## **POOR DOCUMENT**

## THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., JULY 7, 1900

The Intercolonial Railway is Now of Some Use to the People, is a Credit to the Dominion of Canada and a Contributor to the Common Fund

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But I am withing to add the cost of this Drummond County Railway, which was S1464,600. That would give a total of \$4,598,000 addition to capital account in sector with the Intercolonial Railway

trouble in showing that there had been anything more than an infinitesimal in-crease in the actual business of the Inter-colonial Railway due to that extension. But I am willing to add the cost of the Drummond County Railway, which was \$1,464,600. That would give a total of \$4,598,000 addition to capital account in

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1896-7 1897-8 1898-9 .\$2.866.028 1899-1900 .4.533.000

provinces; put the figures for the two per-lods alongside of each other, and you will be able to draw your own conclusions. The earnings in those four years were as follows:

1893-4 . 2,987,510 1894-5 2.940.717 his denunciations of the gross misconduc of this administration. Let me emphasize at the same time that this result has no at the same time that this result has not been won by any deprecation in our ex-penditure. In 1896-7, 1837-3 and 1898-9 there was an excess of \$244,925 expended by this government in keeping up the quality of the road over which was expended in the same direction in the preceding three or four years. I do not say that we spent all that the railway would have stood; it would have stood more. We have not spent all that I would have liked to spend, or that I could have spent with good results to the country. But the fact remains that in those three years we spent \$80,000 per year in ex-cess of what our predecessors spent in those classes of expenditure which are re-cognized as proper for the maintenance of the railway. In addition to that, we have paid the rentals of the Drummond County and the Grand Trunk lines; we have inpaid the rentals of the Drummond County and the Grand Trunk lines; we have in-creased the wages of our men all along the line to the extent of \$175,000 a year; we have paid car mileage in one year alone enough to pay the interest on \$2,000,000; and we have given you, without adding to the burdens of the people, a class of ser-vice and an improved railway of which the people of this country have no, reason to be ashamed.

**Opposition** Object to the Country Having Judges. Ottawa, July 4-The dominion election bill was reported in the house today. On the suggestion of Mr. Fielding provision was made for the stamping of ballots by the returning officer who will be supplied with a special stamp by the clerk of the crown in chancery for this purpose. This will prevent the substituting of bogus ballots. Provision was made in the bill to allow all Canadian soldiers and others in South Africa, and who would be on the lists if they remained at home, to vote. A bill regarding provincial judges pass-ed its second reading, the motion for a six months' hoist being declared lost without division. On a motion to go into supply Mr. Bennet (East Simcoe), moved a vote of censure on the government for having sus-pended the coasting laws on the western lake last summer. Hon. Mr. Fielding and Mr. Charlton pointed out that the action of the government was necessary to save to Canada the carrying of western grain to the seaboard. Mr. Bennett's amendment was defeated by 32 for to 52 against, after which the house went into supply on the supplementaries. The whole of the afternoon and part of the evening sessions in the house was taken up with a bill respecting judges of the provincial courts. The bill provides for three additional judges in Quebec, one in the Yukon, and the making of a chief justice from one of the present judges for the Northwest. Mr. Casgraine (Montmorency) in critiising the details of the bill, said that the salaries paid to judges, especially in the Montreal district, were too low. Mr. Fitzpatrick agreed that the salaries of the judiciary were too low, but this bill, he said, was not dealing with that cuestion. Mr. Bergeron moved a six months' hoist and Mr. Foster seconded it. and Mr. Foster seconded it. Sir Wilfrid Laurier pointed out that the Quebec legislature had asked for three more judges. The bar of Montreal had asked for them and the province, and the people of Quebec had a right to sufficient judges to try cases that arose. Sir Louis Davies said that the bill was being discussed as if it applied to Quebec. But it did more; it gave an additional judge to the Yukon and \$1,000 to provide for a chief justice in the Northwest. Surely it was not objected to provide for jus-tice being administered in the new territories in the west. Dr. Montague said that he was not against the western judges, but he was opposed to additional judges for Quebec. The opposition talked for over an hour in supply, but did not pass anything. The house adjourned at 1.30.

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The Returns Have by No Means Covered the List of Those Known to Have Been Lost--Complaints Against Tugboat Men--The Big Steamer Was in the Way.

New York, July 4--Up to 11 o'clock tonight 126 bodies had been recovered from the waters of the North River, victims of the disaster at the North German Lloyd steamship docks. There are yet over a hundred and twenty-five people missing. Complaint against tugboat captains are still being made. First Officer Schaefer of the Saale says he is positive that had the Kaiser Wilhelm Der Grosse not been in port neither the Saale, the Bremen nor the Main would have been destroyed.

## A Canadian Dead.

London, July 4-A despatch from Bloem fontein reports Artificer Cooper, of the second contingent, died there on 24th June. (Note)—In second contingent there is only one Cooper. C. Cooper, son of J. Cooper, Toronto.

