

March 16

# Negotiations Ended On Fruit Terminal For Year at Least

## Queen's Park Parley Reaches Deadlock— C.N.R. Will Support Project if Truckers Are Excluded, C.P.R. Wants Them to Pay for Privileges

## OLD RAILWAY SHED IS BEING REPAIRED

The \$2,000,000 joint fruit terminal project cracked on the rock of railway versus truck competition Saturday morning.

Hon. Thomas L. Kennedy, Ontario Minister of Agriculture, had all the parties interested in the undertaking in his office to agree on a site for the terminal. It had been forecast that all the details except the location had been agreed upon.

Not so, however. Within twenty minutes of starting, the conference reached a deadlock and dispersed. From authoritative sources it is learned that probably nothing more will be done about the fruit terminal for a year at least.

### Not Aiding Competitors.

What proved to be the stumbling-block in the negotiations was the stand of the Canadian National Railways as expressed by W. A. Kingsland, General Manager of the Central Region. Mr. Kingsland declared that the C.N.R. would participate in the fruit terminal only on the understanding that all truckers should be excluded. "We do not feel that we should provide money to help our competitors," he said, in explaining this attitude. He later told The Globe that by competitors he meant truckers and not the C.P.R.

Although H. C. Grout, General Superintendent of the C.P.R., expressed that railway's willingness to participate in a joint fruit terminal, allowing truckers to pay for the facilities provided, the C.N.R.'s attitude was enough to induce Colonel Kennedy to terminate the conference.

"If the railways are not going to get together," said Colonel Kennedy, "this meeting is useless, because a union terminal is the only one that this department favors, and the only one that will be of any benefit to growers and consumers."

### Future Action Uncertain.

Some doubt remains as to what the next step will be regarding the projected fruit terminal. After the conference Colonel Kennedy declined to make a statement to The Globe as to what he proposed to do. Mr. Grout of the C.P.R. said he did not know what the next step would be. Mr. Kingsland expressed the view that nothing would be done about the proposed terminal for probably a year at least.

As a matter of fact the C.N.R. has already agreed with the fruit dealers occupying the old Great Western shed at Yonge and Esplanade to fix the place up for use for the next year. Maybe room will be found for some of the independent fruit dealers now not accommodated there.

The conference was attended by several representatives of the interests affected. As well as the representatives of the two railways, there were present Dr. J. H. Grisdale, Deputy Minister, Department of Agriculture, Ottawa; City Property Commissioner

Chisholm, Alderman J. R. Beamish, W. B. Somerset, and representatives of the fruit dealers.

### Question of Location.

In opening the conference Colonel Kennedy referred to a previous meeting, remarking: "It was agreed that a union fruit terminal would be of benefit to growers and consumers. Now that this union principle has been agreed on and all the interested parties are here, the meeting should discuss the question of location."

Mr. Chisholm stated that the city desired that the terminal should be located in the block between King and Front and Church and Jarvis Streets, where the present wholesale fruit trade is established. C. F. Simpson, representative of part of the wholesale fruit trade, raised the question of compensation for those dealers who would be disturbed in the enjoyment of their present leases.

Mr. Kingsland—It is not so that a joint terminal was agreed on at the last meeting.

Mr. Somerset—It is my recollection that the principle of a joint terminal was agreed upon.

### Under Certain Conditions.

Mr. Kingsland—Only under certain conditions: that all truckers be excluded from the terminal and that the terminal be made self-sustaining. There is no reason why shippers should not ship by rail.

Colonel Kennedy—I must have been mistaken. I thought the union terminal had been agreed upon. If the railways are not going to get together, this meeting is useless, because a union terminal is the only one this department favors, and the only one that will benefit growers and consumers.

Paul Fisher, a grower from Burlington, expressed himself as opposed to the C.N.R. attitude, which, he felt, would tend to promote the sale of American fruit rather than Canadian.

### User-Basis Charges.

"The C.P.R. is definitely prepared to participate in a union terminal," said Mr. Grout. "It is further prepared to admit trucks, the facilities to be charged on a user basis. The C.P.R. is prepared to finance its share in arrangement with the C.N.R., the location to be agreed upon later."

The C.N.R., The Globe was later informed, handles the bulk of the fruit traffic at present. The fruit dealers in the city are divided into two camps, one enjoying the accommodation offered by the C.N.R. in the old Great Western shed at the foot of Yonge Street and the other association "outside."

In explaining his opposition to allowing the trucks use of the joint fruit terminal, Mr. Kingsland said that trucking was already a serious competitor of the railways and enjoyed considerable advantages over the railways in the matter of taxation.

# BARLEY IS WANTED BY MALTING FIRM FOLLOWING PARLEY

## Company Will Buy Million Bushels at 55 Cents and Over

## AFTER SEPTEMBER 1

Announcement was made over the week-end by Hon. Thomas L. Kennedy, Minister of Agriculture, of an offer of the Canada Malting Company, Ltd., to pay a minimum price of 55 cents a bushel for Ontario barley, on and after Sept. 1, delivered at Montreal, and to buy 1,000,000 bushels at this price, providing it is sound and clean, reasonably free from other grains, and weighs 48 pounds to the bushel.

Certain large malt consumers in Eastern Canada are behind the Canada Malting Company's proposition, which is really the outgrowth of a recent conference at Queen's Park between the malting interests and the Minister of Agriculture.

"Barley has, for a great many years," states Colonel Kennedy, "been regarded as a cash crop by many farmers in the Counties of Essex, Kent, Middlesex, Elgin and Perth, and in announcing the foregoing minimum price, it is hoped that confidence will be established and that reasonable assurance will be given to the man depending on barley as a cash crop, particularly in those counties where it has become more deeply entrenched."

"A Montreal price of 55 cents would mean f.o.b. prices approximately as follows: Main line Chatham and surrounding points, 40 cents; off lines or side lines or radial lines in same territory, 37 cents; Central Ontario points, say from London to the Lake Simcoe district, 42c; east of that and on to Montreal, 46c. These would represent the approximate f.o.b. prices paid to shippers, and in the case of barley, the farmer would, in the majority of cases, be the shipper. These prices would apply only to carlot shipments.

"This offer is regarded as being better than present-day prices on the Montreal market, and should do much to stabilize and stimulate an interest in barley production in those counties where the crop is well and favorably known and where it is not entirely used as a hog and cattle food."