

difficult subjects if we desire to accomplish important results. Throughout the whole of the district which I have mentioned the land immediately adjoining the railway track is covered with inflammable material, which, in dry weather, will generate fire from the smallest spark. As conditions exist, frequent fires are inevitable. The condition is one for which a remedy ought to be insisted upon.

With proper protection from railway fires, the Government of Ontario could make a reserve of the whole district, and place it in charge of a warden and staff who would protect it from fire at a comparatively slight cost, and arrest the course of destruction which is going on. Given the slightest chance, the land will reforest itself. Even now there are extensive growths of young trees along the railway line, but unfortunately, under existing conditions, they are doomed to destruction. Planting might be easily and economically carried on to a considerable extent, but, without that, throughout the greater extent of the territory, reforestation will be effected by nature.

Here is the greatest opportunity that any Government ever had to conduct an extensive operation in forestry—at trifling expense and with certainty of valuable returns. The territory would be a mine of wealth.

Railway ties are every year becoming more scarce and difficult to obtain. I am told they are now worth from fifty to sixty cents per tie. Great quantities of ties are required now and the demand is steadily growing. In the United States, an important railway company has actually bought land and commenced to plant trees in order to supply ties for the future. The cut-over and burned-over Crown lands of Ontario and Quebec would, in time to come, if properly protected and fostered, supply ties for the whole of Canada from the New Brunswick line to Regina, and the Governments of these provinces would draw revenues from them which would be counted in millions.

The trouble with us in Canada is that our country is so great we are apt to overlook its possibilities. Especially are we prone to neglect what does not produce present results. It is no doubt true that present and pressing problems demand incessant attention. Nevertheless, we must look also to the future. The man who takes up this subject, grapples with it and fights it to a successful conclusion will write his name very clearly and distinctly in the history of the country.

Then there is the great northern region of Quebec and Ontario, and that portion of New Brunswick through which the National Transcontinental railway is being constructed. The House of Commons'