

Fredericton Wants Better Train Service

The Daily Mail

NEW BRUNSWICK'S
HOME COMMUNITY
PAPER

THE DAILY MAIL
GOES HOME AND
IS READ

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FREDERICTON, N. B., MONDAY, APRIL 13, 1936

Weather: Strong winds, cloudy and cold, snow or rain; Tuesday, cold.

Jack Russell Boosted New Brunswick in Far Away Florida

Has Many Prominent People Coming Here This Spring

He Lost Camps in Storm

Many New Brunswickers Enjoyed the Florida Climate

Jack Russell, well known Miramichi sportsman and guide, returned today from Florida. He arrived in the city with his left leg in a cast as a result of a taxi accident which he met with on the way home. Mr. Russell, who reports having a very good winter in his sporting business at Palm Beach, also states that he has booked several prominent sportsmen who will arrive here during the next couple of weeks. These include H. T. Webster, cartoonist, who is to devote a full page cartoon to New Brunswick.

Sherburne Prescott, a prominent Wall Street broker; C. J. Hendrix, who has large estates in London and Switzerland; C. L. Hawthorn, one of the best known fly fishermen in North America all will join Mr. Russell on the Miramichi river for spring salmon fishing.

During his sojourn in Florida Mr. Russell in addition to distributing large quantities of literature in regard to New Brunswick put on several motion picture publicity stunts, advertising New Brunswick. He also spoke before the West Palm Beach Chamber of Commerce and boosted this province as a vacation land for the tourist and the sportsman. Mr. Russell did not confine the advertising to his own district but treated with New Brunswick as a whole.

Mr. Russell left Florida before the floods but in the hurricane he lost two buildings and ten boats at a loss of several thousand dollars. During his stay in Florida Mr. Russell met many Canadians including C. J. Osman, Ex-M.P.P. for Albert and Mrs. Osman, and our old friend H. W. Woods, formerly of this city. Mrs. Russell left in March for England, accompanied by the two boys, Bill and Jack, Jr. and she will visit her sister, who is ill in England. In addition to his other sporting activities Mr. Russell has taken over the management of the Keswick Fishing Club on the Restigouche river. When Mr. Russell returns to Florida next winter he intends to add several sportsmen and fishing clubs to those which he already has built in that state.

MT. ALLISON WON MARITIME COURT TITLE

SACKVILLE, N. B., April 13 — A confident band of basketballers, representing Mount Allison University, newly crowned Maritime Intermediate basketball champions, were in Montreal last night awaiting the Eastern Canadian playdowns.

Saturday morning at Mount Allison the Mounties soundly trounced the Halifax Y. M. C. A. team 50-12 to take the Maritime title by a round score of 81-35. The opening game of the title series, played Friday night, ended 31-23 for the Collegians.

SAINT JOHN VOTERS WENT TO POLLS TODAY IN CIVIC ELECTION

Their campaigns finished, Saint John's 10 candidates for two commissioners in the Common Council went before the city's 7,612 eligible voters today in what is expected to prove one of the most keenly contested civic elections in years.

The candidates offering to fill the seats Commissioners Edward D. Walsh and LeBaron are vacating are:

Queen Mary Desires to Have Functions Resumed

LONDON, April 13—By the express wish of Queen Mary, everyone not connected with the court will go out of mourning for King George after Easter.

Hopes for a brilliant social season in London this summer have thus been revived, with the success of many traditional events assured.

The Queen's wishes in this respect set a precedent in social history.

The announcement set at rest fears that tourist trade, and the success of such events as the Covent Garden Opera, the Horse Show, Henley and Wimbledon would be interfered with by public mourning for King George.

The Queen's wishes in respect to mourning, submitted to 100 leading hostesses, were received with enthusiasm by West End dressmakers, florists, caterers and hotel managers. Weddings, balls and entertainments will be far more colorful and gay during the coming months than was anticipated.

BRITAIN PEACE HOPE THINKS W. PERKINS BULL

MONTREAL, APRIL 13 — W. Perkins Bull of Brampton, Ont., who described himself as "author and traveler," passed through Montreal today on his return home from a visit to England.

The heavily built, bewhiskered lawyer talked mostly of his books when reporters met him at his hotel. Yes, there were new books coming out under his name. For instance, there will be "Birds of Peel," in which Mr. Bull will tell of feathered residents of Peel County.

"You know," he said, "I doubt if there is a kind of bird between the North Pole and the equator, or between the Atlantic and the Rockies, that has not been in Peel at one time, stops there, passes over Peel, lives there now, or has been seen there."

He smiled as reporters looked at him quizzingly. Another book, he said, would be his "History of the Orange Order," adding quickly, "but I don't think you would be very interested in that down here."

As far as Mr. Bull was concerned, "there is no danger of war while Great Britain is at the helm."

Ralph J. Broderick, George D. Ellis, A. T. Ganong, E. Ray Hansen, J. Harold McLellan, K. D. Spear, Alick Taylor James A. Whitebone and the two commissioners who are up for reelection.

Polls throughout the city opened at eight o'clock this morning and will remain open until seven o'clock this evening.

Bad Railway Service

If the two railways entering this city wish to continue to receive the encouragement and patronage of the people of Fredericton and this section of Central New Brunswick it would be advisable for them to heed the words of an important gathering of leading business men in the community held in this city a few days ago. Fredericton has at times received good service from the railways. Many times, however, we have received raw deals. At the present time the public is suffering an absolute injustice both as regards freight and passenger traffic. The particulars of this injustice have been pointed out to the railways by men like ex-Mayor Phillips and J. D. Palmer, both of whom have made an intimate study of traffic matters, and by Mayor Kitchen, G. W. Hodge, and others, who have been for years amongst the railways' best patrons. The present change for the worst, however, effects not only the business section of the community; it effects the travelling public and it effects indirectly all sections of the community. As Mr. Phillips pointed out in his able address, the recent changes in the operations of the Canadian Pacific train services effects this city most adversely.

Passengers cannot leave Fredericton via the Gibson branch and reach Hartland or any other point in Northern New Brunswick in one day. It also means that passengers cannot leave Northern New Brunswick or Maine and come to Fredericton via the Gibson branch—the natural route which has been in use for nearly fifty years—in one day. In order to get to points north in New Brunswick the travelling public is forced by the new schedule to leave here at six o'clock in the morning and make connections at McAdam Junction. This further means waiting for hours at Fredericton Junction in order to make connections. On the return trip the change means a like delay and a like unnecessary travelling of many more miles over the company's lines, with a consequent extra expense in railway fares and the extra expense of stopping along the road. Therefore any passenger wishing to travel between the districts mentioned must, as Mr. Phillips pointed out, either take two days for these trips or pay extra fares, travel extra miles, and put up with loss of time and inconvenience which could well be avoided if the railway authorities would use their heads and make some effort to serve the public.

The extra cost to the travelling public in fares alone works out like this: Fredericton via McAdam to Woodstock, commercial, \$2.95; Single, \$3.95; Return, \$6.45. Fredericton via the Gibson branch, Commercial, \$1.60; Single, \$2.20; Return, \$3.55. The extra cost of travelling via the McAdam route instead of the route which the people have a right to use is: Commercial, \$1.35; Single, \$1.75, and Return, \$2.90. This is how the hold up figures out in fares alone.

As one business man has very well expressed it, "The C.P.R. has put the clock back fifty years."

It is believed by those who have been watching events in railway circles that the recent loss of the railway bridge is only an excuse for putting this arrangement into effect, and that the C.P.R., becoming tired of paying the tolls over the railway bridge from Devon to Fredericton, intend to make the change a permanent one. If there is any such move contemplated it should be nipped in the bud, even if it should be necessary to appeal to the Railway Commission in order to do the nipping.

Mr. Phillips, who has done the citizens a good service in bringing this matter up before the Transportation Committee of the Board of Trade, of which he is chairman, has made an exhaustive study of the subject, and no man is better qualified to do so. Mr. Phillips points out that the loss directly and indirectly to our hotels, business men, educational institutions and in other ways will run into many thousands of dollars annually. The only persons to gain will be the Canadian Pacific Railway—and part of this gain is in the soaking of the public the extra railway fares which is a question if they have any legal right to do.

For years, a train left Fredericton in the morning running to Woodstock and connecting at Newburgh Junction with trains for Plaster Rock, Edmundston, Presque Isle and Quebec points. Further a train left Fredericton for Miramichi and Chipman each morning leaving here about 9 a.m. and returning from the same district about 5 p.m. These two train services have been amalgamated. A train leaves Woodstock about 7 a.m. reaching Devon in the late afternoon and from there proceeding to Chipman. The return trip leaving Chipman in the early afternoon arriving at North Devon in the late afternoon and at Woodstock about 8 p.m.

A local business man in discussing the Chipman situation made a suggestion which we publish today and which might solve the situation. His suggestion is to have the train leave Chipman in the early morning, come to Fredericton or Devon, then proceed to Woodstock by the Gibson branch, arriving there sometime about noon. The train could leave Woodstock on the return trip early in the afternoon, arriving in Devon or Fredericton and picking up passengers for Chipman and taking them back. This gives the Chipman people and others from the vicinity a chance to spend the day in Fredericton, doing their shopping or going on to Woodstock or other points North if they wish to do so. This suggestion is well worth considering.

The C.N.R. service between this city and Devon came in for some adverse criticism at the Transportation Committee of the Board of Trade and it deserved all the knocks which it got. The Canadian National service in and out of Fredericton has been good and bad in spots. So far as the service to Devon and at Devon goes it has been unsatisfactory ever since the C.N.R. bridge went out. The agent at Devon is personally doing his best but the railway authorities have the station entirely undermanned. They are, according to some business men, not furnishing the agent anything like the assistance which he needs, and the public has to suffer the inconvenience.

Messrs. J. D. Palmer, a former director of the C. N. R., and His Worship Mayor Kitchen and Geo. W. Hodge, two leading wholesalers, brought up the matter of freight transportation from Fredericton to Devon, and the inconvenience in that regard owing to the washout of the C.N.R. bridge. They all agreed that the Canadian National Railway should assume the cartage of freight

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Returning Home



HON. R. B. HANSON, K.C.

Former Minister of Trade and Commerce, who is leaving Florida next week for home, after spending the winter months in a well deserved rest. There are several interesting rumors regarding Hon. Mr. Hanson's future professional activities. One is that he will become the head of a very large industrial corporation establishment and devote himself to law.

\$4 BILL DEPOSITED BY A SCOTSMAN

DUNDALK, April 13—A Dominion of Canada \$4 bill was deposited in the Canadian Bank of Commerce here today. It was of the issue of Jan. 2, 1902. A number of young business men who saw it had never seen a \$4 bill before. Because they were confused with \$2 and \$5 bills they were withdrawn from circulation many years ago. The name of the Scotsman depositing the bill was not divulged.

FUNERAL OF R. W. CLARKE

FREDERICTON JUNCTION, N. B., April 11—The funeral services of the late Robert W. Clarke were held in the United Baptist Church here yesterday afternoon, the pastor, Rev. H. G. Westrup, officiating. The choir sang, "Lead, Kindly Light," "Some Day We'll Understand" and "There's No Disappointment in Heaven." J. C. G. Cork, Albert Heenan, L. A. Hoyt, and H. Raymond Peterson acted as pall bearers. There were many floral tributes and interment was in the Cemetery here.

One Hundred Persons Injured Sunday in Dublin Easter Riots

COSSACKS WANT TO FLY, SWAP HORSES FOR TANKS

MOSCOW, April 13—Japan protested to the Soviet Government tonight over a border clash recently at Khundun, southwest of Vladivostok, which the Japanese maintain resulted from an invasion of Manchukuoan territory. M. Stomanyakoff, Soviet Vice-Commissar for Foreign Affairs, denied the Japanese allegations and asserted the clash followed an invasion of Soviet territory by Japanese troops.

Admiral Victoroff of the Soviet Far Eastern Fleet, in an interview, emphasized the strength of submarine flotillas under his command.

Cossacks of the Don and Kuban regions, who recently were reported to have pledged allegiance to the Soviet Government, sent a letter to Joseph Stalin saying many of their number were ready to drive planes and tanks,

Discrimination in Express Rates is Adjusted by C. N. R.

Transportation Committee of Board of Trade Informed of Better Conditions

Tariff is Now Satisfactory

Chairman Phillips and Others Express Satisfaction at Company's Action

Brought Back To Life

LONDON, April 13—Another case of a patient who "died" on the operating table only to be brought back to life again by heart massage and injections of adrenalin, is described in the current issue of the British Medical Journal.

The patient, Ernest Hinsley, about 45, of Waterloo, Ashton, is now normal again, but has no memory of having been to the operating theatre.

His heart, said Dr. J. V. Fiddian, stopped without warning and Hinsley ceased to breathe.

After two or three minutes, Dr. Fiddian resorted to cardiac massage, and continued this for two minutes without feeling any spontaneous movement of the heart. He then injected intracardiac adrenalin into the ventricle.

"The effect," he writes, "was immediate and almost magical. With each squeeze that followed the heart was felt to be enlarging and suddenly it began to beat wildly."

EVEN LAW FINDS LABOR COST UNIT IS BAFFLING

MONTREAL, April 13—Bewildered by the technical language of witnesses and counsel at the Turgeon Royal Commission inquiry into the textiles trade, a newspaperman approached one of the lawyers today.

"What is a 'labor cost unit'?" The lawyer looked furtively over his shoulder and lowered his voice.

"Darned if I know," he said. "I've only been connected with this inquiry a few weeks."

As the result of a conference held in February last between the transportation committee of the Fredericton Board of Trade and officials representing the Canadian National Express Company an adjustment has been made in regard to certain zone rates. The word regarding the adjustment was received today by R. L. Phillips, chairman of the transportation committee of the Board of Trade. Mr. Phillips expressed himself as perfectly satisfied with the adjustment as it applies to New Brunswick. "The adjustment is one hundred per cent satisfactory," said Mr. Phillips who expressed his thanks to the Canadian Express authorities for the satisfactory manner in which they handled the Fredericton case.

It was contended that there was discrimination in the rates from Moncton to Campbellton as against rates from Fredericton to Campbellton. These rates were altogether out of proportion. For instance the mileage from Fredericton to Campbellton is 230 miles. The mileage from Moncton to Campbellton is 185 miles, a difference of 44 miles. The first-class rate from Fredericton to Campbellton is \$2.15 while the zone rate from Moncton to Campbellton is only ninety-five cents, or a difference in rate as against Fredericton of \$1.20. This makes the rate from Fredericton to Campbellton approximately two and one third times the rate of the other competitive point, where our mileage is not quite twenty-five per cent greater.

It is also pointed out that Fredericton could make their shipments to Moncton at an eighty cent rate and have them re-ship to Campbellton at the Moncton rate of ninety-five cents, which would be a total of \$1.75 or forty cents less per hundred than by sending the same good direct from here to Campbellton.

The transportation committee of the Board of Trade has often pointed out that the Fredericton rates to Nova Scotia and points in Prince Edward Island are so much out of joint when compared with Moncton, Truro and Halifax rates that any shipment from

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1st member of the British House of Commons for West Fife. He was stoned, but escaped injury.

George Gilmore, Republican leader, was seriously injured by clubs and bricks.

Earlier in the day the "Old Dublin Brigade", a body of veterans of the uprising, held memorial services at the graves of those killed.

Parades were held throughout the Free State. At Cork Sean MacEntee, minister of finance, reviewed a military parade.

Fredericton Junction

FREDERICTON JCT., April 11—In the B. Y. P. U. last evening, addresses were given on "The Story of Calvary" by Miss Una Moore and on "Easter" by Miss Annie Redstone and Rev. H. G. Westrup. H. F. McCracken presided.

It pays to advertise in the Daily Mail