

THE EVENING TIMES-STAR, SAINT JOHN, N. B. THURSDAY, SEPTEMBER 2, 1926

BRIDGE ACROSS SAINT JOHN HARBOR IS PLANNED BY C. N. R.

To Have Centre Pier On Navy Island And Carry Other Traffic

MONTREAL, Sept. 1.—Further particulars of the contemplated changes in the development of Saint John harbor were secured here today.

If the proposed plans are adopted they will ensure in the earlier stages further construction on the west side with the eventual use of the eastern side of the harbor as the demands for increased accommodation have to be met. In order to give the Canadian National Railways entry to the west side a low level bridge will be constructed, using navy island for the centre pier. The bridge as contemplated would provide for vehicles and foot passengers as well as for railway traffic. Both the Canadian National and Canadian Pacific Railways would have running rights and the city of Saint John would also be interested. It is felt that the adoption of this plan would save large sums of money and would make Saint John a cheaper port to operate in.

The importance of cheap port accommodation was stressed yesterday before the Maritime Commission by W. L. Smith, manager of the Canadian National Railways, who professed his desire to use the Canadian ports as outlets for the grain handled by his concern.

COMMISSION FAVORED.

Vice-President Hungerford of the Canadian National Railways endorsed the opinion of Sir Henry Thornton that Saint John harbor should be operated by a commission similar to that of Montreal. If this system is adopted, it is felt that any new work can be done on the advice of experts and will become part of the general scheme for providing Saint John with adequate shipping facilities.

SESSIONS COMPLETED

MONTREAL, Sept. 1.—The Royal Commission investigating the position of the Maritime Provinces in Confederation completed its public sessions here today. Private sessions will be held tomorrow and perhaps Friday.

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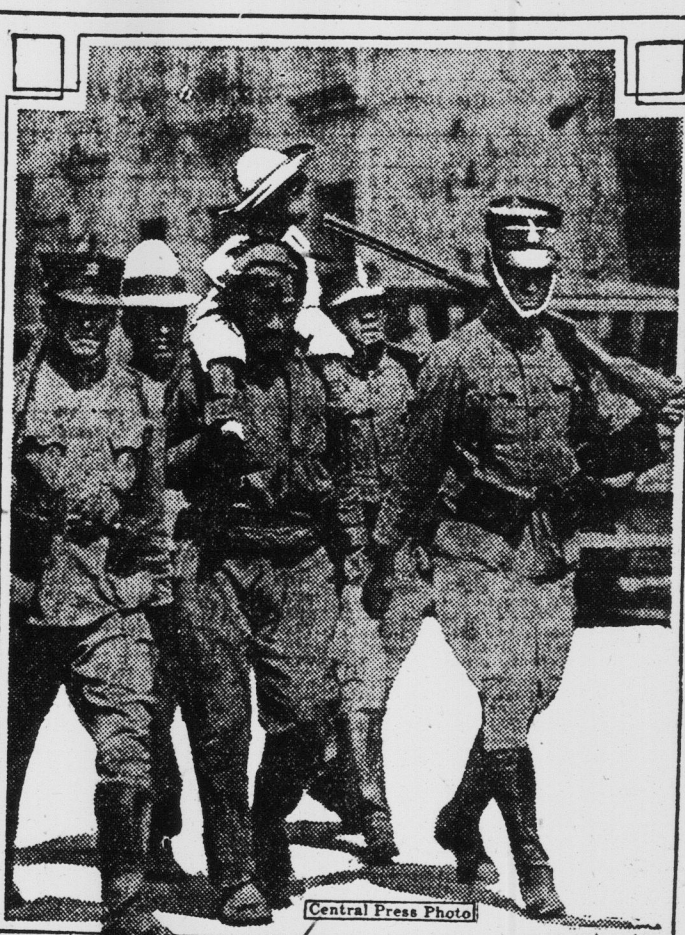
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BATHURST CO. CASE.

Complaints of the Bathurst Company against present rates to Montreal as compared with those from other points were dealt with.

Vice-President J. E. Dalrymple interposed to say the entire situation was

Ignorant of Dad's Fate



CRIMLY realizing that he is stepping off the walk of death, the Mexican above trudges along, surrounded by his guard, to face the firing squad that awaits him. His son, ignorant of the fact that his daddy is going to meet such a fate, is happy in the belief of the ride atop his father's shoulders through the streets of Mexico City.

being studied. He was not impressed with the Bathurst requests. He was in sympathy with the desire for extension of business, "but the facts nevertheless remain that paper is now moving for export from other mills in Canada and presumably the Bathurst mill is attempting to replace the shipments from these other mills, these inland rates to Montreal for transportation services and for seven months in the year as against the handicap of the Bathurst Company."

BESCO SITUATION.

In connection with the brief of R. M. Wolvin, president of the British Empire Steel Corporation, dealing with the coal and steel industries, Mr. Weldon said rates had advanced substantially, as indicated, since 1916. He agreed that the horizontal method of movement was prejudicial to long haul traffic, and added "you will understand, of course, that the increases were then authorized."

Chairman: "Yes, but the figures which Mr. Wolvin quoted are quite serious figures. You will agree that they are."

Mr. Weldon: "They have that appearance."

"Would you not agree that it is more than an appearance?"

"Yes, they are very substantial increases, there is no question about that."

Mr. Weldon said the matter was continually before them, "but as the Board of Railway Commissioners have the general rate situation in hand it is my understanding we will put forward whatever views we have at that time."

MATTER OF COAL RATE.

Mr. Weldon did not see how the coal rate to Montreal could be reduced to a point where it would be of any advantage. "With regard to steel the

seldom if ever haul empties west unless it may be some special car."

FISH RAILS DISCUSSED.

Mr. Weldon's reply to the fish representations was that there was nothing to complain of in the freight rates on fish.

The chairman referred to two similar boxes which had been produced by Arthur Bouillie at Halifax, one packed with fresh and the other with cured fish. They were going on the same train in the same way, but the charge was very much greater in one case than in the other.

The railway's stand, said the witness, was that the cured fish would not deteriorate within a reasonable time in transit. If a car were delayed by something beyond the railway's control one might not reach its destination in a marketable condition.

Chairman: "Upon whom would the responsibility fall for sustaining a loss?"

Mr. Weldon: "If the railway was at fault."

Chairman: "But you say beyond your control. You mean within your control?"

Mr. Weldon: "Well, put it that way."

Asked if claims had been experienced from the fish trade in that way, the witness said they had in the past. He thought conditions were getting better all the time.

The witness went into an extended explanation. Some years ago the Nova Scotia shippers asked permission to ship in mixed cars. The request was granted, the railway undertaking to protect carload rates on the actual weight of the fish contained in the car, subject to a certain specified minimum.

"The understanding at that time and on which we have been working had been that these mixed cars of fresh fish and smoked fish. Therefore we protected the fresh, frozen and smoked rates. If we are mistaken as to the quality of the fish, that is correct, we have been losers, and the sooner we get our house in order the better, because we could never concede the principle that smoked fish and fresh fish were entitled to the same consideration. If applied in one place we would have to apply it in any other."

Chairman: "I suppose that is subject matter on which in any event there is a right of appeal to the Railway Commission."

Mr. Weldon: "Exactly."

EXPLAINS ACTIONS.

Mr. Weldon was questioned on his authority as traffic manager of the Atlantic Region, from which he had just been promoted. He said generally

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SEPTEMBER 7th, 1926.

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and address to Contest Department

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