## POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN,

## DR. STOCKTON CONDEMNS ST. JOHN I. C. R. ELEVATOR

Declares in Parliament That Expenditure Building It Was Useless

Says it is Only Used Election Times, But This Winter Will lays that had Prove an Exception as C. P. R. Will Utilize it to Relieve



# Monoton and Quebec. He said that he discovered one document among the papers brought down last year, which was not in the return when it was said that he discovered the papers brought down last year, which was not in turn. It showed that the correspondence was not complete. This document showed that not only did Chief Engineer Lumsden report in favor of the back route, but according to this route, living and the conding to the condinate to the condinate to the conding to the condinate to the condinate to the condinate to

coording to this newly discovered paper the Transcontinental commission adopted the report of the engineer. He said that the government could not ask its representatives between Moncton and Quebec to vote for any more appropriations for this road, unless work was begun between these two papers simultaneously with the most respective to the Allans transferring to the All Mr. Crockett protested against the deays that had been made in connection with the building of the Quebec and loncton section. The chairman of the Allan line was to transfer its London and analysis of the chairman of the Allan line was to transfer its London and line was to transfe

# TO PORTLAND, ME

The Press of That City Talks on the Merchant Remembered in His Will Allans Transferring Steamship

Portland (Me.) to St. John, the Portland

To His Secretary He Bequeathed



Y. DECEMBER 1, 1906

## \$300,000 GIVEN TO FIELD EMPLOYES

Two Hundred and Seventy-five of the Workers

\$200,000 LEFT TO A FEW

\$100,000 and He Also Re-

It has being to be the second control of the

## ST. JOHN THE QUICKEST ROUTE TO THE FAR EAST

New Record Made for China Mails to the Pacific Coast

Empress of Ireland Special Did the Trip from This City in

and on the National Trans-	ture on Intercolonial for 1905 and 1906 as follows:
Railway, \$1,841,269.	Revenue.
capital expenditure is as fol-	100-
	Passenger traffic\$2,105,066 \$2,297, Freight traffic
nals and public	Mails and sundries 305,277 326,
\$10,014,215.45	Total \$6,783,522 \$7,643,
ids 599,780.01	
1,299,875.65	Working Expenses.
idies 1,637,574.37	1905. 1906
2,400,771.29	Locomotive power\$3,116,653 \$2,930 (
extension loan of	Car expenses 2,040,133 1,617.1
84,784.00	Maintenance of way and
01,101.00	works 1,722,616 1,397,1
610 007 000 77	Station expenses 937,816 1,032,7
	General expenses
supplus and sinking funds are	Rental of leased lines. 140,000 140,00
re is added \$818,811 to the	
which is \$267,042,977.	Total \$8,508,826 \$7,581,9 Deficit in 1905 \$1,725.3