

207 in 1901; and the value of pulp exported to the British islands increased from \$113,557, in 1896, to \$934,722, in 1901. The value of wood pulp imported by the British islands from all countries increased from \$8,198,615, in 1896, to \$11,709,607 in 1901. The present yearly production of wood pulp in Canada is about 240,000 tons, and a cord of wood yields a ton of chemical pulp. The government exploration report of 1900 estimates that the pulp wood forests in Ontario, north of the height of land, will cut 288,000,000 cords, and if the present production of pulp in the country be multiplied by twenty the supply in that part of Ontario is sufficient to last sixty years, which is the period required for a pulp wood forest to reproduce itself. In Quebec, as well as in Ontario, on the Hudson Bay slope, there are vast forests of pulp wood, and in both regions there are large rivers and many waterfalls to supply motive power for mills. Assuming the forests in those regions to be properly conserved, the pulp industry alone, if developed to the capacity of the country to be traversed by the National Transcontinental Railway, would supply traffic for twenty trains of thirty loaded cars per day, as long as trees grow and waters flow.

Here are all the conditions necessary to the establishment of hundreds of groups of prosperous settlements in that region. The French Canadian is a natural born *défricheur*. In that line he has no superior; and, given mines, lumber camps and pulp mills in which to get a start until he has secured a foothold in the country, I believe he will do there what he has done in the older parts of the province of Quebec, and convert it into a rich agricultural country, capable of supporting a happy and prosperous people. I for one have not the slightest doubt that the Grand Trunk Pacific is the best possible agent we can invoke for carrying out such a scheme of colonization. I have no hesitation in asserting that the building of the Grand Trunk Pacific through the northern part of Quebec will do more for colonization than all the efforts that have ever been made in the past; and I need hardly tell this House that if we are able to retain our own people on their native soil, we shall be repaid a hundredfold for the expenditure we shall be obliged to make. I might also point out that the older parts of Ontario and Quebec will be directly benefited by the opening up to settlement of a country of such magnitude as the northern part of Quebec and what is called New Ontario. It will give a further impetus to industry. It will open up new markets for our manufacturers, and help the older sections of the country to grow and prosper. Suppose that this region of which I have been speaking, from Abitibi to Quebec, were a colony of itself or belonged to another country, we can all fancy how much rejoicing there would be on the part of men of all parties if by some happy stroke of fortune, it came to

be annexed to us and became a part of the province of Quebec. As it is now, lying there undeveloped, and with no railway communication, it is of no more use to us than if it belonged to another country or another planet. It is of no use to us and of no use even to itself. The construction of a railway would at once give it a potential value, and if as we are told and believe it possesses resources well worthy of developing, the province of Quebec ought to congratulate itself on the policy of this government.

When I hear our hon. friends opposite denouncing and decrying new Ontario and new Quebec as wretched deserts for that is what, after all, their criticisms amount to—I am reminded of the purchase by the Americans of Alaska. Over thirty years ago the United States paid \$7,500,000 for Alaska, and those of us who are old enough can well recall that Mr. Seward, then Secretary of State, was most bitterly criticised and assailed for having made a purchase of that kind. It was said that he had bought a slice of Siberia, far removed from the nearest settlements of the United States, and destined to remain for ever an Arctic waste. We do not hear any talk of that kind now. We do not hear that the bargain was a bad one or that too much was paid for that country. We hear of everything the reverse, because it has turned out that in Alaska there are rich gold mines, besides salmon and seal fisheries, which are most valuable. In fact, a trunk railway is being built to-day in that country with branch lines and a considerable fleet of steamers plying between Puget Sound and Juneau, carrying out the products of Alaska and carrying in the manufactured goods and other products of the east. And strangest of all, it has been found that there are large areas in the interior adapted to sheep ranching and even cattle raising. I merely mention this to show how dangerous it is, how unwise and how unsafe, to prophesy unless you know about the future of the new regions in the north. If Alaska has turned out so well, we are surely warranted in believing that new Ontario and new Quebec, once they have been developed by railway facilities, once their vast mineral, timber and agricultural resources are brought to light, will prove to be worth a great deal more than the cost of this road. Not only that, but as soon as this railway is built, it will enable us to exploit that still vaster region around James' bay, a region said to be rich in minerals, and in which, according to some reports, there are vast deposits of coal, not merely lignite, but steam coal of good quality, besides large areas of copper and iron-bearing ores. And everybody knows that the fisheries of Hudson bay will in time become a national asset of no little value. As I observed a moment ago, the development