

Will Meet Restaurant Ass'n. Members Over The Week-End

Mr. John E. Coles, of Toronto, will be in Charlottetown today and to-morrow to meet members of the Canadian Restaurant Association here, it was announced yesterday.

The third generation restaurateur, Mr. Coles is the son of the late Walter H. Coles, who with his five sons operated Walter Coles and Sons Limited in Toronto from 1928 to 1941. Prior to 1928 the family was connected with the well-known firm of George Coles Limited, a specialty food and catering business established in Toronto in 1847.

Mr. Coles joined Industrial Cafeterias where he gained valuable experience in cafeteria management of defence plant operations.

In 1951 Mr. Coles became associated with his present company which operates Scott's Restaurants Limited, Food Service Management, and the remaining units of the once famous Bowles Lunch chain.

Mr. Coles has been an active supporter of the Canadian Restaurant Association almost from its formation in 1944, and has served as President of the Toronto Branch, Regional Coordinator for the Province of Ontario, National Treasurer, and in 1958 was Chairman of the National Convention Committee.



MR. JOHN E. COLES

C.N.R. Financial Outlook Called Cloudy; Deficit For 1957 Reported 29 Million

OTTAWA (CP)—The Canadian National Railways, reporting a 1957 deficit of \$29,600,000, Thursday denied Parliament the financial future of the \$3,000,000,000 government-owned enterprise is cloudy.

Submitting its first deficit report since 1954 and its largest since 1949, the company complained of a "growing disparity" between costs and freight rate increases, less than a month after the cabinet disallowed a rate increase.

The annual statement signed by president Donald Gordon added the immediate financial outlook for the CNR is "overshadowed" by current union demands which, if implemented, would give the company the biggest deficits in its history.

For 1957, the huge road came up with a modest operating surplus of \$7,400,000 despite a drop in revenues and record high expenditures.

But its fixed charges of \$37,000,000—mainly interest on government loans, government-held securities and bonds held by the public—turned this into the largest deficit since one of \$42,000,000 in 1949.

1956 SURPLUS

In 1956, the CNR had a surplus of \$26,000,000 after paying off fixed charges. Its last previous deficit was one of \$28,700,000 in 1954.

While the federal treasury pays off any CNR losses, it will not have to pay out the full \$29,600,000 of the 1957 deficit. About \$11,000,000 of it is interest due on government loans, so it will mean only that the treasury does not collect this. The cash outlay on securities held by the public will be about \$18,000,000.

Last year revenues were \$753,200,000, down \$21,600,000 from 1956. Operating costs soared by \$31,300,000 to \$734,600,000. Taxes, rents and miscellaneous other charges added \$11,200,000 to the spending.

After implying broadly that his company could well have used its \$8,000,000-a-year share of the freight rate increase dis-

lowed by the cabinet last month, Mr. Gordon also threw out a suggestion to employees that they should accept the CNR's plan to assume sole discretion over how firemen are employed on freight and yard diesel locomotives.

PRECIPITATED STRIKE

The diesel issue precipitated a three-day strike by the firemen last week. The firemen won a minor concession but eventually capitulated to the company's plan to hire no more firemen for freight and yard diesel service.

With competition and rapid changes in transportation technology, the CNR report said, there arises a need for acceptance by employees—and the public also—of the implication of the changes.

"Specifically, this includes a reappraisal of traditional methods and practices, the elimination of functionally duplicate facilities and operations and the abandonment of unprofitable services that can no longer be justified.

The "reappraisal of traditional methods and practices" obviously referred to the firemen and also to the fact that the railway will need increasingly fewer round-house and repair shop employees as diesels continue to replace steam power.

INEVITABLE OPPOSITION

The reference to public acceptance was apparently pointing to the fact that, when the CNR wants to drop a branch line that is losing money through lack of patronage, there is almost inevitably local opposition to abandonment.

Looking to the future, the CNR said the 1957 results are of particular concern because what they portend.

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- To awaken interest of teen-agers in being Safe Drivers.

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AWARDS

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- Regional winners proceed to Medicine Hat, Alberta, for Dominion Finals where scholarships are awarded.

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