

Railway Must Change In Interest Of Progress

Canadian National Railways must continue to make changes in the interest of progress, its vice-president and general manager for the Atlantic region said yesterday but at the same time it will maintain its policy of informing and co-operating with municipalities whenever they are affected.

D.V. Gonder of Moncton, addressing the annual meeting of the Maritime Board of Trade in the Charlottetown Hotel, said it would be "foolish" to block forward steps by neglecting to effect such operational alterations as might become necessary.

He raised the topic in discussing at some length the railway-highway crossing problem, noting that he had been asked to focus part of his address on grade crossing protection, or separation.

Years ago, Mr. Gonder said, the issue was settled by what was known as the senior and junior rule. In cases where a railway line came first, and a highway crossed it later, the highway was judged the junior and all protection costs were therefore levied against whatever government controlled it.

FRONTIERS EXTENDED
But changes in this system had to be made as frontiers were extended, population centres increased and motor vehicles came into extensive use. The Board of Transport Commissioners was established, duly designated as the body which must decide in every case whether a grade separation is desirable and should be built, by whom it should be constructed and by whom the bill should be paid.

"Responsibility, benefit and ability to pay are factors they take very much into account today," Mr. Gonder said. He added that probably 90 per cent of requests for grade separations come from the highway authorities concerned, at province county or municipal levels. In many motor vehicles in general use, plus the annual influx of tourists, it was necessary to build better roads, eliminate some grade crossings and protect many others. The trans-Canada highway has posed special problems.

Grade crossing protection is much cheaper than separation, Mr. Gonder said, but it is not always completely effective because the motorist, in many cases will not heed the warning devices. In urban centres grade crossings often interfere with traffic and cause congestion, with the result that the demand for separation was strongest in cities.

MANY ACCIDENTS
In 1956, Mr. Gonder said, the annual report of the transport commissioners showed 339 accidents where motor vehicles were struck by trains. In addition, there were 209 mishaps where motor vehicles ran into the sides of trains.

"Payment of claims resulting from crossing accidents is clear confirmation of where the courts place responsibility," Mr. Gonder continued. "In the first four months of 1958 there were 31 accidents involving the CNR reported in the Atlantic Provinces. The railway paid out just over \$370 in claims, but collected over \$15,200 a ratio of 44 to one."

When an application for grade separation is made to the board, plans of the project and estimates of its cost have to be prepared, Mr. Gonder told the luncheon meeting. These are usually discussed between representatives of the province and the railway's engineers, to ensure that what is proposed will meet the requirements of both highway and railway traffic.

READY TO COOPERATE
"The board asks the railway for its submission," he said, "and the policy of the Canadian National in this regard is that we are prepared to contribute toward the cost of any grade separation, for which need is present, a sum calculated to represent the capitalized value of the economic benefits which the construction will produce for the railway company."

At times, Mr. Gonder said, the railway becomes the butt of much public criticism when some particular grade crossing becomes a source of repeated hazard or congestion. But it realized that inadequate knowledge of the board's provisions and accepted procedure is usually the cause for such criticism.

"I must say that whenever we have gone to municipalities in such cases, they have been most co-operative in working out a solution," Mr. Gonder acknowledged. "However, the burden of application for grade separation almost invariably rests with the highway and not the railway authority."

Some municipalities, Mr. Gonder said, had even given the impression that the cost of separation, or protection, is purely a railway responsibility. But this is certainly not the case.

SHARE COST
"There is no doubt that when such a municipality has discovered that it must share the cost and almost invariably bear more of it than does the railroad, the municipality hesitates because of the financial commitment involved."

"I am sure it is heartening to all of us that the federal government has announced its intention to increase the grade crossing fund from \$5 to \$15 million. At present, with a limit of \$300,000 toward any one project, the board has power to make a contribution from this fund up to 50 per cent of the cost of the work."

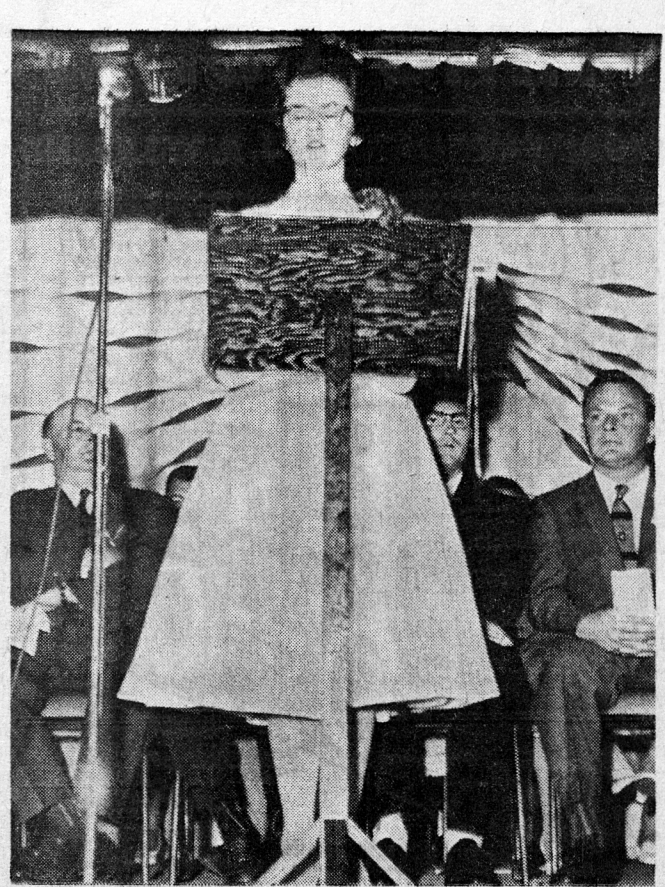
Pupils Of Mrs. Lea-Morgan Give Recital At Zion Hall

The musical talents and skills of the pupils of Mrs. John Lea-Morgan were displayed Monday evening at a recital in Zion Church Hall. An appreciative audience of friends and relatives were present to hear the varied program.

Each of the performers and the works they rendered were introduced by Mrs. Lea-Morgan. The program began with the performances of the first year students who played simple melodies. More difficult selections were played by older more experienced pianists who performed later in the program.

A collection, which was donated to the Protestant Welfare Bureau, was received. This collection amounted to \$15.50. Following is the program presented:

- Part I. Cheryl and Margaret, Piano Duet, The Gay Companions.
- Johnny Bruce, Song, Johnny Jump-Up.
- Paul Stetson, Little Ivory Horse Sharon Stairs, Pop Corn Man. Paul Inman, Tiresome Woodpecker.
- Patricia Bruce, The Knight and The Lady.
- Faye Rogerson, Entree.
- Gail Raynor, Twinkle, Twinkle Little Star.
- Margery Adams, The Sleigh Carol Ann Woodruffe, The Fairies' Harp.
- Trudy Stewart, Spanish Fiesta Lillian Roper, Spring Song.
- Linda Bruce, Two Little Roses.
- Alan Balderston, The Blacksmith.
- Fay Sellick, Le Petit Rien (Coperin).
- Marlene Matheson, Song, Sunlight and Moonlight.
- Pamela MacKinnon, Skating Lady and Peter's Donkey.
- Kathy MacKinnon, Little Ivory Horse.
- David Raynor, Dobbin.
- Part 2. Norma Birt, Skip To My Lou Carol Reynolds, At the Pond and Top O' The Morning.
- Lorraine Archer, Swance River and Air de Ballet.
- Carol MacLauchlan, Evening Bells.
- Margaret Mutch, Song, The Primrose.
- Linda Archer, Valse.
- Judith Kirkpatrick, The Brook.
- Eddie Diamond, Nocturne and Skyscraper.
- May Leard, Play, Bela Bantok. Sandra Horne, Country Gardens and Round the Village.
- Donna and Doreen, Duet, In the Sunshine.
- Sharon MacDonald, Sonatina.
- Paul MacNeill, Minuet in G (Bach).
- Beverley Adams, Rondo Alla Turca (Mozart).
- Nancy MacKinnon, Sonatina, (Beethoven).
- Wilma MacDonald, Minuet in G minor (Bach).
- Elaine Reynolds, Tarantelle.
- Part 3. Paul and Rundell, Duet.
- Bea Jenkins, Minuet in G.
- Diane Wood, Allegretto (Diabelli).
- Cheryl MacQuarrie, Finale and Peter's Swing.
- Margaret Bell, Nigh on the River.
- Judy Lea, Squirrels at Play and Allegro.
- Judy MacLauchlan, Barcarolle. Sheila and Donnie, Duet.
- Rundell Seaman, Rondo in G (Diabelli).
- Donna Lewis, The Sleigh Ride.
- Caroline Ling, Avalanche and Gay Tune.
- Donna Sutherland, Sonatina, (Beethoven).
- Naomi Bishop, Goblins and Ballerina.
- Sheila Roper, Butterfly Dance.
- Donald Roper, Hoedown and Turkey in the Straw.
- The Queen.



CLASS VALEDICTORIAN
Miss Margaret Murray, Class well address Thursday evening valedictorian of Kensington High during the graduation exercises. School, is seen delivery her fare-attended by a capacity crowd.

Classification For Saturday, June 28.

- Free-For-All, 2 Dashes at \$400.00 a dash
- Just Betty's Mark, Sir Joseph, Ann's Dream, War Cry Ranger, Betty French.
- AA Pace—2 Dashes at \$250.00 a dash
- Jolly Jim, Chrissdale, Scottish Light, Meg, G Ann C, Ginger E., Peter Federal, Famous Boy, Keppoch Playgirl, Mr. Jollscott.
- A Pace—1 Dash at \$200.00
- Cooly Boy, Vivian M, Taurida Bay, Gay Three, Tribune, Little River Mark, Jolly Dick, Downtown, Premier J. Walter.
- A Pace—1 Dash at \$200.00
- Uscita's Boy, Just Barbara, Morrell Woddy, Gay Spirit, Just Verdict, Jollity Leigh, Myrtle's Boy, Ken's Pride, First Again, My Darling.
- Trot—1 Dash at \$200.00
- Lorne Budlong, New Forest, Connie French, Sally Volstadt, Baby Train, Palacona, Vivian Strong, Gallant Way, Lucky Logan, Blake Hanover, Mt. Carroll.
- 1 Dash at \$175.00
- Bobby Brooke, Sandy Yorke, Perfect Hal, Esso, Murphy's Abbe, Dunlop B, Jolly Bud, Progress Brand, Jean Clegg, Record Pearl, Real Joe, Billy June, Bob Clegg, Zip M, Chaldale Comet, Wait For Me, Jollity George, Jo Jo Spence, America's Ace, Jolly Bruce, Fairgo, Lady Audrey, Canadair, Brian's Dream, Eric's Peg, Dr. Wilfred C, C. C. Clegg, Lanadale.

Due to only one race this week all the horses are not classified. Horses may advance to a faster class if they so desire.
Declarations Wednesday, 1:00 p.m.
Ch'town Driving Park.

greatest horse he ever sat behind. Scott Frost shared the harness writers Headliner Award with Adios Boy in 1954 and won it outright for the next two seasons.
Last Saturday night a very promising young pacer showed up in the D Pace at the Charlottetown track — Belle Texas, owned by the Mapco stables of Summerside and driven by Harold Stead. Her time was 2:16, and her smooth, effortless way of pacing should take her to a record very much faster. It was her first start.
A Canadian Press survey shows that harness racing tracks across Canada expect a big improvement over last year when betting at major centers totalled more than \$68 million. Harness racing is carried on in every province except Alberta and Newfoundland.
At Blue Bonnets Raceway, Montreal, bettors dumped in an average of \$270,000 a night into the pari-mutuel machines. More than 2,100 horses are stabled at Quebec tracks and 1,500 in Ontario, also about 800 in the Maritime provinces.

GREATEST
"Joe rates Scott Frost as the

Backstretch

(Continued from page 8)
much stress on speed clocking. Raider Frost last season paced a mile in 2:00 2-5, and only one two-year-old sidestealer, Corsical, stepped faster with a 1:59 4-5 mile. Shadow Wave, a chestnut colt sired by Adios, could be the sleeper. He became ill before he could get started last year and was turned out. But in 1958 he has been sensational with six straight wins, including a 2:01 mile on the big track at Santa Anita in his third start.

"O'Brien, with Billy Haughton, Del Miller, Stanley Sancer and Johnny Simpson, finished atop the money-winning driver standings last year. Among them they totalled \$2,233,983 in purse winnings. There is little doubt there are no better standardbred horsemen in the world."
"Though O'Brien seldom has more than 35 or 40 trotters and pacers in competition in one season, as compared with the 90 or so raced by Haughton, he has finished out of the top five only once in the past ten years. During that period, Joe won \$2,519,000. Many veterans consider O'Brien the best driver in the business. To many it appears he knows in advance just what he is going to do in a race. O'Brien denies this, holding to the opinion that a driver must keep an open mind to be ready for the unexpected. "Sometimes you will want to follow one opponent. Other times you have to watch them all. Sometimes you have to open up a big lead on an opponent with a big brush. Other times you save all the horse you can for the finish," Joe stated.

GREATEST
"Joe rates Scott Frost as the

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DIES AT 108
PETERBOROUGH, Ont. (CP) Peterborough's oldest resident, Hugh Fife, 103, died Sunday after a long illness. He was a member of a pioneer family in nearby Otonabee Township. His uncle, David Fife, developed the strain of spring wheat which proved a boon to Canadian farmers.

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