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WILL GET TO LAST DITCH AGAINST AGREEMENT

Citizens, at Memorable Meeting of Board of Trade, Protest Against Government Sanction of Contract--City Will Be Represented Before Railway Commission by Counsel and Expert--Hon. William Pugsley's Offer of Services Received With Cheers--Representations to Ministers Regarding Harbor Facilities Also Dealt With

Tuesday, Nov. 5. There can be no mistake regarding St. John's attitude on the subject of the Bosworth-Gutelius agreement. The meeting of the Board of Trade last night dispelled any doubts that the leading men of this city are united in their demands for justice for the port in connection with the sailing arrangements of the mail steamer.

Without wasting time on essentials, the members went to the root of the matter and the resolution laid before the government was to be carried to Halifax, at a cost of next to nothing, traffic for which St. John was the natural port, and that the government by this action, was robbing St. John of the advantages of its geographical position.

The unfairness of taxing the people of Canada to make up the money that would be lost by the I. C. R. under this agreement and the injustice of delaying freight and passengers to gratify the ambitions of a port which could not get the business on its merits, were also pointed out.

The sentiment of the meeting was crystallized in a resolution protesting against the discriminatory nature of the agreement, and demanding that it should not go into effect until passed upon by the Railway Commission at a hearing at which St. John could be represented. Another resolution was adopted providing for the engagement of an expert to deal with the technical features of the agreement.

Hon. William Pugsley, who was the chief speaker of the evening, aroused the enthusiasm of the meeting to a high pitch when he offered to act as counsel for the city and argue the matter before the railway commission. A resolution was adopted asking the city to send the Recorder to Ottawa on the same day as the meeting, to be ready to present, at the hearing, a copy of the resolutions which have been laid before this meeting, as well as to place this port at an unfair and serious disadvantage in connection with the export and import business of Canada.

Resolved, That the Minister of Marine and Fisheries has informed the president of the board that the question whether such an agreement is discriminatory against this port, when signed, submitted for the judgment of the Board of Railway Commissioners of Canada.

Resolved, That this meeting, therefore, respectfully and most earnestly protest against such agreement being approved by the government, or the Minister of Railways, until the question of its discriminatory character has been submitted to and decided upon by such board of railway commissioners; and, further,

Resolved, That the government be notified that this board desires to be represented by counsel, and to have witnesses examined by whom also.

Resolved, That a copy of this resolution be sent to the Prime Minister, the Minister of Marine and Fisheries, and the Minister of Railways.

To Have Counsel and Expert

Moved by D. F. Pidgeon and seconded by M. E. Agar.

"Whereas, this board is of the opinion that a blow has been struck at the prestige and business interests of our port by the withdrawal of the mail steamers; and

"Whereas, the board is strongly of the opinion that agreement is of a discriminatory nature against our city, and

"Whereas, owing to such belief, this city has by resolution asked the Dominion government to submit the agreement to the railway commission for their decision as to whether such discrimination does or does not exist; and

"Whereas, the government have advised this board of their decision to submit this agreement to the Railway Commission as requested; be it therefore

Resolved, That this board at once engage the services of the most competent legal adviser available to present the case of our city to the Railway Commission; and that the said legal adviser be authorized to secure the services of competent railway expert at once; and that the government be requested to place the full text of the agreement before our legal representative at once, along with such other information as may require the preparation of a case for the city of St. John; and

"Further resolved, that the commissioners be requested to send the city recorder to assist in presenting our case to the Railway Commission; and

Mr. Pidgeon added the suggestion that Dr. Pugsley and Recorder Baxter be the city's counsel, and that they enquire the necessary expert, and Mayor Frank and Commissioners Wigmore and Agar agreed that the city would pay the expert. Dr. Pugsley having said he would act without any charge if his services were desired, the meeting making it very clear that they were.

When the meeting was called to order at eight o'clock, J. M. Robinson presided, the secretary submitted an outline report of the board's activities during

the past year, and P. W. Thomson, chairman of the Traffic Committee, reported on the work of that body.

The names of St. John were proposed for membership of the board by P. W. Thomson and seconded by H. C. Schofield. Mr. Tiftin was elected a member.

Nominations.

The nomination of officers and members of the council of the board for the ensuing year was the next matter taken up.

R. B. Emerson nominated J. A. Likely for president.

Allan Wetmore nominated J. M. Robinson for president, D. F. Pidgeon for vice-president, and the following for members of the council: A. E. Massie, H. P. Robinson, J. A. Likely, P. W. Thomson, R. B. M. Baxter, M. W. Doherty, Charles S. Phillips, W. E. Fenlon, H. C. Schofield and F. del. Clements.

W. C. Allison nominated D. F. Pidgeon, W. E. Foster and R. H. Bruce for members of the council.

Percy W. Thomson nominated Allan H. Wetmore, W. H. Thorne, A. C. Skelton, G. W. Hallam, W. B. Bamford and J. Hunter White for members of the council.

H. C. Schofield nominated J. G. Harrison for a member of the council.

W. E. Foster nominated J. A. Likely for vice-president and T. H. Estabrook for a member of the council.

J. W. Keirstead nominated F. B. Sayer for secretary.

G. Knibb nominated W. P. Burditt and J. H. Doody for members of the council.

E. A. McKean nominated W. E. Foster for a member of the council.

On the motion of H. C. Schofield, the nominations were closed.

W. P. Burditt asked whether it was in order to nominate one of the members of the council, the chairman answering that there was no by-law to the contrary in the regulations of the board.

W. E. Foster declined nomination.

For the Ministers.

The president then submitted to the meeting an outline of the suggestions which the council of the board had drawn up to be presented to the ministers of public works and marine upon their arrival in St. John next week. The suggestions covered an extensive programme for the improvement of the harbor facilities at both West St. John and East St. John. Some additional suggestions were made by members of the board, including that of Hon. William Pugsley, to the effect that the most important matters to be taken up with the government should be the necessity for the early commencement of the construction of terminal facilities for the G. T. P. at East St. John, and the settling of the method of approach of the G. T. P. from their present line to connect with the terminals at St. John.

The board was approved as far as it went, but was left open until the next meeting of the council, on Monday, for further suggestions.

Matters of Importance.

Hon. Dr. Pugsley, in emphasizing the importance of the Grand Trunk Pacific Railway's coming to St. John, said: "Some years ago when C. M. Hays was president of the company, he announced immediately with the construction of facilities at St. John, and since then nothing has been done in the matter."

"A matter of no less importance to St. John," he continued, "is the more speedy bringing of the Valley Railway to this city. But the road cannot be brought here without provision being made for bridges at points between Gagetown and this port. That provision must be made by the federal government, and it is up to the citizens and their representatives in parliament to impress on the government the vital importance of this matter to the future welfare of the city of St. John."

"Heads of Agreement."

The chairman then presented to the meeting a copy of the document containing the "heads of agreement" between G. M. Bosworth, for the C. P. R., and F. P. Gutelius, of the I. C. R., covering the arrangement for the transportation of the freight and passengers for the Empress steamers between St. John and Halifax. The memorandum is as follows:

Memorandum of agreement between the Canadian government Railways and the Canadian Pacific Railway Company covering the transportation of freight and passengers between Halifax and St. John over the Intercolonial Railway in connection with the Canadian Pacific and Allan Line Steamships, carrying British mails, making Halifax the terminal port (four ships).

The following rates will govern the transportation of passengers:

First class, \$1.50; second class, \$1.00; third class, \$0.75; and baggage, as follows: Halifax and St. John in either direction on special or regular trains, \$2 first class and \$1.50 second class for each adult passenger, with a maximum baggage on this rate on any one train of three hundred dollars.

It is understood that when special trains are run they shall include, if necessary, up to twelve cars, making same time as regular trains through train.

The Canadian Pacific to supply a reasonable proportion of the necessary equipment and the Intercolonial to undertake, without charge, such dead-end movements as may be necessary to properly care for the traffic; it being agreed that the Canadian Pacific will not be asked to hold their cars in Hal-

ifax more than seven days at any one time.

The Intercolonial will assume the cost of transferring freight between cars and shed floor.

The Canadian Pacific will pay the same rental and other charges on cars in this service as at present paid on Canadian Pacific equipment handled over the line between St. John and Halifax.

The Canadian Pacific shall pay the same charges for cleaning, supplies, etc., as now paid the Intercolonial.

Freight of all classes, in either direction 75c per ton of 2000 lbs, with the exception of flour and grain which will be carried at the rate of 60c per ton of 2000 lbs. The maximum earning for this traffic on any one train to be three hundred dollars.

The Canadian Pacific will assume the cost of transferring freight between ships and cars at Halifax.

All grain handled through the Halifax elevator shall pay the usual elevator charge current at other ports.

The Canadian Pacific will assume clerical work, checking, waybilling and accounting.

The Intercolonial will pay the usual premium or other charge on freight, and equipment engaged in this business and also all loss or damage which may occur to the freight while in transit between St. John and Halifax.

The Intercolonial will provide the necessary berthing accommodation for the Canadian Pacific and Allan Line ships and will make no greater charge for wharfage and dockage than is charged other steamship lines.

This arrangement will remain in effect from November 15th, 1913, to May 15th, 1914.

(Sgd.)

G. M. BOSWORTH, for C. P. R.
F. P. GUTELIUS, for I. C. R.
Montreal, September 30, 1913.

J. A. Likely moved that the heads of the agreement be considered section by section, and that the board should be authorized to determine whether it is in the interest of the city to accept the same.

H. C. Schofield called attention to the fact that the headlines of the agreement made mention of all the Allan Line ships and that while the delegation had been to understand that St. John would have four mail boats to be affected by the agreement.

Mr. Likely pointed out that when all other matters were settled, the C. P. R. would be asked to carry the C. P. R. employees for nothing were considered, the net earnings of the I. C. R. for carrying passengers from Halifax to St. John, according to the agreement, would be reduced to about twenty-five cents.

Another Aspect.

D. F. Pidgeon, speaking of the heading of the agreement, said that it allowed for the construction of terminal facilities at both West St. John and East St. John, and that the settlement of the method of approach of the G. T. P. from their present line to connect with the terminals at St. John, was approved as far as it went, but was left open until the next meeting of the council, on Monday, for further suggestions.

Hon. Dr. Pugsley said that was undoubtedly the case. "As a member of the board of trade and a representative of the city of St. John in parliament, I have felt it my duty to do my best to bring about a settlement which affects most materially the interests and future prosperity of this port. Up till now I have abstained from attending the public meetings held here in connection with the proposed agreement, because people might think that, for political reasons, I was inclined to add fuel to the flames by calling attention to the situation."

"Now, however, the time has come when every citizen of St. John, regardless of his political views, should speak up on this subject, and the citizens should all stand together in the fight against this iniquitous agreement to the bitter end."

Mr. Foster told us the other day that we should keep our hats on and not get excited over the matter. How can we do that when we have been treated in such an unfair manner--when we have been held below the belt?"

"The agreement affects not only St. John, but the whole of the Dominion. We must agree that it is discriminatory in the strongest possible way against the port of St. John."

Wanted Fair Play.

"When the mail boat question came up before parliament I expressed myself as being in favor of leaving the whole matter in the hands of the steamship companies. I was in favor of leaving the free hand in their choice of a port, as it did not affect the matter further."

"There was every reason why St. John, with its advantages of geographical position, should engage in the fight for supremacy as the winter port of Canada. St. John has advantages and Halifax has disadvantages. I never found fault with the people of Halifax for contending that the C. P. R. should have some concessions over the I. C. R. Yet, when I was in the government I spoke of giving down under such a blow to its supremacy as has been struck in this instance. We may fall, but let us present our case before the railway commission, and before parliament. We will

for this port. Sir Charles Tupper was trying to make Halifax the winter port, but we were successful and for the past seventeen years St. John has been the winter port with ever-increasing business passing over our wharves until this present blow below the belt was aimed at us. The time has arrived again when the people of St. John must stand shoulder to shoulder to fight for the city's rights and for the future of the port." (Applause.)

All Feel It.

E. A. Schofield pointed out that the expense would have to be borne by many other people than the citizens of St. John.

"Every local user of the road," he said, "is bearing a part of this expense. Along the I. C. R., as we read the handwriting on the wall, this means that the C. P. R. is getting control of the I. C. R. I think that every town along the road in the province would be particularly interested in this matter because everyone must feel the result of the increased freight rates. While shippers for the longer haul do not feel these increased rates so much, they affect the local shipper most seriously."

A. O. Skinner.

A. O. Skinner said the president had introduced the matter of the Grand Trunk Pacific into the discussion. He thought that should be set aside for the present as the matter of the Gutelius agreement was much more pressing.

"I think," he said, "that we ought to appoint Hon. Dr. Pugsley and the recorder, backed up by a strong delegation from the Board of Trade, to go to Ottawa and get after the railway commission. We have Mr. Borden's word of honor that the agreement will not be ratified if I found discriminatory against St. John."

The ordinary tariff for freight from St. John to Halifax is 14 cents a hundred pounds. The C. P. R. will get the same rate at the rate of 25 cents a hundred pounds. I think the recorder and Dr. Pugsley would convince the railway commission that the agreement is discriminatory. I would move that we request the recorder and Dr. Pugsley to go to Ottawa at once with any members of the Board of Trade who can leave their business and their homes in time to meet Messrs. Rogers and Hazen. We have been hoodwinked and kept back for five weeks, and I think we should take some action."

B. R. Armstrong said he put another interpretation on Mr. Hazen's wire. He understood that the agreement headings were not immediately to be drawn out in full detail before the agreement was submitted to the minister of railways for signature. It would first be submitted to the railway commission, he understood.

Mr. Foster's Resolution.

W. E. Foster then moved his resolution to the effect that the meeting earnestly protested against the agreement being approved or being allowed to go into operation, at least until the question of its discriminatory character had been decided upon by the railway commission, and that the government be notified that the board intended to be represented by counsel.

Mr. Foster said he was pleased at the broad way in which Mr. Agar had spoken of the matter, but he pointed out that the agreement would injuriously affect not only the export business of St. John but also that of the whole Dominion. He said that when the C. P. R. elevator had been started there was a distinct understanding that the C. P. R. would handle all its export freight through the port of St. John. According to Mr. Foster's view, Mr. Hazen's wire implied that the agreement would first be signed by the minister of railways and afterwards submitted to the railway commission.

"The agreement should be submitted to the railway commission at once," he continued. "Such an agreement as that might well be entered into by two private railway companies but it is an agreement which should not be made by the government railway." (Applause.)

W. F. Hatheway's resolution, seconded by W. F. Hatheway, was then carried unanimously.

W. Frank Hatheway, in seconding the resolution, said that the agreement was even worse than they had been led to believe.

"In the year 1900 an attempt was made by the C. P. R. to get running rights over the I. C. R. and Mr. Blair refused. It was said that if this were not granted the C. P. R. would divert their rights to Portland (Me.). The running rights were not given, and the trade continued to come through this port."

He recounted other efforts of the C. P. R. to secure running rights over the I. C. R. including their offer of \$100,000 a year while the expert opinion was that the rate provided for was worth at least \$375,000 a year.

"It is reasonable to believe that this is but another step towards securing the I. C. R. for the C. P. R."

Speaking of rates, Mr. Hatheway said that the lowest rate he could get between Halifax and St. John was \$1.80 a ton while the rate provided in the agreement might be less than one-quarter of a cent per ton per mile.

"In addition to the disadvantages to be met by the agreement, it will mean the delay of passengers and freight, and this is a matter of importance to all Canada."

Resolution Carried.

Mr. Foster's resolution was then put and carried unanimously.

D. F. Pidgeon said, with reference to

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