

shippers of forest products originating on the Transcontinental would be the same.

In view of the temporary operation of the Transcontinental, we have not been in a position to quote or arrange for through freights. We are greatly handicapped, because we have no outlets ourselves and unfortunately we connect largely with the Canadian Pacific Railway Company, who have absolute control in many cases. We hope to overcome this as soon as the money markets will allow us, so that we may be able to give the people of New Brunswick two outlets to the markets to the south.

The rate from Juniper to Wabski was four cents, as rightly quoted by my hon. friend, but that four cents did not pay us, because we had no siding at Wabski. We had to leave part of our train on the line in order to shunt up to the station four or five cars at a trip. On the other hand, the Canadian Pacific railway could leave their train on the siding and take the cars down.

The distance from Juniper to Fredericton is seventy-two miles, and we have made the rate four and a half cents. Therefore the freight, instead of being fifty cents, is only seventeen and a half cents per thousand feet of spruce, or 3,300 lbs., according to my hon. friend. In order to meet the hon. gentleman's clients and the general public, rather than take the risk of this dangerous interchange between the two railways, we would haul the freight from Juniper to Fredericton; and, on the whole, I think we would make more money as well as protect our employes by not making this dangerous transfer. The trains running to Fredericton could drop the cars off at a siding much more quickly than the locomotives could shove the cars for three-quarters of a mile up the hill.

Mr. CARVELL: What does the minister now say is the rate from Fredericton to Boston points?

Mr. COCHRANE: I am not giving that. I do not know it.

Mr. CARVELL: I do; that is the trouble. Fredericton is one hundred miles nearer than Plaster Rock to Boston points.

Mr. COCHRANE: Then your complaint is not against the Intercolonial railway or the Transcontinental; it is against the Canadian Pacific railway. If we haul the freight one hundred miles nearer to the Canadian Pacific railway, they can surely give the same rates or a little less.

Mr. CARVELL: The minister is all in error.

Mr. COCHRANE: I am not; I think my hon. friend will find that I am correct. If that proposition will not do, we will take the freight from Juniper to Theriault for five cents, not for one and a half cents, as my hon. friend quoted. To prove that my statement is correct, I want to quote a letter written by the I. N. Chase Lumber Company, a New England customer of Mr. Welch, one of the shippers from Juniper. It is as follows:

We are in receipt of yours December 17 regarding rates on lumber in carload lots from Juniper to New England points and we are greatly obliged to you for this information, the rate from Fredericton to New England to be used for furtherance. We had nothing like this before and this gives us an opportunity to route shipments to New Haven points at a comparatively flat rate with shipments off the Canadian Pacific railway.

I want to assume the blame to a large extent of having this taken out. The matter was discussed with me before it was done, and the danger to employes was laid before me, and I O.K.'d the proposal.

Mr. P. MICHAUD (Victoria, N.B.): I have been consulted by the Donald Fraser Lumber Company with reference to this siding at Wabski. I understand that they have a pretty difficult situation on account of this siding. The Minister says that there was danger at that siding on account of running the train down the grade. But I have known of the running of trains on that siding at Wabski. I understand that they never heard of an accident there. I understand that the Donald Fraser Lumber Company is under a serious handicap for lack of siding at that point. I wonder if the Railway Commission of Canada would not authorize a siding there from the Transcontinental to the Canadian Pacific railway, but I am told that the minister has made up his mind that there shall not be a siding at that place. I am sorry to hear that.

Mr. COCHRANE: But we will overcome that difficulty so far as these people are concerned. As soon as the bridge and railway are completed at St. Leonard's, we will have an outlet to our bow, and will take the stuff to St. Leonard's and exchange with either the Canadian Pacific railway, the Maine Central or whoever is building that road.

Mr. MICHAUD: I know that as a matter of fact the National Transcontinental is not getting business that it might get on the line from Edmundston to Plaster Rock. There are lumbermen along that line who claim that they cannot get Intercolonial railway cars in which to ship their lumber. I have that