

18 LIB.-PROGRESSIVES, 10 CONSERVATIVES ELECTED; 18 SEATS ARE STILL UNDECIDED

U. S. Chamber Foresees A Vast Trade Upturn

Year's Business Outlook Called Best Since 1929; Jobs at Six-Year Peak, Says Report

Building Activity 76 P. C. Over 1935 Total Work For Millions Seen If Administration Halts Its Threats To Industry

By ALBERT L. WARNER WASHINGTON, July 29—Fortifying itself with solid figures, the United States Chamber of Commerce, a representative of the nation's industry, led other agencies today in a round-up presentation of the most optimistic report on business since the depression began.

Physical volume of business, the chamber predicted, would be the best this year since 1929. In addition to the upturn in employment as well as production in the manufacturing industries, the ground swell of recovery is beginning to pull the economically important but tardy construction industry into the upturn, according to the chamber.

Construction Totals Soar Bolstering the optimistic economic picture, the office of Frances Perkins, Secretary of Labor, made public a report by Isador Lubin, Commissioner of Labor Statistics, showing "a decided increase" in building activity in June. Value of building permits was 34 per cent greater than in May. For the first six months of this year the construction total of \$610,000,000 represented an increase of 76 per cent over the corresponding period in 1935. Mr. Lubin said the June increase was "especially significant," since in five of the last seven years building permit valuations had been lower in June than in May. Comparing June this year with the same month a year ago, Mr. Lubin found a gain of 142 per cent in residential buildings, 81 per cent in non-residential buildings and 52 per cent in additions and repairs.

The Department of Commerce, in its weekly assessment of the business situation, reported maintenance of steel mill production at "the best levels of the recovery period, with a recent tendency to increase."

Employment at Six-Year Peak "June was the fourth consecutive month," it said, "in which employment gains were recorded for the manufacturing and non-manufacturing industries surveyed regularly by the Bureau of Labor Statistics. Factory employment showed a seasonal gain over May of 0.4 per cent, which lifted the bureau's index (Continued on Page Four)

SIX THOUSAND CANADIANS BEFORE TOMB OF UNKNOWN SOLDIER AT WESTMINSTER ABBEY

LONDON, July 29—6,000 Canadian Vimy pilgrims paraded before the tomb of the Unknown Soldier today at Westminster Abbey and also before White Hall.

One thousand of the pilgrims landed at Folkestone and came by special train to Victoria Station, London, stopping mostly at hotels in the Bloomsbury district. Others who travelled across the channel in the Montrose, the Montcalm and the Ascania were landed at Tilbury and likewise distributed at various hotels. Still others crossed in the Antonia from Le Havre to Southampton and arrived at Waterloo Station.

The pilgrims were cheered and (Continued on Page Five)

AROOSTOOK COUNTY SEES BONANZA

BANGOR, July 29—Because of drought and flood in many of the potato growing states of the West and South, and consequent short crops, Aroostook county, which raises the bulk of Maine's potato yield—anywhere from thirty million to forty five million bushels—looks confidently to another bonanza year, the first since 1925.

For several years Aroostook has been on the ragged edge of bankruptcy, owing to big crops and low prices the country over, and nearly all the farmers are deeply in debt, although a sensational spurt in the market at the end of last spring gave some of them an unexpected benefit. The 1934 crop, which was big and good, was a financial disappointment, for the country was full of potatoes, from Idaho to the Carolinas, and April of 1935, when they yet remained in storage a thousand carloads, or 700,000 bushels, witnessed the spectacle of farmers selling fine potatoes to the starch factories at ten to fifteen cents a barrel (11 pecks) or dumping them in the fields as fertilizer.

The 1935 crop brought only fair returns until the fall end of the ship- (Continued on Page Four)

WILL METER CITY WATER TO STOP WILFUL WASTE

CALGARY, July 29—Although the cost of general installation would be prohibitive, the city is prepared to install water meters in houses where the water is being wilfully wasted. One investigation disclosed the householder filled a big tub with the daily milk and vegetable supply and ran a hose in it day and night.

Premier and Cabinet To Campobello

Premier A. A. Dymally and members of the provincial cabinet, who completed their meeting at Saint John last night, took a respite from their duties by motoring to Campobello Island and paying their respects to President Franklin D. Roosevelt at his summer home. The premier and members of the cabinet will be guests of A. Neil McLean at Black's Harbor, and will return to Saint John tonight. No announcements were made at the conclusion of last night's cabinet meeting at Saint John. The cabinet will meet again tomorrow at Saint John.

The C. N. R. Bridge

Now that it is known from the highest railway authorities in Canada that no decision has been made to build the railway bridge in Fredericton, it is up to citizens and public bodies interested to get busy and pin the railway people down to something concrete. We have dilly-dallied too long as it is depending upon promises that the bridge will be built in Fredericton and that it will be built this year, and so on. There was absolutely nothing substantial in this talk. Fredericton people are easily fooled and many of our leading public men take too much for granted and are not active and aggressive enough. They let others put it over them until it is too late. Our belief is that this is what is happening now in regard to the bridge. Nova Scotia interests are getting busy to prevent the bridge being built. Our local interests are sitting tight and doing nothing. What are the Board of Trade, the City Council or our federal representatives at Ottawa doing to have work started on the Fredericton railway bridge? Absolutely nothing. We sent a delegation from the City Council to Ottawa. They met the high muckey-mucks up there and were given a pleasant smile—and perhaps a beer or two—and then a promise that: "Oh, yes, Fredericton will have the bridge built, sometime, perhaps." Yesterday the word came by wire to The Daily Mail that no decision had been reached regarding the bridge. It was stated that the matter rested upon economic study. When these telegrams from Hon. C. D. Howe, Minister of Transport, and from Mr. Hungerford, president of the C. N. Railway, came out in The Daily Mail last evening they caused a surprise amongst some people. Others said: "We told you so; there never was anything definite in regard to the bridge." — "The Daily Mail deserves credit for bringing the matter up so that we can find out where we are at." Efforts to make the public believe that the bridge is assured is proved by these telegrams to have been hot air; nothing else.

In The Daily Mail today, ex-Mayor R. L. Phillips, chairman of the Transportation Committee of the Board of Trade, goes into the situation in a way which strengthens the contention which we are making. The president of the Board of Trade, S. S. Miller, does not seem to think that the Board is in a position to take any action in regard to saving the bridge for Fredericton. He says that "we may have a meeting of the executive some of these days." When some of these days will be nobody knows.

Saint John citizens are getting busy. Then are beginning to sit up and take notice that the summer months are going by and that absolutely nothing has been done in regard to the bridge in this city. Saint John is naturally interested because the bridge as a very important link in the trans-Canada railway system means much to the port of Saint John and to the whole Province of New Brunswick. As the Saint John Citizen, the new Saint John daily, says, the building of the bridge is of interest to the merchants and shippers in all parts of the Dominion. A railway man speaking recently at the City Club stated that the Fredericton railway bridge was the key to the railway situation in the lower provinces.

THE VALLEY ROUTE TO THE SEA AT SAINT JOHN IS NECESSARY for the cheap and proper transportation of cargoes from Central and Western Canada. The haul is much shorter and many thousands of dollars may be saved each year by using the Valley route instead of the long round-about haul via Moncton, or what is worse, on to Halifax. But all this has been gone into many times. The transport people are familiar with the facts and they cannot dispute these facts.

Now! What are we going to do about it? The summer is going by and there has been absolutely no move made either in regard to the new bridge or in regard to the railway roadbed between McGivney Junction and this city, or elsewhere along the proposed route. At the District Superintendent's office it is stated that the office has no word whatever regarding any improved roadbed construction and added that "IT WAS ALL NEWSPAPER TALK SO FAR AS THEY WERE AWARE."

So far the movements regarding the new bridge and other improvements necessary to give us the valley road to the sea seems to have been "just talk." It has been just talk on the part of those who are supposed to guide the destinies of the railway bridge. What is wanted now is some action.

If there is going to be anything done this year to put the roadbed between this city and McGivney up to the standard, it is time that someone got busy.

The Saint John Citizen, which seems to have some inside information in regard to the matter, says:

"Where is the Ethiopian in the woodpile. Has Halifax 'pull' got in its deadly work to further handicap the Port of Saint John?"

"In order to have the railway bridge at Fredericton rebuild the people of the province, headed by members of the Fredericton city government and of the Saint John Common Council, must put their full weight into the drive to have the bridge built and have it built at once.

"Promises are not enough. The bridge should be started at once and there should be no holdup. The bridge is necessary to the business of the whole Dominion, and there should be no delay.

"There are rumors that the bridge is not to be built. With the lack of action it would appear that there is some foundation to these rumors. The people's representatives in New Brunswick must take the responsibility for having this bridge built and the sooner there is definite action and not just another flock of promises, the better it will be for all concerned."

18 SEATS STILL UNDECIDED IN MANITOBA

The Final Results May Create Stalemate

WINNIPEG July 29—Latest reports of results of the Manitoba provincial election show 18 Liberal Progressives and 10 Conservatives elected. One Communist, the first ever to be elected in a provincial legislature in Canada, polled well up. Eighteen seats are still undecided.

The possibility of a stalemate in the battle for control of Manitoba's Legislature, loomed tonight as returning officers and expert calculators continued the slow process of tabulating votes cast in yesterday's provincial general election.

After being in power 14 years, Premier John Bracken, leader of the Liberal-Progressive party, saw Conservatives and Social Credit candidates win nine seats formerly held by his followers. His party was assured of 18 seats in the 55 member legislature as counting proceeded tonight. (Continued on Page Five)

Passing of Mrs. Nettie Jane Wallace

The death occurred on Tuesday at the home of her brother, R. B. Wallace, 382 George street, of Mrs. Nettie Jane Wallace, aged 75, widow of Theobald Wallace. Deceased who was born at Jerusalem, N. B., had resided in this city for the past eight years. She had been in ill health for some time. Deceased had also resided at Greenwich, Kings county. She had a host of warm personal friends who will hear of her death with sincere regret. Surviving is one sister, Mrs. Annie M. Whitten, of this city, and one brother, R. B. Wallace, also of this city. The funeral will take place on Thursday with service at 382 George street at 10:30 o'clock to be conducted by Rev. G. W. Guioi. The remains will be taken by motor hearse to Jerusalem, Queens county, for interment.

President Roosevelt Arrived at Campobello Last Night, Flags of Both Countries on Dock

NEW GROUPING TO BE COMPLETE ABOUT SEPT. 1

OTTAWA, July 29—Reorganization of a dozen district branches of the Government under two newly named departments, Mines and Resources, and Transport, involving approximately 9,000 permanent and non-permanent civil servants, is expected to reach completion about Sept. 1.

Dr. Charles Camsell, Deputy Minister of Mines, is to be Deputy Minister of the new Department of Mines and Resources, while it is expected V. I. Smart, Deputy Minister of Railways and Canals, will be named Deputy in the Department of Transport.

Heads of the various branches concerned in the merger will be titled "Director" and there will be several in each department, most of them to be selected from officials already in the service.

Hon. C. D. Howe, who will be Minister of Transport, will probably retain his office in the West Block, which has long been headquarters of the Department of Railways and Canals, which forms the nucleus of the new department. He will have jurisdiction also over the Department of Marine, Civil Aviation, Radio, the Travel Bureau, and possibly over a (Continued on Page Four)

Conscripts of The World War Called to Arms

Order Confiscation of All Religious Properties in Stricken Country Large Emergency Vote

Reign of Terror Allegedly Planned For Capital City of Spain

DROUGHT LOSS SET AT OVER \$27,000,000

TORONTO, July 29—As Ontario's agriculturists yesterday made a tentative survey of the drought and crop situation of the Province, unofficial estimates placed the crop loss due to drought at approximately \$25,000,000, with an estimated loss to fruit growers of about \$750,000 and to the dairying industry about \$2,000,000.

General opinion was that the rain in the past forty-eight hours had benefited root crops and other garden products most with grain farmer saying more heavy showers were needed. (Continued on Page Four)

LEADERS KILLED OFF IN WORLD WAR

(Special to The Daily Mail) Leader of men who fell in battle during the World War would have been men to lead others in present troubles which are now seething in Europe. These were the words of Stanley Baldwin in addressing the Canadian Vimy pilgrimage today in London.

MADRID, July 29—With loyal forces hammering at Oviedo and preparing for a crushing onslaught on Zaragoza and Cordoba, the government rallied its strength for a death blow at the revolt last night by ordering immediate mobilization of the 1914 and 1915 conscript classes in several provinces.

Confiscation of all buildings belonging to religious orders within five days was ordered, while two credits totalling 40,000,000 pesetas (\$5,480,000) were allotted as emergency funds to meet the government's new obligations.

An army of Asturian miners, encircling Oviedo under the command of Gonzales Pena, has stormed the northern city, the government announced.

Reports from the south and the Mediterranean area indicated loyal Leftists and insurgent Fascists were locked in a fight to the finish.

General Miaja's loyal troops were near Cordoba in the southwest, the interior ministry announced. General Queipo de Llano's immediate defeat or surrender in Seville was predicted, the government claiming the rebel commander's position was increasingly untenable as Leftists in the surrounding cities rallied to government columns.

One of the few discouraging notes here was the denial of yesterday's re- (Continued on Page Four)

R. C. M. P. and Others Extend Greetings; Will Act as Secret Service Men.

CAMPOBELLO ISLAND, July 29—After covering 437 miles in 90 hours and 25 minutes in the two-masted schooner Sewanna, President Roosevelt last night ended his two weeks' sea vacation at this island, where he and his mother maintain summer homes.

He went ashore at Welchpool on Passamaquoddy Bay after a four-hour sail against headwinds from L'Etang, N.B. He was in his cottage a few moments later.

Canadian and United States flags flew from either side of the dock. A score of Royal Canadian Mounted Police lined up to extend a greeting. They will assist secret service men in guarding the United States president while on Canadian soil.

Summer colony neighbors and a group of 'old salts' who claimed to have had a hand in teaching the president how to sail as a boy also welcomed him.

He will remain on Campobello until Thursday afternoon, then go by boat and train to Quebec City for a one-day visit Friday with the Governor-General of Canada.

(Removes Disguise) Minus his facial disguise, President Roosevelt went ashore today on a (Continued on Page Four)

DOMINION WOLF BOUNTY IS RESTORED

OTTAWA, July 29—Wolves are so numerous in the Far North and so many fur-bearing and big game animals have been slaughtered by them the government has reintroduced a bounty for their pelts.

The Dominion government used to pay a bounty of \$30 for every wolf pelt. It was reduced to \$20 in 1932 and dropped the following year. Since then, wolves have increased in numbers throughout the Northwest Territories and in the provinces flanking the northern timber lands to such an extent they have become a real menace.

The new regulations call for a bounty of \$5 for each pelt, with the trapper keeping the skin for sale. This follows the practice of most provinces in contrast to the old regulations under which the Dominion retained the skin for sale.

Leave For Petewawa

The 90th Howitzer Battery under the command of Major T. C. Barker is leaving for Petawawa tomorrow. About 35 Fredericton men are expected to make the trip.