

Return on Investment Not Adequate - Report of C.P.R. President

The 1955 financial results of the Canadian Pacific Railway show a six per cent increase in gross railway earnings but represent a return on net railway investment of only 2.52 per cent. "A rate very much below adequate return," says N. R. Crump, president, in the 50th annual report of the Company.

While Canada's gross national product increased by 10 per cent to a new high level, the freight service performed by the C.P.R., measured in ton miles showed an increase of 9 per cent, but did not attain the level of any of the years 1951 to 1953 inclusive.

In pointing out that the ratio of net to gross earnings improved from 6.25 per cent in 1954 to 6.83 per cent in 1955, Mr. Crump said: "Gratifying as this improvement was, the results for the year represented by the net railway investment of only 2.52 per cent - a rate very much below adequate return for your railway enterprise."

The Company's income account shows that gross earnings of \$448,508,491 were obtained from railway operations, an increase of \$36 million, or 6 per cent, compared with \$422,642,423 in 1954. Working expenses rose from \$385,608,497 in 1954 to \$411,271,773 leaving a net of \$37,836,718 as compared to \$27,025,926 in 1954.

Other income from sources other than railway operation, Mr. Crump reported, amounted to \$22.9 million, an increase of \$1.1 million, while fixed charges totalled \$12.2 million, leaving the Company's net income at \$44 million.

Efforts to modernization of railway services, Mr. Crump reported that 97 new diesel units were acquired during 1955, comprising road switchers for freight and passenger service and yard switchers for use at terminals.

The President of the Canadian Pacific said the new scenic stainless steel streamliner, "The Canadian," which entered transcontinental service in the spring of 1955, introduced to this country the finest and most modern equipment in the passenger service, and reduced by as much as sixteen hours the time formerly required to travel across Canada.

Mr. Crump said the passenger traffic volume expressed in revenue passenger miles increased by four per cent. There was a decrease during the first five months, but an impressive

recovery followed the introduction of new equipment and improved schedules in transcontinental services. The improvement was not confined to the summer season but extended throughout the balance of the year. The average increase over the last seven months was more than eight per cent.

Studies continued during the past year, said Mr. Crump, for the improvement in passenger train services. As a result, seven new "Dayliner" services were commenced, increasing to 2,000 route miles the distance over which these trains were in operation, and to 16 the number of rail diesel cars in service.

The rail diesel cars, said Mr. Crump, are very popular and have resulted from their use. Twelve additional units have been ordered for delivery in 1956.

During 1955, 39 passenger trains were discontinued as being no longer justified by the level of traffic, and another 12 were discontinued as being uneconomical. A saving in operations at a rate of 865,000 train miles per year was thus effected.

Construction of 53 miles of branch lines, to serve mining and industrial areas, was completed during the year. These comprised a 20-mile line between Struthers and Manitowish, a 10-mile line between Manitowish and Jumping Run in Alberta, and a four-mile line running north from Cheviot in Saskatchewan. Work was under way on a three-mile extension of the line between Mifflord and Cheviot and Nepton, Ontario, in 1954.

To improve safety and efficiency, 50 miles of automatic block signals were installed during 1955, bringing to 3,039 the total mileage so equipped.

Mr. Crump said that a new development of major significance is now taking place with the adoption of integrated data processing across the system. To gain the benefits of automation in the handling of paper work, information in many phases of the operation of the company will be recorded automatically at the source and transmitted to a central processing location in Montreal.

By use of one of the most advanced electronic data processing machine installations, Mr. Crump said, it will be possible to supply information promptly to all levels of management virtually without manual intervention.

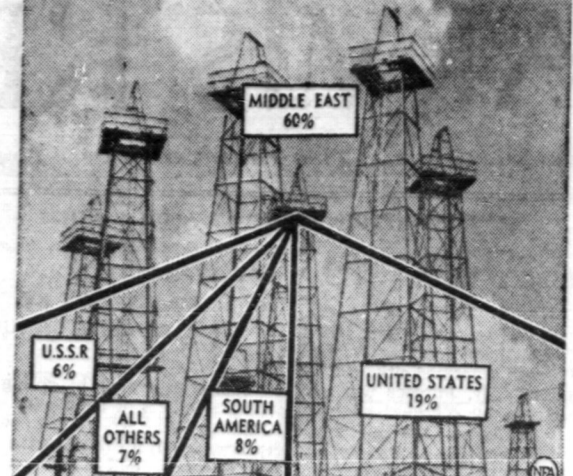
Freight traffic volume increased by 2,054 million revenue ton miles or nine per cent. The rise is fairly general, with notable increases occurring in lumber, timber and plywood products, iron and steel, automobiles, trucks and parts, building sand, gravel and crushed stone. Grain and grain products were down four per cent and there was a marked decrease also in agricultural implements and farm tractors.

Express traffic was up slightly from 1954 and there were some increases in rates. Expenses increased less than revenues, and, as a result, the net earnings of the Express Company, carried to railway earnings as compensation for the carriage of express traffic, were higher by seven per cent.

Maintenance expenses were little changed as the amount of maintenance work undertaken was about the same as for the previous year.

Roadway maintenance included the laying of 418 miles of new and relay rail, the installation of 1,970,000 ties and the application of ballast to 328 miles of track. These items of maintenance were less than the

WORLD OIL RESERVES 1955



CRITICAL OIL - The importance of the Middle East crisis to the Western nations' oil supply is shown by the above charts. In 1945, the Middle East had 32 per cent of the world's reserves. By 1955, it had 60 per cent. Saudi Arabia alone had a 25-billion-barrel reserve in 1955. During this decade, U.S. reserves decreased from 34 per cent to 19 per cent. But Soviet Russia's reserves were more than halved, dropping from 14 per cent in 1945 to 6 per cent in 1955.

average for the previous five years. Equipment maintenance, he said, included the general repair of 375 steam locomotives, periodic repair of 292 diesel-electric units, the heavy repair of 35,896 freight cars, and the general repair of 752 passenger cars.

Transportation expenses, said Mr. Crump, notwithstanding the increase of nine per cent in freight traffic volume, rose by only one per cent and the ratio of transportation expenses to gross earnings declined to 38.8 per cent from 40.9 in 1954.

"Notable improvements," said Mr. Crump, "were effected in service and operating efficiency. Of the total transportation work done during the year, the proportion performed by diesel power was 45 per cent in freight service, 40 per cent in passenger service, and 45 per cent in yard service."

While the volume of total transportation work increased by 3.5 billion gross ton miles, freight earnings decreased by almost \$200,000,000. Freight train hour reached new heights, continuing the trend of the past five years.

Construction of the new passenger car line, "Empress of Britain," which will enter regular service in the spring of 1956 as the flag-ship of the Canadian Pacific Steamships' fleet, has been completed. Construction of the "Empress of Australia" new liner, to be named "Empress of England" and to be launched during the year. This vessel will join the North Atlantic fleet in the spring of 1957.

In anticipation of the acquisition of the "Empress of Britain" and the "Empress of Australia" was withdrawn from service at the end of the year. The new 3,500-ton motorship "Princess of Vancouver" entered the British Columbia Coast services in June. The new vessel has accommodations for 800 passengers and is designed to carry 28 railway freight cars or 115 automobiles and trucks.

The Canadian Pacific Airlines had a net profit of \$275,000 in the previous year there had been a net profit of \$583,000 from the sale of aircraft. There was an increase of 45 per cent in revenues from domestic operations, principally as a result of participation in a cargo charterer aircraft which commenced in February, to supply and service radar installations of northern Canada.

An important extension of C.P.A.L. international air routes was effected with the inauguration in June of the Vancouver-Amsterdam Trans-Artic service. This extension, which brought the west coast of Canada within 19 hours' flying time connection with other international routes out of Vancouver.

Another major development in Mexico City service in November. This route, which connects eastern Canada with C.P.A.L.'s international service between Vancouver and South America, was obtained from Trans-Canada Lines in exchange for certain routes in Quebec which were distant from maintenance facilities at Vancouver.

On orders at the year end delivery commencing in 1956, are eight DC-6B aircraft for the Bristol Britannia turbine prop aircraft for delivery in 1957.

Ocean and coastal steamship operations resulted in a profit of \$30 million in the first six months of the year. A firm tendency in ocean rates on grain and

TABLE TALKS

Jane Andrews

Have you some leftover bits of ham in your kitchen? Try this meal-in-one dish, using meaty ripe olives, noodles, cheese and tomatoes as well as special seasonings.

- Ham and Noodles**
- 1 cup ripe olives
 - 1 cup diced onion
 - 1/2 cup diced green sweet pepper
 - 2 tablespoons salad oil
 - 8 ounces noodles
 - 1/2 cup chopped onion
 - 1/2 cups (12-ounce can) corned beef
 - 1 cup water
 - 1 cup liquid from olives
 - 1 cup diced cooked ham
 - 1 teaspoon salt
 - 1/2 teaspoon paprika
 - 1/2 pound sliced Canadian cheese
- Cut olives from pits into large pieces. Cook onion and green pepper slowly in oil until transparent. Add noodles, water, olives, corned beef, ham, salt, pepper and paprika. Simmer 10 minutes. Stir in cheese. Turn into 2-quart baking dish. Bake at 350°F. 40-45 minutes. Serve 6.

Sausage-Corn Dinner

- 1 pound pork sausage links
- 3 tablespoons sausage drippings
- 1 1/2 cups flour
- 1/2 cups milk
- 1 No. 2 can whole kernel corn, drained
- 2 tablespoons chopped green pepper
- 1 cup cracker crumbs
- 2 tablespoons drippings (for crumbs)

Fry sausage until lightly browned (8-10 minutes). Remove from skillet, pouring off fat. Add milk gradually and cook over low heat, stirring until smooth and thickened. Add cheese and stir until melted. Add seasonings. Combine sausage drippings with 1/2 quart cream and top with slices of tomato. Bake at 350°F. 30-40 minutes or until brown and crisp and browned. Serve 6.

CORNED BEEF HASH

- 2 1/2 cups cooked cubed potatoes

HIDDEN HUNGER

Frankie Crosetti was one of the shrewdest hidden-ball tricksters ever to play shortstop in the big time. Perhaps his most memorable stunt occurred in the seventh inning of a crucial game against the Yankees. There were no runners on base and the batter bounced one off the right field fence in the stadium and made second base on a long, beautiful slide.

"Very nice," murmured Crosetti, as the runner began brushing himself off. Then, as an afterthought, "Boy, an I go tonight to have a big dinner!"

"Wintasha gonna eat?" asked the curious onlooker.

"Steak with lots of fried onions."

"Fried onions?"

"Sure, don't you like them?"

"No," retorted the runner. "I like 'em boiled. The big ones, big as baseballs."

The players, engrossed, had wandered away from the bag and now Crosetti was between the runner and the catcher.

"Like this?" asked Crosetti, turning his glove up and showing the ball.

A thin film of pale wax will provide stairway banisters with protection against the marks and stains of hand traffic and keep it polished for weeks.

THE FARM FRONT

by John Russell

That the carrying capacity of pastures could be doubled and re-stocked and fertilized, was demonstrated by the Ontario Department of Agriculture in a series of experiments spread over a four-year period in the counties of Kent, Middlesex, Bruce, Victoria and Lanark.

In their experiments, the department men took five widely scattered farms of about 100 acres each and divided each farm into three parts. The first part was a check plot which was left untouched. The second plot was fertilized and the third plowed, fertilized and re-stocked with a good pasture mixture.

With the introduction of polyethylene piping (polythene is a plastic made from Alberta natural gas), a trouble-free, inexpensive and easily installed cold water system has been made possible for the Canadian farmer. The plastic is so light a farm boy can carry several hundred feet of piping on his shoulder. It expands with freezing and returns to normal when the water thaws. It will remain in the soil indefinitely without deterioration. The only tools required for installation are a knife to cut the piping and a screw driver to tighten the connecting clamps. The piping can be laid down in a plowed furrow for warm weather use or in a trench below the frost line for year-round use.

Digging a ditch six to eight feet top width, three feet deep and a quarter of a mile long in one second sounds impressive. But it can be easily done - with dynamite.

Of course it might require half a day to load the holes along the course the ditch is to take, but the actual "digging" is done in the flash of time it requires for the dynamite to explode.

Blasted ditches may be any length and may vary from two to one-half feet to 12 feet deep and from four feet to 40 feet wide at the top. The soil where ditches are blasted should contain a high percentage of water for satisfactory results.

Two distinct methods of blasting ditches are described by experts of C-I-L's explosives division. These are the propagator method which can be used in wet soils only. The electric method is intended for ground that is too dry or too hard for the propagator method. It can be employed in almost any type of soil except dry sand in which it is practically impossible to blast ditches.

The propagator method is generally the quickest and most economical on wet soils and swamps. In this method only one hole is primed and the concussion from the explosion of the dynamite in this charge detonates the adjoining charges and so on down the whole line of charges. The priming may be done with either an electric blasting cap or a blasting cap and fuse.

In the electric method an electric blasting cap must be inserted in every charge. These caps are hooked up in series and exploded simultaneously by means of a blasting machine.

MACARONI WITH BACON

- 8 ounces elbow macaroni
- 3 tablespoons butter
- 2 tablespoons flour
- 2 cups milk
- 1 cup shredded Canadian cheese
- 1 1/2 tablespoons prepared mustard
- 1/2 teaspoon salt
- 1/2 teaspoon pepper
- 3/4 teaspoon thyme
- 2 tomatoes, sliced
- 6 slices Canadian bacon

Cook macaroni in boiling salted water until tender. Drain and rinse.

Melt butter in saucepan, blend in flour. Add milk gradually and cook over low heat, stirring until smooth and thickened. Add cheese and stir until melted. Add seasonings. Combine sausage drippings with 1/2 quart cream and top with slices of tomato and bacon. Bake at 350°F. 30-40 minutes or until brown and crisp and browned. Serve 6.

After four years the check plots (untouched) averaged a gross return of \$77.79 per acre. Gross returns on the plots that were fertilized only was \$114.45 per acre and on the plowed, fertilized and re-stocked plots the return was \$189.92 per acre.

Average weight gain per acre on check plots was 80.3 pounds, on fertilized plots 114.2 pounds and on re-stocked and fertilized plots 167.3 pounds.

The seed mixture used included bromus, timothy, alfalfa and orchard grass as well as ladino, white Dutch, meadow fescue, Kentucky blue and perennial ryegrass. A nurse crop of fescue was also grown.

While researchers disagree on how often a day a cow wants to drink, they are in agreement that the greater the water intake, the greater her ability to produce milk.

In their investigation, the experts found that cows would rather not drink if they have to walk too far to their water supply and advise that for maxi-

imum milk production, watering bowls be placed at several locations in the pasture to enable cows to drink whenever they became thirsty.

Piping water to convenient locations has long been a problem on the farm. Conventional metal piping presented special problems. Due to its weight it was difficult to handle. Installation of joints and couplings was time consuming. Corrosion by water and soil chemicals decreased its life and efficiency. A sudden dip in temperature below freezing often resulted in bursting of undrained pipe.

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It is most of all the apprehension that such an incident, reported around the world, will be a great trial for the loved ones of those who die martyr's death. But we must remember that God moves in a mysterious way. His wonders to perform. More was accomplished through the death of Stephen than could have been accomplished by his living many more years. God knows all things and he is all-wise. He is too wise to err and to good to be unkind. Let us always trust Him.

COVERED - Seated in a jacked full of Mexican pesos, Indio Cristal, comely Argentine, illustrates the fact that her producer insured her for \$700 in Mexico. Occasion was her American film debut in "Comanche."

CAN U READ ME? - Radio operators Thomas F. Korn left, and Orville Wingate right, their 30-foot-high, 700-watt beer can transmission antenna. The 77 cans, welded together, tower right out of the picture. Base insulator is a quart gin bottle, which rests in a coffee can. Guy wires are fashioned of plastic clothesline.

MUSIC-MINDED - Twenty-two-year old London actress Hazel Gardner hasn't flipped her lid. She's wearing it. Stylist Philip designed the platter-like hairdo for her in honor of her husband, Len Marter, popular comedian-jockey.

GREEN THUMB - The GREEN THUMB is Gordon Smith.

SOME DOG - A regimental dog-mascot was laid to rest with the following epitaph: "In memory of Jip who in his time bit the C.O., 2 majors, 5 captains, 13 lieutenants, 40 sergeants, 200 other ranks and 1 land mine."

FOR Easier Handling - Why the straight rows and even spacing of seeds or plants in the vegetable garden? Part of the reason of course is neatness, but only part. Mostly we plant this way because it makes the job of looking after the garden very much easier. If the rows are straight, we can cultivate in half the time as we do not have to wiggle carefully around each plant. And if the plants are uniformly spaced in the rows then we can weed far more quickly too. Instead of feeling around with our fingers for the next onion or carrot or pea vine, we know the approximate two, four or six inches from the previous one and at one swoop we remove 90% of the intervening weeds. It is an unnecessarily back-breaking chore and we couldn't think of using a garden tractor or even a hand drawn cultivator.

Even in the formal clump planting in the flower garden, we should try to be uniform in the spacing so that cultivation is made easier.

Success With Transplanting - If we observe just a few simple rules almost any plant can be moved when young and small. The main thing is to keep the roots undisturbed, to keep them away from the air and to cover quickly and firmly with

GRACE-FUL DECOR - Shopkeepers in Monaco were vying with each other in creating typical decorations for the Green Thumb Prince's Royal wedding. Typical, a Franco-God, Monaco-que electrician, shown putting the finishing touches to a crown made of Baccarat crystal that he'll display in his window.

THE BUNDAY SCHOOL LESSON

R. Barclay Warren, B.A., B.D. The Church Endures Persecution Acts 6:8-10; 7:51-60

Memory Selection: Unto you is given in the behalf of Christ, not only to believe on him, but also to suffer for his sake, Philippians 1:29.

Some seventeen hundred years ago Tertullian said, "The blood of the martyrs is the seed of the church." This has often been proven true. The fear of death does not dim the true disciples of the Lord. The martyrdom of the five young missionaries in Ecuador last January has led to hundreds of young people dedicating themselves to go anywhere taking the gospel where the death of Stephen was great persecution against the church at Jerusalem. What was the result? "They were all scattered throughout the regions of Judea and Samaria, except the apostles. They that were scattered abroad went everywhere preaching the word."

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BRITISH STRIKE - British is keenly embarrassed about its "who drills the holes" shipyard strike at Girdenhead. It is not just dismay that an American purchaser of British ships, William White of New York, president of the Pen-Ore Steamship Company, is publicly incensed at the delay to one of his vessels by this "screwy" stoppage.

Nor is it alone the implied threat that the Cammell Laird Shipyard - and perhaps other British builders - will get no more of the German and Japanese competitors.

Bemoaned here is the threatened loss of dollars from future Pan-Ore building contracts due to a dispute that originally started over the lining of a hold in an American banana vessel. Two unions disagreed over what would bore holes that penetrate wood-backed aluminum hulls.

Whether or not such extreme action is attempted, British industrialists and Merseyside and Clyde shipworkers are increasingly uneasy. They remember the grim days of the late '20s and early '30s when there were too few ships to build and too little work.

Orders are still plentiful, meanwhile. Due to the shipping boom many firms have contracts for three to five years, and Cammell Laird itself reportedly has commitments a year in advance as 1958.

Spreading the plantings, too, over a fairly long period, right up to early July in the warmer parts of Canada, is always advisable. In this way the harvest of flowers and vegetables is spread out.

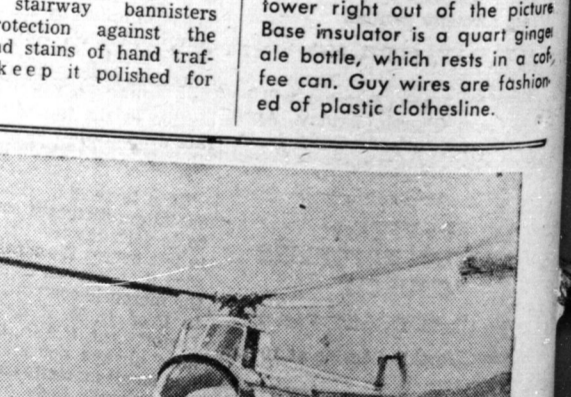
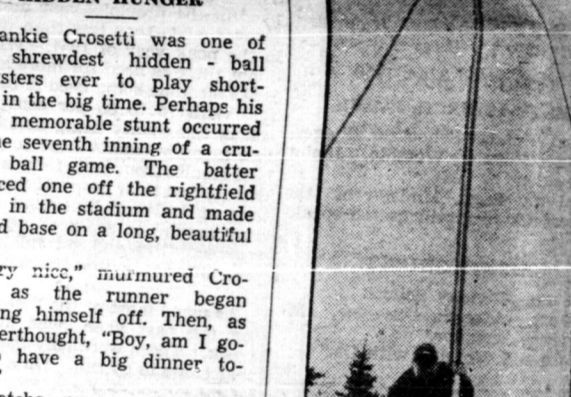
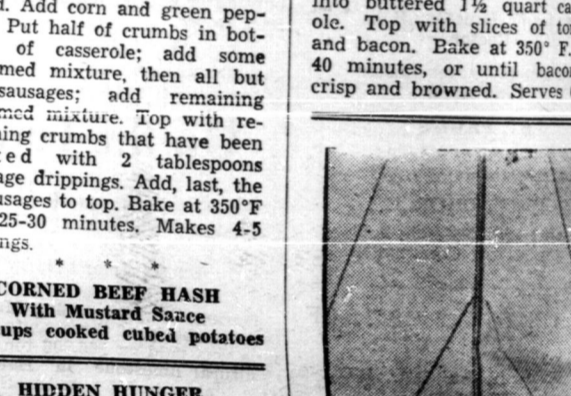
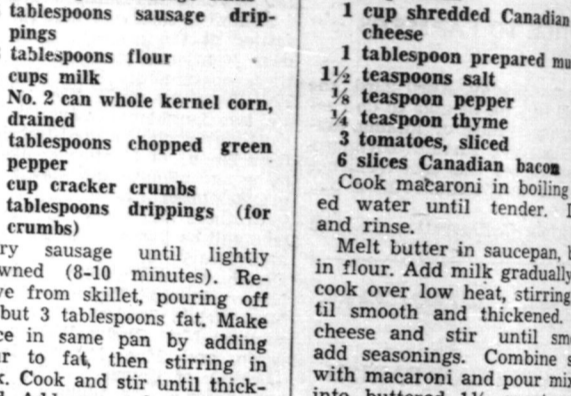
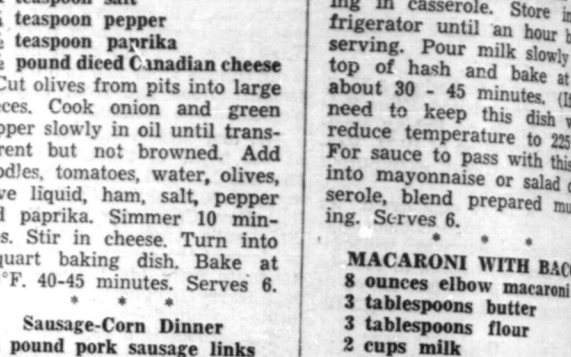
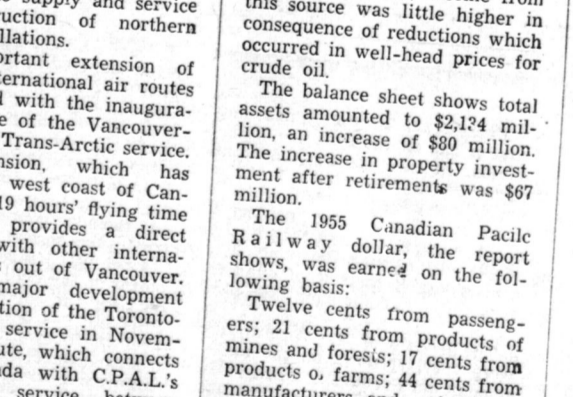
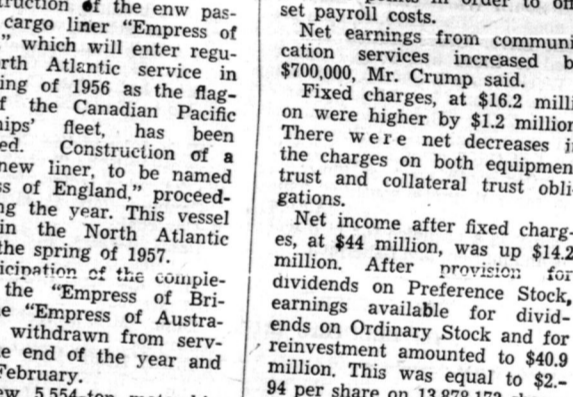
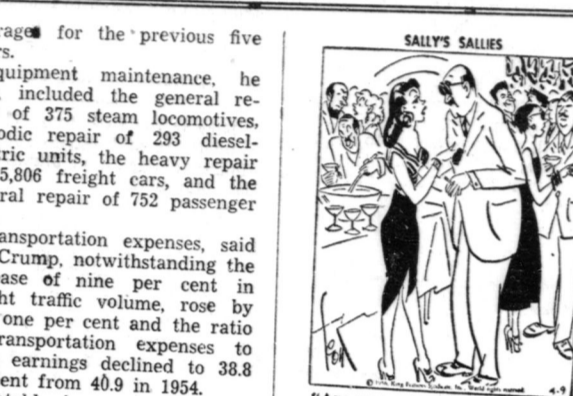
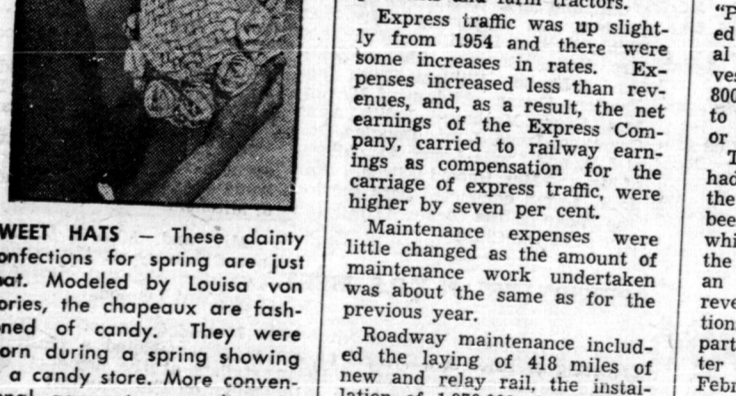
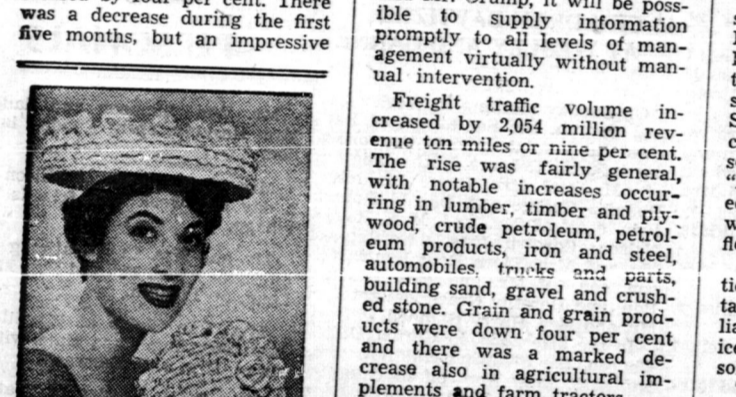
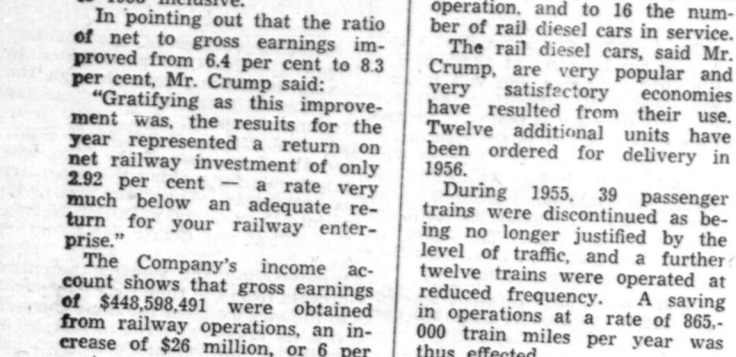
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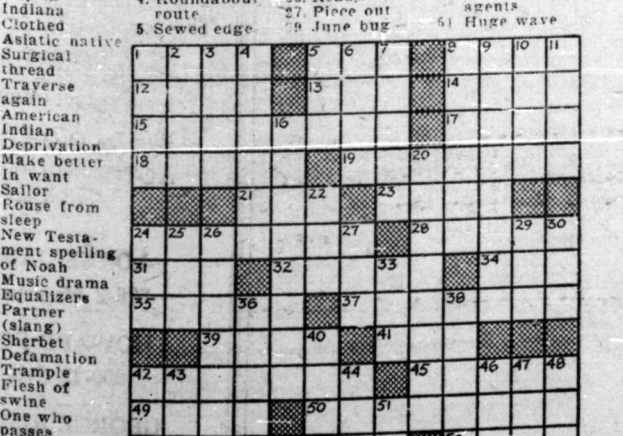
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CROSSWORD PUZZLE

ACROSS: 1. Crushed rock. 2. King of meat. 3. King of meat. 4. King of meat. 5. King of meat. 6. King of meat. 7. King of meat. 8. King of meat. 9. King of meat. 10. King of meat. 11. King of meat. 12. King of meat. 13. King of meat. 14. King of meat. 15. King of meat. 16. King of meat. 17. King of meat. 18. King of meat. 19. King of meat. 20. King of meat. 21. King of meat. 22. King of meat. 23. King of meat. 24. King of meat. 25. King of meat. 26. King of meat. 27. King of meat. 28. King of meat. 29. King of meat. 30. King of meat. 31. King of meat. 32. King of meat. 33. King of meat. 34. King of meat. 35. King of meat. 36. King of meat. 37. King of meat. 38. King of meat. 39. King of meat. 40. King of meat. 41. King of meat. 42. King of meat. 43. King of meat. 44. King of meat. 45. King of meat. 46. King of meat. 47. King of meat. 48. King of meat. 49. King of meat. 50. King of meat. 51. King of meat. 52. King of meat. 53. King of meat. 54. King of meat. 55. King of meat. 56. King of meat. 57. King of meat. 58. King of meat. 59. King of meat. 60. King of meat. 61. King of meat. 62. King of meat. 63. King of meat. 64. King of meat. 65. King of meat. 66. King of meat. 67. King of meat. 68. King of meat. 69. King of meat. 70. King of meat. 71. King of meat. 72. King of meat. 73. King of meat. 74. King of meat. 75. King of meat. 76. King of meat. 77. King of meat. 78. King of meat. 79. King of meat. 80. King of meat. 81. King of meat. 82. King of meat. 83. King of meat. 84. King of meat. 85. King of meat. 86. King of meat. 87. King of meat. 88. King of meat. 89. King of meat. 90. King of meat. 91. King of meat. 92. King of meat. 93. King of meat. 94. King of meat. 95. King of meat. 96. King of meat. 97. King of meat. 98. King of meat. 99. King of meat. 100. King of meat.



Answer elsewhere on this page.

FAIR PHILATELY - Just shown in Saarbrücken, Germany, are these new 15-fair postage stamps. They are two of three to be issued by the Saar Administration for the 1956 Saar Fair.

Drive With Care

UNJUNKABLE DONUTS - Equipped with new Kiddie dough-shaped flotation gear, this Sikorsky S-55 helicopter makes a 58-emburg emergency landing on water. The rubberized nylon floats - 58 cubic inches each in front and 66 cubic inches in rear - weigh 170 pounds. Pilot can mitigate them mechanically in a few seconds.