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## THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES

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!  
"The Thistle, Shamrock, Rose and Wine,  
The Maple Leaf forever."

Semi-Weekly Telegraph  
and The News

ST. JOHN, N. B., APRIL 4, 1914.

INTRODUCING MR. GUTELIUS.

Who is this Mr. Gutelius who sent the

Empresses and the Allan mail ships to

Halifax, who raised the local freight

rates, who cut down the suburban

service, and who received \$65 a day for

"posting" the National Transcontinental?

The public knows, of course, that he is

the general manager of the I. C. N. R., at

\$20,000 a year, borrowed from the G. F. I.

Mr. Reid, the acting Minister of

Railways, described Mr. Gutelius as "the

best man we ever had." But whence came

he, and what training and qualifica-

tions had he that he should have been

made a satrap in the Maritime Pro-

vinces? Mr. Carvell produced his pedigree

in the House of Commons on March 25.

He said a word or two about Mr. Lynch-

Stanton, and then took the \$20,000 of-

ficial of whose acts Hon. Mr. Hazen ap-

proves. Mr. Carvell said:

"When gentlemen opposite assumed

the reins of office over two years ago,

we all knew they were seized with a

burning desire to create a scandal, if pos-

sible, out of the construction of this

great national enterprise (the N. T. R.).

By hook or by crook a scandal must be

created. Of course the most important

thing in the whole matter was to find

the machinery by which to create the

scandal. They hunted this country from

one end to the other to get the men

Finally they got two men, against whom

personally, I have not a word to say.

One is a lawyer, a Tory, a would-be

politician, from the city of Hamilton, a

man who is stated to have said in this

city before men who are in this city to-

night, that it did his Tory heart good

to get a chance to get after these hor-

rible Grits. The other man is an en-

gineer who was I understand, originally

a United States citizen. I am not say-

ing anything against him on account of

his citizenship, because if he possesses

the proper engineering qualifications, he is

qualified to pass judgment on the work

of the late government and the late com-

mission. He came to this country ten or

twelve years ago, and showed an incom-

parable here was employed by the Canadian

Pacific Railway Company to do a certain

amount of work in the West. When

that work was finished, this gentleman

was taken to the head office in Montreal

and placed in a position of some re-

sponsibility. I admit, I understand he

was assistant to the chief engineer. That

chief engineer resigned and went back to

the United States, but Mr. Gutelius was

not promoted to the vacancy. Another

man was appointed, and Mr. Gutelius

still remained in his old position. That

man retired, and still Mr. Gutelius was

not promoted. After remaining in the

office in Montreal for some time, with

no experience whatever in field work,

classification or construction work, sim-

ply doing ordinary routine work in the

office, Mr. Gutelius was taken out of the

engineering department of the railway

and sent to North Bay in the operating

department, and made division superin-

tendent in a road which was completed

twenty-five years ago. All he had to do

was to report on what went on from day

to day, and month to month, a position

which has frequently been referred to

as the bone-yard by engineers and

railway engineers of that grade, and

penalty. For some strange reason not

made public, this is the gentleman whom

my hon. friend the Minister of Railways

took up out of the woods around North

Bay and brought down here, not only to

blacken, if possible, the character of the

late government—that is a small matter

—but to make a report which has done

Canada more harm and will do Canada

more harm than this government could

do it good in ten years. The report has

gone out to the people of this country

and to the managers of the world from

whom we borrow money, that the Grand

Trunk Pacific can never possibly earn

enough money to pay its expenses and

interest. It has placed the Grand Trunk

in a position where they will find it

almost impossible to borrow more

money. It has told the people of this

country that we have squandered \$40,-

000,000 of money. It has done this coun-

try incalculable injury. These are the

two gentlemen employed by my hon.

friend to make his report, and it is with

this report, and this report alone, that I

wish to deal in the few remarks I shall

make.

We know that some four or five

months ago an inspired press appeared

one morning in the Conservative press

throughout this country to the effect

that the Investigating Commission had

found that something like \$44,000,000 of

\$44,000,000 had been absolutely wasted,

and worse than wasted, in the construc-

tion of the Transcontinental. That was

headed all over the country, and sent

to Europe, to the United States, in fact

all over the world.

The hon. member for Mackenzie (Mr.

Cash), at the beginning of this session,

produced here a paper published in Los

Angeles, California, with a great big

headline declaring that The Liberal

government of Canada stole \$44,000,000.

Then you will remember that we had the

further statement in the Conservative

press of this country that the Liberal

party had stolen a lot of money. Finally

they screwed up their courage sufficient

ly to bring down a sort of synopsis of

what the report was going to be and

they sent that broadcast over the coun-

try. If you want to see the full details

of this case—yes, in its quibbles—

go into the library and get the front

page of the Montreal Star the morning

after that statement appeared. All the

lesser Tory journals, lights through-

out the country published practically the

same report only they could not afford

as much space and they could not put on

as his headlines.

Mr. Carvell took up the Gutelius-

Stanton report in detail, and a sum-

mary of his remarks has already ap-

peared in our despatches. We propose

publishing other portions of his speech

hereafter. His speech and that of Hon.

Mr. Graham will convince any reason-

able man that the statements of Con-

servative politicians and newspapers

founded upon the Gutelius-Stanton re-

port, are false and unjustifiable. The

purpose of what is printed here is not to

attack Mr. Gutelius, or to discuss at

length the report to which he signs his

name, but to place before the people of

this part of the country the information

supplied by Mr. Carvell as to Messrs.

Gutelius and Stanton.

The people of New Brunswick have

had considerable experience already with

Mr. Gutelius and they are naturally in-

terested in his record and his qualifica-

tions for the position he now occupies.

It seems that he came rather suddenly

out of the woods at North Bay into his

present position, and after reading what

Mr. Carvell says it is more than ever

astonishing that Mr. Borden and Mr.

Hazen should have given Mr. Gutelius

the amount of rope he has enjoyed up to

date.

Mr. Gutelius is regarded by some per-

sons as an autocrat. That is not the

correct view. He is a man selected by

the Conservative government of the day,

of which Hon. J. D. Hazen is a member,

to do certain work in the Maritime

Provinces. For that work—the direc-

tion of the direct mail ships from St.

John, the raising of local freight rates,

and other acts now famous—Mr. Hazen

and his cabinet associates must be held

responsible. The people can deal with

Mr. Gutelius only by dealing with

Mr. Hazen and the other members of

the cabinet. These men must not be

permitted to hide behind their general

manager of the Intercolonial. If he is

unpopular—and he is—it is because he

is carrying on the work they selected him

to do.

AN INVESTIGATION NECESSARY.

All over this province where Valley

Railway affairs have been under discus-

sion, and where damaging rumors have

been frequent and persistent, some of

the statements made publicly yesterday by

Commissioner McLellan will be read

with interest. Take, for example, the

report mentioned by Mr. McLellan that

in one instance the Valley company

failed to pay the interest on the bonds,

and that the province had to make the

amount good and subsequently take se-

curity for it. If there was any such

failure to pay the bond interest the

government must have a record of it,

and the record should be available, par-

ticularly at a time when a further bond

guarantee is in the air. The matter can-

not be left in doubt.

It must be clear to the Lieutenant

Governor and to Premier Fleming that

a complete sifting of the reports in cir-

culation is necessary before additional

aid can be given to the company. One

way to ascertain what is going to be

done with another \$20,000,000 is to find

out what has been done with the money

already expended—and the government

cannot plead that it is difficult to do

that.

Aside from the question of finance, it

must be clear to everybody that the

route of the railway, from one end to

the other, and the time of its comple-

tion, should be positively known. It

would be absurd—and it would be im-

pudent—to propose an additional bond

guarantee of \$20,000,000 unless it is shown

that the Grand Trunk Pacific is to use

the Valley Railway from Fredericton to

St. John, for Transcontinental traffic,

and unless it is definitely understood

that the link between the Transcon-

tinental and the Valley Railway is to

be built and the road brought to St.

John within a reasonable period.

Mayor Frink announced on Saturday

that he was going to Fredericton in con-

nection with the Valley Railway, and

no doubt he will have assurance of

strong and general support in any steps