

goaded the people into rebellion, and when our fathers fought and bled for the liberties we now enjoy. This exodus received a fresh impetus during the civil war, owing to the bounties offered for recruits to the armies of the north as well as to great demands for labour from New England which had sent so many men to the front. Immediately after the war a great industrial development took place in New England, chiefly in the manufacture of cottons, woollens, and boots and shoes. The native American workman had drifted into other pursuits and there naturally followed a strong demand for labour from Canada as well as from Europe. Every member of this House knows that the French Canadian has a natural aptitude for factory work, for all kinds of mechanical labour requiring skill, delicacy of touch and good taste. This is possibly inherited or, as some writers say, may have been acquired from the practice in the old days of weaving at home when all the cloth used by a family was turned out in each household, and when each household made its own boots and shoes. At any rate the French Canadians became favourite workmen in the New England factories, and as they prospered in their new homes they naturally wrote back to Quebec and invited their friends and relatives to join them. They were earning good wages. The members of the family old enough to work would put their earnings into a common fund so that their aggregate weekly wage was large. Naturally under such conditions as that the exodus grew in volume year after year until it assumed alarming proportions. I do not know the exact figures but I think I am safe in saying that there are a million and a half French Canadians in the New England states of whose productive energies we might have availed ourselves in developing the vast natural resources of this country. When the North-west became part of the Dominion in 1870, efforts were made by patriotic men, notably by the bishops and clergy, to induce our people to go there so that they might not be lost to Canada. These efforts have had very poor success. Manitoba was a long way off and in those days when there were no railways there it cost a great deal to transport a Canadian family to the North-west and to maintain it until the soil could yield crops. On the other hand New England was close by and the emigrant there could begin earning wages the very morning after his arrival. That is the chief reason why the French Canadians failed to take advantage of the opportunities offered to them and to every one else in the west.

Then followed, as everybody knows, a period of agricultural depression and low prices, so that for years there was no very great encouragement for a young man to imitate the example of his father and start in life for himself in the bush. Disappointed at the result of their efforts to in-

duce the people to go to the west, the clergy then turned their attention to colonization in the province of Quebec, and by means of corduroy roads and of such colonization roads as they could prevail on the provincial government to provide, tried to make it easier for the settler to take up the wild lands and convert them into fertile fields and farms, such as exist in the older parts of the province. The name of Monseigneur Labelle, I think, will live in the history of the province of Quebec as one of the most courageous and energetic leaders of this movement. Happily, about 1896, things began to improve, and, thanks to the adoption of a wise fiscal policy and an able and honest administration of affairs, the sun of prosperity began to shine on the Canadian farmer. The result of that improvement has been that the exodus from Canada has practically ceased; and in fact, instead of our people going away, the flow is towards Canada, and our people are coming back to their native land.

Now, Mr. Speaker, I regard it as of the first importance that we should forestall the periodic return of hard times, and that before that day arrives we should embark on a larger and more comprehensive scheme of colonization than any that has yet been attempted; and I can conceive of no better plan having that end in view than the Grand Trunk Pacific Railway, the construction of which is provided for in the contract before this House, running through the region lying between Abitibi and Quebec, and the region bounded by the Little Alleghany or Blue mountains and the American frontier to the south of the St. Lawrence. The best authorities which I have been able to consult declare without hesitation that this region contains a vast amount of fertile land, that it is well watered and heavily timbered, and that it has a pulp supply to last for generations. I do not believe much in inflicting figures on the House, but I wish to show how the pulp industry has grown, and what vast strides it has made in the last few years, I think that within the lifetime of men now in this House it will become perhaps the largest single industry in this country. The growth of the pulp industry in Canada is shown by the following statistics taken from the Census Returns of 1881, 1891 and 1901:

	1881.	1891.	1901.
Number of mills..	3	24	30
Number of employees.. . . .	68	1,025	4,550
Earnings of employees.. . . .	\$15,720	\$ 292,009	\$1,587,597
Value of product..	63,300	1,057,810	6,176,300

The census of 1901 shows that there were fifteen mills in Quebec, with a product of \$3,508,068, and seven mills in Ontario, with a product of \$1,694,234. The value of wood pulp exported from Canada to all countries increased from \$280,619 in 1891 to \$1,937,-

Mr. PARMELEE.