

Telegraph services, first used for train dispatching, were made available to settlers of the prairies, and, in fact, to all of Canada. Today, communication services, since vastly augmented and improved and including micro-wave, teletype and Telex operations, are used for radio broadcasts, telephone communications and television transmission. As Canada expanded, Canadian Pacific added complementary services to its rail facilities; these related activities have helped Canada both in peace and war.

During the First and Second World Wars, when Canada stood behind the mother country in the battle to maintain world freedom, the CPR and its steamships provided much-needed transportation for troops and supplies. Company shops turned out tools of war - shells, tanks, naval guns and engines. Canadian Pacific's vessels saw service on all the seven seas as troop transports, armed merchant cruisers and Admiralty supply and mother ships.

During the Second World War, Canadian Pacific operated the first efficient transatlantic bomber-ferry service, which was later taken over by the RAF. Canadian Pacific Airlines later operated flying schools as part of the British Commonwealth Air-Training Plan.

Canadian Pacific comprises almost 17,000 miles of railway in Canada, and owns or controls another 4,748 miles of track in the United States.

Dieselization of the CPR began in 1943 and has played an important role in improving efficiency of operations. Complete dieselization of passenger and freight operations has been effected throughout the system, including yard and terminal operations.

Introduction for transcontinental service in 1955 of stainless-steel passenger train units, including the popular scenic-dome cars, was a large step forward in the company's policy of providing modern, fast and efficient service to its travellers.

The Canadian Pacific's crack passenger train "The Canadian", a stainless-steel streamliner, crosses the nation in 70 hours, providing luxury service.

A \$13 million hump-retarder freight yard, the first of its kind in Canada, was built in Montreal as a major step in marshalling-yard modernization. Automatic switching and braking enable the cars of a train to be sorted out swiftly and efficiently. A second such yard is now being built in the Toronto area, with completion scheduled for mid-1964.

### Trucking Service

Canadian Pacific has experienced an increasing demand for its piggy-back services by which highway trailers are carried from city to city on flat cars. This service was started originally for hauling company trailers but was extended in 1957 and made available to licensed "for hire" truck operators. The growing importance of this type of traffic was recognized in 1957 by the creation of a separate piggyback department. In Western Canada, Canadian Pacific Transport Company has been operating an integrated piggyback service since 1954.

In 1958, Canadian Pacific acquired a controlling interest in Smithsons Holdings Limited, owners of Smith Transport Limited, largest trucking company in Canada, whose highway-transport operations and affiliations extend in Eastern Canada from Nova Scotia to Manitoba. In Western Canada, Canadian Pacific Transport Co., a wholly-owned subsidiary of the CPR, has operated highway-trucking services since 1947.