

FREDERICTON ASKS FOR CLOSER DAILY RAILWAY LINK TO NORTH ON GIBSON LINE

Transportation Committee of Board of Trade Ask T. C. MacNabb for Improved Train Service on Gibson Branch --- Mr. MacNabb Points to Competition of Buses and Expense of New Service, But Promises Consideration.

The transportation committee of the Fredericton Board of Trade, with R. L. Phillips as chairman, conferred with T. C. MacNabb, general superintendent of the C.P.R. and officials at the city club yesterday afternoon, asking that the railway see fit to place a better service between Devon and Woodstock on the Gibson branch, in order to facilitate the transportation of passengers, particularly business men and commercial travellers here, who wish to make the trip from here north to Edmundston in one day.

The conference was called by the transportation board because changes which Mr. MacNabb had promised would be on the new winter timetable, were not included.

Mr. MacNabb, although he pointed out that a new service on the Gibson line would be an expense and it was

not possible that his railway would operate a service at a loss, promised consideration and will return here within two weeks with some definite word for the transportation board.

In the course of discussion yesterday sharp reference was made to the inroads of bus services on the railways. J. D. Palmer mentioned that the railway should keep in mind the goodwill of the public when considering the matter of an improved service on the Gibson branch, and R. L. Phillips suggested a light passenger train to be run between Devon and Newburgh Jct. to make connection with the St. Stephen-Edmundston daily service.

The members of the Fredericton Board of Trade present yesterday included R. L. Phillips, chairman of the transportation committee, President S. S. Miller, J. D. Palmer, H. A. Smith, J. L. Neville, W. G. Clark, M.P., W. R. Evans, G. R. Armstrong, D. MacDougall and Alex. Murray.

Besides Mr. MacNabb other railway executives present included H. C. James, district passenger agent; G. S. Depew, transportation assistant, both of Saint John; G. A. Howard, chief dispatcher of Woodstock; R. McKillop, superintendent of Brownville Jct., Maine, and Mr. Powell.

R. L. Phillips, chairman of the transportation committee of the Board of Trade, presided at the meeting, paying a welcome to the railway executives. He referred to a prior understanding between the railway heads and the Board of Trade here when Mr. MacNabb promised to discuss matters further before arranging the new winter timetable. Mr. Phillips expected, he said, that the new C.P.R. schedule for this district would be in shape for winter conditions.

Mr. Phillips asked Mr. MacNabb for an improved daily service on the Gibson branch from Devon to Woodstock and points north as far as Edmundston. At the present time, he pointed out, it costs more, and time is lost by the enforced necessity of having to make connections for the north via Fredericton Junction and McAdam. This arrangement is especially detrimental to commercial travellers, and others living here, who wish to make the trip north in one day and return. Leaving Devon in the morning a business man here cannot reach Aroostook Junction until eleven or twelve o'clock at night. The business man at Saint John or St. Stephen is able to have a much more convenient service. Mr. Phillips made the point also that stations from Aroostook to Woodstock were not open for service at early and late hours when it is necessary at the present time to make connections.

Principally Mr. Phillips declared that the C.P.R. should endeavor to have a light passenger train from Chipman to connect with Newburgh or Woodstock in order that connection might be made with the Edmundston-St. Stephen service. At present there is no such connection on the Gibson line. Mr. Phillips mentioned that at one time earlier in the history of the city all these connections were good. But this connection had been broken off in April of last year. The chairman of the transportation committee said the railways have signed the death warrant of a number of commercial travellers and business men in this part of the province. The connection through McAdam is expensive and the hours at which train connections must be made are inconvenient. The traveller from this city whose business takes him to the north and back is limited to four days a week working time, while Saint John and St. Stephen travellers have five and a half.

"The service," said Mr. Phillips, "is not one of a company such as yours, to offer to the capital of the province where traffic is very heavy."

There are extra freight trains on the Gibson line at present and Mr. Phillips asked Mr. MacNabb if it could not be arranged to have an express train supplant one of these. "We still have the old slow service," he said.

President S. S. Miller, of the Board of Trade reiterated Mr. Phillips' remarks, and asked that the old service be restored, or else a suitable substitute be put into operation.

Chairman Phillips' main emphasis was on a close connection from Devon to Newburgh for trains 153 and 154.

Mr. MacNabb's Remarks

Answering Mr. Phillips, Mr. MacNabb said that "we've got to pay our way as a railroad and if we can't we

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Prof. S. C. Perry Came to His Death Accidentally is Verdict

A coroner's jury empanelled to inquire into the death of Prof. Stanley C. Perry, professor of geology and mineralogy at U.N.B., which occurred at an early hour on Wednesday morning, reached a verdict at the inquest last night at the police station that the deceased had come to his death "as the result of a head injury sustained in accidental collision" between his own car and the Fredericton fire truck on Tuesday morning shortly before nine o'clock at the intersection of Brunswick and Westmorland streets.

The evidence of eleven witnesses was taken. The jury deliberated almost an hour before reaching its verdict. The evidence failed to disclose negligence on the part of either the driver of the fire truck, Edward "Pete" Finnegan, or of the deceased. Dr. Charles MacKay, coroner, presided. P. J. Hughes, K.C., city solicitor, appeared in the interests of the city of Fredericton, and W. J. West appeared for the widow of the late Prof. Perry. Albert R. Murray acted as clerk of the peace.

In his summing up of the evidence, Dr. MacKay drew attention to the matter of "through" streets, the accident having occurred on Brunswick street. He questioned the value of a "through" street and commented that such a street tended to give a false sense of security to a motorist. He wondered if it would not be better to have the drivers "feel" their way from block to block. "It's a wonder to me," he said, "that there aren't more accidents with congested traffic and people running to fires."

Edward "Pete" Finnegan

The first witness was Edward "Pete" Finnegan, driver of the city fire pumper or truck. He has been driving the truck for 19 years. It is an eight-ton truck. Witness never previously had any serious accidents. In fact the present accident was the first. The truck responds readily to brakes. The ordinary speed varies. Witness was answering a still alarm on the home of G. S. Armstrong. Witness was travelling between 20 and 25 miles per hour. Witness told the story of the accident. He had seen the car coming and witness had swerved towards the left, and at an angle in order to avoid hitting the car driven by the late Prof. Perry. He couldn't tell whether deceased had attempted to slow up. Witness didn't know what speed the other was driving nor if the windows of his car were down. The fire truck carried right into the curb, overturning the fire engine. Witness was thrown clear of the truck. He opened the car door and saw Prof. Perry in the car. He hadn't moved.

Witness had got assistance from Mr. Thurot at the Windsor Hotel, the latter phoning for a doctor. Witness has had some difficulty on "through" streets in avoiding pedestrians. Witness said he had no general rules for driving. The present weather would make his driving more carefully. Witness said siren is put on when engine leaves the floor and is left on. Witness said he didn't stop at a cross street.

P. J. Hughes, K.C., asked the witness if he stopped at "through" streets to which witness answered no. The custom was for the fire truck driver, to have the right of way. The siren was on, and was working good at the time of the accident. Witness had put on his brakes at the center of the road. His brakes were in good shape. Witness described the situation of the Perry car and the fire pumper following the accident. Witness had assisted.

W. J. West, appearing on the interest of the late Mr. Perry, asked the witness several questions.

Witness admitted it was quite a blind corner where the accident occurred. The cars struck at about the center of the "through" street, corner of Brunswick and Westmorland streets. Witness said deceased was under the wheel. He had opened the right hand door. Witness' truck was headed at an angle from the center, and pointing down Brunswick. The right hand fender of the truck had hit the car of the deceased man, witness thought.

Witness had read no by-laws about the "through" streets. He is always "cautious" at "through" streets, witness said. He admitted that a driver should exercise caution at such

streets. In response to a question, he said it was a custom to take out the eight-ton truck to still alarms. He applied the brakes as soon as he saw the other car.

Albert James Page

Albert Page, an employee at the Windsor Hotel, was the next witness. He saw the truck when it was coming out Westmorland street. The truck seemed not to be going any faster than "they commonly go." He didn't see Prof. Perry's car. Prof. Perry's car appeared quite suddenly, in his line of vision. Witness saw the Perry car being jammed on the side of the street. Witness helped extricate deceased from his car. Witness admitted only a vague idea of the rate of speed of the Perry car.

Witness was on the sidewalk in front of the Windsor Hotel, facing Westmorland. He heard the sound of the siren, but after he saw the truck he went back to work and didn't see the accident. Witness had been assisted in taking crates of apples out of a car by a man who had stayed all night at the hotel.

Dr. G. C. VanWart

Dr. G. C. VanWart attended the late Prof. Perry. The extent of the injuries of deceased were two punctured scalp wounds on the left side of his head. Witness said the X-ray revealed a pressure of the skull in the temporal region. Also there was a slight skull fracture. There was no fracture of the vertebra. Witness performed an operation in the evening, when victim showed indications of greater depression. Deceased had grown steadily worse. The immediate cause of death was pressure on the brain, caused by some direct violence, or to his injuries.

Karl Walker

Karl Walker, fire chief, was the next witness. Witness had never instructed the drivers especially about driving. He had talked over their duties with them, however. Of the 300 fires each year, 75 per cent are still alarms. Oftentimes a still alarm might develop into a large fire, and that is why Booster pumper is used. Witness said it would not be wise to have a general alarm. He thought that when the alarm blows, more people go and therefore it is harder for the trucks. The general alarm is a means of calling the men, where there is a volunteer corps. Witness said matters of hazard have been discussed by himself with the various conventions held. It is understood that the common driver should draw up to a curb at the time of a fire. There is a by-law at present which states this as a protective measure. It was passed in 1915.

Witness thought "Pete" Finnegan was a good careful driver, one who has been on the job a long time.

Mr. Hughes asked several questions of the witness. The fire chief had heard the siren blowing. The siren is started electrically at the station and keeps sounding until the fire truck reaches its destination. Witness visited the scene of the accident afterwards.

Would it be feasible to have a lighter car to answer these calls? asked the coroner. Witness said it was the practice to go fully prepared, and it was a wise precaution, he thought. Witness had not said anything and understood that the drivers understood the by-law regarding the "right of way."

Ald. Ivan McKnight

Ald. Ivan McKnight, chairman of the fire committee of the city council was called next. He told of his duties as buying equipment.

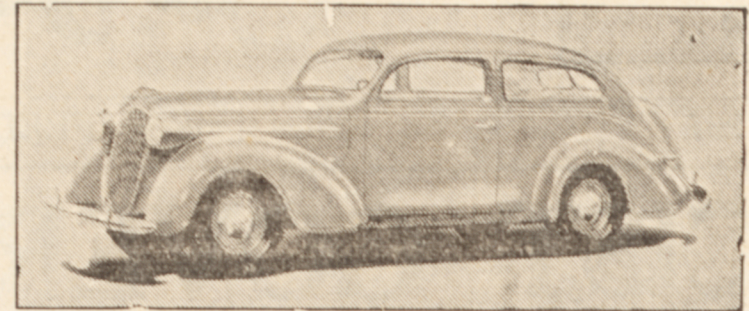
He thought that a "through" street is a detriment, causing much careless driving. Witness thought that a driver on a "through" streets gets the impression that he is driving fast or otherwise. At least it tends to create that feeling in the mind of the driver. Mr. Hughes questioned the witness briefly.

Chief of Police Jones

Chief Jones said that Brunswick street was made a "through" street April 2, 1935. It is a city by-law. Witness didn't know why it was made a "through" street. The witness said he was more satisfied with the street as a "through" street. Witness said this street relieved traffic on Queen street. The streets coming into Brunswick are "stop" streets. There has been an effort to curb speed limit.

(Continued on Page Three)

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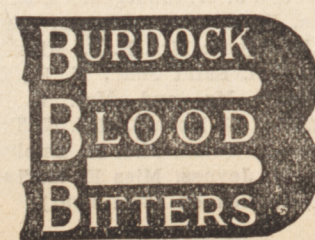
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