

dian Pacific railway or the Transcontinental. With the Y connection gone not a foot can go over the Transcontinental railway.

Mr. COCHRANE: And would not either.

Mr. CARVELL: My hon. friend says it would not. My hon. friend does not seem to want to do business. There are 15,000,000 feet of lumber being manufactured this year and every year right at the point where he has taken out the connection between the Canadian Pacific railway and the Transcontinental.

Mr. HAZEN: Is it my hon. friend's contention that, if there was a connection between the Canadian Pacific railway and Transcontinental railway at Wabski, the lumber of Fraser's going from Plaster Rock would go right over the Tobique Valley branch of the Canadian Pacific railway to Wabski and then over the Transcontinental railway to St. John?

Mr. CARVELL: No, not exactly, but my hon. friend (Mr. Hazen) does not understand Wabski and Plaster Rock are practically the same thing.

Mr. HAZEN: I know Wabski is a few miles below Plaster Rock.

Mr. CARVELL: This crossing is perhaps two miles below Plaster Rock, but the Y connection runs north, so that the Y connection is practically at Plaster Rock. There is only a shunting yard. It is practically all in the same yard. The Y connection between the Canadian Pacific railway and the Transcontinental is located there, and it is practically all in the same place.

Mr. COCHRANE: Is the hon. gentleman absolutely fair there? The Fraser mill is on the Canadian Pacific railway.

Mr. CARVELL: Yes.

Mr. COCHRANE: Do you suppose the Canadian Pacific railway would be stiff enough to hold up a rate from there to St. John that would enable the Intercolonial railway to make this a transfer point to them when they would have just as far to carry the lumber as the Canadian Pacific railway and make this dangerous interchange between the two railways?

Mr. CARVELL: I do not admit it is a dangerous interchange between the railways. As to the business end of it, I am not in a position to say what the effect may be.

[Mr. Carvell.]

Mr. HAZEN: Taking it from Plaster Rock or Wabski to St. John, what is the difference in distance by the Canadian Pacific railway and the Transcontinental railway and Intercolonial?

Mr. CARVELL: My impression is that there would be very little.

Mr. COCHRANE: The Intercolonial would be longer.

Mr. HAZEN: The Canadian Pacific railway would be shorter.

Mr. COCHRANE: Yes.

Mr. CARVELL: The difference is so little that it never would be considered for a moment with respect to the question of the rate; the rate would be the same. I would be very much surprised if there would be 25 miles difference between the two railways. But that is not the point. No matter what has been done in the past, and no matter what my hon. friend may argue as to what should be done in the future, the fact remains that my hon. friend has put himself out of the race. He is not in a position to compete, because he has torn up the connection by which he could compete. When this track was torn up, the Frasers had half a million feet of hard-wood piled at that Y connection. They were using the Y connection for a piling ground. I know what I am talking about, because I was there and saw it. I am familiar with the location, and they had the lumber piled there. I do not know exactly what they have done about it, but I know that they had the lumber and that they had erected a large piling ground out on this Y connection about a mile away to the southward in order to get it away from the danger of fire and to get it where it could be piled.

In shipping to a distant point like Boston, it makes a great difference in the weight of lumber, and consequently a great difference in the rate, as to whether the lumber is dry or not. I have also a protest from Upham, who runs a business eight or ten miles below Plaster Rock, on the Canadian Pacific railway it is true, but who has done some business by shipping from the Canadian Pacific railway over to the Transcontinental, and I have also a protest from J. B. McLaughlin & Company. This means that every man engaged in the lumber and other business in that portion of New Brunswick has only one line of railway at his disposal, whereas he might have two com-