

BLACKPOOL, England — Within a few hours after the announcement that the cruiser Fenelope had been sunk, Blackpool, which had adopted the ship, telegraphed the Admiralty

it would raise \$100,000 by the end of the year to replace the ship.
SHEFFIELD, England — A scheme under which a Sheffield

shops customers—described as "women of good social standing" gave second-hand clothing free to shop assistants and were in return credited with assistants' clothing coupons was described

when the principals were brought to court. Heavy fines were imposed.
LONDON — A suggestion that sometimes there might be established a European daily

newspaper printed in various languages with local news but giving the people access to the same facts and ideas comes from Noel F. Newsome, editor of a new publication, "Europe."

LAGOS, Nigeria — A new use for palm oil as a fuel has been found as a result of trials which have taken place in England and a truck is now being driven by palm oil in Nigeria

RICKMANSWORTH, England — A woman here who has a son in the Middle East reports that she has written 165 letters to him in the last 14 months and every letter has reached him

RAILWAY AND... (Continued from...)



TRANSPORT

for a NATION AT WAR

SINCE THE CALL TO ARMS

WITHIN AN HOUR of the opening of hostilities the Canadian National began what has proved to be the largest and one of the most exacting war jobs in Canada. This job has continued day and night without stop for four and a half years.

FROM SEPTEMBER 10, 1939 to March 10, 1944 the Canadian National carried more than 100 million passengers and 300 million tons of freight. Since the beginning of the war the Canadian National Dining Car Department has served 13,631,387 meals.

THE RAILWAY not only hauled away the completed munitions of war, but brought in the raw materials to make them. Without this two-way service, Canada's magnificent job of production could not have been carried out. The Canadian National itself builds mine-sweepers, 12,000-ton freighters, naval guns and gun mountings, aircraft components, and parts for other gun factories.

OF THE 100 MILLION PASSENGERS carried, a high percentage consisted of members of the armed forces proceeding to camps for training and to shipboard for embarkation.

STEAMSHIPS OF THE COMPANY, though reduced in numbers by sinkings through enemy action, have served gallantly in the war as auxiliary armed cruisers, hospital ships and transports.

CANADIAN NATIONAL Express and Telegraph facilities have worked to capacity to meet war demands.

The Canadian National's nine all-year hotels, situated in cities from the Atlantic to the Pacific, have provided service of an essential nature to those engaged in the war effort. All the Company's resort hotels are closed for the duration.

22% OF THE PERSONNEL in Company's service in 1939 have joined the armed forces. In Victory Loan campaigns Canadian National men and women have purchased bonds to the amount of \$26,924,600.

TRANS-CANADA AIR LINES, subsidiary of the Canadian National Railways, has carried 435,000 passengers during the war, 9,417,000 pounds of air mail letters, and 1,476,000 pounds of wartime air express. Trans-Canada Air Lines is also flying the Atlantic regularly with mail to and from the armed forces.

The Canadian National has been privileged to join with all the citizens of our country, including those who are serving in the armed forces, in the prosecution of the war. It believes that Canadians will be interested in this outline of some of the System's war activities.

Extracts from Annual Report of the Directors of the Canadian National System:

OUR OBJECTIVE IN 1943, as in other war years, was to place the full strength of our manpower and facilities behind the war effort of the United Nations. To this end all energies have been directed. The requirements of the armed forces, of industry and agriculture, for transport and other services, have been met in all of the nine Provinces of the Dominion and in the important sections of the United States in which we operate.

RECORD TRAFFIC

These demands were greater than ever before, the traffic moved in 1943 being 17.3% greater than in 1942, the previous peak war year, and 44.7% greater than in 1928, the peak peace year.

Freight traffic in 1943 was more than double that of 1939, and passenger traffic four times that of 1939.

Despite this, the very large movements of war materials and personnel reached their destinations in accordance with schedule arrangements. There was no lowering of the recognized standards of safety.

MANUFACTURE OF MUNITIONS

The Company also extended its activities as a manufacturer of munitions, ships and naval appliances.

EARNING POWER

The 1943 operations demonstrated the great earning power of the System, the railway proving again that it can handle an immense volume of business economically as well as expeditiously.

After providing from revenue for all operating expenses (including deferred maintenance, depreciation, amortization of defence projects and reserve for inventories) and also a reserve for pension contracts, taxes, interest

THE OFFICERS AND EMPLOYEES in all departments of the System have worked hard and loyally to cope with increased responsibilities arising out of the war, and the directors record their appreciation and thanks. The traditional harmonious relations between management and employees were maintained throughout the year. Appreciation also is expressed to shippers and the travelling public alike for their cooperation in and sympathetic understanding of difficult operating conditions caused by the war.

on funded debt and Government loans, the surplus paid in cash to the Government was \$35,639,412.

OPERATING EFFICIENCY

The operating ratio for the year was 73.64% (an all-time record) as compared with 76.93% in 1942 and 81.99% in the peak peace year of 1928.

It is interesting to note that the vastly increased war traffic in 1943 was handled with 16.6% fewer locomotives, 15.4% fewer freight cars and 5.1% more passenger cars than was the traffic of 1917, the fourth year of the last World War.

SPECIAL SERVICES PROVIDED

The Company was honoured in being selected to provide extensive train and other services for Prime Minister Churchill, President Roosevelt and Madam Chiang Kai-shek during their visits to Canada in 1943.

POST-WAR

Changing conditions will call for new methods of railway operation and new types of service, and there must needs be a continuing search for improvement in all aspects of the railway industry. In view of this, the Company has in hand a programme of research. This programme, in addition to considering ways and means of improving service and efficiency of operation, also encompasses the problems of post-war reconstruction and rehabilitation.

Albert J. ...
Chairman and President

CANADIAN NATIONAL
The Largest Railway System in America

Highlights of 1943 Operations

Tons of freight carried.....	80,426,781
Passengers carried.....	34,500,731
Gross Revenues.....	\$440,615,955
Net Operating Revenue.....	\$116,140,285
Cash Surplus.....	\$35,639,412
Total Payroll.....	\$195,555,000
Average number of Employees.....	101,126
Total System Route Mileage.....	23,562

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