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called Arthur Dobbs. He calls his

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ROUTE

orable gentleman who introduced it one who has spoken on this subject one year in a ship in those waters is Bryce's report, describing the expedi-in this house has complimented him on his industry, and I agree with all thing can be done there must be says the opinions expressed on that point, thorough examination made of this In 1697 the bay again fell into the and will spare his blushes by not expressing the words I intended to use. do that if the voice of this senate put in command of a squadron sent could reach their ears and they listen out for him from France, and with

Hon. Mr. Sullivan—I can recall only Hudson Bay? I venture to say he the honorable gentleman from Marsh- could have no reliable informa- ly sailed to Port Nelson, purposing to field, the honorable member from Pic- tion on the subject. Erastus Wiman tou, who spoke of the project in a was a telegraph operator in Canada. Arriving at his station he observed pessimistic tone. I endorse his senti-ments so far as they relate to the results that may follow an inspection of Wiman & Co. I never heard that his tion was desperate; he had not his full the proposed scheme. No one has an opinion was worth a brass button on swered his statements, and holding the such questions as this. He makes ar reputation that his name implies, I assertion that the bay and strait fifty guns; the English vessels carried would be open for a definite length of among them 124. The English vessels, banner. Every one has spoken of the time, and says that some ships that the Hampshire, the Dering and the time that would be saved, and the had been caught in the ice by the Hampshire, the Dering and the great advantages which would result early closing of navigation, was due ally the honorable member from Prince intoxicated, and quarrelled. Albert; but no one has spoken of the number of people who have been lost in whom we should know, a gentleman this discuss assumes so many forms that those regions, ever since its discovery by Called Arthur Dobbs. He calls him by Hendrick Hudson, who was so derstand, is Arthur Dobbs. I mention cruelly murdered by his crew on its able shores of Hudson Bay have cause a gentleman has mentioned the ed the loss of many valuable lives name of the ancestor of our Mr. Le and a great deal of treasure, so that moine. I believe that Mr. Dobbs some men have thought it would be an ancestor of a prominent and learnbetter if explorations of these Arctic regions had never been undertaken. I did not get his corroboration of it. But, since they have, it will be neces- because it would be impertinent to ask sary for us to examine this subject in it. I mention it her, because I know achievement of this scion of the Le blood. It stimulates secretion of the saliva a calm and deliberate manner. State- he has relatives of that name in Ire- Moynes. ments have been made here which I land. Dobbs was an Irishman, and a I mention this to show how base moves acidity, purities the blood and tenes. It is a long time he held favor of the lit, and I think taking action in this loss the long time he held favor of the lit, and I think taking action in this loss the long time he held favor of the line are entirely out of the question. For a long time he held favor of the line are entirely out of the long time he held favor of the line are entirely out of the long time he held favor of the line are entirely out of the long time he held favor of the line are entirely out of the long time he held favor of the line are entirely out of the long time he held favor of the line are entirely out of the long time he held favor of the line are entirely out of the long time he held favor of the line are entirely out of the long time he held favor of the long time he held favor of the line are entirely out of the long time he held favor of the long time held favor of the long time hel instance, the honorable gentleman admiralty of England and finally got hon. members more cautious in their writes: "I suffered from dyspensia, less of appetite and had blood. I tried everything I could get but to no purpose; then finally statements which started to use Burdock Blood Bitters. From could not be easily sustained. He person who would discover the own responsibility. If senators were stated that this route was necessary Northwest passage. He reviewed that allowed to make false statements, it for the city in which he lives. How project, or at least put it on a firm would be the greatest blow this cham-large the city is I do not know, but basis, and was the means of stimulation ber could receive. This is only a prehe says the Hudson Bay is closer to ing a great deal of exploration. He face to what I intended to bring behis home than Winnipeg, and that it charged the Hudson Bay people with fore the house in this debate; pertin-Winnipeg than to reach Hudson Bay. that in my opinion he was related to tation. It is for transportation only the said also that a road to connect a prominent member of this house. I that hon, gentlemen intend to urge

most fertile character, equal to the in this house. He attacked the Hudbest land in the North-West, along son Bay company with such persistency that route. The other two hundred tency that they were put to a great deal of expense. He said:

It would lead us far beyond our limdone a good deal, for those people in its were we to chronicle all the reathe North-West, and I cannot sav that they are very generous or even patriotic. I venture to say that this honorable gentleman has never taken up his gun, though he was there during the rebellion, I presume, to defend his though ostensibly countenanced by country. I never heard that he was kings, queens and nobles-up rose Hegulatoren which women can who remained at home. He says there country, and embalm its history.

for special cases, \$5 per box. Sold by all druggists, or sens prepaid on receipt of price. Pros pumphlet. Address: The Toscute Car. Cornerly Windsory Bushels. Now. supposing the Case of land under cultivation in the North-West, producing on an average thirty bushels to the acre. That would give 210,000,000 Bushels. Now. supposing the case of land under cultivation in the North-West, producing the case of land under cultivation in the North-West, producing the case of land under cultivation in the North-West, producing the case of land under cultivation in the North-West, producing on an average thirty bushels to the form the case of land under cultivation in the North-West, producing the case of land under cultivation in the land

And if the people in the North-West would perform one generous act

Canadian-give the pre-

to the detriment of your ownpurse without any improvement in

is made in Canada by Canadians

from the best materials and by the best workmen. Its quality has been proved beyond doubt. The price is lower because



t of the sale of each bushel and inning with Cabot and those after we they were patriotic and loyal him who undertook to explore these zens, they would take five cents regions. I want to show the house by build the railway themselves, even supposing it cost \$25,000 or \$30,000 a mile. I do not say that disparaging-the subject, and the other would be a prejudiced witness. I say we must mand these things, as if they had a and the territory must be thoroughly ight to them, fills me with mild in- investigated, its climate, the possibili-Opening of This Route Till dignation. I admire their pioneer ties, not only of the bay itself; but the Welland Canal Route Was work, and what they have done for of the strait before any undertaking the country; but when their granaries such as is urged on the government be are bursting with grain, and when seriously embarked upon. I interrupted they have had successive good har-vests which brought wealth to them, certain men and of a certain battle I should think they would devote a which I thought was unworthy of that his excellency may be to lay on the table of this road are the people who would profit by the plorers and French traders who were in the country from the 17th century house copies of all reports and communications in possession of the government not already submitted to parliament, regarding the navigation of the Hudson's Bay and the resources and climate of the territory contiguous thereto, also copies of all grants of fishing, mining and lumbering rights given at any time, by the govern-

given at any time, by the government, in the said bay and territory; also copies of all reports of surveys received by the government from either engineers, surveyors or geologists, on the feasibility of railway routes, connecting an existing or prospective railway with any port on Hudson Bay or James Bay; also a statement of grants of land or money which have grants of land or money which have to go in and work. I am stating the gentleman who is ambassador in the grants of land or money which have been proposed, or asked for, in aid of to go in and work. I am stating the gentleman who is ambassador in such railways. Also, copies of all reports received by the government in relation to the establishment of lights these facts to show that we are not Washington, but Prof. George Bryce. That gentleman stated exactly the facts concerning this man Lemoine as or other aids to navigation of Hudson man said that the government was were stated here. Some descendant of bound to open this route to Hudson the Gaelic race in this house should statement showing what action, if cited by some honorable gentlemen. upon him. I did what I could to draw ment regarding the establishment of They contend this port is open for the hon. gentleman out, he insinuatsuch sids to navigation.—Hon. Mr. for three and one half. Well, it may gentleman from De Lanaudiere were Hon. Mr. Sullivan—The subject which this resolution leads up to is one of the most important that has come bements with regard to Hudson Bay- be so, and in order to show you that there are no means by which we can the statement was incorrect, I will just ascertain the truth. The experience of read two or three words from Mr.

thorough examination made of this In 1697 the bay again fell into the to it. The authorities mentioned by this he sailed for Hudson Bay. The Hon, Mr. Sullivan-The honorable the honorable gentleman from Prince expedition brought unending glory to Albert-and I am sorry he is not in seat. his place to-day were Erastus Wiman, Though one of his warships was for example. There is a long quotastraits and his remaining vessels could he know about the pavigation of nowhere be seen when he reached the open waters of the bay, yet he braveon board were sick. His vessel had but Hudson Bay, all opened fire upon himto two American captains who were the Hampshire, with all her sails flybrought forward another gentleman ing, and everybody on board was lost; the Hudson Bay surrendered unconditionally, and the Dering succeeded in making her escape. After his naval duel D'Iberville's missing vessels appeared, and the commander, landing a sufficient number of men, invested and took Port Nelson, The whole of th Hudson bay territory thus came into ed honorable gentleman in this house, the possession of the French. The matter has always, however, been

time and money to reach neglect of duty. I have mentioned ent to it is the question of transporexisting railways with the shores of shall read a short extract from what the opening up of this port. I live in Hudson Bay would be about 400 miles he said of Hudson bay in order that one of the oldest cities in Canada, long, of which 200 could be built hon members can see whether there and one of the most beautiful, and donization road, and that there is any similarity between his utter- that city was in the past the entrepot for the trade which came from Quebec, the St. Lawrence canals. It did a very large trade, but when the railways were built, and the St. Lawrence can

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(Continued on page seven.)

yearly solely because people won't heed so cruelly murdered by his mutinous hands and ankles, and pain in the men.

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FRANK TRUMPER

And they are sold on a positive guarantee that they will cure you or money refunded. Put them to the test with to geography, with a more fixed resothem the whole of the eastern face of North America was made known, and So sure are we that GIN PILLS are just the understanding that you must be

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my face just under the left ear. I was then a sailor and on the eve of a voyage. Soon after we sailed, blood poison set in and I found that sores were spreading all along the side of my head. The poison ran along like a creeping ivy plant under the skin and at intervals sending up an ulcer which discharged. I was soon in a terrible state! The steward, and everybody with a knowledge of the medicine chest, tried their best, but the ulcers and sores would not heal. I tried doctors in New Orleans where we first touched at no cure. From thence to Hamburg, Germany-no cure. Then to North Shields, England-no cure. Back again to Canada, still suffering and trying all sorts of things in vain. Then back to Shields-no cure, Out again for Port Eads, but had to abandon the voyage through bad weather and put into London, England. While there I was treated at the leading skin hospitals, but the sores did not close, no matter how treated From there I went to Cardiff, and while there a friend said, 'You can still be cured! Try Zam-Buk!' I hardly believed it possible, but I took a supply of Zam-Buk on board, as we were sailing for Canada that night. The scres were at that time so terribly painful that I could hardly bear to touch them. I ancinted them with Zam-Bak and kept on applying it regularly. In a few days the sores showed signs of healing. Zam-Buk seemed to take out all the soreness and kill the poison, , By the time we reached Montreal, to my amazement and delight, every one of the sores was closed. To-day my skin is sound and healthy. I am cured completely and I owe it to Zam-Buk. There is little wonder, therefore, that I am so enthusiastic in my praise of this great balm."

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