

33 Applications Bus Franchises Before Board

New Brunswick Motor Carrier Board Hears General Protest

Railways, Steamship Lines, Labor Opposition

Clash Between Counsels Capital Bus, Highway Transport and Mayor of Devon

The most complicated session in the history of the New Brunswick Motor Carrier Board passed through its opening struggles in the Saint John County Courthouse yesterday. Representatives of 33 separate companies prepared to press applications for motor carrier franchises, while railroad and steamship delegates were present to combat the competition threatened by motor transport.

Thirty-three general applications were listed on the agenda, but many of these included a series of individual petitions for rights to operate on various routes. A bewildering overlapping of proposed routes resulted.

In addition to railroad and bus representation, lawyers, labor delegates and town and city officials from all over the province were present.

The board consisted of H. A. Carr, K.C., Campbellton, chairman; A. D. Holyoke, Woodstock, and A. E. Bourque, Fox Creek, G. Barle Logan, Saint John was secretary. The session is expected to last two or three days.

The first applications heard by the board, after the noon hour adjournment, were those of Capital Transit, Limited, to operate services out of Fredericton.

P. J. Hughes appearing for Capital Transit, first dealt with the application to operate a bus service in Fredericton, Devon and Marysville, contiguous centres. He told of the interests he represented obtaining from the Fredericton City Council the sole right to operate buses in the capital, and trying unsuccessfully to obtain operating permission from the councils of the town of Devon and Marysville.

Last November, he asserted, when he was before the councils of those towns, Highway Transport Company "put two old buses on the route without asking anybody's permission."

"That's not correct," interjected J. J. Winslow, K.C., counsel for Highway Transport, which is also seeking the Fredericton-Devon-Marysville franchise.

Mr. Hughes retorted that he did not know when it had stopped being correct, and this brought Mayor McEvoy of Devon to his feet, with the statement that Mr. Hughes was "wrong."

"The mayor of Devon says I'm wrong," answered Mr. Hughes. "I'm sorry to say that the mayor of the town of Devon did not give us this information at the time we were before the council. On that date, then, those buses were put on with the permission of the mayor of Devon, not with the permission of the council of the town of Devon."

Five Cent Fare

Capital Transit's cause continued that that company made the proposition that it would carry all passengers between Devon and Fredericton for a five-cent fare, and also give a reasonable fare between Fredericton and Marysville, which is on the other side of Devon. There was to be no extra fare for carrying passengers through Fredericton, as there would be, Mr. Hughes contended, if another company brought the passengers to Fredericton, and they had to continue to their destinations on Capital Transit's buses. He claimed the sole franchise for operating a bus in Fredericton belonged to his company.

Capital Transit, he said, had offered Devon and Marysville a percentage of its earnings for carrying passengers of those towns. The two councils, however, for a sum of \$2,500 each, had agreed to promote the interests of Highway Transport for 10 years.

He argued that no other company could give the same service as Capital Transit, since it had the sole operating right in Fredericton, and that if the Fredericton-Devon-Marysville franchise were given to another company, residents of those towns would have to pay "a large amount" in extra fares through Fredericton.

The trifle of \$2,500 paid to the council of Devon and Marysville for 10 years is insignificant compared to the amount of money the people of those towns will have to pay in extra fares if the agreements with Highway Transport are approved by this board," Mr. Hughes declared.

Another franchise asked by Capital Transit was from Fredericton to Oromocto. This was an extension of the Fredericton bus service, and Oromocto had no regular service now. A third franchise was from Fredericton to Burt's Corner, through several communities which now had no regular service.

Capital Transit was also asking the right to run from Fredericton to Moncton, via Sussex, and from Fredericton to Minto via the river route, as well as transfer of an existing franchise from Fredericton to Blissfield, under an agreement with the present holder, C. G. Rutledge.

"We have ample buses, new this year, to serve these routes," said Mr. Hughes. He presented a resolution from the Fredericton City Council, urging that the Capital Transit be granted the Fredericton-Devon-Marysville franchise, and a petition from residents of Stanley, favoring the transfer to Capital Transit of the Blissfield application. Stanley is served by the Blissfield buses, and has no other regular passenger service.

For Highway Transport

Mr. Winslow, as counsel for Highway Transport, said his first connection with the Fredericton-Devon-Marysville service was last summer, when he went over the route with "interested parties." Later he incorporated the company. In September he had applied for a license to operate motor buses in Fredericton and also between Devon and Marysville. October 2, he received a letter from the city clerk of Fredericton stating that this application had been referred to a special committee of the council. It had been made under an old Fredericton by-law respecting the operation of "hacks."

"I got no further word from the City of Fredericton until October 29," said Mr. Winslow. "Meantime, I had communicated with officials of Devon and Marysville for permission to operate through those towns and they said 'go ahead.'" The word he had received from Fredericton October 29 was that his application could not be considered since a franchise had already been granted another bus line—Capital Transit.

"As we are operating in the town of Marysville, we feel that the City of Fredericton has no concern in the matter. On November 12, we put on two very serviceable buses and there has been no complaint as to those buses."

Mr. Holyoke questioned if the company had approached the town councils of Devon and Marysville. Some controversy arose when Mr. Winslow was asked if Highway Transport Company knew at the time the buses were put into service that another company was proposing to operate. The reply was "no." Mr. Hughes said that the matter had been publicized amply to permit any party to have knowledge that a franchise had been granted by the City of Fredericton. Mr. Winslow held that his company believed at the time that Capital Transit Limited was applying only for a city franchise.

Discusses Propositions

Mr. Winslow discussed the proposition put before the towns of Devon and Marysville by the competing companies. "We agreed to furnish proper service, charge a five-cent fare between Devon and Fredericton, and a 15 cent fare between Fredericton and Marysville. Pursuant to that agreement, we paid the towns \$5,000 for 10 years. He stated that they were employing Marysville men on one service and Devon men on the other." (Continued on Page Five)

Daylight Saving Time

In the opinion of several leading business men it is only fair that some action one way or the other should be taken in regard to the Daylight Saving time. The citizens seem to be divided upon the matter. Many of our merchants, clerks, and others are in favour of Daylight Saving time which they claim was of untold benefit to them last year. Then again there are others who can see no good whatever in the Daylight time. They claim it is an untold inconvenience and should never be introduced at all. There seems to be an equal division in regard to it, even amongst the members of the City Council and the Board of Trade.

If there is no action taken those who are opposed to Daylight Saving time will win out and those who want this time will have to put up with it. This seems absolutely unfair to a large class of the citizens.

The fairest way would seem to be to have a plebiscite on the matter and decide for some time to come whether we would have Daylight Saving time or no Daylight Saving time. The majority would decide and the others would have a right to abide by the decision.

It is claimed by a local business man that the cost to the city of a plebiscite with a poll clerk at the Court House and another at the City Hall would be all the expense that would be required, in addition to the printing of a few thousand ballots printed "Yes" or "No." Probably twenty-five dollars would pay the bill.

It really does seem the fairest way out of the matter. Letting it drop is not fair to those who want the Daylight Saving. They should have some consideration.

W. J. West, Counsel Sullivan Brothers Seeks Franchise

Sullivan Bros. had four applications entered before the Motor Carrier Board, to operate passenger services between Fredericton and Moncton, Woodstock and Edmundston, Fredericton and St. Stephen, and Minto via Ripples. Speaking for the petitioners, W. J. West, Fredericton, said that they had maintained a Fredericton to Woodstock service for six years, showing ability to operate efficiently.

He proceeded: "Coming to the Fredericton-Moncton application, this was made last May and we pointed out at that time three alternative routes, because we wanted one of them. Now, if the board desires to grant the route from Fredericton through Sussex to Moncton, we want it; but we will accept another one." He claimed priority for his company, in view of the fact that the first application was made by them.

Mr. Carr desired the three routes mentioned to be outlined.

Mr. West—"Through Sussex; through Havelock and through the 'Old Fredericton Road.' As to the application from Woodstock to Edmundston, no other application is in for that route and we specify not to pick up passengers between Grand Falls and Edmundston, where a franchise already operates."

[Fredericton-St. Stephen] Referring to the Fredericton-St. Stephen application, Mr. West went on—"Sullivan Bros. already have the franchise over part of that route—18 miles from Fredericton to Long's Creek. In 1934, they made application for the rest of the route, but at that time St. Stephen objected. Now this objection is removed."

OBJECTION TO BUS FRANCHISE HEARD BY CHAIRMAN

Previous to the consideration of specific applications, H. A. Carr, K.C., chairman of the Motor Carrier Board, yesterday permitted the representatives of organizations making objections on general principles to present their general cases. He granted the railways permission to file briefs, if they wished, following the hearing of the individual applications.

During Afternoon

By special permission from the chairman, applications 11, 31 and 32, those dealing with Capital Transit, Ltd.; Highway Transport Co., and Sullivan Bros., all of Fredericton, were heard yesterday afternoon. J. J. Hughes, K.C., Fredericton, is representing the Capital Transit, Ltd., the city of Fredericton and Ashfield & Thornton, J. J. F. Winslow, K.C., Fredericton, is representing Highway Transport Co.

Others present yesterday included L. McC Ritchie, representing Saint John Motor Lines, Ltd., Acadia Coach, Ltd., and Shore Line Motor; J. B. Dever, representing T. W. Enright and McKay Transport

Some Further Applications of Highway Transport

SAINT JOHN, June 12—Further applications of the Highway Transport Company were discussed at yesterday's session of the Motor Carrier Board. An application was registered for franchise on the Fredericton-Gagetown route and for the Fredericton-Newcastle route.

Mr. Carr desired the matter clarified. "Do I understand that the Highway Transport Company desires a franchise over a route already being operated by Capital Transit Limited under the Rutledge franchise?" he asked. An application for approval of transfer of the Blissfield to Fredericton franchise of C. G. Rutledge to the latter company is now before the board.

Mr. Hughes, advancing Mr. Rutledge to testify, argued that two existing services, including the one in question, met in Blissfield, completing a service to Newcastle. Mr. Rutledge corroborated this, but Mr. Winslow disputed the evidence.

Thomas J. Allen, representing the C.N.R., spoke regarding the Fredericton-Newcastle route proposal. "I doubt if the C.N.R. would oppose that," he said.

Speaking in opposition to Capital Transit Company's application for a franchise to operate a Fredericton-Minto service, R. McKillop, Brownville Junction, superintendent of the Brownville Division C.P.R., said that the C.P.R. maintained a daily service from Woodstock to Minto, leaving North Devon at 11.10 a.m. and reaching Minto at 1.15 p.m.

Mr. and Mrs. G. D. Dunbar, of St. John's, N.S., are guests of the Queen hotel today.

tation, Ltd.; H. H. McLean, Jr., representing the C.P.R.; M. Gerald Teed, representing Fundy Motor Lines, Ltd., and White's Express; E. J. Elslinger, representing A. & A. LeBlanc; Thomas J. Allen, representing the C.N.R.; Ronald J. Harrington, representing the New Brunswick Council of Labor; Henry C. Friel, representing National Transportation, Ltd.; C. E. Leger, representing E. Boudreau and Joseph Richard; Nigel B. Tennant, representing Frank E. Harris and Arthur Harris; Charles J. A. Hughes, representing Albert Burns; Donald F. Taylor, representing Eastern Canada Coastal Steamship, Ltd.; P. E. McLaughlin, representing G. D. McBride; A. McF. Limerick, representing the town of Marysville; R. M. Palmer, representing Guernsey O. Trites; W. A. I. Anglin, representing Clark & Watters; V. W. Carpenter, representing standard labor organizations and Mayor A. J. McEvoy, representing the town of Marysville.

Mr. Harrington asked that he be allowed to present his objections to motor carrier transportation after the applications had been heard rather than before as the chairman has suggested. Mr. Winslow said that the chairman had "suggested a sensible thing" and that it would be better for those opposing any of the applications to give a general outline of their objections before the cases were heard.

BETTY LAKE TO BE "EXHIBIT" AT NEW TRIAL

10-Months-Old Child of
Late Mr. and Mrs. Philip
Lake Called to Daniel
Bannister's New
Trial.

Little Betty Lake, ten months' old daughter of Mr. and Mrs. Philip Lake, murder victims at Pacific Junction on the night of Jan. 5, 1936, is once again to make an appearance before the law court of this province. She is to be one of the principal "exhibits" in the second trial of Daniel Robert Bannister on June 24 at Dorchester. It is learned exclusively today by The Daily Mail.

The Lake child has been in the care of Mr. and Mrs. Edwin Cuthbertson at Barker's Point since April 21, who are now her legal guardians.

Little Betty Lake was the only survivor of the Pacific Junction tragedy in which the lives of both Mr. and Mrs. Lake and a 20-months' old child, Jackie, were snuffed out. For this murder Arthur William Bannister is now awaiting the hangman's noose, and his brother, also convicted and sentenced to hang, has been granted a new trial by the N.B. Supreme Court. Yesterday two months' reprieve was granted Arthur Bannister in order that he may be a witness at his brother's trial. Betty Lake has been established as the motive in the mass murder at Pacific Junction. Since her adoption by Mr. and Mrs. Cuthbertson the child has developed into a robust little girl and has been given excellent care by her fond guardians.

ADMITTED AS BARRISTER

Mrs. Muriel Fergusson, Grand Falls who was admitted as an attorney two years ago was sworn in as a barrister of the Supreme Court this afternoon at the second Friday sitting of the N. B. Appeal court. Mrs. Fergusson is a practicing attorney and her father, the late James McQueen was a barrister. Mrs. McQueen was here today to see her daughter admitted as a barrister. Today Mrs. Fergusson was also readmitted as an attorney. Arthur Hughes of Charlottetown, P. E. I., was admitted to the bar today also.

ANNUAL MEETING

The annual meeting of the New Brunswick Accident Prevention Association is to be held in the Admiral Beatty Hotel at Saint John on Thursday, June 18, and will be in the nature of an informal dinner at 6.45 o'clock, it was learned today. This association is authorized by the Workmen's Compensation Act of this province. Reports will be presented by the various officers including the chairman of the Workmen's Compensation Board.

Hon. A. P. Paterson Announces Free School Books in N. B.

Further Applications For Bus Franchise

SAINT JOHN, June 12—Application to operate on the route from Fredericton to Minto via Ripples was applied for yesterday before the Motor Carrier Board by the Capital Transit Limited.

E. Allison MacKay, Fredericton, remarked that the City of Fredericton had filed objections to the application of Sullivan Bros., but not to that of Capital Transit Limited. He wanted to hear what these objections were.

The C.N.R. representative announced that they wished to oppose granting the Fredericton-Moncton franchise, and would like an opportunity to do so in the morning. Mr. Carr suggested that a brief be prepared.

H. H. McLean, Jr., counsel for the C. P. R., expressed opposition on behalf of his company to both the Woodstock-Edmundston application and the Fredericton-St. Stephen route. He believed that a through service was intended, not merely a pick-up service. This is a clear case where the railway parallels the road, he said, and the policy of the board has been to refuse franchises in such cases.

Mr. McKillop stated that the C.P.R. maintained morning and afternoon (Continued on Page Four)

House Dissolved Following Premier's Resignation

Public Accounts Scandal, Overpowering Opposition Factors in Resignation

No Supplies Had Been Passed

Premier Taschereau of Quebec Quits Public Life

SIX APPLICATIONS HEARD RE SAINT JOHN-ST. STEPHEN

Six applications affecting the Saint John-St. Stephen route were considered at last evening's sitting of the New Brunswick Motor Carrier Board. Arguments were presented by eight separate companies.

General protests by railway and steamship organizations were being considered as the evening session closed at 9.30 o'clock. Adjournment was made until this morning at 10 o'clock.

All argument heard last evening concerned applications for the Saint John-St. Stephen route, together with extensions from this route to Moncton, Cape Tormentine, St. George, St. Andrews, Milltown and Black's Harbor.

Nigel B. Tennant, representing Frank E. Harris and Arthur Harris, referred to a brief submitted by the C.P.R., in abandoning the St. Stephen-Bonny River line. "These people are left without any direct communication with any line," he said. "However, there is an important gap of 29 miles, within which reside 8,031 persons."

Would Affect Railway

He admitted that a bus service from Saint John would cut in on the railroad along the entire route, but felt that an attempt should be made to provide service for the maximum number of citizens. Mr. Tennant analyzed the C.P.R. timetable and pointed out, referring to perishable commodities, that a bus can make the trip in a shorter time.

Mr. Carr—"Take freight from Saint John to St. Stephen—how long would it take to get that freight to St. Stephen on the morning train?"

R. McKillop, superintendent of Brownville division, C. P. R.—"We do not attempt to run a freight train there in the morning. It runs at night."

Mr. Tennant—"A much faster service can be maintained between these points by bus than by train. Shopkeepers there can call up, if early (Continued on Page Five)

QUEBEC, June 12—The legislature of Quebec was dissolved yesterday shortly after L. A. Taschereau, who for the past sixteen years has been premier of Quebec, had resigned his office.

The suave, silver-haired French-Canadian lawyer who has spent half his 70 years in public life, resigned from the premiership of Quebec—just a month after the Liberal party celebrated its thirty-ninth successive year in power.

On his recommendation, Hon. Adolphe Godbout, former minister of agriculture, was sworn in as premier, shortly after the Legislature was dissolved and the premier had announced a general election would be held August 15.

It was a day of fast moving events in the old capital. But the premier's resignation did not come as a surprise. For days it had been considered imminent. Numerous rumors failed only to specify the definite time. They said Premier Taschereau would end his political life and there would be a reshuffling of the cabinet.

New Cabinet Today

The new premier, a comparative newcomer to politics, said members of the new cabinet would be announced probably tomorrow.

Mr. Taschereau, meanwhile, issued a long statement explaining his reasons for resigning.

"I leave political life," he said, "without bitterness and without anger against anyone, wishing as I do to remember only the pleasures it has brought me, the friends I have made and the little good I have been able to accomplish."

Mr. Taschereau said he had planned to retire before the last general election, but he felt he would not be doing his duty if he abandoned his party "at a time when it was the object of the most violent attacks from our opponents."

So he remained to see his party returned to power last Nov. 25—with its previous overwhelming majority reduced to six. With selection of the Speaker and with contestation proceedings preventing Dr. Anote Plante from taking his seat for Montcalm (Continued from Page One)

These Will Be Distributed by Government When Schools Re-open For the Fall Term.

When the schools reopen in the fall all text books required in Grades one to four inclusive will be distributed free by the government, and in grades beyond five text books will be distributed free as and when they are approved.

This announcement was made today by Hon. A. P. Paterson, minister of education, federal and municipal affairs. Hon. Mr. Paterson's complete statement in this regard is as follows:

"When schools reopen in the fall, all text books required in Grades I to V inclusive will be distributed free by the Government; and in grades beyond V text books will be distributed free as and when they are approved."

"Text books now in use in these latter grades are to be closely scrutinized and where necessary brought up to date and into line with the educational requirements of this province."

"Each book distributed free will bear evidence that it is the property (Continued on Page Four)

ONE DAY CONFERENCE

A one day Educational Conference of an insurance company representatives of this district was held yesterday at the local branch office under the direction of G. J. Kotzenmeyer, Educational Supervisor, Head Office, Toronto. The following representatives of the company were in attendance: E. J. Lounsbury, Divisional Manager, D. W. Olts, D. A. Olts, W. H. Wilson, G. H. McGee, of this city, H. H. Folster of Grand Falls, M. C. Woodland of Perth, T. R. Smith of Bath and W. D. McElroy of Woodstock. Business sessions were held both morning and afternoon.

F. M. Tweedie, Mayor E. S. Jack, J. F. Kerr, B. J. Nowlan, all of Chatham, are guests of the Queen hotel today.

G. M. McDade, L. J. Johnston, W. L. Hogan, T. M. Murray, all of Chatham, N.B. are in the city this week, and are guests of the Queen hotel.

Dr. A. B. Dyas, M.P.P. for Charlotte, and Mrs. Dyas are guests of the Queen hotel today.

J. J. Hayes Doone, M.P.P. for Charlotte is visiting in the city today.