

shall do and what the National Transcontinental railway shall do.

He says that the Canadian Pacific railway should give us the same mileage rate from Fredericton as from Wabski and that they could be hauled as cheaply. But how are we going to get the Canadian Pacific railway to change their rates from Fredericton, or from Wabski to Boston? We have no power to make them do that. The rate to-day from Fredericton to Boston is 14 cents per 100 lbs. on this class of merchandise.

Mr. COCHRANE: What is it from Wabski?

Mr. CARVELL: Thirteen cents. Mr. Gutelius agrees to have that freight for Fredericton for  $4\frac{1}{2}$  cents but you add 14 cents and you get  $18\frac{1}{2}$  cents, exactly the rate Mr. Gutelius wants us to pay if he takes it round by Wabski. I do not care whether he takes it around by Quebec or any other place so long as he gets it to Boston and gets it to Boston at 17 cents a hundred. We would be satisfied but that does not satisfy the public. The Walsh estate is only one member of the public. He says that if the Canadian Pacific railway would reduce the rate and give us the benefit of the proportional mileage, although he does not suggest what it is, we would get a less rate, but unfortunately we have no power to compel the Canadian Pacific railway to reduce their rate from Fredericton to Boston and give us the proportional mileage. That is where the matter stands to-day. I do not care whether you haul by way of Theriault or by way of Fredericton—we pay fifty cents a thousand more than we paid last year. The Transcontinental railway haul this freight 32 miles and get 4 cents per 100 lb. for doing it. If they take it to Theriault they haul it 50 miles further and get  $4\frac{1}{2}$  cents a hundred pounds for it, or they haul it a distance of 71 miles and get  $4\frac{1}{2}$  cents for hauling it. It may be good railway business on the part of the Government to haul freight 50 miles for half a cent per 100 lb. but I cannot understand it. If they can make money by hauling that freight an extra fifty miles for half a cent they must be coining money when they get four cents for hauling it 32 miles. That may be quite plain to a railway man but I only try to size up things as they appear to an ordinary lawyer upon reading the rates, and I must confess that I do not understand it. Possibly my hon. friend, being a railway expert, will be willing to explain this most remarkable discrepancy as it appears to a lawyer.

Now, having discussed this matter from the point of view of the Walsh estate I desire to look at it from the standpoint of the public. If the Walsh estate were the only ones doing business over that line of railway it would only be a matter of their losing 50 cts. per thousand, closing up their mill and going out of business. But the Walsh estate is only a small proportion of the public which would like to use that road. I have protests from a very large number of mill owners. There is Donald Fraser & Co., who have the largest lumber mills in eastern Canada, a firm which are handling over a hundred million feet of lumber a year and a firm that handles probably—

Mr. COCHRANE: Not over this road?

Mr. CARVELL: No, I am not saying that. I was just going to say that this firm handled over 15,000,000 feet of lumber at Plaster Rock, right at the point where the Transcontinental railway and the Canadian Pacific railway come together. This is a firm that, under ordinary conditions, would be able to ship millions of feet of lumber over the Transcontinental railway if they gave them a rate at the present time to St. John. My hon. friend knows that during the last three or four months there has been a complete change in the lumber market in the maritime provinces. Prior to October and possibly November practically all the inland lumber of New Brunswick went to the American market. But on account of the war conditions existing in the old country British buyers are now taking it at a price away above the price that the Americans would pay for it and they are taking lumber which you could not give away in England in the past.

Mr. COCHRANE: But that would not affect the subject you have brought up.

Mr. CARVELL: Oh, yes.

Mr. COCHRANE: No, the lumber would not go over the National Transcontinental railway, because instead of the Canadian Pacific railway giving it to the Transcontinental they would take it themselves.

Mr. CARVELL: But I will show you how it affects the matter. The Fraser business is at the end of the Canadian Pacific railway at Plaster Rock. The Y connection between the Canadian Pacific railway and the Transcontinental railway is at that same point, the Frasers have 15,000,000 feet of lumber practically all going to the English market and they would have the opportunity of shipping it either over the Cana-