

HUDSON'S BAY RAILWAY NOW.

Both Sides in the House In Favor of Scheme.

Transportation Question Will Always be Prominent.

Urges Government to Take Steps Towards Building Line.

Ottawa, April 7.—This was western members' day in the House, practically the whole of the afternoon and evening sittings being devoted to a discussion raised by Mr. Knowles, who urged that the Government consider the advisability of immediate action for the construction of a railway to Fort Churchill, on the Hudson's Bay. All the speakers were in favor of the project, declaring that they voiced the opinion of the people of the west, where the question is now regarded as one of vital importance. The concrete expression of Liberal views was a motion by Mr. McCraney, which carried without division. Hon. Frank Oliver said the question was under consideration, and it might be possible for the Government to make an announcement before the end of the session.

Sir Wilfrid Laurier moved that until the end of the session Government orders have precedence on Mondays immediately after questions by members. This carried.

Dr. Sproule wanted to know if an opportunity would be given him to press his motion for the return of the number of Government employees and their religious denominations.

The Prime Minister thought that Dr. Sproule and himself could settle the matter if the question was not pressed just now.

Dr. Chisholm asked if any steps had been taken to perpetuate the memory of D'Arcy McGee. This day, he pointed out, was the anniversary of that statesman's death.

Hon. W. S. Fielding answered that the matter would receive the attention of the Government in connection with the coming estimates.

Hudson's Bay Railway.
On motion to go into supply, Mr. Knowles addressed the House on a matter of which he had previously given notice, namely, that the Government should take into consideration the transportation needs of the west, especially in regard to the immediate construction of the Hudson's Bay Railway.

The success of agriculture depended absolutely upon the transportation facilities, and it was a vital matter for the western Provinces, where, all rail, way accommodation was little better than it was twenty years ago. He dwelt for a few minutes on the benefits that would accrue from the new route to the west in the way of opening up new territory, the providing of a new outlet for the grain traffic and the shortening of the route to the old country markets, with the consequent decrease in charges.

The distance between Fort Churchill, the Hudson's Bay terminus of the proposed railway, and Liverpool was between 950 and 1,000 miles, the present route via the Atlantic seaboard.

The completion of a road to Fort Churchill would only mean the construction of 470 to 475 miles of railway over a route that was particularly adaptable to railway building. As to Fort Churchill, he quoted several authorities in support of his contention that it was one of the best natural harbors in the world, was open for nine months in the year, and could, with ice-breakers, be kept open the year round. At present Hudson's Straits could be made safely navigable for at least four months of the year, perhaps a great deal longer. The eastern sections of Canada would benefit as well as the west by the construction of the railway, because it would open up new markets for manufacturers. Therefore, it was a national and not a sectional question. As to the manner in which the railway should be built, he expressed himself as opposed to any scheme that would tie up ten per cent, or even one per cent, of the lands along the route. The west had been so cursed by the tying up of lands for such purposes that he was opposed to the practice. In regard to the alienation of lands, however, the present Government stood in a very favorable light compared with their predecessors. Their policy should be one of generosity to the settler. The people of the west were desirous that the Government should give immediate consideration to the solution of the Hudson's Bay problem.

Mr. Schaffner, in supporting the proposal to construct a railway to Hudson's Bay, estimated that the three Provinces of Manitoba, Saskatchewan and Alberta were capable of producing a wheat crop equal to the whole world's crop at the present day. He calculated that the Provinces mentioned there were 126,775,480 acres suitable for cultivation, of which only about 8,000,000 acres, or one-sixteenth, were at present under cultivation. The building of such a road would open up an immense area of agricultural land.

Mr. McCraney said that the railway now being built in the west were largely colonization roads, and did little, if anything, to relieve the traffic congestion. Consequently they were looking for new outlets, particularly for the grain and cattle traffic, and for that reason they were looking towards the Hudson's Bay. No question had assumed such importance in the minds of the people of the three prairie Provinces as the rapid development of western Canada, and the continued inadequacy of existing transportation facilities, take early action toward the construction of a railway to Fort Churchill on Hudson's Bay.

Favored Government Undertaking.
Mr. McCarthy, of Calgary, favored the building of a railway to Hudson's Bay as a Government undertaking. He criticized the location and direction of the branch lines of the Canadian Northern and charged the Government with having been wasteful in their land grants to that railway.

Dr. Cash thought the Hudson's Bay Railway should be undertaken by the Government as a national work. There was a lot of land in the Northwest which the project could be financed by the Conservative Government, which had



A DAINY NEGLIGEE.

No. 748.—A pretty negligee, cut on the simplest lines, is here shown in a development of white dimity. Gathers in front and back adjust the fullness to a slightly rounded yoke, and an Empire belt lends a dressy air to the garment, although its use is a matter of individual taste and may be omitted if desired. The modish sleeve may be finished by a turned-back cuff or a band and frill of lace, and a round collar completes the neck. Cashmere, challis, lawn and China silk will all reproduce successfully. For 36-inch bust measure 3 3/8 yards of 36-inch material will be required.

Ladies' Dressing Sack. No. 748. Sizes for 32, 34, 36, 38, 40 and 42 inches bust measure.

A pattern of the accompanying illustration will be mailed to any address on receipt of 10 cents in silver or stamps.

Address, "Pattern Department," Times Office, Hamilton.

It will take several days before you can get pattern.

since been transferred to the Liberals, chiefly to the C. N. R. for its western roads, which were not building towards the Hudson's Bay. He supported the idea of a Government railway to that water.

Mr. Burrows pointed out that until the present Government came into power no part of the road for which the land grants referred to had been set apart had been built. But the Canadian Northern had been steadily building ever since and the extensions of its charters and time for earning land grants, given from time to time, had been thoroughly justified. He concurred in the view expressed as to the desires of the people of the western Provinces to have a railway to Hudson's Bay, and maintained that there was sufficient evidence of the navigability of the straits to warrant the Government in taking action. The road should be built by the Government, and finance out of the sale of lands in the west. He predicted that four years hence there would be 2,000,000 people west of the great lakes.

Turkified Case Proved.
Mr. Turfitt declared that the Hudson's Bay Railway was not only feasible, but was a prime necessity of the west today. If they did not have that route there would be a serious blockade next time there was a big grain crop. It was up to the present Government to proceed with the undertaking at the earliest possible moment.

Mr. Crawford said that the original route laid down by the order in council, passed in 1882 by the Conservatives, was some 800 miles. If the route followed by the Canadian Northern Railway was studied, it would be found that their lines to the Hudson's Bay would be for less than that distance. Past Conservative administrations were more to blame than their successors, and he particularly emphasized on this point the order in council of 1885, which practically gave the right to the railway then proposing to run to Hudson's Bay to start anywhere and go anywhere in the west. During his remarks he praised the action taken by the Government during the financial stringency with a view to moving the western crops.

Mr. Herron and Mr. Jackson, of Selkirk, approved the project.

Hon. Frank Oliver.
Hon. Frank Oliver congratulated the House and the country at large on the passing of so important a question. Last session the Prime Minister had informed the House that the Government had the matter under consideration, and he hoped to make an announcement before the end of the session. Unfortunately he had been called away to England, and the Government had not been able to make an announcement. The Minister of the Interior, however, was able to say that the question was now under consideration, and if a conclusion had not yet been reached it was not because of dilatoriness in respect to transportation, which question, he thought it would be admitted, the Government were handling with vigor. Nor was it because of lack of sympathy or lack of intention to deal with the question, but it was because other matters of importance had been prominent. It might be possible before the end of the session for the Government to make an announcement.

Mr. Borden, while heartily agreeing with the project, criticized the Government for not having during the twelve years they had been in power reached a definite conclusion on the matter.

Mr. McCraney's motion carried unanimously, and the House adjourned at 12:40.

Reduced Rates For Easter.
On account of Easter the Grand Trunk Railway System will issue return tickets at single first class fare between all stations in Canada, also to Detroit and Port Huron, Mich., Buffalo, Niagara Falls and Suspension Bridge, N. Y. Tickets good going April 16th, 17th, 18th, 19th and 20th. Valid returning on or before April 21st, 1908. Secure tickets from any Grand Trunk Ticket Agent.

He—So you believe that every man has his price? She—Well, I know a lot of fellows who look like 30 cents.

FIGHT ON GERRYMANDER.

More Liberal Members Debate the Question.

Government Twitted About Its Boasted Honesty.

Government Intends Concluding Business This Week.

Toronto, April 8.—There was another afternoon's spirited fighting over the redistribution measure in the Legislature yesterday. Liberal members gave many additional reasons why the bill was unfair, and could not be classed as anything else but a deliberate gerrymander. More detail was gone into regarding the various changes than on the day previous, while the Government was generously twitted about its honest pretensions. It is now the Government's desire that business should be completed on Friday afternoon, and if this is accomplished prorogation will take place on Saturday. It is anticipated that after the House has closed Premier Whitney will take a short vacation before starting on his campaign tour.

Bills Withdrawn.

Hon. Mr. Cochrane introduced a bill respecting the town of Cobalt. He stated that the bill authorized the township of Coleman to guarantee the bonds of Cobalt for the construction of waterworks and sewerage systems. Hon. Mr. Hanna also introduced a bill respecting the reformation of neglected children. It was cosponsored by existing act, he said. Both bills were given a second reading.

Representation Too Large.

In resuming the debate on the redistribution bill, Hislop (East Huron) said that it was at first supposed that the measure was simply to remedy great existing wrongs, but it went farther than that. The representation of Ontario was already too large, he contended, and the same number of members as sent to the Dominion Parliament by the Province would be sufficient.

He believed the city of Toronto was very well represented already. In England the representation of cities was not as great, according to population, as in the rural districts, but he contended that there was need for a greater disparity in this country because of the greater area represented.

"I believe it is time that we in this Province endeavor to get a better system of representation," said Mr. Hislop, and he added that he believed in minority representation. During the last election the Conservatives had obtained 229,000 votes and the Liberals 209,000. It took 3,378 votes to get one Liberal member. He gave other similar examples, showing the fallacy of the present system of representation. In nine general elections in England the Liberals had received majorities of the popular vote no fewer than seven times, but the Conservatives were in power twenty-three years as against seventeen years for the Liberals.

Coming to Peck County. Mr. Hislop said Albion township was never in that riding, but was placed in Cardwell by Sir John A. Macdonald. The county of Huron, he said, was a peculiarly shaped county, but the old division was a good one. Huron was not divided into two townships had been divided, but still the divisions were convenient to the people directly interested. He believed the Conservatives had thought the former division was eminently fair. If it were amended to include schools and other buildings needing protection. The bill provides that no cinematograph or other similar apparatus involving the use of a combustible film more than ten inches in length shall be kept or exhibited in premises licensed for entertainments, or in churches, halls, theatres or other buildings constructed or used for holding public meetings, or for places of resort and amusement, until such cinematograph or other similar apparatus has been inspected and approved by the police of the municipality, and until such precautions against fire as the municipal police may designate have been taken by the owner, user or exhibitor of the cinematograph or other similar apparatus.

For Public Safety.
Hon. Mr. Matheson introduced a bill respecting egress from public buildings. In introducing it he said it referred especially to cinematograph machines, churches and all public buildings, and could be amended to include schools and other buildings needing protection. The bill provides that no cinematograph or other similar apparatus involving the use of a combustible film more than ten inches in length shall be kept or exhibited in premises licensed for entertainments, or in churches, halls, theatres or other buildings constructed or used for holding public meetings, or for places of resort and amusement, until such cinematograph or other similar apparatus has been inspected and approved by the police of the municipality, and until such precautions against fire as the municipal police may designate have been taken by the owner, user or exhibitor of the cinematograph or other similar apparatus.

Municipal Police. Municipal police are empowered and directed to inspect any cinematograph apparatus involving the use of combustible film more than ten inches in length, to make such rules and regulations as they may deem necessary for the safe use of the apparatus, and for the examination of the persons operating the machines.

Municipalities may charge such fee for the exhibitions as the Council may decide, and the Lieutenant-Governor in Council may make regulations for the exhibitions, and may engage a Provincial detective to enforce the regulations. Municipalities may charge a Provincial fee for all cinematograph exhibitions of \$5 a day.

Pain in the Loins.
Dragging, wearying sort of pain in the loins is a misery to many people. This pain is due to a passive inflammation of the adjacent tissue. Nerviline, by its marvellously penetrating power, by striking deeply into the tissue and relieving congestion, quickly cures this trouble. Many people give up using liniments, and properly so, because oily substances do not penetrate. Nerviline always penetrates deeply and that's why it cures. More powerful, because five times stronger, more penetrating, because it strikes through soft tissue, more healing than any other liniment, Nerviline is unsurpassable for all kinds of pain. There's not an ache or a pain that Nerviline will not cure.

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Was Pre-Arranged.
Mr. D. C. Ross (Middlesex) said that before the division of Middlesex had been broached in committee, the benches in the new north riding were aware of the result and had already arranged for a convention. The arguments advanced by the Liberals in the Redistribution Committee had not yet been answered by the Conservatives. The Premier, he claimed, was not following the principles of equity, right and justice; neither was he following any former principles. Regarding Toronto, he said it was only one-eighth the size of Middlesex; yet it was proposed to give Toronto eight members. He felt certain that the rural constituencies would resent such an action. The ridings in Middlesex, he added, had been the same ever since confederation, and this Government had been the first to interfere with the equity in this Legislature. No Liberal Premier either in Ontario or in Ottawa had ever laid hands on Middlesex, but Premier Whitney was attempting to stifle the voice of North Middlesex. Mr. Ross mentioned the name of the late Sir John A. Macdonald, the other Conservative Premier who had attempted to gerrymander Middlesex.

"The other Premier is dead, cannot the honorable gentleman let him alone?" said Mr. Whitney.

"Very much, when the living one will have enough to take," retorted Mr. Ross.

"He takes everything he can get," observed Mr. McDougall (Ottawa).

Continuing, Mr. Ross quoted the figure regarding the population in the county, showing how the present redistribution had increased the disparity between the ridings of North and West Middlesex. He could not see why Middlesex should be singled out for abuse by the Government, when in East and West Lambton, both of which returned Conservative members, there was a disparity of 12,338 in population. In this connection he mentioned Bruce, the Elgins and other counties. In his budget the Provincial Treasurer said that now the King's writ ran through every county in the Province, but what was the use of such a statement, asked the speaker, when counties like Middlesex were belittled? Mr. Ross then referred to the alleged statement made by Premier Whitney that power should be as free as air.

"I didn't say that," said Mr. Whitney.

"You were so reported in the public press."

"I am so reported by the honorable gentleman," said the Premier.

Then Mr. Ross called the redistribution an outrage on the Province, and he thought the Premier should adopt as his motto "He is cowardly enough to be despotic and honest enough to be cowardly."

That statement brought the Premier to his feet. He said he was not complaining as an individual, but such language was unfit for any Legislature.

Mr. Ross continued and repeated a portion of his statement, when the Speaker said the language was unparliamentary.

"I bow to your ruling," said Mr. Ross, as he proceeded to state that in the redistribution the Premier had bowed to the baser elements of his party.

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Mr. Neel (E. Middlesex) said he had yet to find any person who objected to the division of Middlesex. He thought the people would ratify the action of the Government at the next election.

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Dougal pointed out that the principle of representation by population had been forgotten. Mr. McDougall wanted to know why the Minister of Public Works had gone to Ottawa so much of late.

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The most gentle of Nature's laxatives put into candy form. That's Cascarets. Made to be taken in dainty doses, when you don't feel at your best.

A cure for the blues—for the grouch—for bad temper—Cascarets.

For the cause of most of these troubles lies in the bowels. A Cascaret tonight means a cheery day tomorrow. Six bright days for ten cents. Are they worth it?

Don't think of Cascarets as a physic. They are candy tablets, as good as they are gentle.

Their effect is the same as the effect of some foods. They