

CN: A BUSINESS ENTERPRISE (Continued from P. 2)

CN REAL ESTATE VENTURES

We are not, of course, *solely* responsible for all the developments here. However, it is accurate to say that we set the pace and pointed the way. We began this some years ago when we came to consider what to do with large property areas that were available for development here and in other Canadian cities — or would become available as we followed a planned programme of relocating and improving various downtown facilities. We proceeded from a very early stage in our planning on the principle that what is good for the general community is good for our business. There were times when we might have realized some immediate and limited advantage by proceeding hastily and on a unilateral basis. But we felt that our overall advantage as a business corporation would best be served by working in co-operation with municipalities and governments at various levels, and with private interests experienced in real estate development and, indeed, with all parties interested in, or affected by, our actions.

Out of this broad policy came this outstanding hotel and Place Ville Marie. These, in turn, attracted other developments. Some of these newer developments, such as the Place Bonaventure now rising to the south of our Central Station here, involve CN property and interests directly....

There are other recent, current or proposed developments on and about CN property in other centres. In Toronto, Moncton, Campbellton, London, Edmonton, Saskatoon, Calgary and Vancouver. Not all of these are of the kind and magnitude of Place Ville Marie but they do have in common the fact of being carried out on a co-operative basis, and with an eye to the general advantage of the community and the surrounding area....

It must be recognized...that neither this company, nor any of the other elements that make up the transportation system of Canada, has full control of its own destiny. The speed and direction of Canadian National's progress in the years immediately ahead will be determined to an important degree by the economic and social climate in which we must operate.

ECONOMIC AND SOCIAL CLIMATE FAVOURABLE

Fortunately, the climate at the moment can be described as promising. Economically, all indications are that demand for railway and related transportation will continue high in the areas served by our system. Last year, the gross ton miles produced by the Canadian National approached 98 billions — an all-time high. The company looks forward over the next years to an increasing demand for its services, with a continuing determination to maintain a high degree of technical and managerial efficiency.

It is encouraging also that some solid, realistic thinking about the national transportation system has been taking place in Canada. The 1961 findings of the Royal Commission on Transportation — popularly known as the "MacPherson Report" — are an excellent example. The report's emphasis is on control of the transportation system through the

forces of competition. Proposed federal legislation, based largely on the MacPherson Report, is also constructive in principle. It is not "help the railways" legislation; rather, it represents a commonsense move to rationalize the transportation system of Canada for the benefit of all who use it; which means, in effect, for all the people of Canada. It is regrettable that, for one reason or another, the actual implementation of this legislation has been long delayed. We can only hope that circumstances will before long lend themselves to positive action. For no one can deny the need to rationalize Canada's transportation system to bring about better co-ordination of effort and increased efficiency....

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CANADIAN HUSSARS TO UNEF

It has been announced that "B" Squadron, 8th Canadian Hussars (Princess Louise's), will take over peace-keeping duties along the Egyptian-Israeli border in February 1966. The 112-man reconnaissance unit, stationed at Camp Petawawa, Ontario, will relieve "A" Squadron of the same regiment, which will return to Camp Petawawa after a one-year tour along the northern stretch of the 200-mile international frontier.

MOVE BY STAGES

A four-man advance party is scheduled to fly to the unit's Rafah base camp near Gaza in November to begin the take-over of equipment and stores. Early in January, a 15-man "command" party will move to Camp Rafah to become familiar with peace-keeping duties on the frontier. The main body is scheduled to fly from Trenton, Ontario, early in February.

Canada's contribution to the 5,000-man United Nations Emergency Force in the Middle East consists of about 1,000 men, most of whom have administrative and logistic duties.

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LESSONS IN LEADERSHIP

Mr. John R. Nicholson, the Minister of Citizenship and Immigration, announced recently that a pilot project, sponsored by the National Council of Women, to develop leadership competence among Canadian women would be supported by a grant from the Citizenship Branch of his Department.

Government support of this project, launched at the annual meeting of the National Council last June, will take the form of a subsidy toward the cost of a three-day working seminar during which planning will be done for experimental programmes to be introduced at the local level in the spring of 1966.

Mr. Nicholson said that the National Council and its affiliated local councils had done much to impress on Canadian women the responsibilities of citizenship, and had encouraged them to accept positions of community leadership, both through elected bodies and various community agencies, boards and committees.