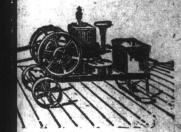
## AC SHORE SHORE SHORE SHORE SHORE SHORE



all farmers hitched up art of the year every mornk to the creamery. Today because they find more advanfit in the modern way.
reamery route, or have you the ork for you? This outfit, an

### Separator ebell, or Lily



# MESSRS.

most interested party, have a full Mayor Frink—"There are 12,000 ers in St. John, who would choose

The amendment was then put and it and the original resolution was carwithout a dissenting voice. It was greeted with hearty cheers

B. M. Baxter referred to the united rts of the citizens of St. John, spective of politics, saying that they ald be proud of the way in which have set about claiming their rights

far as the plans of the C. P. Ri wer or the Dominion Coal Company had been notified that they would be re-tired to coal the Empresses at Halifax is winter. Last April also a delega-on from the St. John Board of Trade

things possible for the city

considered advisable, whether wisely not, to publish it at the time, but

ss boats here all the time. They now e as an excuse for taking their boats Halifax that we have not sufficient ommodation. We must admit that growth of facilities is not rapid ough to keep up with the growth of offic. Let us, therefore, go ahead and the some vigorous action to have our rbor accommodation so much interest by next winter that there will room to lose the Empress boats became the whomes

room to lose the Empress boats beveen the wharves.
"In order to get this harbor work
ne we have only one place to go to,
d that is the government. If the govment have been lax in giving us all
had a right to in harbor extension,
will now give them an opportunity
miake ample atonement."
Mr. Baxter went on to say that St.
hn was standing somewhat alone in
e province in her present stand. He
ferred to Moncton and Fredericton as
ing pleased for their own reasons that
e mail boats were going to Halifax.
For that reason, he continued, we
ould take up some position that will

then moved his resolution as al-Mayor.

Before this resolution is passed," said ayor Frink, "I would like to say that e work of building the wharves on the est side has not been going on as raply as the people have expected and at much dissatisfaction has been exessed. I sm in a position to say that r. Hazen has promised that the government will themselves take over the attract if greater expedition is not

tion."
The chairman rose to urge the necesof carrying the resolution, saying was the most important one of the was the most important one of the ening. "Let every man in the audnee," he said, "realize that it is his try to do what he can to help towards shing the construction of additional upor facilities."

aniel moved a hearty vote of thanks the chairman, J. M. Robinson, for the ir and faithful way in which he had eaded the delegation to Ottawa and one everything possible to secure jus-te to St. John. This was heartily adopted and the

Rain spots on cloth can be remo Rain spots on cloth call towel out of you will wring a soft towel out of ater and lay it over the garment, then on with a warm from If this process on with a warm from the garment, the repeated all over the garment, the ins will disappear and the garments il be proof against future rain spots.

# HOW ST. JOHN IS DISCRIMINATED AGAINST BY THE GUTELIUS AGREEMENT WITH THE C.P.R.

# C.P.R. PAYS ONE-FIFTH OF ORDINARY RATE

This is the Discrimination Apparently Established By the Gutelius Traffic Arrangement

Many Citizens Declare Complete Copy of Agreement Should Be Furnished People of This City for Examination Before Mr. Cochrane Endorses

The Gutelius Agreement.

Ottawa, Oct. 10—(Special)—Here is a summary of the tentative agreement made by Mr. Gutelius of the I. C. R. with Mr. Bosworth of the C. P. R. for hauling C. P. R. freight and passengers in solid trains to and from St. John and Halifax for the purpose of loading and unloading the C. P. R. and Allan mail ships, this being the agreement which the St. John delegates have stamped

THE AGREEMENT APPLIES TO AND FROM HALIFAX ONLY IN CONNECTION WITH FREIGHT AND PASSENGER TRAFFIC TO THE FOUR STEAMERS, THE TWO EMPRESSES AND THE ALSATIAN AND

FREIGHT HANDLING, CHECKING, CAR CLEANING AND ACCOUNTING ALL TO BE DONE AT EXPENSE OF THE C. P. R. THERE WILL BE ALLOWED NO GREATER EARNING POWER TO THE INTERCOLONIAL THAN \$300 ON ANY ONE C. P. R. TRAIN OVER THE I. C. R. ROUTE, TWELVE CARS TO BE THE LIMIT OF ANY TRAIN.

THE RATES WHICH THE C. P. R. WILL PAY THE INTERCOLO-

ONE DOLLAR AND FIFTY CENTS FOR SECOND. SIXTY CENTS A SHORT TON ON FLOUR AND GRAIN. R BAGGAGE IS TO BE CARRIED FREE.

THE C. P. R. IS TO PAY ELEVATOR CHARGES AT HALIFAX,

THE SAME AS ARE CHARGED BY ELEVATORS ELSEWHERE. [THE TELEGRAPH WAS INFORMED LAST EVENING THAT THE C. R. RATE TO THE PUBLIC ON CAR LOAD LOTS FOR FLOUR AND GRAIN FROM ST. JOHN TO HALIFAX IS FOURTEEN CENTS PER HUNDRED POUNDS-OR \$2.80 A TON AS COMPARED WITH 60 CENTS A TON UNDER THE GUTELIUS "TENTATIVE" AGR WITH THE C. P. R. A COMPARISON OF THE GUTELIUS SP RATE TO THE C. P. R. ON GENERAL FREIGHT WITH CHARGED THE ORDINARY SHIPPER WOULD APPARENTLY SHOW AN EQUALLY ASTONISHING CONTRAST. THE PUBLIC CAN MAKE A COMPARISON OF THE PASSENGER RATES FOR ITSELF, REMEM BERING THAT A COMMERCIAL FIRST CLASS TICKET TO HALIFAX, THE CHEAPEST FIRST CLASS ISSUED, COSTS \$620].

As has been said, this is the agreement which the Su joint described as discriminatory. The public is likely to think the delegates put it mildly, but they had not complete information, and of course a detailed comparison of rates is necessary.

To Confer With Shaughnessy Today,

Montreal, Oct. 10—(Special)—The conference with Sir Thomas Shaughnessy is to be held at noon tomorrow (Saturday,) Messrs., Robinson, Thorne and Frink are remaining for this conference, and most of the other delegates left for

Of course the news of the complications over the longshoremen's wages came as a shock to the delegation which is here fighting the battles of the port, But President Robinson, of the Board of Trade, who heads the delegation, considers that the wage matter is one entirely divorced from that of the injustice done St. John in the matter of the mail steamers.

When asked for an expression of opinion on the general situation, Mr. Robinson said that the matter that had arisen over the laborers' agreement was entirely one of detail of steamship or corporation management, and did not enter at all into the other question. "Our case," he added, "is stronger today than when we left home for Ottawa."

when we lett home for Ottawa."

Mr. Robinson outlined the arrangements made for the conference with Sir Thomas Shaughnessy tomorrow. It has been fixed for about noon tomorrow at Sir Thomas' office. Hon. Mr. Hazen wift be here from Ottawa tonight to attend, and the others present will be Messrs. Robinson, Frink and Thorne.

Practically all the delegates but these left here tonight, and those to confer with Sir Thomas will be home at noon on Sunday.

Mr. Robinson authorizes the calling of a public meeting for Monday even ing and is wiring to engage the Nickel Theatre for it.

W. H. Golding said last night that the Nickel Theatre would be available on A Comparision of Rates

The freight charges to the general shipper on flour and grain between St. John and Halifax in carload lots is 14 cents per 100 pounds, or \$2.80 per ton, as compared with the Gutellus agreement with the C. P. R. of 3 cents per 100

pounds, or 60 cents per ton.

The charges to the general shipper on general freight range from 13 to 35 cents per 100 pounds in carload lots, as compared with 33-4 cents per 100 pounds, or 75 cents per ton, under the Gutelius arrangement with the C. P. R. General freight charges, so far as the general shipper is concerned, are di-

General freight charges, so far as the general shipper is concerned, are divided into ten classes, ranging from 35 to 13 cents per 100 pounds. For example, the rate for Class I, which includes groceries and glassware, is 35 cents per 100 pounds; the rate for Class 5, which includes molasses, sugas, etc., is 17 cents per 100 pounds; the rate for Class 10, the lowest class, which includes line, etc., is 13 cents per 100 pounds.

Thus the lowest charge for general freight to the general shipper is 13 cents per 100 pounds, as compared with the rate of 33-4 cents per 100 pounds under the Gutelius agreement.

The Gutelius agreement states that no train of twelve cars is to exceed in earnings to the I. C. R. more than \$300. Under ordinary circumstances a train of twelve cars, carrying 500 people, at \$6.26 apiece,—the lowest priced ticket issued between St. John and Halifax, commercial travelers' rates,—would exceed in earnings \$3,000 for the People's Railway, or, if the train were a freight train of twelve cars, which would be 720 tons, the ordinary rate of \$2.80 per ton would mean a revenue to the I. C. R. of \$2,016, as compared with the \$300 under the Gutelius agreement.

Should the cars used be C. P. R. cars, that would, of course, make some difference in the value of the service.

### SHAUGHNESSY STANDS PAT BEHIND THE GUTELIUS AGREEMENT

After President Robinson, of the Board of Trade, Mayor Frink, and Senator Thorne conferred with Sir Thomas Shaughnessy in Montreal on Saturday the following report of the conference was furnished The Telegraph and The

Montreal, Oct. 11—Sir Thomas Shaughnessy states that the Empresses and the Alsatian and Calgarian must sail from the same port; that had St. John been chosen for this service, owing to our lack of facilities, a large portion of the freight business would have to be diverted to another port to make room for the mail service.

are fair and adequate for the service rendered and that the C. P. R. would be glad to make similar arrangements under like circumstances to provide an-

He further says that St. John is the C. P. R. port and that were facilities adequate they would worth but that, facilities being lacking, they have very

### WILL ST. JOHN STAND FOR THIS ?

In order that the people of St. John may understand clearly what is proposed in the way of special freight rates to enable the C.P.R. to haul its trains past St. John to the port of Halifax, it is only necessary to make a comparison between the rate from St. John to Halifax and the rate from St. John to West St.

Under the Gutelius agreement, the I. O. R. will carry flour from St. John to Halifax at the rate of fifty cents per short ton.

The rate which the C. P. R. charges the I. O. R. for hauling flour from the I. C. R. yard in this city to West St. John (or Carleton) is sixty cents per short ton.

That is to say, the I. O. R. will haul flour 275 miles, from St. John to Halifax, at exactly the same rate the C. P. R. itself charges for hauling freight from one side of St. John harbor to the other.

recently entered into a six months agreement with 1. U. R. so as to make railfaz available for mail service.

He further states that St. John will lose no prestige and that future business will tax capacity of all ports. He further states that he considers that
this delegation and agitation will be productive of most beneficial results as it
will force upon the government the necessity of providing facilities at St.
John with the greatest expedition in order that the C. P. R. may establish their
oft repeated determination to make St. John their Atlantic terminus.

This means that the C. P. R. will make no change in programme, and that

The distance banks W. H. D. A. Palling framework.

If I'ller, M. L. A. Palling framework.

I'ller, M. L. A. Palling framew

C. P. R. Gets Bargain Rates

SOME EXAMPLES

reight and Passengers at Less Than One-third of Special Rates-Serious Discrimination.

# LINER BURNS AT THIS INJUSTICE SEA; 136 PERISH

tac, in Chatham Hospital, Near Death

James E. Harding, of Tabusin-

STABBED TWICE

It is Alleged That Freeman Edmunds Slashed Him After a Fistic Encounter Friday Night - Quarrel Said to Be About Speed of Their

# 523 Saved After a Hard Battle

Eleven Steamers Stood By the Volturno Helpless

Terrible Seas Prevented Lifeboats Approaching the Doomed Vessel--Those That Jumped Were Picked Up-Steamship was Bound From Rotterdam to New York Via Halifax.