

# CITY FAVORS GRANTING OF BUS LINE FRANCHISE

Hear Details — Capital Bus Company is to be Formed to Start Passenger Service in This City — Committee of Council Will Secure All Details and Report Back — P. J. Hughes, K.C., Represents Company.

The application of a local company, would gradually extend to the outlying districts to Maryland and Lincoln. Answered Questions W. E. Vaughan and ex-Ald. C. N. Goodspeed appeared and answered questions asked by the aldermen. W. E. Vaughan promised the Council that the bus company would be subject to city by-laws and any regulations which the city might from time to time make. Ald. T. Earle Doohan raised the question of plowed streets in the winter in its connection with the bus line. There would be a question as to whose duty it would be to plow the streets—the city or the bus company. Mr. Vaughan said: "We have no intention of asking the city to plow the streets for us." "Are the taxi drivers going to be thrown out of employment?" Ald. F. S. Mundie asked. Mr. Hughes said the service would not interfere with ordinary taxi service. The service would be entirely exclusive of Marysville and Devon. Seven-day Service The bus service, it was assured, would be a seven-day service, with a Sunday service not so rigid in schedule, probably. There would be nothing to prevent the ordinary taxi service, it was stated by Mr. Vaughan. A house call for a taxi would be quite permissible, and not interfered with. The Council agreed that a bus service would be an additional service to the citizens. The taxi drivers could find no objection once they realized that the new bus service would not interfere with their business, it was pointed out. Mayor Clark assumed that a by-law to cover the new service would be necessary. It would be in the nature of a special by-law. "Serious Competition" Ald. Ivan McKnight thought it would be "serious competition for the taxi drivers," especially with regard to the Union Depot route, where the bus route would be sure to extend. Mr. Hughes declared there was no intention to interfere with taxi services at the railway stations on the part of the bus company. The Council decided to consider the matter fully at their September meeting on Tuesday evening.

Explaining the matter to the Council, Mr. Hughes said that the company would be formed at once if granted a franchise by the city. Between \$15,000 and \$20,000 will be the initial outlay and the company is prepared to provide the capital at once. It is planned to acquire three up-to-date buses and to operate them on the streets most desirable and on scheduled time — in brief, giving a "street car service." The equipment on the buses will be modern and operation will be summer and winter. The main purpose of the new bus service the Council was told is to prevent another big bus company from getting on the ground first. There is no intention to interfere with ordinary taxi service, which would be carried on as usual after establishment of the bus line service. The probable fee suggested was five cents. Mr. Hughes believed it would be an advantage to the city, both from the standpoint of community service and for enhancement of building. A bus service would encourage more building in the outlying districts. The company would want a franchise for at least fifteen or twenty years. A five-cent fare is planned. A route could be worked out to be most advantageous to everyone. The service

# NAPOLEON'S OFFER OF KINGSHIP TO DUKE DISCOVERED

KHARKOV, Russia, August 30—An original letter from Napoleon, offering the kingship of Prussia to the French Duke of Autrent, has been discovered in the Central Scientific Library, it was announced recently. The letter was written shortly before his defeat at Leipzig ended Napoleon's aspiration on Prussia. Written from Dresden on May 11, 1813, the letter said: "I must inform you of my intention of entering the Kingdom of Prussia immediately and summoning you to me to place you at the head of that kingdom. "Victory at Lutzen has allowed me to throw off the enemy from the shores of Elba and move troops towards the Oder. I want you, without wasting a moment, to go to Dresden in disguise. You will select two or three trustworthy persons who will not arouse my doubts. Try to select ones who speak German. In order not to cause any commotion in Paris, you must create the impression that you are going to your estate. You will be here already, while everyone thinks you are at home. "I will be very glad again to be convinced of your faithfulness. I appeal to God to help you. Entrust your fate to Him. "NAPOLION".

matter fully at their September meeting on Tuesday evening. Mayor Clark believed it would be "of benefit to the citizens to have a service of this kind. It would be not unreasonable to have an exclusive term license. There would, of course, be some license fee. The Motor Carrier Board imposes a license of so much per bus, Mr. W. E. Vaughan said. Mayor Clark promised the delegation to consider the matter fully at the September meeting of the Council. Not Too Long Franchise It was thought unwise by the Council to grant a franchise for more than five years at a time. A renewal license could be inserted in any agreement made by the Council in this connection. There was some discussion on whether the service would be satisfactory and in order to avert this a long-term franchise should not be given. The opinion was expressed that the company would not get business unless the service was satisfactory. This problem would then work itself out. Details as to licenses and tax, wear on roads, etc., will be dealt with more

# ONE-CENT COIN SURPLUS GONE

MONTREAL, Quebec, August 31 — "It's an ill wind that blows nobody good." Only a short time ago our Montreal bankers were frowning over the problem of what to do with a surplus of about \$25,000 worth of one-cent coins — commonly known as coppers — which then lay in their vaults, unwanted by the average citizen and certainly unpopular with the bankers themselves for 1,500,000 coins take up plenty of space, not to mention muscle-power in shifting from place to place. The Bank of Montreal is estimated to have had close to \$15,000 in coppers in its vaults and the Montreal and District Savings Bank, at least, another \$1,500 worth. The rest of the total \$25,000 worth was spread among the remaining banks. Then came the start of the Big Exodus. While citizens in general protested the advent of the Provincial Meal Tax, the bank executives issued orders to "dust the cobwebs off the coppers in the cellar". In time the demands of the meal tax so ate into the excess supply that a decided shortage occurred, which, coupled with the advent of a small purchase era in the West, forced the mint at Ottawa to work overtime. Slowly the supply in the bank vaults began to increase once more in Montreal. Then came our Sales Tax. Coppers again came into demand. Now, according to information supplied The Standard, things are moving along quite nicely in connection with the one-cent coin situation. While no shortage is being experienced, Mr. Copper is receiving a much warmer welcome than it has been for some time at bank tellers' wickets. J. N. Bender, local Agent of the Bank of Canada, explained that good one-cent coins are not redeemable by Ottawa which explains why the banks did not like the idea of becoming loaded up with them. Mutilated or used coins are exchanged readily for their value; but good coins are not. This caused quite a dispute some time ago in the branch of a local bank when a citizen wanted to exchange some \$60.00 worth of coppers for paper currency. The manager refused him on the grounds that his bank already had a huge supply and that they would only have to be stored up in their vaults. The citizen appeared to the bank's head office; but the manager's decision was upheld. Now that same citizen would receive a warm welcome. No demand for new supplies of one-cent coins has been received by Mr. Bender since the Bank of Canada took over the Assistant-General Receivership duties from the Montreal and District Savings Bank a few months ago. The question of American currency has not been bothering the local bank heads to any great degree this summer. The banks handle their own exchanges individually, shipping bundles of coins and paper currency across the border to their offices in the United States. It was pointed out that the local banks suffer quite a loss annually in connection with the United States coins that filter in together with supplies of Canadian coins. The odd 25-cent piece may not look like much to the average citizen and the banks place the acceptance of it under the heading of service. However, a cross-border exchange must be made since these American coins are not passed back over the bank counters and back into circulation here. Shipping these "odd" coins which rapidly accumulate into large bundles, involves transportation and insurance costs which the banks must bear, whereas paper currency pays its own way through the collecting of exchange fees from the exchanger.

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likewise closed to purchases which are made with war in mind. Wide prominence is given in London to the statement of the export-import bank in Washington refusing credits for the shipment of war material from the United States to Italy. The financial correspondent of the Daily Telegraph says today: "As the situation now appears to be developing, there seems little chance of Italy's being able to raise any substantial credit abroad so long

the purpose of the credits is to finance preparations for war with Ethiopia. Italy apparently is unable to obtain through her banks or industrialists any important loans in London, Paris or New York. "If that is an accurate account of the position of Italy's domestic finance, a fact of considerable importance in the international outlook". The question is unanswered how Italy proposes to meet its German, Dutch and Brazilian obligations.

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