

Ferry traffic mark set

Traffic handled on the Canadian National ferry service between Borden and Cape Tormentine in 1962, and provided a good omen for the crowds which can be expected during the Centennial Year.

Some people had expressed the opinion that traffic would drop below 1962's peak last year as people prepared to visit Prince Edward Island in 1964. But the tourists took the view that the island is a good place to visit in any year, and on a day when the CN service recorded a year which surpassed all previous records.

During 1963 the ferries operated by CN carried 540,814 passengers and 214,478 vehicles across the Northumberland Strait. This was 40,000 passengers and 15,200 vehicles more than in 1962, which was the service's busiest year until 1963.

NOT TO LAST

The records made last year are not likely to last for long. Canadian National is planning to bring in the increasing frequency of spring and summer schedules earlier this year to help boost the flow of tourists to P.E.I. for centennial celebrations.

The completion of the second lock at Borden will also play an important part in CN's plans for speeding the movement of tourists and freight.

The movement of passengers and their automobiles is only one part of the vital service provided by CN on the Northumberland Strait. As the only year-round surface link between the province and the rest of Canada, it continues to move in the supplies needed by the island and to take out the exports which mean so much to the P.E.I. economy.

Altogether CN moved 46,228 loaded and empty cars across the Northumberland Strait in 1963. This was a 6.8 per cent increase in the number of loaded cars and a 3.5 per cent increase in the number of empty cars over 1962. Reason for the smaller increase in the number of empty cars moved was CN's new car control methods which are resulting in a more efficient use of cars, eliminating the unnecessary "deadheading" of empty cars.

PASSENGERS JUMP

Another significant increase in ferry traffic was seen in the number of rail passengers carried on trains 39 and 40. The "weekend" trains of CN which cross the strait by means of the Abegweit on their daily runs between Moncton and Charlottetown.

Altogether the number of train passengers jumped from 18,781 in 1962 to 24,274 in 1963.

This is an indication of the success of CN's new drive to attract more train passengers with bargain fares and better services.

FOUR SHIPS— the Abegweit, Confederation, Prince Edward Island and Scotia—were engaged in the CN's ferry service during the year. This was the Confederation's first full year in service, and during the summer a special ceremony was held to

THE LUXURIOUS ABEGWEIT



THE SPEEDY CONFEDERATION



mark the arrival on board of the 100,000th car to be carried since she joined the fleet.

HIT HEADLINES

The Abegweit hit the headlines early in the year when she rescued a Summerside boy adrift in the Strait on a fast-disappearing ice floe. The boy had been ice-fishing and a search by lobster boats had failed to locate him. The Abegweit was able to use her radar to locate the boy's shack, and thanks to the skilled seamanship of the ferry's captain and crew he was able to step aboard the ship without even getting his feet wet.

The action of the captain won wide praise, and was regarded as another example of sense of service to P.E.I. felt by the men who operate the ferries.

ARMED MAN

The crew of the Confederation had their moment of excitement when an armed man appeared on the bridge while the ship was taking on passengers at Cape Tormentine. An alert crew member slipped away to inform the RCMP, and the situation was soon under control.

No one can foresee the demands which will be made on the ferry service in the coming year. Record traffic movements, sudden emergencies, weather and ice hazards, the men of the CN's Northumberland Strait ferry service have taken them all in their stride in the past, and the indications are that they are ready to meet any challenges the future may bring.

BUILDING BOOM

The West German housing ministry reports 7,300,000 dwelling units have been built between 1949 and 1963.

CN MOVES TO MODERNIZE OPERATIONS

Railway plans to renovate Ch'town terminal

The announcement by Canadian National Railways of its intention to build a new express freight terminal at Charlottetown in 1964 is an indication of the continuing growth and improvement in CN service to the province.

The terminal has been designed after careful study of the present and expected future needs of the surrounding area, and will be laid out to facilitate the most efficient handling methods devised for express freight.

At the same time the CN's property in Charlottetown will be improved. New color schemes will be introduced, and old buildings no longer required will be removed. It is all part of CN's efforts to modernize its operations, rationalize them and bring them in line with present-day traffic patterns and trends.

Other efforts by CN to modernize its services and bring them in line with the traffic offering were not so warmly welcomed. Applications by CN to have poorly-patronized services curtailed were opposed in some quarters.

FACED PROBLEMS

Railway operations in Prince Edward Island have faced a number of problems ever since the lines were first built in the 1870's.

To begin with, P.E.I. is more generally endowed with railway lines than any other province in Canada. There is a mile

of first main track for every seven square miles of the province's area, the lowest ratio in the whole of Canada. In New Brunswick, the next lowest, the area per mile of main line of track is 15.8 square miles, in Ontario it is 49.2, in Quebec it is 113.8 and in Newfoundland it is 197.

Prince Edward Island also has a low ratio of population to main line trackage. In the province there are 368 persons per mile of main line track. In Nova Scotia the equivalent figure is 569 persons, in Ontario it is 698 persons, and in Quebec it is all of 1,005. In other words, if railway trackage were provided on the basis of the number of people available to use it, and Quebec were taken as the national yardstick, P. E. I. would have only 100 miles of track.

DEPENDS ON PEOPLE

This method of providing railway lines cannot, of course, be applied in practice. But since the amount of business a railway line gets both in freight and passengers depends very much on the number of people it serves, these figures indicate why there is a greater fre-



TIETUPS WERE INFREQUENT WHILE RECORD TRAFIC WAS HANDLED

quency on some lines than on others.

History records that in the 44 years of existence before becoming part of the CN system, when railways had a virtual monopoly on all traffic and labor and other costs were low, the Prince Edward Island railway never earned enough to cover its costs.

Since then a network of good highways has been built across the island, the truck has become a factor of increasing importance in transportation and labor and other costs have mounted.

In the face of these changes CN has striven to provide an improved service to better meet the needs of the province at a reasonable cost.

In modern nations throughout the world railroaders are marrying the best features of road and rail transport to provide a faster and less costly transportation system.

Following this concept, CN has pioneered the railroad system on the mainland. Under this system, goods are carried by rail to a central point, and then distributed by road to local points. This means that trains, relieved of the job of stopping at every small station, can run on faster and more direct and flexible pick-up and delivery service to inter-mediate points.

SOME BENEFITS

Prince Edward Island has already experienced some of the benefits of CN's new methods of handling traffic.

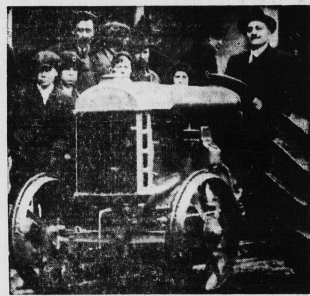
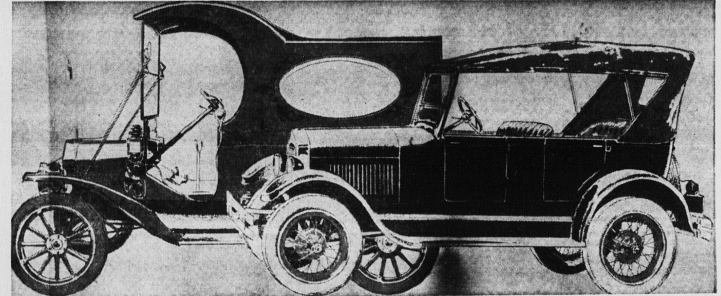
Since CN was granted a licence this year to operate a single truck daily between the mainland and Charlottetown and Summerside, a portion of the traffic offering can be rushed to make earlier rail connections for points throughout the Maritimes and the rest of Canada.

The new express freight building in Charlottetown will be a solid symbol of CN determination to continue to improve the speed of handling shipments to and from P.E.I.

Patterns in passenger traffic show that people are adopting the "railhead" principle in their own movements. There has been a substantial increase in long distance travel originating and terminating at Charlottetown and Summerside. The number of people crossing the strait by train jumped from 18,781 in 1962 to 24,274 in 1963. But patronage on local services continued to be extremely low. Passengers seem to prefer to travel by road to Charlottetown and Summerside to join the train.

During the year Summerside and Charlottetown were provided with a direct teletype connection to Moncton to improve the reservations system offered to local passengers.

Old Henry Really Started Something, Didn't He . .



REMEMBER THESE . . .

Of course you do! We haven't met anyone yet who hasn't heard about the Model T even though 36 years have passed since the last T in Lizzie rolled off the assembly lines and down the rusty roads of the twenties—And you know some of them are STILL going strong. They kinda got to be one of the family and no other car ever captured the pride and the hearts of its owners like the Ford.



From McGowan Motors

This same spirit lives on in the Sparkling '64 models from Ford you see pictured on the left. It's quite a contrast isn't it? As a Ford dealership McGowan Motors are naturally proud of its background and we invite you to slip behind the wheel of a Ford soon. Could be you'll see the spirited ghost of the old Model T beckoning you down the highway.



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