

per cent the previous year. The number of passengers remained at 12.7 million and the average revenue a passenger-mile dropped from 3.27 cents to 3.16 cents, but a small increase in the average length of journey caused the passenger miles to rise.

Express revenues rose to a record \$44.2 million from \$42.0 million, reflecting an upward revision of certain rates and charges.

Expanded communications facilities resulted in a record revenue of \$27.2 million, a rise of 13.5 per cent. Some 22,000 miles of carrier telephone channels and 125,000 miles of carrier telegraph channels were added. An extension of Telex to 12 additional cities produced 900 more subscribers bringing the total to 2,800.

Hotel-operating income totalled \$2.4 million -- an increase of \$0.5 million attributable to higher earnings from The Queen Elizabeth hotel, which operated for only eight and a half months in 1958.

Emphasis was placed on a railway programme of capital expenditures and improved work methods to reduce expenses, the report notes: By the end of the year, diesels were handling 99 per cent of all freight gross ton-miles, 99 per cent of all yard engine hours and 96 per cent of all passenger car miles; work on the electronic hump-yards at Moncton, Montreal and Winnipeg progressed rapidly and plans were laid for the construction of a hump-yard in the Toronto area; centralized traffic control, a signalling system designed to improve safety and average speed of train operations was established on four subdivisions during the year; end-to-end and train-to-wayside radio communications were introduced; integrated data processing was extended, special work study groups were set up to raise productivity and operational research studies led to improvements in plant and equipment.

Owing to more efficient car use, the inventory of rolling stock was significantly reduced. This was achieved, the report states, despite new purchases including 200 heated box cars and 400 all-steel all-welded flat cars for piggyback service.

The railway continued improving its track and pressed forward in opening new lines to develop northern areas. The second section of the Chibougamau branch line from St. Felicien to Cache Lake, a distance of 133 miles, was officially opened in October. A new line of 52 miles from Optic Lake to Chisel Lake in Manitoba is expected to be ready for operation in 1960 to serve the Hudson Bay Mining and Smelting Company.

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## ESKIMO ADVISORY BOARD MEETS

The annual meeting of the Eskimo Advisory Board took place in Ottawa from March 28 to March 30 inclusive. The Board, formerly known as the Eskimo Affairs Committee, includes representatives of the administration, the

churches, health authorities, RCMP and Hudson's Bay Company. Four Eskimos from the Arctic also sit as members.

This year the Eskimo representatives were selected from widely-separated communities. Considerable importance was attached to their attendance because of the emphasis now being placed on the Eskimo voice in considering Arctic matters.

The Board itself acts in an advisory capacity on any subjects relating to the Arctic which it may choose to consider. Housing, employment, education, health, co-operatives and culture are among the subjects expected to be discussed.

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## N.W.T HOSPITAL INSURANCE

The Northwest Territories will begin operating a hospital-insurance and diagnostic-services programme on April 1, 1960. This was assured recently by the signing of a formal agreement by Mr. J. Waldo Monteith, Minister of National Health and Welfare, and Mr. R.G. Robertson, Commissioner of the Northwest Territories. The agreement is the tenth concluded under the Hospital Insurance and Diagnostic Services Act and will bring to residents of the Territories benefits already available in nine provinces.

Mr. Monteith characterized the new agreement as a major step forward in the development of Canada's northland. "To my mind", he said, "access to adequate health care is almost as important to the opening up of an area as transportation and other facilities. The Hospital Insurance Plan should, therefore, provide a further stimulus to the already rapid pace of progress in this vast region".

The agreement with the Northwest Territories is similar in many ways to those previously completed with the participating provinces. All residents will be entitled to coverage as soon as the programme comes into force. Persons who establish residence after April 1 will be entitled to insured services following a three-month waiting period. No premium for benefits will be charged but an authorized charge, similar to that provided in the programmes of Alberta and British Columbia, will be levied for in-patient services. This will amount to \$1.50 per day.

The Territorial Insurance Plan will provide all in-patient services required under the federal Act. These include hospital care at the standard-ward level; necessary nursing services; drugs and related preparations including blood transfusions; routine surgical supplies; and laboratory, radiological and other diagnostic procedures together with necessary interpretations. The Territorial programme also includes certain out-patient services when used for emergency diagnosis or treatment within a reasonable time after an accident.