

WILL ENDEAVOR TO REMODEL THE HARBOR COMMISSION ACT

At a meeting called by the Mayor last evening the question of preparing amendments to the harbor commission act relating to St. John, was discussed and a committee was named to study the act and draft amendments. The meeting was held in the Board of Trade rooms. Mayor Schofield was in the chair, and a representative body of citizens was present. H. R. McLellan told of his recent trip to Ottawa and of his conversations with cabinet ministers in regard to the matter. A strongly dissenting note was sounded by Commissioner J. H. Frink, who, in vigorous speech, told of the drawing up of the tripartite agreement of 1911, and who said that the present legislation was all that was necessary for the proper development of the port if the government would carry out the provisions of that agreement.

There were about thirty persons present, the following being representatives of organizations invited to attend: D. W. Ledingham, Rotary club; A. P. Paterson, Commercial club; G. E. Barbour, Wholesale Grocers' Guild; F. A. Dykeman, Retail Merchants' Association; H. C. Schofield, Board of Trade; Roy Willet, Hardware Clerks' Association; G. H. Waring, Engineering Institute of Canada. Several other organizations were asked to have representatives present but as meetings of those bodies were not held between the time of notice and the meeting, it was impossible to name representatives.

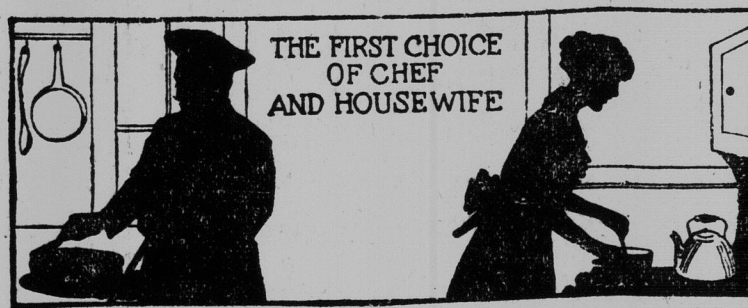
The Mayor said the meeting was opened by the Mayor, who said that the idea was to get the citizens to unite on some definite plan by which the harbor could be taken over by the government. He personally was in favor of the act as it stood, but it had not met with the approval of the citizens. He read a letter from Hon. J. B. M. Baxter, M.P., who was unable to attend, saying that the question should be taken out of politics and

that he would be glad to co-operate to remove the weak points of the present act and would aid in getting the harbor under federal control.

H. R. McLellan was then called on to give the results of his recent trip to Ottawa. He had learned there that the Negro Point breakwater must be extended before one dollar more was expended on the harbor of St. John by the government. The chief engineer of the public works department had estimated the cost at \$1,000,000 and had recommended that the work be done, but it would depend on his superiors whether it would be carried out. In conversation with Hon. Ernest Lapointe, Minister of Marine and Fisheries, Mr. McLellan had asked if he would promise to put through a harbor commission act on the recommendation of a majority of citizens. The minister replied that if it meant the expenditure of money, he could not recommend it at the present time. Mr. McLellan told him of the rejection of the present act. The minister said that it was necessary for the citizens to come to a unanimous agreement and, if the amendments met with his approval, they would receive his serious consideration and he would do all possible to put them through the house, but he would not promise to put them through during this coming session. If the amendments were satisfactory he promised to have them passed at the fall session.

Mr. McLellan saw Hon. Dr. J. H. King, minister of public works, in regard to the extension of the breakwater. He would promise nothing but said that the project would receive his most serious consideration. Mr. McLellan was of the opinion that the work of extending the breakwater would be commenced this year.

The speaker recommended the appointment of a committee to consider amendments to the act and said that



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as full co-operation as possible must be secured. The present meeting was for the purpose of each representative carrying back to his organization the information that he had heard; viz, that the extension of the breakwater would receive serious consideration from Mr. Lapointe and would be passed, either at this session or in the fall.

The speaker was present with a sincere desire to help place the harbor under commission, but under a fair act. Mr. McLellan then launched into an attack against the weak points of the present act and said that the harbor commissioners should not be overloaded with burdens which would raise rates and drive business away. He had a firm desire to see the port of St. John progress and its welfare established.

Commissioner Frink for his views and the latter said that he was not very kindly disposed to the harbor commission act. From his point of view, it was impossible to carry out the present act. They had now nearly all the legislation required to develop the port; he referred to the tripartite agreement of 1911.

Prior to 1911, the speaker said, the real control of the harbor was in the hands of the Canadian Pacific Railway. This company owned all the property from Sand Point out to the Beacon light. Through the efforts of Hon. William Fugley, then Minister of Public Works, the company released its holdings on the harbor front to the government under the agreement of 1911. The government would not develop the port until it had secured the ground rights. When these rights were secured, the government then went ahead and began building wharves. When Sir Douglas Haig became Minister of Marine, he also added the port and spent an additional \$4,000,000 on harbor development.

Mr. Frink said that he believed that if the 1911 contract had been carried out there would now be no talk of harbor commission. The government had stopped work in 1917 and had never been asked to resume it. No resolution had been passed by the city council asking the government to resume operations under the act. They never would get anywhere by sitting still and doing nothing. The government should have been urged to continue the work.

The harbor commission act was loaded up with every kind of charge against the shipping interests, Mr. Frink asserted. There was nothing like that under the 1911 agreement. The city had given the government the land for one dollar, and expenditures were to have been made out of capital account and not extra charges were to be placed on the port.

The speaker then asked who had drafted the present act? The city council had not; neither had the Board of Trade. S. E. Elkin was the only man that had ever submitted that he had anything to do with it. The speaker was of the opinion that they had all the legislation that was wanted if the government would only carry it out.

Mr. Frink next spoke of the need for the extension of the breakwater and said that the wharves on the West Side would never be of any use until this work was

completed, but he had heard so many promises in regard to the breakwater that it would nauseate one to relate them.

A. P. Paterson.

A. P. Paterson, called on by the chair, said that the 1911 agreement did not provide for the taking over of the present city wharves. The city still would have these wharves to face. The government should have control of all wharves, in the opinion of the speaker. He also thought that the harbor master in St. John had too much power. The city, he said, should not supply port facilities for the whole of Canada and should be relieved of this responsibility.

H. C. Schofield.

The next speaker, H. C. Schofield, said that the meeting had been called to discuss amendments to the act, not to discuss the pros and cons of harbor commission. A small working committee should be appointed to get down to business and he suggested one representative from each of the organizations which had been invited to be present. He made a motion to this effect, which was amended to give the committee power to add. The motion was seconded by A. P. Paterson and was carried.

The Mayor said that he would notify the various organizations and would call the committee together on Wednesday evening, next.

FRANCE'S AIR MONOPOLY

French Writer Describes Gigantic "Y" Which Might Hammer Germany.

(New York Times)

The ambition which many Frenchmen possess to establish a French monopoly in aviation in the countries of Central Europe is indicated in the following article in The Paris Matin:

"If one traces on the map of Europe a line from Paris to Warsaw, by way of Strassbourg and Prague, and another from Prague to Constantinople via Vienna, Budapest, Belgrade and Bucharest, the lines will be seen to form an immense letter 'Y.' That 'Y' prophesies the monopoly of France in Central Europe and the Near East. It exists already in fact from Paris to Warsaw, with an eventual extension to Moscow.

France has obtained from the Governments of Czechoslovakia and Poland a ten-year contract, with subsidies of money or gasoline. And a contract is also possible for the Prague-Constantinople line. Czechoslovakia is anxious to make Prague a main stopping place for Central European aviation, and has evinced a decided interest in the line from the Near East.

The aviator, Doolittle, who has recently been in Constantinople, was able to obtain for France a twenty-year monopoly, with facilities for establishing stations through Austria-Hungary, Yugoslavia, Rumania and Turkey. The result obtained for France is that she provided that France herself makes an effort for the exploitation of the Paris-Constantinople line through arrangements with the countries to be traversed by it.

"This 'Y' monopoly would, if brought to pass, be an avenue for French propaganda in Central Europe, Rumania and Turkey. And it would enable Germany, who seeks to establish an air 'trust' in northern Europe, could not extend it to the South and entrench her-



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self on the great trade routes of the Danube and the Bosphorus, nor take Warsaw as a point of approach to Russia and Moscow. France could thus cut short the intentions of the German aeronautical industry to construct numerous commercial aircraft and turn them next day into bombing 'Gothas'.

"One can easily see, then, the vital interest of France in establishing these international air routes."

ROTHESAY CARNIVAL.
The Rotherham Community Club held a grand carnival on the open air rink last evening. The ice was in perfect condition and there was a large number of both skaters and spectators. The costumes worn by the skaters showed much originality. Music was provided by a Magnavox. The prize winners were as follows: Ladies, Miss Bessie Henderson, as a Japanese lady; gentlemen, James McLaughlin, as an Indian; ladies' doubles, Miss Carrell, as Hiram, and Miss Huestis as a powder puff; men's doubles, George Burton and Allan Flewelling, as Pierrots. The judges were Mrs. H. W. Frink, Mrs. J. H. Henderson and George Garvin.

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