

Hon. Mr. GORDON—Well, from Cochrane to Quebec—I am of opinion, and I think he will find universal agreement that I am right, that not one car of pulpwood would have gone from Cochrane or from Abitibi in that direction. It is an economic impossibility because the Transcontinental and Northern Ontario railway runs from Cochrane to Toronto, and from Cochrane down to Niagara Falls would be only about 500 miles to the pulp mills at the Falls, where they require the pulpwood—about 200 miles less than from Cochrane to Quebec according to the distance given by my hon. friend. The Timiskaming and Northern Ontario railway is drawing pulpwood at a very low rate in order to help out the settlers. I understand the rate is only one-half cent per ton per mile. Now, hon. gentlemen will see at a glance that it would be impossible for the other road to give a rate anything like that and draw the pulpwood so much farther. In connection with this point I want to say still further that thousands of cords more would come down from Cochrane and that vicinity, and be marketed in the American market on the frontier this year, were it not for the fact that pulpwood can be brought in and is being brought in during the summer months from the island of Anticosti at a much cheaper price than it can be delivered for, from up there.

Hon. Mr. CASGRAIN—Is the hon. gentleman sure that any pulpwood has never come from the island of Anticosti to the upper lakes?

Hon. Mr. GORDON—Yes, plenty of it; thousands of cords go from Anticosti right up to Ogdensburg. If you go over to Ogdensburg you will see thousands of cords being unloaded from the boats which came from the island of Anticosti.

Hon. Mr. CLORAN—Why cannot you do it right here in Canada?

Hon. Mr. GORDON—Last summer I had occasion to ask one of the firms who were purchasing wood from Anticosti why they could not purchase more of it up in the locality from which the hon. gentleman wants the wood to be transferred down towards Quebec, and that was the reason he gave me.

Hon. Mr. CLORAN—What was the reason?

Hon. Mr. GORDON—I want to point out further that around Abitibi during this winter pulpwood is being taken out and

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sold by the farmers from the province of Quebec, delivered in that lake at a price which I am sure they could not obtain to bring that pulpwood either east or west. With regard to what might be done with pulpwood or lumber after you get farther east than Abitibi, I know not, but I would just say that one large item which the hon. gentleman mentioned as an inducement for the Government to operate the railway was 2,000,000 feet of lumber at \$2.50 per thousand. Perhaps if some hon. gentlemen are not so accustomed as I am to handling lumber, and they might think that would amount to a lot of money, but it really only amounts to about \$5,000. I am, therefore, of opinion that if my hon. friend will look into this matter a little more thoroughly he will find that if that road had been operated in that vicinity this year it would have incurred an extremely heavy loss. I have been up in that country considerably, and have travelled over the Transcontinental, and one of the very things which my hon. friend from Montreal mentioned as a reason why the road should be operated—because of the great and beautiful stations which are built along there—is one of the things which in future will militate against our freight rates. I could go with you to places where there is no chance or possibility of trade being obtained, but where stations have been built that are good enough for towns of 10,000 or 15,000 population. That was one of the great objections and one of the great faults I have to find with the construction of that road, and I think hon. gentlemen who would accompany me over that road would also come to the same conclusion. Having placed my hon. friend right as to its being an economic impossibility to ship pulpwood up there, I am sure he would investigate the matter a little further and find out he is wrong.

Hon. Mr. DAVID—I would like to ask the hon. gentleman what is the object of letting the road rust there? Does he not think that the Government should operate the railway on that section?

Hon. Mr. GORDON—That is a matter to be taken up between the Government and the Grand Trunk Pacific railway; I do not know anything about it, but I can tell the hon. gentleman this much that it is a good thing for the country to-day that the Government is not operating it. Imagine a train leaving Winnipeg to-day and going to Moncton; what would it have in the way