

A new conception in the world of transportation is Canadian Pacific's Merchandise Services.

Started in 1959 on Canada's West Coast, this new service provides for the integrated handling of less-than-carload freight, truck and express operations under one management.

The first main Merchandise Services terminal, constructed in Vancouver, western terminus of Canadian Pacific's transcontinental railway line, went into operation in 1959. This specially-equipped structure, built at a cost of \$840,000, became the prototype of other large terminals since constructed at Calgary and Edmonton in Alberta and at Regina, Saskatchewan. A new Merchandise Services terminal for Winnipeg, Manitoba, costing more than \$1 million, is now under construction and will be operating late in 1963.

Automatic teletype-recorder car-tracing systems have been installed to record the flow and improve efficiency of freight train movements over busy sections of the line.

Canadian Pacific's application of integrated data processing (IDP) is more extensive than that of any other railway in the world. IDP involves collecting data from widely-separated points and transmitting it to a central location where the large electronic processing units are installed. Canadian Pacific's unit - the IBM 705 - began operation early in 1957.

Since then, the IBM 705 Model I has been replaced by the Model II and Model III 705's and on September 23, 1961, Canadian Pacific took delivery of the IBM 7080 electronic computer and related components.

The most powerful commercial computer in the world and the first of its kind outside the United States, the IBM 7080 gives Canadian Pacific the most advanced data-processing installation in the transportation field.

Not only are great benefits and economies being derived from the simpler processing of paper work, but a vast amount of new information useful in managerial decisions is available at speeds hitherto impossible - all of which play an integral role in the more efficient and economic operation of business, and service to customers.

### Steamship Service

In ocean travel the company had its first "Empresses" operating on the Pacific travel lanes as early as 1892. When the Second World War broke out in 1939, Canadian Pacific provided the British Admiralty with 18 ocean steamers, a total gross tonnage of 324,738, of which 10 were lost.

Since the war, Canadian Pacific has had constructed three passenger liners for the Atlantic service. The "Empress of Britain" was placed in service in the spring of 1956, and her sister ship, the "Empress of England", entered transatlantic service in April 1957. Specially designed for the Canada-Britain service, the "Britain" and "England", both of 25,500-tons, have accommodation for 150 first-class and 900 tourist passengers, while the 27,300-ton flagship "Empress of Canada" has 192 first-class and 856 tourist passengers. The "Canada" entered the service in April 1961. An expanded programme of cruises to the Caribbean and the Mediterranean during the winter months by these ships has been in effect in recent years.

Canadian Pacific has a fleet of six "Beaver" class fast freight ships operating between Canada, Britain and continental ports. They consist of the 10,000-ton vessels "Beavercove" and "Beaverglen", and the 6,000-ton vessels - "Beaverfir", "Beaverelm", "Beaverpine" and "Beaverash".