

here the mountains of information laid on the Table of the House, and what is it? A small pamphlet containing 179 pages, with one map. That is the mountains of information given to the House to justify it in supporting this scheme. Let me read a few of the 'sources of information' of which this is the nearest epitome:

The iron belt on Lake Nepigon—

That is supposed to give the information we require to build the railway—

—is the title of a report on some deposits of iron ore recently found on the east shore of Lake Nepigon.

Barlow, Dr. A. E.—Report on the geology and natural resources of the country included by the Nipissing and Temiscaming map-sheets. Annual Report Geological Survey of Canada.

Beatty's lines.—Exploration line of 1870 was drawn from the north-east angle of Lake Nepigon in a south-easterly direction to a point near the southern end of Long Lake and then in an easterly direction to the '46-mile post' just south of the height of land.

Bell, Dr. R.—Report of an exploration in 1865 between James bay and Lake Superior. Report of Progress, Geological Survey of Canada.

Exploration of Churchill and Nelson rivers.

Away up on the Hudson bay, hundreds of miles north of where this railway will run. This is the information which the right hon. First Minister regards as of a most valuable character.

Report on the geology and resources of the country lying on the north-western side of Lake Superior.

Then we have something about 'the Laurentide Axis'; something about 'the Quebec end'; 'obstacles few'; something about the flora of the country, which would be most valuable for those who want to build a railway to know—what kind of flowers there are in the country, whether they are beautiful or otherwise; whether they will furnish a beautiful bouquet for each engineer who goes through. This is the kind of information which the government has furnished. It is rather a burlesque. Then we have something about the Hudson bay basin, which this railway will not touch, though it is expected to cross the height of land nine times. Then, we have something about the Ontario reports, something about the timber limits, the reports published and the geological surveys. This is what the right hon. First Minister characterizes as the mountains of information to enable this House to determine whether or not it should go on with this undertaking.

An hon. MEMBER. Read some of it.

Mr. SPROULE. It may be worth while to read a little. Here is what it says with regard to the Laurentide Axis:

The Laurentide hills proper do not extend to Hudson bay. They form a belt of hills varying from 100 to 200 miles in breadth, skirting the St. Lawrence valley and forming a divide between the great alluvial and marine plain or basin of Hudson bay from that of the St. Lawrence. It is a comparatively narrow belt. North

of this fringe of Laurentide hills lies the comparatively level and gently sloping country of the Hudson bay basin.

That is all the information we have about that. Then we have the following about the Quebec end:

The woodland region as a whole throughout Quebec and Ontario, along the height of land, varies but little in its general level, some sections of it, more especially in the eastern portion, between the St. Maurice and the city of Quebec, is rocky, hilly and well timbered, while other sections for long stretches consist of rolling clay and sandy loam and well timbered lands.

The more mountainous and hilly section in Quebec is that from the city of Quebec to the headwaters of the St. Maurice river, but here we have in the latter river a great wide valley which affords a natural and remarkably easy highway into the north and interior of the woodland region.

North-western Quebec—From the surveys made along the northern border of the counties of Champlain, St. Maurice, Maskinonge, Berthier, Joliette and Montcalm in the vicinity of the height of land, it has been ascertained that this region comprising the sources of the Ottawa, Gatineau and St. Maurice rivers, consists of many comparatively level sections constituting a generally level plateau. Many of the streams flowing into the Hudson bay basin have their source here also; the higher woodland being more to the east and south-east.

It is important for us to know that these rivers have their sources up there. That is very valuable information when we are considering the building of a railway through that country. Then we have Mr. Gillies' statement, which gives us a comparison between Hudson bay basin and Scotland. Of course it is important that we should know all about Scotland and be able to make a comparison:

Mr. Gillies, who for eighteen years was Hudson bay factor at Fort George, about 235 miles north of the foot of James bay, volunteered the following statement regarding the capabilities of that portion of the Hudson bay basin:—'I have no doubt that any crop that grows in Scotland can be successfully grown at Fort George.'

That is all Mr. Gillies has to tell us, and very valuable information it is, on which to build a railway. Then we have an opinion with regard to the obstacles, and we are told that the obstacles are few:

For a distance of 700 miles, from Lake Kapitchuan (Upper Gatineau division) in a westerly by north-westerly direction as far west as White Earth lake near the confines between Nepigon and Lake St. Joseph divisions (Div. IX. and X. respectively) the line runs through a generally flat sand and clay country, where hills appear sparingly scattered with occasional ridges protruding through the drift or soil-covered country.

That is another valuable item of information. Then we have some information about the Hudson bay basin, which, if this road ever reaches there, may be of some value:

Whereas the country drained by the streams flowing south into Lakes Superior and Huron constitute a narrow and rocky hydrographic basin, for the most part, fit for cultivation and