

they have found some trees there, and it is valuable we should know about it. Then we are given the following meteorological observations :

Average summer temperature at all the principal points between Quebec and Fort Simpson (from returns kindly furnished by Mr. R. F. Stupart, director of Meteorological Service at Toronto).

	In 1895.
Moose Factory, James Bay . . . . .	61°
Quebec . . . . .	63°
Rimouski . . . . .	55°
Chicoutimi . . . . .	60°
Winnipeg . . . . .	62°
Norway House . . . . .	59°
Ononkup . . . . .	60°
Edmonton . . . . .	60°
Athabasca Landing . . . . .	55°
Dunvegan . . . . .	57°
Port Simpson . . . . .	55°

These are specimens of this 'valuable information.'

Report on Moose River Basin, with map,, by Dr. R. Bell, 1883.

Surveys.

The reports of the geology of the basin of the Moose river and adjacent country by Dr. R. Bell issued in the Report of Progress of the Geological Survey of Canada for 1880-81-82, contains not only the results of the surveys and explorations made by him in 1881, but also those of 1870, 1875, 1876 and 1877. Together with the results of a geological exploration of the Upper Ottawa and Lake Abitibi region made by the late Walter McOuatt of the Geological Survey in 1872.

Hon. Mr. ROSS (Victoria, N.S.). Better read the whole book.

Mr. SPROULE. This information is so valuable that I wanted to lay it before the country. We have been told over and over again by hon. gentlemen on the other side that this report is so full, so comprehensive, and deals so directly with the question that it is all that is required. I simply want to enable the electorate to judge whether it is so or not, and I cannot do that without placing on 'Hansard' a fair share of what is in the book. It proceeds :

These results are embodied in a coloured map showing the topographical and geological features as known to date.

That is most valuable information.

The areas of Huronian rocks which are those which carry the nickel, gold, silver, copper, and other economic minerals are delineated on the map in question so far as the surveys allowed. A large proportion of the area covered by the map is coloured Huronian.

And what other colour would they make it ?

Eastern Belt.

The more easterly of these belts—the Great Belt—will be traversed for more than one hundred miles in its trend from the north channel of Lake Huron towards Lakes Abitibi and Mistassini.

Second Belt.

The next belt to the west, begins in Minnesota and is traceable from the south-easterly

shores of Lake Nepigon in a north-east by east direction to the area of flat-lying evenly-bedded limestones of the Albany river basin.

That is most valuable information, no doubt.

Third Belt.

The third belt is almost parallel to the last mentioned—

Well, it will have to run either in that direction or in some other.

—and lies to the north and north-east of Lake Nepigon.

Western Belt.

The most westerly belt is that which crosses the Canadian Pacific Railway track at Wabigoon, having a breadth of nearly twenty-five miles—

That is a most extensive tract of country. —and strikes to the north-east in line with the Gloucester House area of similar rocks near Martin's Falls on the Albany.

There we have the eastern, second, third and western belts dealt with and how much information is there in all that ? After that a few lines are given to Fleming's Canadian Pacific Railway surveys. Then, at the beginning of chapter 15 we have the following :

Height of Land Crossings.

Divide.

The line making the height of land or 'divide' between the waters which flow into the St. Lawrence river basin and those flowing into the Hudson bay basin crosses the proposed line of the National Transcontinental Railway as projected at the following points:—

Nine crossings are estimated. We can imagine what the gradients and curvatures will be. The crossings are enumerated as follows :

First crossing.—In division III or upper Gatineau division just south of Lake Matchi Manitou.

Second crossing.—Takes place a little south-west of Lake Klemawisk in division IV or upper Ottawa division.

Third crossing.—About 45 miles west of the second crossing in division IV. (upper Ottawa river), about 20 miles east of the inter-provincial boundary line between Quebec and Ontario, a little north-east of Lake Mattawa Gosik. The height of land then trends in a south-westerly direction for some 200 miles and crosses the Canadian Pacific Railway track between Ramsay and Ridout stations a little east of Chapleau station via way of Fort Mattagami.

The Canadian Pacific Railway track runs along and close to the height of land in the rough country north of Lake Superior as far west as Amyot station, and thence takes an almost due northerly direction along the 85th meridian and crosses the projected line of the Grand Trunk Pacific five times in a distance of 125 miles in the Long lake district.

Fourth crossing.—Takes place at a point about 20 miles from the western edge of division VII., Mamattawan division.

Fifth crossing.—Takes place just at the junction of divisions VII. and VIII., Mamattawan and Long lake divisions.

Sixth crossing along the projected railway line takes place in division VIII. (Long Lake