES

OF TRANSPORTATION REQUIRED FOR THE MOVEMENT OF PEOPLE AND GOODS, NOT ONLY FOR METRO TORONTO BUT FOR THE TORONTO-CENTRED REGION. THEY WILL CONSIDER THE POTENTIAL OF THE UTILIZATION AND UP-GRADING OF EXISTING FACILITIES AND BEHICLES AND EVALUATE THE NEWER CONCEPTS OF PUBLIC TRANSIT.

I THINK YOU WILL AGREE THAT WITH THIS APPROACH, WE HAVE THE MEANS WHEREBY WE CAN MOVE TOWARDS A TRULY INTEGRATED SYSTEM WHICH WILL ALLOW US TO PLACE GREAT EMPHASIS ON PUBLIC TRANSIT AND AT THE SAME TIME PROVIDE FOR THE MOVEMENT OF GOODS SO VITAL TO THE HEALTH OF OUR ECONOMY AND OUR WAY OF LIFE. WE ALSO HAVE A MEANS WHEREBY WE CAN INTEGRATE THE PLANNING TO MEET THE REQUIREMENTS OF THE WHOLE TOTAL AREA BRIDGING MUNICIPAL BOUNDARIES.

A STUDY IS CURRENTLY UNDER WAY UNDER THE SPONSORSHIP OF THE FEDERAL DEPARTMENT OF TRANSPORT TO ASSESS THE POTENTIAL OF THE MANY RAIL LINES IN THE TORONTO AREA WHICH WE SINCERELY TRUST WILL RESULT IN THE POSSIBILITY OF MORE UTILIZATION OF RAILS AS A SYSTEM OF MOVING COMMUTERS. THE REPORT ON THIS STUDY IS EXPECTED WITHIN A FEW WEEKS' TIME. IT IS HOPED THAT AS A RESULT OF THIS WE CAN LOOK FORWARD TO MORE UTILIZATION OF OUR RAIL LINES WITH SUBSTANTIAL FEDERAL GOVERNMENT ASSISTANCE. IN THIS REGARD A LIMITED SERVICE IS SCHEDULED TO BE UNDERTAKEN ON THE CANADIAN NATIONAL LINE EITHER LATER THIS YEAR OR EARLY NEXT YEAR UTILIZING CONVENTIONAL RAIL EQUIPMENT BETWEEN UNION STATION IN TORONTO AND TERMINATING AT GEORGETOWN AND SERVING AS WELL THE MALTON, BRAMPTON AND BRAMALEA COMMUNITIES.

IT MIGHT BE INTERESTING FOR A MOMENT TO ATTEMPT TO VISUALIZE JUST WHAT WILL CONSTITUTE OUR TRANSPORTATION SYSTEM IN THE NEXT DECADE. THE DEVELOPMENT PACE OF NEW MODES OF PUBLIC TRANSPORTATION HAS ACCELERATED GREATLY DURING THE PAST FEW YEARS AND RAPID TRANSIT HAS PROGRESSED A LONG WAY SINCE SECTIONS OF THE FIRST SUBWAY WERE OPENED IN LONDON, ENGLAND, IN THE 1860'S.

ONTARIO NOW HAS PLANS UNDER WAY TO ENTER INTO THE ERA OF FUTURISTIC MEDIUM-CAPACITY URBAN TRANSPORTATION. THIS CLASSIFICATION IS CAPABLE OF HANDLING UP TO 20,000 PASSENGERS PER HOUR IN EACH DIRECTION. A GROUP OF NINE INTERNATIONAL TRANSIT SYSTEM DEVELOPERS WERE INVITED TO SUBMIT DETAIL PLANS FOR EVALUATION OF SYSTEMS LAST JANUARY, AND AN EXPERIMENTAL PROJECT IS EXPECTED TO BE OPERATIONAL BY 1974.

THE INSTALLATION AND COMPLETION OF A TEST
LINE IN TORONTO WILL ALLOW THE SPECIALISTS IN MY
DEPARTMENT TO DETERMINE THE SUITABILITY AND
FLEXIBILITY OF THE MOST PROMISING NEW MODE OF
TRANSPORTATION THAT COULD BE READILY ADAPTABLE TO
OTHER CITIES AS PRIMARY OR SECONDARY PUBLIC TRANSIT.

WE ALREADY HAVE LEARNED A GREAT DEAL ABOUT
THE TRANSPORTING OF PEOPLE FROM THE SUCCESSFUL GO
TRANSIT EXPERIMENT WHICH BEGAN OPERATING IN 1967.
STARTING WITH A 42-MILE RAIL OPERATION ALONG THE LAKESHORE,
GO TRANSIT NOW PROVIDES BUS CONNECTIONS AT EITHER END OF
THE RAIL LINE TO OSHAWA AND HAMILTON, AS WELL AS OPERATING
A BUS SERVICE WHERE RAIL FACILITIES COULD NOT BE PROVIDED.
IT ALSO INTRODUCED CANADA'S FIRST SPECIALIZED DIAL-A-BUS
SERVICE IN THE BAY RIDGES AREA THAT PROVIDES BUS-TRAIN
PORTAL-TO-PORTAL TRANSPORTATION FOR RESIDENTS EACH
WEEKDAY.

OUR INVOLVEMENT IN THIS TYPE OF SERVICE HAS CONVINCED US THAT A LARGE NUMBER OF SUBURBAN CAR COMMUTERS, GIVEN A DEPENDABLE AND COMFORTABLE, COMPETITIVELY-PRICED ALTERNATIVE, WILL USE A TRANSIT SYSTEM.

OF MORE IMMEDIATE INTEREST, STUDIES ARE GOING AHEAD TO PROVIDE COMMUTER SERVICE ON A NORTH-WESTERN CORRIDOR INTO THE BRAMPTON AREA.

WHILE OUR CONCERN HAS BEEN TO PROVE THAT MODERN AND EFFICIENT FORMS OF MASS TRANSIT CAN BE MADE ACCEPTABLE TO THE CAR COMMUTER, WE DO REALIZE THAT AUTOMOBILE COMMUTING CANNOT BE ELIMINATED WITH THE MAGICAL WAVE OF A WIZARD'S WAND.

NEW TRANSPORTATION TERMINOLOGY WILL SOON BECOME AS FAMILIAR TO OUR EARS AS THE ONCE STRANGE JARGON OF THE SPACE AGE. A.T.O. WILL INDICATE AUTOMATIC

TRANSIT OPERATION -- T.A.C.V. REFERRING TO TRACKED
AIR-CUSHION VEHICLE -- AND MAGLEV IDENTIFYING A
MAGNETIC-LEVITATION SUSPENSION SYSTEM, TO CITE ONLY
A FEW OF THE TERMS WE KNOW TODAY.

NEW PROPULSION SYSTEMS WILL EFFECTIVELY
REDUCE POLLUTANT EMISSIONS AND SIGNIFICANTLY LOWER THE
OPERATIONAL NOISE LEVEL OF THE UNITS. URBAN TRANSIT
SYSTEMS USING ELECTRICITY AS A POWER SOURCE WILL
UTILIZE CHANGES IN CURRENT FLOW TO SUSPEND, PROPEL
AND STOP. THESE ARE BUT SOME OF THE NEW STYLE UNITS
THAT WILL PROVIDE QUIET, POLLUTION FREE TRANSPORTATION
OF PEOPLE AND GOODS.

ANOTHER TRANSPORTATION PROJECT THAT I AM
PLEASED TO BE ASSOCIATED WITH IS THE EXPERIMENT IN
REGIONAL AIRLINE SERVICE -- CONCEIVED, DEVELOPED AND
FINANCED BY THE DEPARTMENT OF TRANSPORTATION AND
COMMUNICATIONS IN THE NORTHEASTERN SECTOR OF THE
PROVINCE.

USING CANADIAN-MADE TWIN OTTER AIRCRAFT,
NOR ONTAIR IS PROVIDING A DAILY AIR SERVICE LINKING
SAULT STE. MARIE, SUDBURY, EARLTON AND TIMMINS.

IN SETTING UP THIS SERVICE, THE GOVERNMENT
PURCHASED TWO AIRCRAFT AND ASSUMED THE RESPONSIBILITY
FOR ALL OPERATIONAL DEFICITS FOR A THREE-YEAR
DEMONSTRATION PERIOD. IF ITS VIABILITY IS PROVEN, IT
IS EXPECTED THAT PRIVATE ENTERPRISE WILL TAKE OVER THE
ROUTE AFTER THE INITIAL DEMONSTRATION PERIOD. THE
GOVERNMENT IS ALSO STUDYING OTHER POSSIBILITIES OF A
SIMILAR NATURE.

EARLY INDICATIONS ARE THAT THE PUBLIC
ACCEPTANCE OF THIS OPERATION WILL EXCEED THE
EXPECTATIONS OF OUR PLANNERS, AND PRELIMINARY STUDIES
HAVE ALREADY SHOWN WHERE MINOR CHANGES IN SCHEDULING
AND ROUTING WILL PROVIDE GREATER EFFICIENCIES, BETTER
SERVICE, AND LOWER OPERATIONAL COSTS.

ALSO, IN NORTHERN ONTARIO, THE DEPARTMENT,
AS PART OF ITS 'HIGHWAYS IN THE SKY' PROGRAM, EITHER BUILT
OR EXPANDED 28 AIRPORTS AND HAS INSTALLED SIX OMNI-
DIRECTIONAL RADIO BEACONS THAT WILL PERMIT A MUCH WIDER
USE OF WHEELED AIRCRAFT, AND ALLOWS PILOTS AN INCREASED
MARGIN OF SAFETY IN WEATHER CONDITIONS THAT ARE LESS THAN
IDEAL.

AIRPORTS AND AIRLINES WILL PLAY AN EVER-INCREASING
ROLE IN THE TRANSPORTATION OF THE FUTURE. SHORT TAKE-
OFF AND LANDING AIRCRAFT WILL BE BASED NEAR THE CENTRE
OF THE METROPOLITAN AREAS TO SHUTTLE PASSENGERS TO
AND FROM JET-PORTS WHERE INTERNATIONAL AIRLINES WILL
WHISK TOURISTS AND BUSINESSMEN TO ALL PARTS OF OUR GLOBAL
VILLAGE.

THE ONTARIO GOVERNMENT WILL BE DEEPLY INVOLVED IN THE NEW AIRPORT NORTHEAST OF METRO WHICH IS PLANNED TO BEGIN OPERATIONS AROUND 1978-79. THE 25,000 ACRES THAT THE ONTARIO GOVERNMENT WILL ACQUIRE IN THE VICINITY OF THE NEW AIRPORT WILL BE CRUCIAL TO THE DEVELOPMENT OF TRANSPORTATION, RECREATION, SERVICES AND COMMUNITY FACILITIES.

THE IMPLEMENTATION OF ACTIVITIES LEADING TO THE ESTABLISHMENT OF THE ANCILLARY SERVICES AND THE TOWNSITE FOR THE NEW INTERNATIONAL AIRPORT -- INCLUDING TRANSPORTATION -- WILL BE THE FIRST MAJOR RESPONSIBILITY TO HAVE THE ADVANTAGES OF THE INTEGRATION OF POLICIES AND PROCEDURES UNDER THE RESTRUCTURED GOVERNMENT.

EARLIER, I BRIEFLY MADE REFERENCE TO THE LATTER PART OF MY DEPARTMENT'S NAME -- COMMUNICATIONS -- AND I WOULD NOW LIKE TO ELABORATE ON OUR FUNCTION IN THIS AREA.

THE COMMUNICATIONS BRANCH OF THE DEPARTMENT
IS DEVELOPING A TELECOMMUNICATIONS POLICY TO ENSURE THAT
THE INTERESTS OF THE PEOPLE OF ONTARIO ARE FULLY
REPRESENTED IN ANY DEVELOPMENTS ASSOCIATED WITH RADIO
AND TELEVISION BROADCASTING, EDUCATIONAL TELEVISION,
CABLE AND SPECIAL PURPOSE VIDEO, DATA TRANSMISSION
SYSTEMS, TELEPHONE AND TELEGRAPH SERVICES, AND THE
USE OF COMMUNICATIONS SATELLITES.

THE GOVERNMENT OF ONTARIO FEELS THAT THE
EXPLODING USE OF TELECOMMUNICATIONS SYSTEMS AND THE
EQUALLY-RAPID DEVELOPMENT OF NEW TECHNOLOGY DEMANDS
THAT IT RE-ASSES THE NEEDS OF ITS PEOPLE IN THE FIELD OF
TELECOMMUNICATIONS. THESE NEEDS MUST THEN BE COMPARED
WITH THE REALITY OF TELECOMMUNICATIONS AS THEY ARE NOW
ADMINISTERED UNDER FEDERAL AND PROVINCIAL JURISDICTION.
THEN, THE GOVERNMENT MUST ENUNCIATE A COHERENT POLICY

ON TELECOMMUNICATIONS WHICH WILL EXPRESS THE NEEDS
OF ONTARIANS AND WHICH CAN BE A REALISTIC YARDSTICK
FOR FEDERAL AND PROVINCIAL REGULATION OF THE
TELECOMMUNICATIONS INDUSTRY IN ONTARIO.

IT IS OUR GOVERNMENT'S OPINION THAT THE CURRENT
STATE OF COMMUNICATIONS TECHNOLOGY RENDERS DOUBTFUL
THE CURRENT UNQUESTIONED TOTAL FEDERAL REGULATION OF
TELECOMMUNICATIONS. WE INTEND TO EXPRESS OUR POLICIES
AND OPINIONS AND TAKE SUCH ACTIONS AS ARE DEEMED
APPROPRIATE AND IN THE BEST INTERESTS OF THE PEOPLE OF
THIS PROVINCE.

IF WE CAN ACHIEVE THE DEVELOPMENT OF THIS
POLICY IN THE NEXT YEAR, WE WILL HAVE TAKEN A VERY
LARGE STEP FORWARD IN SERVING THE RESIDENTS OF THIS
PROVINCE.

BUT, WITHOUT AWAITING THE COMPLETION OF THIS POLICY STUDY, WE ARE ACTIVELY ENGAGED IN A NUMBER OF SPECIFIC AREAS. FOR EXAMPLE, WE ARE RESPONSIBLE IN PART FOR INTERVENTION PROCEDURES REQUESTING THAT BOTH BELL CANADA AND CN/CP TELECOMMUNICATIONS PROVE THE PROPOSED RATE INCREASES NOW BEFORE THE CANADIAN TRANSPORT COMMISSION ARE JUST AND REASONABLE.

THE SPREAD OF COAXIAL CABLE THROUGHOUT OUR CITIES COULD HERALD THE TIME WHEN ALMOST EVERY FUNCTION OF EDUCATION, BUSINESS AND COMMERCE COULD BE CONDUCTED FROM ONE'S HOME. THIS CLOSED-CIRCUIT ASPECT OF THE INDUSTRY WILL MORE LIKELY THAN NOT REQUIRE SOME FORM OF LEGISLATIVE CONTROL TO ENSURE THE PROPER USE OF THIS MEDIUM. WE ARE VERY INTERESTED IN THIS DEVELOPMENT.

THE USE OF TELESAT, OF WHICH THE ONTARIO NORTHLAND TRANSPORTATION COMMISSION OWNS ONE SHARE

ON BEHALF OF THE GOVERNMENT OF ONTARIO, IS ALSO UNDER CONSIDERATION BY MY DEPARTMENT. THIS ORBITING SATELLITE WILL SOON PROVIDE INSTANTANEOUS COMMUNICATIONS TO EVEN THE REMOTEST PARTS OF CANADA, AND PROVIDE MANY ADVANTAGES IN EDUCATION AND ENTERTAINMENT TO THOSE WHO ARE NOW OUT OF THE RANGE OF NORMAL TRANSMISSION FACILITIES. TELESAT OR FUTURE SATELLITES MAY HAVE A VERY POSITIVE EFFECT ON THE COMMUNICATIONS SYSTEMS USED IN NORTHERN ONTARIO AND IN THE DISTRIBUTION OF EDUCATIONAL TELEVISION.

MY DEPARTMENT IS CHARGED WITH THE RESPONSIBILITY OF PROVIDING ONTARIO WITH AN INTEGRATED, BALANCED TRANSPORTATION SYSTEM MAKING OPTIMUM USE OF ROAD, RAIL, BUS, AIR AND WATER MODES; AND TO DEVELOP A TELECOMMUNICATIONS POLICY THAT WILL ENABLE THE RATIONAL CONDUCT OF BUSINESS, EDUCATIONAL COMMUNICATIONS

AND SOCIAL CONTACT FOR ALL OF ONTARIO'S PEOPLE.

AS YOUR MINISTER OF TRANSPORTATION AND
COMMUNICATIONS, I WELCOME THE CHALLENGES OF
THE PRESENT AND THE FUTURE.