

the fact that we have at the present moment contracts for 800 to 1,000 tons which have to be shipped between now and the 30th of March. You will understand that we are shipping pulp to United States points, and at the moment there is a scarcity of ground wood pulp.

Immediately the thaw begins there will be lots of water and lots of ground wood pulp in the States, and unless we can ship by the above-mentioned date, these contracts will be absolutely and irrevocably cancelled, and we will lose the business and you also will lose the hauling. We would, therefore, ask you to immediately rush us in, some how or another, enough cars to ship this 800 to 1,000 tons. Most of this pulp is going to Berlin, N.H., and we understand that the Grand Trunk railway will supply cars to this point.

We have to-day written the Grand Trunk railway about it in the hope that they will do their utmost to get cars to us for this shipment. This car service is frightfully important to us, as you will understand, and we would be much obliged if you would give it your immediate attention.

Yours truly,
PRICE-PORRITT,
Pulp and Paper Company.

There is a case in point.

Mr. GRAHAM. If my hon. friend (Mr. Price) will let me have a copy of that, I will have it looked into immediately.

Mr. PRICE. With pleasure. During the winter months, the price of pulp generally goes up because the mills in the United States are not able to grind, but as soon as the water rises in the spring, the United States mills begin to grind, and the price goes down. So, it is a great object for shippers in Canada to get their pulp sold and away before the high waters come. But the mills situated on the Intercolonial railway cannot get cars to ship out pulp, so, instead of netting \$15, \$17 or \$18 a ton, we shall have to ship at a time when we net about \$12 a ton. That is a hard case. I think the minister ought to consider the matter, and that, in a special case like this, cars should be furnished.

Mr. HENDERSON. I confess, I was a good deal surprised at the statement of the Minister of Railways (Mr. Graham) that the Intercolonial railway constantly had about 4,000 cars in the United States. It does seem as if some system could be devised by which these cars could be got back more regularly. The hon. member from Quebec (Mr. Price) has complained that the Intercolonial railway is not being run on business principles. I do not know exactly to what he refers, or what suggestion he would make to enable the Minister of Railways to get back these cars; but I do know that other railways make strong efforts, when cars are wanted, to get those cars for their customers. On one occasion, I went to a director of the Canadian Pacific

Mr. PRICE.

railway complaining about the want of cars and urging him to get a supply. He gave me a letter to the superintendent telling him to get this man whatever cars he wanted—to beg, borrow or steal them. I do not think he begged them or that he stole them, but I think he borrowed them—perhaps without leave. But immediately we got an abundant supply of cars. I would suggest to the minister that he adopt such a plan. I believe that other railways in Canada are using his cars. I notice where I live, west of Toronto, Intercolonial railway cars are sometimes on the track. What kind of freight can they be carrying?

Mr. REID (Grenville). When?

Mr. HENDERSON. No, but I cannot imagine what kind of freight they are carrying from the Intercolonial railway to that point; certainly not pulp.

Mr. GRAHAM. Fish.

Mr. HENDERSON. As I say, it seems to me that other roads in Canada are using Intercolonial railway cars, and that it is not necessary to go to the United States to secure cars. But, if a strong effort was made, surely some system could be devised by which these cars would be got back more promptly, and patrons of the Intercolonial railway not compelled to lose business for the lack of cars. This certainly goes far to explain why the Intercolonial railway has not been the success we hoped it would be. I think the minister would be justified in taking an estimate to double his supply of cars, unless he can devise a plan to get back his cars from other roads.

Mr. McLEAN (Huron). I think I am safe in saying that the grievance complained of by the hon. member for Quebec (Mr. Price) and the hon. member for Halton (Mr. Henderson), is not confined to the Intercolonial railway. I cannot speak as to the Canadian Pacific railway, but I know that on our branch of the Grand Trunk railway at certain seasons it is absolutely impossible to get cars for love or money. Sometimes you get one a day when five or six are wanted, other days three or four, and so on. I fancy this is a grievance common to all railways during the season when the freight offering is heaviest.

Mr. ARMSTRONG. I understood the Minister of Railways to say that a freight car similar to those used in hauling pulp costs over \$1,000.

Mr. GRAHAM. They cost about \$1,100 each, if I recollect aright.

Mr. ARMSTRONG. And the minister allows them to wander all over the country at 25 cents a day, or something less than \$100 a year? Is that the maximum price he can charge? The reason I ask is, that