

The Semi-Weekly Telegraph
 is issued every Wednesday and Saturday by the Telegraph Publishing Company, St. John, a company incorporated by Act of the Legislature of New Brunswick.

R. W. MCCREADY,
 President and Manager.
 Subscription Rates
 Sent by mail to any address in Canada at One Dollar a year. Sent by mail to any address in United States at Two Dollars a year. All subscriptions must be paid in advance.

Advertisement Rates
 Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per inch.
 Advertisements of Wants, For Sale, etc., one cent a word for each insertion. Notices of Births, Marriages and Deaths, 50 cents for each insertion.

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New Brunswick's Independent Newspapers
 These newspapers advocate
British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion.
No graft!
No deals!
"Theistle, Shamrock, Rose and the Maple Leaf forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., OCTOBER 15, 1913.

STILL WAITING—AND NOT PATIENTLY.

The St. John delegates who are in Ottawa finally obtained from Mr. Borden Thursday a partial summary of the memorandum of agreement between the I. C. R. and the C. P. R. which resulted in the diversion of four direct mail steamers from this port to Halifax.

Having examined the incomplete facts thus far and reluctantly submitted, the delegates passed a resolution expressing the view that the arrangement discriminates against St. John. This resolution was sent to Mr. Hazen, apparently with the implied suggestion that unless the government cancels the unjust agreement his duty is clear.

It is to be noted that Mr. Gutelius tells Mr. Borden that this agreement, a summary of which he at length read after much suspicious delay, is only now being submitted to the Minister of Railways for his approval. Will Hon. Mr. Cochrane give that approval? If he does it will obviously be done with Mr. Borden's consent if not at his direction. In that case where does Mr. Hazen stand and what will he do? What St. John will do may be surmised. It will not take the medicine without effective protest.

For some reason or other the delegates have been asked not to disclose to the public the details of the agreement between the Intercolonial and the C. P. R. Surely, as one supposes, these facts can long be concealed. What possible valid reason can exist for their suppression? The shuffling and evasion which the delegates encountered when they reached Ottawa cannot fairly be attributed to the inability of Mr. Borden and Mr. Hazen to learn from Mr. Gutelius exactly what sort of agreement he had made. He was not in hiding. A peremptory telegram would have produced the requisite information in an hour or two. Yet the delegates not only could not secure the facts but were unable to obtain the pledge of the Prime Minister that the agreement would be cancelled if it was found to involve discrimination against St. John.

What good purpose was served when Mr. Borden and Mr. Hazen asked the delegates tentatively to regard as confidential certain details of the agreement which he sent the Empresses and the Allan mail ships to Halifax?

Out of the events at Ottawa Thursday this big fact emerges: The government, directly, or through its servant Mr. Gutelius, has deprived St. John of these ships. The act passed by Parliament granting the subsidies established the open door by permitting the steamship companies to choose St. John or Halifax. The C. P. R. and the Allan chose St. John for sound business reasons. That decision was in the interests of the whole country. Up to that point all was well. Then a government official makes a deal with the C. P. R. whereby it is found expedient for the Canadian Pacific to send its passengers and express freight 276 miles past this port and load its Empresses and the Allan mail ships at Halifax.

The government must reverse the act if that official or accept full responsibility for robbing this port of its just share of the direct mail service. The government must choose. No one in

Ottawa can believe it possible to evade responsibility by pleading ignorance or by saying that the C. P. R. led Mr. Gutelius into an unwise agreement which it is too late now to abrogate. No one in Ottawa will expect St. John people to accept for an instant the explanations and excuses put forward on behalf of the government when asked to justify or remedy the situation as it stands. Mr. Gutelius himself says the agreement has not yet been approved by his chief. Therefore it can be abrogated at once.

This is the port selected for the Empresses and the Alaskan and Alaskan by their owners before a level was used to serve Halifax at our expense and that of the whole country. Until it is agreed that all these ships shall sail to and from St. John, direct, as originally scheduled, St. John will remain the victim of manipulation and injustice too rank to be associated with the name and the office of the Prime Minister of Canada, too gross to continue without producing in this city and this province an outburst of public indignation too grave to be disregarded by any government.

Pending a further report from the delegates I may be said that, earnestly as they have tried to get the facts and to secure some guarantee of remedy for the injustice their mission up to last evening had ended in failure, not through any fault of theirs but because of the astonishing attitude of the government. St. John is still waiting, but its patience is about exhausted. The city cannot avoid the conviction that it is being played with by the powers that be; but St. John's turn will come, and soon.

THE POSITION OF THE INTER-COLONIAL.

The people of the Maritime Provinces ought to demand from the Borden government a statement of its recent course in relation to the Intercolonial Railway, and a definite announcement of its policy with reference to this great public asset. The occurrences of the last few weeks, and the strange developments of the last few days, have been sufficient to start the people of this part of Canada to thinking actively of these matters, and wondering whether there is not evidence that the government has been preparing to alienate the I. C. R., or to cause the loss of its identity as a public property by giving concessions in connection with it to the C. P. R. and other private corporations.

For example, the public has been told, on the highest official authority, that Mr. Gutelius recently put through on his own authority a most important change of policy in connection with the Intercolonial, not only without public knowledge, but actually without consultation with the Minister of Railways, the Prime Minister of Canada, or the Minister of Marine and Fisheries in whose province the government railway is so important a factor. It was this same Mr. Gutelius who recently raised the freight rates on the I. C. R., thus placing a heavy burden upon the people who use it, notwithstanding the fact that the government had previously announced a record-breaking surplus.

This Mr. Gutelius has a considerable reputation as a capable and progressive railway man, but it is impossible to expect that the people of the Maritime Provinces just now will recall with mingling the fact that he used to be an employe of the C. P. R., and that he was appointed by a government in the councils of which the C. P. R. is notoriously powerful. It is not necessary at this time to refer to other powerful officials of the I. C. R. who graduated from the C. P. R. Some of these have given little satisfaction to the public, and it has been surmised that their conduct, together with the raise in freight rates, may have been intended to discourage the public with government ownership of the Intercolonial and prepare a way for its disappearance as an independent competitor in national transportation.

The Maritime Provinces are now beginning to understand what it means to have in the cabinet a Minister of Railways who is out of sympathy and touch with Maritime Province conditions, and to have an administration at Ottawa which is more than friendly to the private railway corporations.

The prosperity of Canada has resulted in an immense increase of traffic over the Intercolonial. Its increased profits may fairly be asked to pay its way, and to provide an up-to-date service, but it is not necessary that it should pay dividends, or that its surplus earnings should be diverted to purposes other than its own upkeep.

Recent developments in connection with the Intercolonial have been very disquieting. Our members of Parliament demand for complete information as to the government's intention with respect to the People's Railway, and should demand some guarantee that the private railway corporations are not to be given control of it, and that the freight rates will be restored to the level of last year. It must not be forgotten that the Liberal party never found it necessary to impose higher traffic charges, although for many years of its term the earnings of this railway were small as compared with its earnings during the last two or three years.

Hon. Mr. Blair, Hon. Mr. Emmerson and Hon. Mr. Goshen steadily refused to give the C. P. R. running rights over the I. C. R. to Halifax, although often heavy pressure was exerted to induce them to do so. Within the last few days the public has detected what appears to be the edge of the entering wedge designed to destroy the I. C. R. as a public asset and an independent factor in transportation. It is time to demand

from the government a complete explanation. The danger signals have been cast as may not be safely disregarded.

THE MAIL SHIPS.

While some of the St. John delegates are on their way home, and while Mr. J. M. Robinson, Senator Thorne and Mayor Frink are conferring with Sir Thomas Shaughnessy, we publish in our news columns an abstract of the "tentative" agreement made by Mr. Gutelius of the I. C. R. with Mr. Bosworth of the C. P. R. for the hauling of C. P. R. freight and passengers between St. John and Halifax.

This information is that furnished by Premier Borden to Mr. J. M. Robinson and by him transmitted to the other St. John delegates. After considering it they passed a resolution, declaring that the agreement, so far as they could judge from the summary available, discriminated against St. John.

So far as could be learned Friday evening the ordinary shipper pays fourteen cents a hundred on flour and grain in carload lots over the I. C. R. from St. John to Halifax. The rate Mr. Gutelius gives the C. P. R. is three cents a hundred. The incomplete information at hand Friday evening would indicate a similar contrast in the matter of general freight and passengers as between the Intercolonial-C. P. R. rate and that available to the general shipper, but this is a matter to be worked out more carefully when complete information for detailed comparison is available. An accurate and detailed comparison will doubtless be made for use at the public meeting a call for which has been authorized by President Robinson of the Board of Trade for Monday evening. Mr. Robinson, Senator Thorne and Mayor Frink are due here on Sunday, most of the other delegates arriving today at noon. Pending a report from those who are to interview Sir Thomas Shaughnessy, it is impossible to measure with accuracy the result of the delegates' efforts, though if their mission fails in future they have at least done all they could on behalf of their fellow-citizens.

If the figures quoted in the summary of the Gutelius agreement are correct they indicate that the C. P. R. is to pay the I. C. R. approximately one-fifth the rate paid by ordinary shippers of freight, while the proviso that the carrying power of any train is not to exceed \$800 to the I. C. R. seems to make the comparison even more amazing. These comparisons, when worked out in the light of complete information, ought to be most interesting.

St. John's interest in and anxiety over the whole question are more intense today than they were before the delegates left for Ottawa. The people of this city want a plain and speedy answer to this question: Do we get the four direct mail steamers originally scheduled for this port, or do we not?

THE SITUATION TODAY.

St. John has now a little more information than it had at the time the public meeting was held here a week ago, but the information is yet incomplete, and the unavoidable conclusion is that the situation is still most unsatisfactory from every standpoint.

After the delegates left Ottawa it would scarcely be supposed that they would get much satisfaction from Sir Thomas Shaughnessy at Montreal. Indeed, the result of going to see him under the circumstances might very well be, unfortunately, to divide public attention between the government and the C. P. R., whereas it is of the greatest importance that the attention of the public should remain concentrated upon these facts:

That the Gutelius-Bosworth agreement has not been confirmed by the Minister of Railways.

That until it is confirmed and it does not become operative until November 15—the principal lever for diverting the four direct mail ships of the C. P. R. and Allan lines from St. John will not exist.

That the practical thing now to be done is for St. John to make a united demand that the government do not approve of the Gutelius-Bosworth agreement, and that hitherto this has brought back to the point where they were when the C. P. R. and the Allan published their official list of sailings, in which the two Empresses, the Calgarian and the Alaskan were to run between St. John and Liverpool direct.

It is to be expected that men who are more anxious to serve their party than their city will now attempt to confuse the public mind by contending that nothing more can be done, or that the traffic agreement with the C. P. R. is purely a business matter and may be defended from a traffic standpoint.

Should those arguments be presented by those who desire to relieve the pressure upon the government they must be met by the reminder that the fight on behalf of St. John is not over but is only now beginning.

They must be reminded that the four direct ships would have come here but for the deal made by Mr. Gutelius and Mr. Bosworth. St. John has read the summary of that agreement, but until a complete transcript of the text of it is available here for examination by traffic experts engaged by this city, the government will surely not insist upon putting it into force.

It certainly will be contended upon behalf of this city that it is clearly within the authority of the cabinet to abrogate this so-called tentative agreement, which Mr. Gutelius made, as he is told, without the knowledge of the Minister of Railways, and without the knowledge of the Minister of Marine and Fisheries in whose province the Intercolonial Railway is so tremendous a factor.

It is gravely to be regretted that before this fight had really begun certain fearful gentlemen, some of whom stand in a more or less representative capacity, began to display signs of hedging. If this city is to get justice today it will not come by such tactics. Suggestions of compromise before we have really entered into the fight cannot fail to have the effect of arming the rivals and opponents of this port with arguments to present at Ottawa against us.

Let us not forget that in his interview with Messrs. Robinson, Thorne and Frink, Sir Thomas Shaughnessy virtually repeated the statement he made in an earlier interview, to the effect that St. John is the Atlantic terminus of the C. P. R., and that under ordinary circumstances, this is the port to and from which the mail ships of the C. P. R. and the Allan lines would run.

Let it not be forgotten that an examination of the accommodations at Halifax and the extraordinary efforts now being made to expand them in emergency measures, forcibly illustrates the weakness of the contention that St. John cannot handle the direct mail ships.

Let us not forget that before Mr. Gutelius and Mr. Bosworth got together the C. P. R. had applied as usual for its berth at St. John for the accommodation of these very ships. We have today quite as much accommo-

Railway can beat the world if there is a fair deal all round. We want that fair deal!

The Liberal Toronto Star seconds the World's motion.

"If we admit wheat, flour, and other products of wheat into Canada free of duty, our wheat and flour will be admitted into the United States free of duty. If not, there will be a duty of ten per cent on wheat, and forty-five cents a barrel on flour."

"The American duty on wheat is reduced unconditionally from 25 cents to about ten cents a bushel, but we can have it admitted free if we please."

"Surely we ought to avail ourselves of this offer. The opening of the American market would be an immense boon to our Western farmers. Canada is a wheat exporting country, and the duty is of little or no value to our farmers. If we are sincerely desirous to promote the unity of Canada, we must show the wheat of the West that we in the East are mindful of their interests as well as of our own."

Tariff taxation on the ordinary necessities of life is the most indefensible form of class legislation. Food taxes spell both hardship and injustice for the great mass of the people. In this wonderfully productive country, which grows vast quantities of food, the cost of living has made some alarming advances than anywhere else in the world. The first step to lower food-pain and normal living conditions lies in a courageous and righteous revision of the tariff.

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nation as we had when their application was made. We are taking no account of these considerations which may well be the basis of action at the public meeting called tonight to hear the report of the delegates selected a week ago to ask justice for this port at the seat of government.

"TRUTH AND FICTION."

The Standard newspaper is feverishly trying to divide St. John politically on the question of the mail steamers, believing that if political feeling is stirred up sufficiently many citizens will hesitate to press for justice for St. John. We would suggest to the Standard that while politics is important, the first thing to do is to "take every honorable means of preventing approval by the government of the Gutelius-Bosworth agreement, which can be of no force or effect until Mr. Cochrane assents to it. It is to go into effect on November 15, unless cancelled.

The Standard parades with pride this portion of Mr. Borden's statement to the St. John delegates at Ottawa:

"In so far as the matter under immediate consideration is concerned, neither our government, nor any member of it, would for a moment be party to any arrangement whereby discrimination against the port of St. John could result. Discrimination that lies from your minds."

And the Standard assails as "fiction" this statement by The Telegraph:

"The delegates not only could not secure the facts but were unable to obtain the pledge of the prime minister that the agreement would be cancelled if it was found to involve discrimination against St. John."

They certainly had not secured the facts when the foregoing was written, and when Mr. Pidgeon asked Mr. Borden squarely if he would cancel the Gutelius agreement if it involved discrimination, the Prime Minister declined to commit himself, saying he could not speak as to that until he had seen the document—although he promised, in general terms, that there would be fair play. Even today the facts are not fully available.

But let us direct the attention of the Standard and of the public to this non-partisan but stubborn fact: that while a summary of the agreement was at length produced, and while the delegates by resolution stamped it as in their opinion discriminatory, it not only has not been cancelled but remains as the principal obstacle in the way of the port of St. John.

The Standard is proud of Mr. Borden's statement that neither he nor any of his ministers would be a party to any arrangement discriminating against St. John—but he is and will be a party to the Gutelius agreement, and Mr. Hazen is and will be a party to it unless they see to it that it does not receive the approval of their colleague, Mr. Cochrane.

Thus it will be observed that the Standard in its partisan eagerness to defend the government and to divide this city politically before one fight for a square deal has really begun, has only succeeded in fixing public attention upon the pledge of the Prime Minister and the necessity confronting him of making it good in the only possible way: by repudiating and abrogating the Gutelius-Bosworth deal and restoring St. John to the position it occupied on the day when the C. P. R. and Allan scheduled their direct mail ships for this port.

Will the Standard, in justice to the city in which it is published, join in pressing this duty home in the case of the Prime Minister?

NOTE AND COMMENT.

Don't be sidetracked. Already certain nefarious gentlemen are talking so much traffic we shall have mind your very likely. But keep in mind that once we submit to the loss of traffic for other than business reasons we are opening a dangerous door. St. John does not welcome progress backward. We trust next year's business will be great—but we have until Nov. 15 next to break the deal by which Messrs. Gutelius and Bosworth (to mention no more distinguished persons) gave the very cream of our business to a less fortunately situated and less well equipped port. What are you going to do about it?

Courage—the fighting kind—will win any fight for justice in which the people are really interested.

No compromise—The Gutelius tentative agreement must be cancelled before November 15, the date on which it will become effective unless St. John acts.

One week after the deal was made to switch the direct mail ships from St. John to Halifax Mr. Hazen had no information on the subject. What is the explanation?

All together for the port tonight. St. John first, politics afterwards. The city will never get a square deal unless it demands it firmly and courageously and shows that this matter will never be settled until it is settled right.

Considering the recent fiscal resolution in the United States, Collier's Weekly says:

"One newspaper, which has imagination enough to see what is just ahead of the people of this nation, wrote thus on the occasion of the signing of the tariff bill: 'The enactment of the tariff law is the first step toward the trying out of a series of great issues that are fraught with the deepest significance for the future of this nation. The gathering at the White House last night was not historic because it marked the signing of the tariff bill. It was historic because it witnessed an act whose consequences must shape the future.'"

The tariff bill is but the beginning. It was characteristic of President Wilson to express his pleasure in the work done and immediately to turn to point the way to the work that next waits to be done. As the days pass, those "vague" generalities of his speeches and writings of the New Freedom are taking on impressively concrete shape."

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The most interested party, have a full voice in the choice of the said board of experts."

Mayor Frink—"There are 12,000 votes in St. John, who would choose the tribunal to sit on the fight." (Cheers.)

There was an interruption at this point and Mr. Powell silenced his questioner by suggesting that his place was in the park menagerie.

Continuing, the speaker said: "The strategic importance of our port has been sacrificed, not only this year but for the last twenty-five years."

We gave the C. P. R. all the strategic advantages and the C. P. R. was given the right to send a passenger train over the I. C. R. lines to Halifax and thus divide the traffic of the government road.

"That arrangement was opposed by every I. C. R. official at Moncton and I know this matter cost the country annually \$160,000 to \$200,000."

"The C. P. R. has been a petted child of the country. (Hear, hear.) But, until this present agreement was made they could not go to Halifax and they cannot go now except by special terms and they have been given better terms than it must be at the expense of the treasury of Canada." (Cheers.)

Mr. Powell closed with a strong denunciation of the traffic arrangement.

An Amendment.

The chairman: "Are you ready for the question?"

Mr. Bruce—"I would ask the mover of this resolution to include my suggestion as I do not want to put it in the form of an amendment. It is of the utmost importance that St. John be represented on the board or commission which is to pass on these rates. If it is not included in the resolution I shall be forced to put it as an amendment."

The chairman then put the original resolution, and while there were many "aye" and "nay" votes, the vote was followed by cries of "We want the amendment."

The chairman read the original resolution and Mr. Bruce rose, saying: "As it is evidently not the intention of the mover of this resolution to change it in any way, I would move in amendment that St. John have the choice of at least one of the expert members of this board or commission."

The amendment was seconded by Joseph Stackhouse, of Charlottetown, and Senator Daniel said that the amendment would not strengthen the resolution as it provides that the commission must be satisfactory to this city.

From the audience: "Who would be the judge?"

Mr. Pidgeon—"I was heartily in accord with the resolution, and I am more heartily in accord with the amendment. Our fight is first and foremost with the government of Canada and we should have the very best representation possible to safeguard our interests. We have in St. John a man well qualified to act for us. I refer to Mr. Powell and if he cannot act we can get someone else."

A vote was taken and Mr. Hazen said he would support the amendment.

Mr. Barr urged St. John's claims to the mail steamers in a brief speech pointing out that the western mail could be given greater despatch through this port.

Recorder Baxter—"I intended to receive my remarks for another resolution but I want to speak to the amendment. What we want is what will give us the best results. We do not care whether it is by the resolution or an amendment. (Hear, hear.)

"This has been described as a fight between St. John and Halifax, and if we have a representative in fairness we could not deny Halifax the same right."

"But our fight is not with Halifax. The Dominion government is on trial if we pass the main resolution, and if the amendment the government is absolved from responsibility."

"If the government's decision is rescinded as the result of findings of unfit men you have your remedy. We do not believe that they will appoint men as judges in this matter who would not be able to decide it efficiently and fairly."

Resolution Carried.

Mr. Bruce—"Halifax has nothing to do with it. This is simply a question of discrimination against St. John and we have a right to be represented." He then read his amendment which was as follows:

"Resolved, That the choice of the board of experts proposed under this resolution be not left solely in the hands of the government but that St. John, as

the most interested party, have a full voice in the choice of the said board of experts."

Mayor Frink—"There are 12,000 votes in St. John, who would choose the tribunal to sit on the fight." (Cheers.)

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Continuing, the speaker said: "The strategic importance of our port has been sacrificed, not only this year but for the last twenty-five years."

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