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*Procès-verbal d'une réunion de la délégation de Terre-Neuve
aux négociations des Conditions de l'union*

*Minutes of a Meeting of the Delegation of Newfoundland
to the Negotiations of the Terms of Union*

MINUTES OF NINTH MEETING HELD ON THE
31ST AUGUST, 1948, AT 10.00 A.M.

All members were present. Messrs. Russell¹³ and Marshall¹⁴ were also in attendance.

NEWFOUNDLAND RAILWAY

134. The Chairman, on behalf of the delegation, requested Mr. Russell to submit his views on the difficulties and problems which may arise at Ottawa during negotiations with respect to the Newfoundland Railway and Steamship Services. Mr. Russell gladly consented to do so and, for the purpose of facilitating matters, referred members to page 67 of Vol. II of the Black Book as follows:

(i) Administration

It was considered that the Newfoundland Railway should have a higher status than that of a division of the Atlantic Region and that in addition, the officer in charge in St. John's should be of higher rank than Divisional Superintendent. The delegation agreed with this view and will prepare a case in support thereof for presentation to the Government of Canada.

(ii) Freight Rates

Mr. Russell stated that the treatment of freight moving from North Sydney to Port-aux-Basques as all-rail traffic, together with the application of current Canadian freight rates, will cut the present Newfoundland rates in half and will be of considerable benefit to Newfoundland generally. Unfortunately North Sydney cannot handle all of our imports from Canada, and as a result a large proportion will still have to be carried by steamship at existing rates. To eliminate this and to ensure that those areas of Newfoundland which are serviced entirely by steamship will receive the benefit of reduced freight rates in the same proportion as the areas accessible to the railway, it will be necessary either to subsidize our steamship service or to endeavour to have the Maritime Freight Rates Act so extended as to make it applicable to the Steamship Services. The delegation had already noted this point for further consideration.

(iii) Passenger and Express Rates

The view was again expressed that the position with regard to passenger and express rates under Confederation should be clearly set forth in the final Terms.

(iv) Condition of Property

Mr. Russell agreed that the cost involved in rehabilitating the railway, as set forth in this section, was by no means over-estimated but on the contrary ap-

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¹⁴Secrétaire aux Finances de Terre-Neuve.

¹³General Manager of Newfoundland Railway.

¹⁴Secretary for Finance of Newfoundland.