

Optimistic Note Sounded By C.N.R. President Gordon



Mr. Donald Gordon

Following are excerpts from the year-end review by Donald Gordon, C.M.G., LL.D., Chairman and President of the Canadian National Railway.

The growth and development achieved during the past year represents the continuation of a trend which began with the onset of the Second World War and which has proceeded without interruption since. At the same time that new and important secondary industries have been taking form and thriving in our healthy economic climate, new discoveries of natural wealth have been simultaneously broadening our horizons. Improved technologies have given greater scope to the initiative and enterprise of the enterprising-minded Canadians and resulted in the opening up of areas whose significance has been known for some time but whose resources were not previously regarded as economically available.

The international situation has played a part in the stimulation of industrial development in this country, giving impetus to the establishment of new sources of strategic materials and influencing the trend of industrial growth.

The Canadian National Railway was intimately associated with these activities in 1951. From Newfoundland to British Columbia our engineers and development officers were active, working in close liaison with both Government and industry, whose combined planning indicates that more than \$700 million will be spent in the immediate future on industrial plant and development along our lines.

57 additional units for which orders were placed with the manufacturers during the year. Our through freight services are now being operated with diesel power between Montreal and the Lake St. John district, and diesels are being used in regular service on lines and in terminals in every part of Canada.

Freight Car Equipment

We received 5,205 units of new freight car equipment, and 70 units of new passenger train equipment during the year, and we have more than a thousand units of rolling stock now on order from the builders. Our programme of modernizing passenger cars in our own shops is making good headway. The delivery of new box cars, containing nickel and other strategic metals, is being developed by Sherritt Gordon Mines. Preliminary surveys have also started that will result in the construction of a 46-mile rail link from Terrace, B.C. to Kitimat, where a water power and refinery project, costing at least \$500 million, has been started by the Aluminum Company of Canada.

New Rail Projects

We have begun the construction of a 147-mile rail line from Sherridon, Man., to Lynn Lake where an important property, containing nickel and other strategic metals, is being developed by Sherritt Gordon Mines. Preliminary surveys have also started that will result in the construction of a 46-mile rail link from Terrace, B.C. to Kitimat, where a water power and refinery project, costing at least \$500 million, has been started by the Aluminum Company of Canada.

These are but two of the major projects with which we, as a railway, have been associated. There have been scores of others and although many are less spectacular, all are making a contribution to Canada's economic future and in most cases to our defence.

In 1951 the Canadian National carried in excess of 90 million tons of freight, 23 million shipments of express and 17 million passengers. Our communications system transported 14 million telegrams and 30 million letters, and we accommodated three-quarters of a million guests in our hotels.

Our roster of diesel locomotives was increased by 108 units. These have been placed in service, and we are now awaiting delivery of

these were, and will continue to be, regarded as supplementary to our railway operations which, of necessity, are our primary concern.

Early in the year the report of the Royal Commission on Transportation was published. Some of its recommendations have formed the basis of legislation which is now being examined by Parliament, including the important principle of freight rate equalization which involves primarily a conflict of interest between shippers.

Implementation of corrective measures recommended for adjusting the capital structure of the C.N.R. will do a good deal to dispel the fog of misunderstanding which has surrounded our financial results and bring into sharper focus the real contribution made by the system to the economic life and security of the nation.

Several other matters of interest have a place in this review. These include the progress that has been made on the construction of the Bonaventure freight facilities in Montreal, which are expected to be completed next year. Alternations and additions to the approaches to Central Station expected to be completed within the next eighteen months.

A study of the capacity and design of the classification and storage yards of the system was begun during the year. This resulted in work being started on an extension of the Turcot yard in Montreal to provide an increased capacity of 2,500 cars. In Toronto and in Edmonton our freight facilities are being enlarged to take care of the growing volume of traffic through those terminals.

Traffic Control

The system of centralized traffic control was extended to cover the line from Polyet to Hornby, a distance of 18 miles in Northern Ontario. We now have a total of 450 miles of track governed by C.T.C.

In November we took over the electric line of the Quebec Railway, Light and Power Company between Quebec and St. Joachim. This gives us a direct connection with our La Malbaie subdivision and the tourist and freight traffic over the line is expected substantially to increase our revenues.

A contract for the building of a new car ferry, to be operated across the Cabot Strait by the Canadian National, was awarded during the year by the Department of Transport. The ship will be designed to carry automobiles, buses and trucks and general freight between Newfoundland and the mainland and, together with new dock facilities to be installed at North Sydney, N.S., and Port-au-Basques, Nfld., will provide an important communications link with the most modern mechanized ferry operation known.

Hotel Extension

Work on modernizing the Newfoundland Hotel at St. John's, and building the extension to the MacDonald Hotel at Edmonton, is moving ahead. The house count at our year-round hotels is expected to show a slight decrease compared with the previous year, but revenues will be higher because of increased room and meal rates. We accommodated a greater number of guests at our summer hotels compared with 1950 but in this phase of our operations, as in all others, higher costs for labor and materials will be reflected.

Highway Competition

Another problem of national interest and, indeed, of concern, is that of growing competition from highway carriers. In every part of the country last year the network of highways was improved and extended by Federal and Provincial governments, and the competitive position of motor transport operators accordingly improved. The question of road rail competition is one to which the railways are giving a great deal of time and study. In the Canadian economy there is a place and a need for motor carriers and railways, but there exists an unequal balance of burden and advantage between the two forms of transport.

Part of the answer may be found in the extension of railway-owned and operated bus and truck services. New highway routes were established by the Canadian National Railways last year where we found that we could give a better service to certain areas, but

Strange But True

By F. H. MacArthur

The nodding of our heads up and down and sideways to mean "yes" or "no" were copied from the lower animals.

When the mother brought her young some tid-bit she would hold it temptingly before its mouth and the quick forward movement of the head, with mouth open, showed the young animal's desire and acceptance of the offer. Even today if you will observe closely somebody nodding his head to mean "yes" you'll notice that he is unconsciously opened a little.

In much the same manner when the young animals had been well dined, a tightly closed mouth and a shaking of the head from side to side were resorted to, to keep the mother from putting more food into their mouths. Our natural impulse today is to shut our mouths when we shake our heads to mean "no."

Why do we sometimes call a man a "benedict" when he marries? Because that was the name given to a funny character in Shakespeare's play, "Love's Labor Lost," who was finally wedded to a girl named "Beatrice."

Just a little over a century ago the little town of Tarifa in Africa was the home of a group of rackets.

The buccaners are gone, but the spirit lives on. Here, many years ago a caravan of 20 persons froze to death while the blazing African sun shone overhead. That's right, they froze to death from the bitter winds which swept down upon them from the towering, snow-covered Atlas Mountains.

More than 750 years ago a great tower was erected near the city. Into its walls went 930 bags of musk and strange but true the sweet-smelling odor still assails the nostrils of all who pass by.

Atop the tower are three balls which once held a treasure of money and jewels valued at \$1,500,000.

On January 8, 1940, Mr. and Mrs. H. of Amoy, Fukien, China, (two Chinese children, aged eight and nine respectively) became the parents of a normal male child. They are believed to be the youngest parents in the world.

Are we posted in advance as to the kind of weather likely to occur tomorrow or the next day? Yes. Weather reports are made up by the Weather Bureau and then sent to all parts of the country so that each district may know in advance what kind of weather to expect. These reports help farmers, ship masters and pilots of airplanes and others against loss of property and lives. Reports are now received daily from more than 3,500 land stations and about fifty foreign stations, while by means of wireless telegraphy 2,000 ships send reports of the weather conditions at sea. How does the weather bureau know what the weather will be in advance? Because years of study has shown that 80 per cent of storms tread the same paths, their movements being governed by physical conditions; a knowledge of which enable the Weather Bureau officials to send out fairly accurate weather reports.

Morning observations take place at eight o'clock. Then follows the forecasts to some 2,300 principal relaying points, from which they are sent by mail, plane, telegraph, all over the globe.

One of the most amazing services rendered is that which warns marine interests of dreaded cyclonic storms. Warnings of frosts have saved fruit growers of California, Texas and Florida countless millions of dollars.

Kites and balloons equipped with self-registering instruments are sent aloft to record the temperature and other conditions of the atmosphere.

The Weather Bureau can't always make a bull's eye for the simple reason that some storms like people get off the beaten path.

One quarter of Great Britain's cattle are now bred artificially. Scattered across the country are 22 breeding centers with 70,966 members.

Citizens of Tarbes, France, recently got a free dinner right off the city's streets. The free meal consisted of hundreds of migrating quail that dropped dead after putting up a fierce battle against the elements.

Mrs. J. E. Frost of Fortiers Settlement, Nova Scotia has a sunflower growing in her garden that is causing quite a local noise. Now in its seventh year, this wonder plant is six feet high and bears up proudly under the weight of 22 blossoms. Some of the leaves measure 12 inches across, and believe it or not, one has a flower growing out of each leaf joint!

IN MEMORIAM

In loving memory of our dear Father, Daniel J. MacLean, Bristol, who passed away December 25th, 1951.

The family chain was broken, When you were called away, And left us "oh so lonely" On that sad Christmas day.

Lovingly Remembered by His Daughters Margaret and Mary.

IN MEMORIAM

In loving memory of my dear brother, James Charles Woodside, who passed away December 27th, 1940.

Gone from us, but leaving memories, Death can never take away; Memories that will always linger, While upon this earth we stay.

Ever Remembered and Sadly Missed by His Sister Mahalia.

CENTRAL GUARDIAN

This column is reserved for news of local interest, but advertising of a new nature may be inserted at five cents a word, strictly payable in advance.

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NEW REVISED hockey schedules at Jack Cameron's.

HOWARD MacINNIS FOOT-WEAR at 175 Queen Street.

WHEN PAYING your City Taxes please bring your bill.

ALL POLL TAX must be paid by December 31st.

KENWOOD, Canada's National Overcoat at Jack Cameron's.

CRASWELL for Better Photographs.

KROY WOOL hose for men, the ideal Christmas gift at Jack Cameron's.

THE FOURTH AND FINAL installments of 1951 Taxes is due and payable on December 31st.

IN ORDER to have your name on the voters list for the Civic Election in February, all City Taxes must be paid in full by December 31st.

DIED IN ENGLAND - Word has been received by relatives in Little Shemogue, N.B., of the death in Guildford, England, of Leander W. Brown, at the age of 71. He was born at Stanley Bridge, T.E.I., the son of the late James and Kathryne (Anderson) Brown.

TRANSFERRED - Mr. C. V. Snow of Bear River, N.S., has recently been transferred to the Royal Bank of Canada at Digby, N.S. Mr. Snow will be remembered in Charlottetown having served as Accountant at the Royal Bank here in 1938.

IN MEMORIAM

In loving memory of my Husband, Garnett Campbell, who passed away December 27th, 1950.

Since you're gone first and I remain To walk the road alone, I live in memory's garden dear, With happy days we've known.

I hear your voice, I see your smile Though blindly I may grope, The memory of your helping hand, Still buoys me on with hope.

We've known so much of happiness We've had our cup of joy, And memory is one gift of God, That death cannot destroy.

Ever Remembered by His Wife, Ruth.

The Passing Scene

By Observer

While we have a lot to learn before we can claim to have reached political maturity, there are signs, which he who runs may read, that we are growing up. One of these is the tendency to discount promises made in the fever time of elections. It almost seems now as if the day when elections could be won on promises, the bigger the better, is past and over. No one, except the "pork barrel" type of politician will regret it.

Incidentally, that type of politician is getting more rare every day and there is good reason to believe he will soon be extinct. For he will have nothing to feed on. True, rash promises are still made on the eve of elections (e.g. bigger and better public services, less taxes) but candidates who make them do so with their tongues in their cheeks. Nothing at all like the old timer who thought his political worth was measured by the fantastic promises he could think up on the spur of the moment.

So far as the bulk of the people are concerned, they still give polite attention to candidates who profess ability to do the impossible, but their hearts are not in it. More and more they are getting to admire frankness and straightforwardness more than demagoguery.

This trend seems to be growing on all levels of political activities. The great political leader of tomorrow, irrespective of party labels, will be the man who will take the electorate unreservedly into his confidence and who will promise what he feels sure he can perform and no more. All this is very much to the good. Of course, this laudable sentiment is by no means universal. If it were we would already have reached the ideal state of which men have dreamed since the dawn of history.

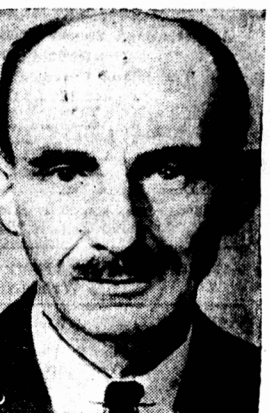
But, we are coming along. The habits of the politicians are much better than they were, and voters are much wiser.

Slogans

The old battle slogan, "It's time for a change!" is fast losing its charm, witness several recent provincial elections. In fact, all slogans appear to be labouring under stress and strain. This, too, I see as a sign of our gradual political development. If a government of whatever name is carrying out its responsibilities reasonably well, why put it out of business at the behest of the silly slogan, "It's time for a change!"

If it isn't, why keep it at the behest of another slogan just as silly as the first, "Never swap horses in the middle of a stream!" Opposition parties are finding it harder and harder to win political control simply by denouncing the government of the day. Governments are finding it harder and harder to stay in office simply by reiterating over and over how badly things were done by their predecessors. This means, surely, that the people generally are taking their politics more intelligently, though perhaps a little less dramatically. It is a sign of growth. As we outgrow adolescence we are expected to put away childish things.

Minister Reports 15,500 New Jobs



Some 15,500 new jobs were opened in Canada in 1951 according to Labor Minister Greg. Ontario and Quebec led the way with 12,000 new jobs, largely through defence industries. Newfoundland's new industries accounted for two-thirds of the 1,400 new jobs in the four Maritime Provinces and the Prairies' development of chemical and refining plants created 1,000 new positions.

ulate on which may be the more considerable.

Party Spirit

Blind partisanship seems to be going the way of the slogans. It cannot be gained that the old cry, "My party, right or wrong!" did produce a certain kind of stability. Loyalty to one's traditional clan, however amoral it might be in essence, has in our history been responsible for much that was good and noble. Its praises have been sung by the poets in all ages. It is still a powerful force in human relations.

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His Honour Lieutenant-Governor T. W. L. PROWSE will receive at Government House on Tuesday, January 1st, 1952, from 3 p.m. to 5:00 p.m.

Each gentleman should provide himself with two visiting cards.

L. E. Prowse, Private Secretary.

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The wish of the Management and Staff of this store that everyone should have a Joyous Yuletide season is, we feel sure, on the way to fulfillment.

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Silver Seal	Cottage	Luscious
Molasses, quart 35c	Rolls, lb. 69c	Grapes, 2 for 33c
Robin Hood	Maple Leaf	Juicy
Cake Mixes, 2 for ... 29c	Sausage, lb. 53c	Oranges, 2 doz. 65c
Clark's	Oyster Bed Bridge	Pink
Beans, 20 oz., 2 for .. 37c	Oysters, 1-2 pr. 45c	Grapefruit, 3 for 25c
Clark's		
Plum Puddings, 1 lb. .. 35c		

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