

THERE IS DOUBT ABOUT RAILWAY BRIDGE

NEW BRUNSWICK'S
HOME COMMUNITY
PAPER

The Daily Mail

THE DAILY MAIL
GOES HOME AND
IS READ

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FREDERICTON, N. B. TUESDAY, JULY 28, 1936

Weather: Moderately warm and partly cloudy today and on Wednesday.

THE SPANISH REVOLT MAY HAVE REACTION ON EUROPE

No Decision Yet Re Building Bridge In Fredericton

It Is Subject To "Economic Study," Says S. J. Hungerford, President of the Canadian National Railways

Out of Hands of Ottawa Authorities

Matter Now In Hands of Railway Authorities; Information re Garsons Refused By Railway Officials

The Daily Mail is in a position to state on absolute authority that no decision has yet been reached as to whether or not the Canadian National Railway bridge will be built at Fredericton. Our authority for this statement is S. J. Hungerford, president of the Canadian National Railways, and is contained in a telegram received last evening from Mr. Hungerford in reply to an enquiry by this paper for information regarding whether the bridge was to be constructed, and when. The telegram is as follows:

"Montreal, July 27.

"The Daily Mail,

"Fredericton, N. B.

"Rebuilding of bridge at Fredericton is subject to active consideration and economic study. No decision yet reached.

"In regard to Garson contract it is company policy to not make public information with respect to current contracts.

"(Sgd.) S. J. HUNGERFORD."

Another telegram to The Daily Mail from Hon. C. D. Howe, Minister of Transport, states that the matter is out of the hands of the Ottawa authorities and rests entirely in the hands of Mr. Hungerford and his associates of the Canadian National Railway authorities at Montreal. Hon. Mr. Howe's telegram is as follows:

"Ottawa, July 27.

"The Daily Mail,

"Fredericton, N. B.

"The Fredericton bridge is a matter for the Canadian National Railway authorities, who are handling the entire matter. There is no information at Ottawa.

"(Sgd.) C. D. HOWE."

These two wires, one from the Minister of Transport at Ottawa, and the other from the head of the Canadian National Railways at Montreal, speak for themselves. The Minister has placed the matter entirely in the hands of the Canadian National Railways. The Canadian National stated that no decision has yet been arrived at. It depends upon the result of their "economic study."

The railway authorities have no information to give the public regarding the contract of the Halifax concern, The Garson Wrecking Company.

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EASTERN NEW BRUNSWICK CONSIDERED FOR AIRPORT; SAINT JOHN, MONCTON, SHEDIAC IN PLAN

Saint John is being considered along with Moncton and Shediac, as the Canadian terminus for the North Atlantic air service between Great Britain, Newfoundland and Canada, according to word received from Ottawa. Test flights on the North Atlantic air route probably will not be made this year. Rearmaments was said at Ottawa to be one factor causing delay.

A sub-Imperial conference at Ottawa last December decided trial flights should be flown in April on a route between Canada and England. A large airport and seaplane harbor is under construction at Gander Lake, Nfld., in anticipation of a trans-Atlantic service.

The sub-Imperial conference decided the northern route should be flown in the summer and a southern one, Great Britain to Bermuda to New York in the winter. No information is available as to when the southern route will be flown. The seaplane harbor at Bermuda has not been finished yet, although it is understood Pan-American Airways will start a New York-Bermuda service within a few weeks.

CHARGE OF DRUNKENNESS

Allan Andrews of Toronto, appeared in the city police court this afternoon on a charge of operating a motor vehicle while under the influence of liquor.

BRIDGE NOT DECIDED ON

No decision to put the C. N. R. bridge between Devon and Fredericton has yet been reached. The Ottawa authorities have passed the entire matter over to the Canadian National Railway authorities at Ottawa. The C. N. R. PRESIDENT, S. J. HUNGERFORD, INFORMS THE DAILY MAIL THAT NO DECISION TO BUILD THE BRIDGE HAS YET BEEN REACHED. The matter will be decided only after "economic study and consideration." This is the news that comes direct to The Daily Mail from both Hon. C. D. Howe, Minister of Transportation, and from Mr. Hungerford, president of the C. N. R. The Daily Mail today publishes the correspondence in regard to the matter. The correspondence speaks for itself.

It rests now with the members of the Fredericton Board of Trade, the City Council and with all who are interested in having the bridge erected, and in having the railway traffic from Central and Western Canada pass through Fredericton and down the Valley to the port at Saint John—to find out without any "bull" whether we are to have the bridge or not. We give the facts as they are given to us from the highest sources.

A few days ago The Daily Mail brought up the matter of the new C. N. R. bridge to replace the old structure carried away in the freshet of March last. It was pointed out that if any decision had been reached in regard to the building of the bridge that it was time that the work was being started. We also pointed out that in order to carry traffic from Central and Western Canada across the bridge and on to the seaport at Saint John that the road between this city and McGivney Junction would have to be put in proper shape. According to leading railway authorities, this portion of the road was not up to the standard size. We pointed out this such work could not be carried on during the winter months and that the summer months were gliding by. If traffic from the Central and Western provinces were to be taken over the natural route by the Valley to Saint John this bridge was the keystone to the situation.

The Daily Mail made the statement that certain influences were at work to prevent the erection of the Fredericton bridge and to have the traffic diverted away from the Saint John Valley and the Saint John port and routed on to Halifax. We still believe this to be the case.

We believe that those who state that they are sure that the bridge will be erected here, are, to say the least, too optimistic. We hope that they will not wake up when it is too late and find that they were wrong. This is what happened at the time when the late Hon. A. G. Blair wanted the Transcontinental Railway to come down the Valley. The Nova Scotia influences of that day prevailed and we lost out. Time has proved that Mr. Blair was right. Will history repeat itself?

The Daily Mail has pointed out more than once the advantage is to the Dominion as a whole in having this traffic routed down the Saint John Valley to the seaboard at Saint John. The route is much shorter. It is the natural route. Many thousands of dollars can be saved each year by using the Valley route.

In view of the news published on this page today—news from the very best authorities in Canada—can we be sure of the bridge? If we are not sure, are we going to sit quietly by and take no further action in regard to the matter?

The telegrams to The Daily Mail from Hon. Mr. Howe and from Mr. Hungerford prove that the statements made a few days ago by this paper were absolutely correct. It has not yet been decided whether or not the C. N. R. bridge will be erected here. Any statement to the contrary is untrue and misleading.

MAJOR LAWSON TELLS COLORFUL STORY OF VIMY

SAINT JOHN, July 28—The Kiwanis Club held a military reminiscent and commemorative session in the Admiral Beatty Hotel yesterday when Major W. C. Lawson, M.C., M.P.P., one of the officers of the "Fighting 26th" Battalion in the Vimy 'show' and president of the provincial command, Canadian Legion, B.E.S.L., chatted informally about that engagement, in memory of which the great monument was unveiled by His Majesty King Edward VIII Sunday.

Major Lawson explained that the attack on Vimy was not one of the picture-book dashing surges, but a rather slow, measured and deliberate steam-roller process. The men were pretty well laden with equipment and the officers were practically without weapons. The whole movement had been so scientifically planned, so tongue and groove, that unless something most unusual happened, it would not go far wrong in its objective.

GUESTS AT THE CIVIC PICNIC AT MT. REVELSTOKE

(Special to The Daily Mail)

REVELSTOKE, B. C., July 27—Director Milton Roamer Associate Producer Gunther Stapenherst, Richard Arlen, the star, and other principals and members of the East of British Gaumont's Canadian epic, The Great Barrier, were back at work under the broiling sun in Eagle Pass, at Three Valley, 15 miles west of here today, after their first holiday since they started shooting scenes for their romantic film story of Canadian Pacific Railway construction more than a month ago.

Stapenherst made the first break in a month's long, seven days a week shooting schedule to enable members of the company to be guests of the city council and Revelstoke Board of Trade at a civic picnic 5,000 feet up at the top of Mount Revelstoke, in Mount Revelstoke National Park; there amid waving fields of Alpine

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INJUNCTION RE GRANTING OF BUS FRANCHISE

N. B. Power Company
Seeks One Against the
Maritime Transit Co.'s
Franchise in City of
Saint John.

SAINT JOHN, July 28—Possibility that the New Brunswick Power Company will seek an injunction in connection with the granting of a franchise by the Common Council yesterday to the Maritime Transit Company which plans to institute a city bus service in competition with the New Brunswick Power Company, operators of the present street railway, was being discussed last night.

While W. P. Southard, general manager and vice-president of the company, whose exclusive franchise expired in 1934, would not officially confirm the suggested action, he intimated that company attorneys are examining the situation and probably will arrive at some decision today or tomorrow as to what action they will take.

If injunction proceedings are instituted by the power company, they must take place before a judge of the Chancery Court. Presiding on that bench are Chief Justice Baxter, Mr. Justice Grimmer and Mr. Justice Harrison.

CABINET DISCUSS BRITISH DEFENCE PLANS TODAY

(Special to The Daily Mail)

LONDON, Eng., July 28—The British cabinet ministers and other big officials are today discussing defence in conjunction with Great Britain's defensive programme.

All Communists Are Ordered Beheaded By The Rebel Leaders in Spain

N. Z. RELICS OF MUTINY ON THE "BOUNTY"

NEW PLYMOUTH, N. Z., July 28—At Inglewood, Taranaki, New Zealand, lives Dr. E. S. Nutting, grandson of Captain Bligh, commander of H.M.S. "Bounty," who with eighteen companions made an amazing voyage in an open boat after they had been cast adrift by the mutineers. Dr. Nutting possesses some most interesting relics of that voyage. These include a gourd made from a coconut-shell, on which can be read the family-penned inscription, "The cup I eat my miserable allowance out of." There is also a small horn cup holding one gill, the measure of water allowed each man three times per day, and a bullet, inscribed, "The bullet, 1-25 of a lb., was the allowance of bread which supported 18 men for 48 days, served to each man three times a day." Another relic is the compass used by Bligh to steer the boat from Otaheite (Tahiti now-days) to Timor, 3,618 miles, in 48 days.

Average Age Raised in U. S.

(Special to The Daily Mail)

Accounts from the United States Census Bureau show that a better standard of living has raised the average age for men from 48 to 59 and for women from 51 to 63.

Lib.-Progressives Lead in the Recent Manitoba Election

Communist Party Elects Its First Member in the
Dominion of Canada

Judge Rolls Big Majority

Final Results Still in Doubt—Government Loses
Several Seats

NO PATRONAGE DISCRIMINATION SAYS COOPER

"The statement that the tourist business is being diverted to the private homes to the detriment of hotels and overnight camps is absolutely without foundation," declared F. Cedric Cooper, chairman of the tourist committee of the local board of trade, today.

Mr. Cooper further stated that instructions have been given to the employees of the tourist bureau to have tourists stay overnight in Fredericton and visit the shopping districts of the city. While many tourists request the privilege, and while it is necessary that these requests be considered and are considered, however to date 150 per cent. more business has gone to hotels than to private homes. This business is divided among hotels and recognized tourist accommodations as fairly as possible.

In the case of the private home a list has been compiled of all those wishing to handle tourist business. This list is attended to each day in

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WINNIPEG, July 28—With the results still in doubt, 15 seats are conceded to the Liberal-Progressive party in the provincial election which took place here yesterday. The Conservatives won seven seats, with one to Social Credit and one to C.C.F. The Government lost several seats, and final results are still in doubt.

Election of Ivan Schultz, Liberal-Progressive, in Mountain was the first to be conceded and with the election by acclamation of S. S. Garson in Fairford the government forces held the first two seats to be decided.

Liberal-Progressives were leading in 10 other ridings with Conservatives leading in five, Social Credit in three, C.C.F. in one and Independents in two.

Hon. W. R. Clubb, minister of public works, was re-elected in Morris constituency over Phillip Bourgeois, Conservative. The vote was Clubb, 2,130; Bourgeois, 1,853. Hon. R. A. Hoey, minister of education, trailed early in St. Clements constituency.

Errik F. Willis, Conservative leader, was elected in Deloraine constituency with a majority of 375 over Russell Barrett, Liberal-Progressive. The seat was Liberal-Progressive column in the last House.

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British and U.S. Citizens Flee From Madrid; Loyalists Executed

MADRID, July 28—Government troops and militiamen resumed their battle against the Fascist-Rightist columns in the passes of the Guadarrama Mountains, while in the south half a dozen bloody engagements were in progress yesterday.

Madrid and central Spain generally were firmly in the grasp of the government, together with virtually the entire east coast from Barcelona to Malaga and a strip along the north central coast from Irun to Santander. Much of northern Spain was in rebel hands along with some cities in the south.

A rebel plan to "starve out Madrid" had not materialized. Government leaders said it would be difficult to accomplish with rich farming land to the south and east guarded by loyal troops.

Reports from the south said the Alcazar barracks and military school at Toledo had surrendered before an attack of government tanks, armored cars and bombing planes. Fierce fighting was reported throughout the day in that city, a short distance from the Spanish capital.

Seville, the rebel stronghold, was the scene of heavy fighting with 2,000 government troops reported in contact with loyal militia within the city.

Heavy rebel losses were attributed to artillery attack in the Guadarramas.

(Gen. Francisco Franco, rebel commander)
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KING EDWARD WILL NOT GO TO CANNES

LONDON, July 28—The King's holiday plans were unaltered last night although it was known he would not carry out his original intention of going to Cannes on the French Riviera.

An official announcement given at Buckingham Palace said that His Majesty would not go to Cannes. It was understood that, realizing the responsibilities of French authorities had been enormously increased due to the Spanish civil war, the King did not wish to add to them.

Later in the summer King Edward is expected to spend a few weeks at Balmoral Castle, in Scotland. The royal yacht Victoria and Albert is in commission ready for a cruise should His Majesty so desire.

The Associated Press said a vacation in Scandinavia for the Sovereign was considered to be a strong possibility.

EGGS, DESERTED BY HEN, HATCH

DUNDALK, July 28—Sam Crawford Proton Township farmer, knows now "it's hot." One of his hens deserted a nest of eggs after 'setting' on them for two weeks. Crawford got the surprise of his life yesterday when he heard cheeping in the mow, and found three chickens hatched and four eggs chipped. They had been hatched out in the hay mow by the heat.