

For some years the Federal Government has been assisting shippers by bearing a portion of rail transportation costs on certain types of traffic moving between and within specific areas of Canada. Reimbursement to the railways for diminution of revenue resulting from these reductions has been provided through four principal plans: the Freight Rates Reduction Act (SC 1959, c. 27), which reduces for shippers, on certain classes of traffic, the full effect of the last freight rate increase authorized by the Board of Transport Commissioners for Canada in 1958; the East-West Bridge Subsidy, which provides reduced rates to shippers on certain traffic moving between Eastern and Western Canada; the Maritime Freight Rates Act (RSC 1952, c. 174), which reduces rates to shippers on traffic moving within and out of the Atlantic Provinces; and interim payments related to recommendations of the MacPherson Royal Commission. (See also p. 753.)

Subsection 3.—Passenger and Freight Traffic

Tables 7 and 8 show passenger and freight statistics for all railways for the years 1959-63. A separate analysis of the operations and traffic of the Canadian National Railways is given at pp. 769-772.

7.—Statistics of Passenger Service and Revenue, 1959-63

NOTE.—Figures for earlier years are given in the corresponding table of previous Year Books.

Item	1959	1960	1961	1962	1963
Revenue passenger-train miles ¹ '000	38,212	34,493	31,131	29,217	28,239
Passenger-train car miles ¹ "	367,551	344,996	311,912	296,950	285,942
Passengers carried ² "	20,940	19,497	18,784	19,258	20,636
Passenger-miles..... "	2,445,654	2,263,795	1,960,591	2,018,842	2,069,565
Passenger-miles per mile of line..... No.	54,109	50,212	43,631	45,048	46,760
Average receipts per passenger-mile..... cts.	3.01	3.05	3.12	3.00	2.88
Average receipts per passenger..... \$	3.51	3.55	3.26	3.15	2.89
Average passenger journey..... miles	117	116	104	105	100
Average passengers per train..... No.	64	66	63	69	73
Passenger-train revenue per passenger-train mile..... \$	3.29	3.46	3.32	3.56	3.51

¹ Includes express, baggage, mail and other cars.

² Duplications included.

8.—Statistics of Freight Service and Revenue, 1959-63

NOTE.—Figures for earlier years are given in the corresponding table of previous Year Books.

Item	1959	1960	1961	1962	1963
Revenue freight-train miles..... '000	68,351	63,887	60,593	60,308	62,639
Revenue freight-train car miles ¹ "	3,322,167	3,249,824	3,234,586	3,256,175	3,465,076
Freight carried ² '000 tons	166,186	158,466	153,202	164,112	172,897
Freight ton-miles..... '000	67,956,540	65,444,784	65,828,403	67,937,162	75,796,023
Freight ton-miles per mile of line..... "	1,503	1,451	1,464	1,516	1,694
Freight receipts per ton per mile..... cts.	1.56	1.52	1.54	1.50	1.41
Receipts per ton hauled..... \$	6.37	6.26	6.62	6.34	6.21
Average length of freight haul..... miles	409	413	430	422	441
Average train load, revenue tons..... No.	994	1,024	1,086	1,127	1,210
Average load per loaded car mile..... tons	33.31	33.11	33.79	34.71	36.81
Revenue per freight-train mile..... \$	15.48	15.54	16.72	16.91	17.04

¹ Includes caboose miles but excludes miles made in passenger and non-revenue trains.

² Excludes traffic

handled by more than one railway; see Table 9 for details of freight carried.

The total tonnage of revenue freight carried (including national loadings and receipts from United States rail connections) was 6.7 p.c. higher in 1963 than in 1962. All the main commodity groups showed increases over the previous year. Of the 171,735,626 tons