

## MAJOR SERVICES

Revenue increases were recorded in all major services last year:

Railway freight service revenues reached a record \$695.3 million, an increase of \$10.7 million over 1966; passenger revenues were \$83.9 million, up 24.3 per cent over the preceding year; the net income from telecommunications was \$7.3 million, an improvement of \$1.2 million; hotel net income was \$3.4 million, better by \$1.1 million; and revenue from separately-operated trucking companies rose 25 per cent to \$2 million.

Revenue ton miles showed a decline of 1.7 per cent in 1967. This represents the first drop in freight volume since 1960 and reflects the sensitivity of railway carloadings to fluctuations in the general economy. Most railways in North America were affected by the slowdown in the rate of economic expansion that took place in 1967.

Increases in rates on carload traffic carried within Canada under class and normal commodity rates went into effect in May 1967, except in regions governed by the Maritime Freight Rates Act. In September, increases went into effect on carload traffic carried in Canada under competitive commodity rates. These resulted in \$27.6 million additional revenue in 1967.

Express revenues of \$55.3 million for 1967 were up \$6.3 million, 12.9 per cent over 1966. A customer shift in services from non-carload to express and the higher express rates introduced in September 1967 were the chief factors contributing to the increase. Another factor was the loss of business during the railway strike in 1966.

The growth of railway "piggyback" service has been substantial in recent years, but there was some decline in 1966 owing to strikes in the transportation industry. There were, however, signs of improvement for CN in 1967, with a modest increase in tonnage of 2.5 per cent and revenues of 4.4 per cent over the previous year.

## PASSENGER SERVICES

There was a 24.3 percent increase in passenger services in 1967, owing largely to the high travel demand of Canada's centennial year. A total of 18.3 million passengers, a gain of 1.5 million over the previous year, was carried in 1967. The average passenger travelled 136 miles - 14.9 percent further than in 1966. Passenger traffic was the heaviest since 1945 and revenue per train mile rose to \$3.81 from \$3.20 in 1966.

Canada entered a new communications era on November 7, with the introduction of the Broadband Exchange Service, jointly operated by CN and the Canadian Pacific Railway. Broadband is a high-speed data-transmission system with the ability to transmit at a speed of 51,000 words a minute. The first system of its kind in Canada and the second in the world, it can transmit in many modes.

Data Central in Toronto, the only computer-message switching system in Canada, averaged 2 million messages a month, a 100 percent increase over 1966. Carrier-telephone and telegraph-channel miles

increased 15 per cent in 1967, while Telex expanded its service to a total of 14,164 subscribers, a gain of 19 per cent. In Newfoundland, 47 new communities and 2,800 subscribers were added to the telephone network and in the Yukon and Northwest Territories there was a gain of 15 per cent in new customers.

The company has, for some time, been a leader in the application of data-processing systems to the management of railway operations. In 1967, another advanced application of computer equipment was begun with the development of a comprehensive reporting and control system for traffic, intended to provide much more timely and complete information for effective management.

CN is joining other North American railways in a programme called Automatic Car Identification (ACI), which will use computer-connected electronic scanning equipment to increase the speed and accuracy with which freight-cars can be identified and located.

Among the items of equipment acquired during the year were 35 new high-powered (2400 and 3000 hp) diesel units and 150 steel cabooses. The latter were built to new specifications resulting from a joint study by the company and the union representing the employees who will use them.

## ALGONQUIAN CONFERENCE

A weekend conference on Algonquian Indians that may save as much as five years of research was held at St. Pierre de Wakefield, Quebec, on September 13, 14 and 15. The meeting, which is to be an annual event sponsored by the National Museum of Man, drew about 60 ethnologists, archaeologists, physical anthropologists and linguists from as far away as Florida, Alberta and Newfoundland.

Papers presented to the conference included a broad list of subjects, such as residence patterns of the Algonquians, their attitude toward labour, nomadism, hunting and travelling, land tenure, grammar and linguistic classification.

The scientists were addressed by C.J. Mackenzie, secretary-general of the National Museums of Canada, on their arrival at St. Pierre de Wakefield.

The Algonquians were the native people who inhabited Eastern Canada and the Northeastern United States at the time of the arrival of the white man in North America. It was they who greeted Cartier and many other explorers.

James Smith, museum ethnologist, who read a paper on the Rocky Cree, a little-known Western tribe, pointed out that it was from the Algonquians that North Americans had borrowed the traditional "Thanksgiving dinner", common to both Canadians and Americans. "They supplied the turkey, corn and squash," he said.

The Government of Singapore is putting to immediate practical use a feasibility study on harbour and coastal development just completed under the Canadian International Development Programme.