

peting lines to carry his produce to the market. How the Minister of Railways sanctions a policy of this kind is something that I cannot understand. After this letter was written I wired to Mr. Gutelius, stating that we wanted to ship to Boston, and that if he would give us a seventeen-cent rate to Boston via Fredericton we would ship it that way, but I got no answer to that telegram. We have been perfectly fair from a business standpoint; we have done everything we possibly could, and we only appeal to the minister when we cannot get an answer from the general manager of the railway to a reasonable business proposition. All we have got from the minister up to the present time is courtesy, and I admit we have had that. The tracks have been taken up, the connection is gone, and we are sending our lumber to Boston at a loss of fifty cents a thousand. A large part of the lumber we intended should go to Boston is going to St. John over the Transcontinental, and therefore, so far as that is concerned, I do not think we are losing any money by it, but we know this is only a temporary condition of things. We are sending lumber to England to-day which we could hardly give away there a year ago, and that applies not so much to quality as to specifications. Until a year ago we could only sell deals 3 x 7, 3 x 9, and 3 x 11, whereas to-day they will take almost any specification and pay a good price. However, when the war is over, that condition of things will cease, and then we will have to pay this extra fifty cents per thousand or stop doing business. How the minister can be a party to carrying on that unfair transaction, I cannot understand. I could understand it if this road were being operated by the Grand Trunk Pacific, because the Grand Trunk Pacific could make connections with the Grand Trunk at Lévis or Richmond Junction, and they might get down to Portland and Boston in that way, but the Intercolonial Railway cannot do that. What the minister says is, that he will haul this lumber fifty miles further to Theriault and fifty miles further south to Fredericton, and hand it over to the Canadian Pacific railway and make the shippers pay for it. I hope the minister will be able to make plain what to me is particularly dense at the present moment. I wrote to Mr. Gutelius on the 25th of November and I protested as strongly as I could against the injustice, point-

ing out to him that we were losing fifty cents per thousand, and I have received no answer and no redress of the grievance. What is true of the Walsh estate is true of many other business firms who do business in that portion of New Brunswick and it applies to other business besides the lumber business. Probably for all time to come the great industry in the central portion of New Brunswick will be the lumber industry. While there are some parts of that region which might be made profitable as arable land, I believe that the greater portion of central New Brunswick will always continue to be more productive and more profitable as a forest area than as an agricultural area. The lumber operators in that portion of New Brunswick have to import hay, oats, fodder, and everything which goes to carrying on their business. The only way the man who lives on the Tobique or St. John river can possibly get in his supplies is by the Transcontinental railway, taking the freight up to Wabski on the Canadian Pacific railway, handing it to the Transcontinental at that point, and distributing it thence. Florenceville is possibly the great distributing centre for farm produce in New Brunswick and Florenceville is only fifty miles from Plaster Rock. The next fifty miles east of Plaster Rock is the great lumbering centre of New Brunswick, so that the farmer who has produce to sell in that portion of Carleton county and that portion of the province to the north, can best distribute his produce from that point. As it is to-day, the merchant of Florenceville who sells hay or grain must send it to Fredericton, eighty-five miles distant, thence to McGivney's, the junction of the Intercolonial railway and Transcontinental railway, another thirty odd miles, or in all twice the distance it should be sent, and that extra haul the farmer or the merchant has to pay.

Mr. HAZEN: How far is the haul by road from Florenceville across to the Miramichi waters?

Mr. CARVELL: Bristol is the nearest point. It is fifteen miles to Foreston and seven miles to Juniper, which would be twenty-two miles by team, and I think it is the hilliest part of the province.

Mr. HAZEN: I know the road.

Mr. CARVELL: If the minister has been over the road he knows what it is like and he knows that while it is possible to team there, it is utterly impracticable from a business standpoint.