

33 Applications

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other. A copy of the agreement was filed with the board.

Questioned as to the legal form of the agreement, Mr. Winslow said it was a "gentleman's agreement," and that the towns considered it to be a much better proposition than that offered by the competing company. Capital Transit Limited offered two percent of the gross receipts, to be divided between the three towns.

Answering Mr. Hughes' contention that the equipment of Highway Transport Company was inadequate, Mr. Winslow stated that the buses were large and comfortable, and that one new bus was to be placed in service shortly. He went on to meet further objections, advanced previously by Mr. Hughes. He questioned that any bus line could operate efficiently, allowing for transfer upon reaching Fredericton, at the low rate of five cents for transport from Devon. Should transfer be deemed essential, however, he disputed Mr. Hughes' contention that only his company could provide transfer service, in view of their city franchise. He held that the board could order an agreement for transfer between the companies, if considered advisable.

Disputes Right

Referring to the declaration that Capital Transit Limited was operating on the Devon-Marysville route through virtue of their Blissfield franchise, Mr. Winslow said that it was the duty of the company to fix schedules and have such schedules approved by the board. "The right to operate between Fredericton and Blissfield does not give Capital Transit Limited the right to run seven or eight trips per day between the three towns," he claimed.

Mr. Carr—"What you are particularly concerned with is the traffic between Fredericton, Devon and Marysville?"

Mr. Winslow—"At the moment, yes!"

Mr. Holyoke—"But you have an application in for the franchise to operate to Newcastle?"

Mr. Winslow—"Yes, but I submit that it would be confusing to discuss both at one time."

Mr. Carr—"Mr. Winslow and Mr. Hughes, what line of argument do you advance as to the board awarding the franchise to either company?"

Both solicitors submitted that their companies had facilities for conducting the service required.

Mr. Hughes—"I take it that the purpose of this board is to protect the public, not the private investor."

Mr. Carr—"Correct."

Mr. Hughes—"We can carry a citizen to any point in Fredericton from Devon for five cents, whereas the other company requires 10 cents."

He stated that the towns were supporting Highway Transport Company because they were attracted by \$2.500 each. He argued that two com-

panies cannot be operated as cheaply and efficiently as one. The board agreed.

Refused to Purchase

Mr. Hughes—"We refused to buy the buses which this other company offered us. Does this look as though this other company had intended to operate at the time our application was announced? Then, when we refused to buy, they put the buses on and said—'What are you going to do about it?'"

He disputed that only Devon and Marysville were concerned. "Fredericton is vitally interested in having a proper service. These communities are divided by imaginary lines but their interests are the same. A further reason why you should choose our company is that this board has already given them a franchise to operate through the towns mentioned. Rates, approved by this board, I understand, have been established—five cents and 10 cents. There is nothing said about how many trips we may make."

He held that the other company commenced operating without the consent of anybody.

Mr. Winslow—"The reasons I advance why my company should receive the franchise is that 95 percent of the traffic on the Fredericton-Devon-Marysville route comes from Devon and Marysville. The interest of Devon and Marysville to that of Fredericton is as 95 to 5." He dismissed the transfer privilege as "amounting to very little. Most of the travellers go to points but a few blocks away from the place where the bus deposits them in Fredericton. The transfer applies only to the odd person."

Mr. Hughes—"This company of ours has issued 1,500 transfers, amounting to \$75 per month—for that one company."

Mr. Winslow continued with his point. "The towns of Devon and Marysville consider that we gave them a good offer and are willing to accept it. They are the ones most directly concerned and I feel that their desires in the matter should be considered."

For Marysville

A. McF. Limerick, Fredericton, solicitor for the town of Marysville, referred to a meeting held in Marysville last fall, attended by delegations from all three towns, to consider the applications of the two companies. "At that time," he said, "the City of Fredericton representatives were supporting Capital Transit Limited."

Mr. Hughes protested. "Mr. Limerick—"The Fredericton delegates advanced the transfer privilege argument and, particularly, threatened that any company other than Capital Transit Limited would not be permitted to operate in the city."

Mr. Limerick supported Mr. Winslow's declaration that an agreement "not legally binding" had been reached. "The Highway Transport Company has fulfilled the terms of the agreement and the towns are satisfied," he said.

Mayor of Devon

Mayor A. J. McEvoy, Devon, started with a resume of bus service between Fredericton and Devon. "There have been 15 or 20 old taxis operating," he said, "and no one has been making any money. We have been getting no money from them although our streets, up to last year, have been in terrible condition through lack of funds to maintain them. The thing dragged along until a year ago, when I received a letter from W. G. Clark, former mayor of Fredericton, wishing to discuss the matter." He said that both companies concerned applied at the same time.

"The City of Fredericton passed a 12-point by-law," Mayor McEvoy said, "and claimed that the city extended to the high water point on the bridge, however, and the river is an international river. As far as I could see, this 12-point by-law was put through to stop any other company from operating. Mr. Clark and his delegation practically told us they had the whip hand."

"Mr. Vaughan's company agreed to give us two percent, between Fredericton, Devon and Marysville. How could this be divided? Mr. Clark agreed that Fredericton would waive the two percent. Mr. Clark could afford to do that; they got the taxes. The taxi service has ruined our merchants, everyone going to Fredericton to buy."

Mr. Carr—"What do you promote as reasons we should prefer one company to another?"

Mr. McEvoy—"We are an incorporated town and we maintain our own roads. All we could get from Capital Transit would be two percent. Highway Transport Company would have an office in Devon and a maintenance garage. Further, we have had \$2,500. We will receive income, property and other taxes."

"If Capital Transit Limited gets its franchise, it is alright to say that they will give us a transfer and convey us three miles to the Experimental Station, but with depreciation, gas, oil and other charges this could not be maintained on a five-cent fare. Then they would produce their books before the board and what would happen to the price?"

SOCIAL HAPPENINGS

Mrs. Wilfrid Wies of Toronto is in the city, a guest at Queen Hotel.

Successful in Exams

The successful candidates for the Local Centre piano examinations of Mount Allison Conservatory of Music held here yesterday were the Misses Joyce Mavor, May Smith and Verna Stafford, pupils of Miss Miriam Eardley, the Local Secretary of the Conservatory. The examiner, Prof. Harold S. Hamer, F. R. C. O., head of the organ department at Mount Allison, expressed great pleasure at the work of the young pianists.

St. Paul's Missionary Society

The June meeting of St. Paul's Women's Missionary Society was held yesterday afternoon at Fraser Memorial hall. Mrs. Telford presided. The usual devotional period was followed by the business meeting when reports of various secretaries and committees were heard. It was announced that two of the church missionaries, Mrs. R. H. Barker from Korea, and Miss Eunice Peters from West China have left their mission fields to come to Canada on furlough. A motion to discontinue meetings of the society during July and August was adopted. Mrs. Telford then gave a most interesting report of the Maritime Conference branch meetings held in Halifax in May.

W. Raymond Foster, son of Mr. and Mrs. F. G. Foster arrived home this morning from Washington, D. C., where he is a student at the Catholic University of America. Mr. Foster has been doing post graduate work, having obtained his M. A. in Chemistry at the commencement exercises recently held at the University. Mr. Foster is a brilliant scholar having won scholarships at U.N. B. and the K.C. scholarship for Washington. He is being warmly welcomed home.

"We have lost all our industries through people going to Fredericton to buy and we must have taxes. We are entirely satisfied with our bargain."

The people of Devon are entirely satisfied and the people have told me that the buses are far more comfortable than those of Capital Transit Limited."

Marysville Mayor

Mayor Walker, Marysville—"When we entered into this agreement with Highway Transport Company, it was with the unanimous consent of the council. The people have been entirely satisfied with the service and we desire it to be continued."

Mr. Hughes—"In reference to what the mayor of Devon has said with respect to 'big stick' action by the City of Fredericton, I know nothing of the matter."

Mr. Carr—"You, Mr. Hughes, are making application for a franchise running through two towns which are supporting the application of another company. You are asking us to rule that you may run through towns in opposition to your service."

Mr. Hughes—"But there are three towns concerned. If they carry only to the Fredericton boundary, then they won't want the service."

Mr. Carr—"But, as a legal point, I believe that any transport system may carry from outside points to another town; that is, within its limits. It is too bad the companies can't get together and make their arrangements. It appears more as a controversy between Fredericton and the towns of Devon and Marysville, than between the companies."

Mr. Hughes—"Surely the people shouldn't suffer because some members of a town council feel that a Fredericton representative is using a big stick."

Mr. Winslow held that the contention was absurd that no company shall cross the bridge and into the City of Fredericton without the consent of the city. "Fredericton gets the business of a all Devon's and Marysville's citizens."

The matter was left to the discretion of the board.

Birthday Party

Mrs. Roy S. Graham entertained at a double three table Bridge last evening on the occasion of her husband's birthday. The double prizes were won by Mr. and Mrs. George Chapman and Mr. and Mrs. E. R. Blackmer.

The regular monthly Tea at the Golf Club House took place yesterday. A large number of members also visitors to the city, were present. The hostesses were Mrs. John Neill, Mrs. A. P. Crockett, Mrs. J. H. Malcolm, Mrs. Joseph Dolphin and Mrs. C. D. Richards.

Carroll—Trites

A pretty wedding took place recently at Dorchester, when Miss Alice Trites, daughter of Mr. and Mrs. W. J. Trites of Dorchester, was married to Curtis Carroll of Moncton. The ceremony was performed in the First Baptist church by Rev. C. A. Hicks, pastor, following which a reception was held at the home of the bride, which was artistic with apple blossoms and white lilacs which also formed a bridal arch for the ceremony. The tea-table at the reception was centered with a three tiered wedding cake, flanked with white tapers. Out of town guests included W. B. Trites of Fredericton, deputy Provincial Secretary, and Mrs. Trites.

The bridegroom's gift to the bride was a platinum dinner ring, and the bride's gift to the pianist was a purse. After a trip to Boston Mr. and Mrs. Carroll will reside in Moncton.

Shower Bridge

Miss Irene Fitzpatrick and Miss Margaret Scott entertained at a delightful dinner Bridge last evening at D'Coy Inn in honor of Miss Jean Staples, a bride-elect of the near future. The table was decorated with delphiniums and tulips, covers being laid for twelve guests. At the conclusion of dinner a variety shower was presented to the guest of honor. Later at Bridge the prizes were won by Mrs. Charles Simms and Miss Mary McMullen.

Gilby—Beck

Barbara Irene Beck, daughter of Mr. and Mrs. Guilford Harold Beck, White's Station, formerly of England was married at the Parish Church yesterday afternoon at three o'clock to John Samuel Gilby, son of Mr. and Mrs. Thomas Gilby, Burt's Corner. Rev. A. F. Bate officiated. They were attended by Harvey Gilby, brother of the groom, and Edith Marjorie Beck, sister of the bride. The bride was given in marriage by A. S. Kew. A large number were present at the wedding. Professor Harrison Wade presided at the organ, in the absence of the organist. Mr. and Mrs. Gilby will reside at North Devon.

Board of Trade

(Continued from Page Eight)

Control Board revert back to the old hours of doing business, or in other words to close up at 5.30 in the evenings, instead of keeping open until 9.30 as at present. The matter was left over for discussion at a full meeting of the Board of Trade, and a special meeting will be called for that purpose so it was stated by President S. S. Miller today.

Hear Six Applications

(Continued from Page One)

enough, and have their goods supplied by noon."

Ronald J. Harrington, representing the New Brunswick Council of Labor—"What facilities are there on any carrying truck for handling perishable goods in any kind of weather?"

Mr. Tennant—"The speed, I think. Men here have conducted such a service and have had no difficulty."

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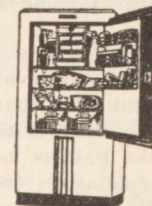
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Sealed tenders addressed to the undersigned and endorsed "Tender for addition to Entomological Laboratory, Fredericton, N. B." will be received until 12 o'clock noon (daylight saving), Wednesday, June 24, 1936, for the erection and completion of addition to present Entomological Laboratories, Fredericton, N.B.

Plans and specification can be seen and forms of tender obtained at the offices of Chief Architect, Department of Public Works, the Resident Architect, Old Post Office Building, Saint John, N.B., and the Caretaker, Public Building, Fredericton, N.B.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth therein. Each tender must be accompanied by a certified cheque on a chartered bank in Canada, payable to the order of the Honourable the Minister of Public Works, equal to 10 per cent. of the amount of the tender, or Bearer Bonds of the Dominion of Canada or of the Canadian National Railway Company and its constituent companies, unconditionally guaranteed as to principal and interest by the Dominion of Canada, or the aforementioned bonds and a certified cheque if required to make up an odd amount.

By order,
J. M. SOMERVILLE,
Secretary.

Department of Public Works,
Ottawa, June 8, 1936.

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