

## Progress of Tiny Infant Challenge to Hospital Staff

From the moment Dr. Drezko was born, his progress was a challenge to the medical staff. Like many premature babies, he was anemic. His twin brother lived only a few minutes and Walter was so tiny he had to be fed with an eyedropper.

Now four months old, he is at home with his parents, Mr. and Mrs. Alexander Drezko of Toronto. He weighs six pounds and seems to be gaining weight steadily.

If he is not spoiled with all the attention he has been receiving since birth, Walter will indeed be an exceptional child. His mother says he is "a very good baby."

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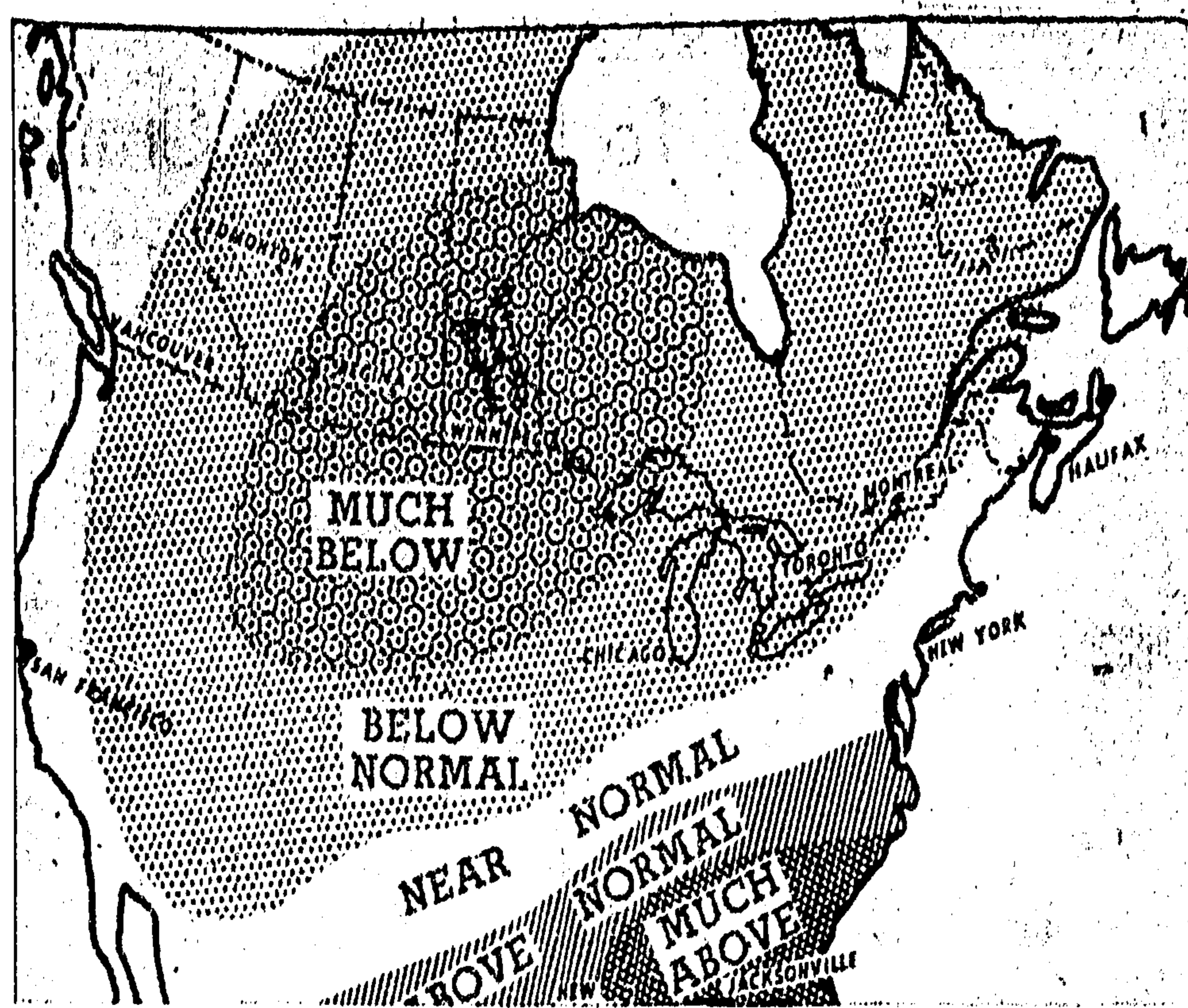
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COOL WEATHER is the outlook for most of Canada for the next 30 days according to this map prepared on the basis of the United States Weather Bureau long-range forecast. Ontario, Quebec and Alberta can expect below-normal temperatures while Saskatchewan, Manitoba and north-western Ontario may have much-below normal readings. Near-normal temperatures are expected in the Maritimes and the Pacific coastal area. (CP Photo)

## Little Undeveloped Property Left Due to Rapid Growth of Edmonton

EDMONTON — The fantastic growth of Edmonton has left the city with "precious little" undeveloped property in its 43-square-mile area, says town planner Noel Dant.

The developed or built-up area of the city has doubled since he came here five years ago, he said in an interview.

Mr. Dant and his department have had problems of "phenomenal proportions" in drawing up plans for this growth. During the last five years, he has designed 46 neighborhood units, residential areas each with a population of between 4,000 and 5,000 persons.

### SPEEDIER INCREASE

In 1909, six years before Alberta became incorporated as a province, Edmonton's population was 2,212. That's as far back as city records go.

Today the city's population is almost 210,000, which represents an average increase of 3,700 persons annually for the last 50 years.

But, the last 10 years—and in particular, the growth since 1951—have brought tremendous increases in population, residential

development and commercial expansion.

The population increase since 1945 totals 97,607—more than the entire population of the city of Halifax. And of this, 59,400—equal to the number living in St. John's, Nfld.—have been added since 1951.

### ACTIVE CONSTRUCTION

To meet the demands of such an increase in population, builders in Edmonton have spent \$280,193,772 on construction in the last five years. Of this, \$130,622,643 has been spent on erection of 14,490 houses. Another \$16,139,500 has gone into building 333 new apartment buildings.

New commercial construction—which does not include figures for additions, alterations and improvements to business buildings before 1950—took \$41,322,749. This paid for erection of 1,039 new business buildings.

Of the 43 planned neighborhood units, 30 have been completed and the dwellings and other buildings are occupied. Nine others are nearly finished, and nine more are on the drawing-boards. All will be completed and occupied within two years, Mr. Dant said.

## Modest Surplus Foreseen For CNR In 1955 Predicts Railway President

Special to The Daily News

MONTREAL—Canadian National Railways will end 1955 "in the black" but the surplus will be "a very modest one," according to a forecast made here by Donald Gordon, chairman and president of the CNR.

Speaking to the Montreal Chamber of Commerce, Mr. Gordon said there was no use pretending that the modest surplus which he forecast would represent an adequate return on investment for a business with assets of more than \$3 billions.

"No businessman," he added, "would be satisfied with the kind of return on his capital investment that we are likely to make. However, it is a sign, I hope, of things to come, for even if a modest surplus can be repeated or bettered year by year, all of us—as Canadians and therefore shareholders in Canada's biggest industry—will have some reason for satisfaction."

Contributing to the deficits shown in past years had been the capital debts inherited by the CNR when it was formed, costs of rehabilitation, and expansion carried out for reasons of national policy in conjunction with the development of the na-

tion. But reasons of national policy were "largely forgotten when people read our annual financial statement." There had never been an item in the CNR's books marked "national policy."

Operating revenues of the CNR had always exceeded operating expenses, he pointed out, but with few exceptions—notably the war years—fixed charges had ended the operating surplus.

The "calculated risk" taken last year when, despite a general and severe business decline which hit all American railroads, the CNR had continued its maintenance and replacement program, now appeared to be paying off.

The CNR did not just bet on sure things, Mr. Gordon said, and "we are satisfied if there are There was usually a period of deficit operation in new ventures

reasonable prospects of working our way out of a deficit position. He described three categories of new rail projects which the CNR might undertake:

Where analysis shows there is enough traffic potential to warrant the new line being undertaken by the CNR.

Where traffic potential depends on industry's plans for development. In such case the service is asked for guarantees of a certain volume of traffic.

Where there is no reasonable prospect of a volume of traffic sufficient for the railway to work its way out of the initial deficit position. In these cases, if other considerations made the project advisable, the CNR would still pay for part of the venture. If Federal or Provincial Government would pay the rest.



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## TRANS-CANADA SALE

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Because of difficulties in shipping, the Great Eaton's Trans-Canada Sale items advertised in last weekend's paper were not received in time. However, the stock is now on display and the sale has been held over for Friday and Saturday selling as a convenience to our Prince Rupert Customers. Be sure you take advantage of the huge savings offered in Eaton's wonderful Trans-Canada Sale... come early.

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