

Quebec Chronicle Sat. Nov. 18th 1922

cut

SUGGESTIONS FOR SIR H. THORNTON

City Council Passes Resolu- tion Stressing Quebec's Claims For A Ry. Division

The Quebec City Council at its meeting last night unanimously decided to suggest to Premier King and Sir Henry Thornton, President of the Canadian National Railways the desirability of establishing another railway division, with headquarters in the City of Quebec, to be composed of the Transcontinental, from Quebec to Winnipeg, and the Quebec & Lake St. John and Great Northern Roads, all of which terminate in this city.

On motion of Ald. J. H. Bedard, seconded by all the others members the following resolution was passed:

"Whereas it has been publicly stated to be the intention of the new Board of Directors of the Canadian National Railways to make the City of Montreal the operating headquarters of the Government Railway System, and furthermore to divide that system into zones or divisions, making Winnipeg the headquarters of the Western Division, Moncton the headquarters of the Maritime Division and Toronto the headquarters of the Central Division, the latter with control over all the Government Railways in the province of Quebec, as well as those in the province of Ontario;

"Whereas the Toronto management of the railway mileage of the province of Quebec during the last few years has been very prejudicial to the interests of the City of Quebec, inasmuch as it has imposed very heavy freight rates upon the new industries which have come into operation on the railways to the north and northwest of this city, and has thus checked the progress of colonization, and also, by prohibitive freight rates, in spite of the repeated protests of our people, has prevented the grain traffic of the Prairie Provinces from coming over the Transcontinental Railway to Quebec, Montreal, Halifax and St. John, for export, and has thereby diverted that shipping trade to New York;

"Whereas the Quebec & Lake St. John, the Great Northern and the Transcontinental, now forming part of the Government Railway System, and all three terminating in this city, have furnished a very large traffic to the Government Railways, and are not responsible for the alarming operating deficits of the National Railways;

"Whereas the Lake St. John and Great Northern railways were built by the merchants of this city, with substantial money help from the City of Quebec Treasury, and the Transcontinental Railway was also generously assisted by the city of Quebec, by the grant of valuable properties and other concessions, Quebec being the only city in Canada which has contributed to the cost of building this railway.

Be it resolved:—

"That the City Council of the city of Quebec is of opinion that this city is entitled to some measure of control in the management of the railways which have aided, and which terminate here, and that Quebec, Halifax and St. John have the same right to a direct connection with Winnipeg and the Western grain fields, by the Transcontinental Railway, which was built for that purpose, as Montreal already enjoys through the Canadian Pacific, and Toronto through the Canadian Northern;

That for all these reasons, His Worship the Mayor be requested respectfully to suggest to the Right Honorable, the Prime Minister, and to Sir Henry Thornton, the President of the Canadian National Railways, the desirability of establishing another railway division, with headquarters in the city of Quebec, to be composed of the Transcontinental, from Quebec to Winnipeg, and the Quebec & Lake St. John and Great Northern roads, all of which terminate in this city.