

division), about 18 miles south-east, by east of the Hudson's Bay Company's post at the northern extremity of Long lake.

Seventh crossing is about five miles south of the Hudson's bay post just mentioned and occurs in the centre of the VIIIth or Long lake division.

Eighth crossing.—Occurs at the western extremity of the VIII or Long lake division, about 15 miles west of Big lake.

The projected railway line and the height of land then nearly coincide with each other throughout division IX. or Lake Nepigon division.

Ninth crossing.—Takes place on the 89th meridian at a point about twenty (20) miles east of the extreme westerly portion of the Nepigon division, and about twenty miles south of the White Water lake.

The height of land thence takes a sudden south and south-westerly trend towards Lake Superior, where it is crossed by the Canadian Pacific Railway track at Savanne station.

That is the information—the line crosses the height of land nine times. And yet this is to be a railway without any troublesome grades or curves. Yet, it is to go zig-zagging across the height of land like a snake fence. And it is to traverse the sources of these rivers where there must be swamps, muskegs, and rocks. And this is a sample of the mountains of information given to the House. Upon that, how can any one judge whether it is wise or otherwise to build this road?

Mr. CAMPBELL. What page is the hon. gentleman reading from?

Mr. SPROULE. From page 164 of the 'mountains of information.'

#### Reforestation.

It appears to me that in view of the thousands of square miles of territory belonging to the province, capable of growing the finest pine, but which has either been destroyed by fire or cut and removed by the lumbermen, it would be desirable to know something of the natural laws in accordance with which, unaided even by us, this wide domain will again be clothed with groves of pine as good, if not better, than those that have been destroyed or removed.

That is valuable information, and will be of great help to us in building a railway. I wonder how many dollars it will save to the country to have this information placed before us. That great country is to be reforested, the forest having been destroyed either by fire or the ruthless lumbermen. The great need is to learn the natural laws of reforestation in order to decide whether the country shall spend \$100,000,000 in building this railway.

For although the time for planting young trees may not as yet have arrived, it may well be that in view of the rapid exhaustion of their timber limits, that the time has really come when it may be only prudent to nurse and protect the young pine trees which the hand of nature has planted and which are springing up by thousands in many places. The lands of this description, which are contiguous to

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leading lines of railways and navigable rivers, are specially deserving of this care and attention on the part of the government, and would, I believe, handsomely repay all the expense that might be required to do so.

Opening up a settlement of the country.

In my judgment, notwithstanding the difficulty of getting in supplies and materials in order to the construction, the railway can be built for little more than one-half the money north of the height of land that would be necessary to make a line with equally good grades along the north shore of Lake Superior.

Notwithstanding the difficulty of getting in supplies, in this gentleman's judgment this railway can be built for one-half the money north of the height of land. It is most important to know that. Then, there is a good deal about bush fires. And, of course, this is valuable information in building a railway:

The bush fires which have passed over the greater portion of the territory on and beyond the height of land—

Yet, we are told, that is a country of valuable tracts of timber.

The bush fires which have passed over the greater portion of the territory on and beyond the height of land within the last twenty or thirty years cannot fail to attract the notice and attention of every traveller—indeed so recent have they often been that the bush or young forest has rarely had anything like the time necessary to attain full growth. Bush fires, looked at broadly, as one of the forces or phenomena of nature, rather than in the light of mere accidental occurrences are, when confined to a wild and uncultivated region, by no means the unmitigated evil they are generally supposed to be.

Then we have:

The quantity of aspen poplar in this territory is very great, and may in view of the employment of the pulp of this wood for the manufacture of paper become extremely valuable. The tamarack too though much less in quantity (unless we include the diminutive ones found in the muskegs), will also be of some value whenever the country is opened up. Tamarack of the size suitable for telegraph poles is very common and more rarely such as would make railroad ties were met with. The largest tree of this kind rarely exceeded six feet in circumference.

He found some that would make railway ties but more that was fit for telegraph poles. One report says that the country is all burnt over and has been for fifteen years past and the other that there is valuable timber up there that would make telegraph poles and ties but that some of these are in muskegs. Then there is gypsum up there:

The gypsum beds situated below the junction of the Mattagami and Missanabi rivers have been already described in former reports. I found pieces of gypsum on the coast about half way between Moose Factory and Albany, and was informed by one of my Indians from that part of the country that it could be seen in place at the bottom of a bay not far off when the tide was out.