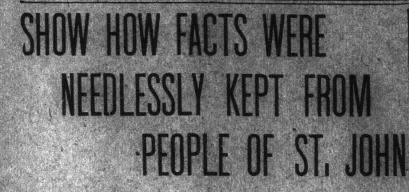
THE SEMI-WEEKLY TELEGRAPH ST. JOHN, N. B. WEDNESDAY, MARCH 18, 1914



The Official Papers in Connection With Gutelius-Bosworth Agreement That Were **Brought Down in Commons**

Clear That Agreement Must Not be Renewed if St. John is to Expand as An Important Scaport—Evident That C. P. G. M. Bosworth, C. P. R. Montres R. Insists on Quick Dispatch of Its Business Over Intercolonial, Regardless of Latter's Own Traffic.

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Mr. Bosworth Complains. Telegram Copy. treal via Moncto

(Sgd.) G. M. BOSWORTH. G. S. Sharp Reply. Telegram Copy.

wire. Arrangements at Halifas ress will be exactly same as ar ais for Virginian. Instruct you o govern themselves accordingly (Sgd.) F. P. GUTELIUS. 12.55.

Telegram Copy. Montreal, Dec. 1, 1918. us, Novth Sydney. gral superintendent, Grou

quest of the T. P. Gutellus, North Sydney. d for at the Our general superintendent, Grout, s per train." St. John, advises that Inter-graph two: colonial agent there has instructed perform the is not to be handled in train load lots that our steamship freight for Halifax

s rectify, answer. (Sgd.) G. M. BOSWORTH. Telegram Copy. North Sydney, Dec. 2, 1918. Bosworth, C. P. R., Montrea

our wire. Grout's advice is accord-to our instructions that Eastbound sht be mixed with Intercolonial so o eliminate possibility of dispute in section with the three hundred dollar

(Sgd.) F. P. GUTELIUS.

Another Complaint, Telegram Copy.

Telegram Copy. Montreal, Dec. 5, 1918. F. P. Gutelius, Moncton. Your attitude in respect to handling our passengers at Halifax and our freight between St. John and Halifax as stated in your telegrams received this morning makes it imperative that we have personal meeting at once if a seri-ous situation is to be avoided. Please say if you will be in Montreal this week. (Sgd.) G. M. BOSWORTH. G.D.

G.D. Mr. Gutelius Writes.

December 8, 1918.

led C. P. R. tra

nnage, grades, class of engine, etc., d special instructions were issued for e reason that I noticed that your peo-

ns upon us.

OBITUARY

Mrs. John W. Jackson.

n in 1888. A wife and se Mrs. John C. Miller.

Mrs. Frank Aungust The death of Mrs. Frank Allo The death of Mrs. Frank Allo sok place at ber home in P street, Fairvile, at six o'clock Se Resides her infant s econd husband and by her first nd, Mr. Parker, of Ontario, one ther, Mrs. G. H. M. Baker, of Lind-Ont.) The funeral will be held in ton next Sunday afternoon. sorrowing husband and her mother, Mrs. Cole, she leaves two sisters—Mrs. Adam Campbell of Fairville, and Mrs. Rush of Maine, and two brothers— Harry, living here, and Benjamin, in the United States. Mrs. Allingham will be mised in a large circle and the entire community extends sympathy to the

Mrs) Frank Nyberg.

Friday, March 13. ath of Elizabeth, wife of Fran

Product Market in the second Headmann, and headmann, and headmann and

ment, Salisbury, and the latter a dau teer of the late Perrigo Steeves, Steeves' Mountain, Moncton. Mr. CONDENSED Dear Mr. Bosworth. Your wire of date. We are doing the best possible for handling passengers, mail and baggage at Halifax both for your traffic and our own, and I hope that you will co-operate instead of create any serious situation. In the matter of freight, you under-stood with me that freight would be handled in through trains on account of tonnage, grades, class of engine, etc., NEWS; LOCAL AND GENERAL

Daniel Doherty. Friday, March 13. POLITICAL TRICKERY OVER AN OPEN GRAVE (Continued from page 1.)

ie and Agnes Burns, mas M. Burns, secretar

a winnipe

Rev. Kenneth McKan

ulton, Me., March 15-0 Kenneth MacKay, first

tremier, in reply to another question of Mr. Graham. The premier added that the government had been in negotiation

id that Mr. in assuming that the mi and interest himself in such a was glad to say Sir Alan had done something and this government took office made by the former ministee nerican authorities was renew perican authorities appeal he said es, and that an orderncil had been passed reserving the m's right to radium, if it were dis-

H. Sinclair was told by Hon. J. D. Hasen that application had been made to the government on behalf of the United States fishermen for concessions not granted under the usual modus rivendi licenses. Hon. Dr. Reid, acting minister of rail-ways, informed Mr. Sinclair that the minimum freight rate on small parcels, cast of Chaudiere Junction had been in-creased from twenty-five to thirty-five H Sin was told by Hon. J. D.

creased from twenty-five to thirty-five cents by the board of management on April 1, 1918, and had been restored to twenty-five cents on August 15 by the general manager. Machinery was set in mot then minister of justice, SAYS CROWN LANDS BONUSES WILL

I. C. R. Lost \$80,000 in January.

Montreal Daily Mail: Lady Town-send, of Halifax, who has been the gnest of her sister, Mrs. Percival St. George, for the past two weeks, is ill and has been removed to the Royal Victoria Hassitel

Whilst H. Miles Saunders, of Hallifax, his way home when he had the bullet S5,000. Hon. Dr. Landry said that the he

was not an extraditable off was liberated. Mr. Carvell fourteen years before this Ki himself into trouble with States customs officers, his been seized. Kelly took the

BONUSES WILL BE NEARLY \$800,000

never lifted a finger to liberate Kelly He appealed to the minister of justic

d a finger to hustice ed to the minister of justice acthing. He believed that the revenment would consent to revenment would consent to

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to the spot and investigate the

on March 9, last. The Kelly Boundary Case. F B. Carvell moved for the papers in connection with the imprisonment of one William J. Kelly who was now serving a term of fourteen years in the United States Federal prison, Atlanta (Ga.) Mr. Carvell said that this was one of the hardest cases he had known for many years. On April, 1908, Mr. Kelly, who was a farmer near the Maine bordes ine, drove a load of potatoes to the American side. He took them at night which he (Mr. Carvell) was sorry to say was the practice of hundreds in that country. He was met just beyond the boundary by a United States customs officer, who ordered him to hold up his hands. Kelly, being an Irishma, re-fused, and Mr. Carvell said it was hart to tell just what did take place. App parently Kelly was riting on top of the seized his horses and at the same minute Kelly jumped. Then the officer fired titing, a belt-buckle. Kelly jumped in root of the officer and handled him to roughly that he put him out of ac-tion. Despite his wounds Kelly made is way home when he had the bullet

unt as last year, but the cost was \$17,000 last year, and this year, as ad said before, it was hoped to bring the the said before it has the said before the said before it has the said before the said befor out a reduction without in Hon. Mr. Flemming explained that there had been some outlay during the past year in the matter of assisted pas-ages. This was an important item and absolutely necessary to cope with the Australian states and the western provisted pas-and absolutely necessary to cope with the Australian states and the western prov-inces of Canada, which were advancing passage moneys, and in some cases pay-ing bonuses. The net loss on assisted passages was small as the same money would be used over and over again. Hon. Mr. Fleming said that while the patients paid \$7 a week that was only about one-half the cost of their main-tenance. If the present patients were paying the whole of the cost of their maintenance, the hospital could afford to run a free ward. Another wing would be shortly under construction which would provide accomodation for thirty to run a free ward. Another wing would be shortly under construction which would provide accomodation for thirty additional beds, and with this increased accomodation, it might be able to charge something less per week for the patients occupying it. To maintain, this new wing would cost at least \$15,000 a year. He was hoping that men of means would come forward and contribute generously to the maintenance of the institution. Hon. Mr. Wilson said that the prov-ince would not be doing its duty till poor patients were taken into the instit-ution free. The society in St. John was doing its best. Give the children a cup of warm i i i i i m n or milk-if they come in from school hungry. It is nourishing and

a bind you herewith in applicate copy of the memorandum of agreement and the correspondence in connection there with, from which you will note that we are operating under the memorandum of agreement of Sept. 90, which covers the present season only, the formal agreement of having been executed."
Then follows a copy of a letter from Mr. Bosworth to Mr. Gutelius on Sept. 30, in which Mr. Bosworth encloses a copy of the memorandum of agreement if Mr. Gutelius finds it correct he Mr. Bosworth, will have it put in legal form by "our solicitors."
This copy of the memorandum of agreement is the same that was published on several occasions in St. John giving the rates of freight and passeng ers with which our citizens are now familiar.
On Oct 4 Mr. Bernorth media to Mr.

crs with which our citizens are now familiar.
On Oct 9 Mr. Bosworth wrote to Mr. Gutelius enclosing two copies of the agreement asking him to sign both and return them for execution by the C. P. R. At the conclusion of this letter Mr. Bosworth wrote:
"It would probably be advisable in view of the frequent reference to the Allan line in the agreement to have it accepted by them in some form or way. This could be accomplished by a simple notation at the end of the agreement to the effect that the same is accepted and adopted by the Allan line and signed by Mr. Gutelius, on No. 33 Train, Amherst:
Have a telegram from Halifax stating ou are placing diner and sleeping car cn mail train leaving tonight on arrival of Virginian. This is contrary your agreement please reply. (Sgd.) G. M. BOSWORTH. G. S. What He Might Do, On Line.

The agreement itself is merely an ex-

The agreement itself is merely an expressing the bargain in legal form. The rates for passengers including their bargage in " either direction, on regular trains, is \$2 for first class passengers and 50c, for second class passengers and 50c, for second class passengers and 50c, for second class passengers, but the maximum amount paid on any one train is not to exceed \$300. The rates for multic carried on regular passenger trains are \$30 for each extra car required to handle the mail traffic-but no extra charge for mails is madi. Second trains. Special trains for passengers, mail and haggage are to be run at any time by the Intercolonial between St. John and Halifax in either direction at the request of the C. P. R., at \$300 per train. When it is necessary to run special passenger trains these shall comprise, increasent, so may as twelve cars-and they shall make the same time between St. John and Halifax, and vice versa, as the regular trains. The freight rates are 75c, a ton with

 St. John and Halifax, and vice versa, as
 Telegram Copy.

 St. John and Halifax, and vice versa, as
 Telegram Copy.

 The freight rates are 75c a ton with
 Montreal, Que, Dec. 1, 1913.

 The freight rates are 75c a ton with
 F. P. Gutelius, Moncton, N. B.:

 are 60c, a ton, but the freight charges on
 Montreal, Que, Dec. 1, 1913.

 any train are not to exceed \$900.
 The Intercolonial assumes all the risk

 for loss, damage and injury.
 The government is to provide "proper and suitable berthing accommodation at Halifax for the C. P. R. and Allan steamers and shall make no greater charges than for other steamers."
 Your people insisted putting four which setters and Telegrams.

 Then follow some letters and telegrams exchanged between Mr. Bosworth and Mr. Gutelius:
 G. M. BOSWORTH.

 To Mr. Bosworth.
 Telegram Copy.

Halifax, Oct. 13. C. M. Bosworth, Esq., Vice-President C. P. R., Montreal, Que: My dear Bosworth: With reference to formal agreement submitted by your company covering the handling of pas-senger and freight business between St. John and your ships at Halifax. I desire to make the following G. S.

On Line, 🔺

we feel that our

never executed. Then follow more communications ex-changed by Mr. Gutelius and Mr. Bos-worth:

The position is well as our own. I trust that you will recognize that the position I have taken in connection with these matters is justified by our agreement and the conditions under which we are working. I would be glad to have you come down and become familiar with the sit-uation. Yours truly, Y Immigrants to the number of 24,163 Immigrants to the number of 24,163 Immigrants to the fiscal year

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Good New Live Fresh Rubbers and **Rubber Boots** From the Best Makers

That is why Our Rubbers vive satisfaction.

Every shape is carried i-

Our prices are the



in the trade.

