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- Children's White Thibet Sets \$ 5.00
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- Mink Marmot Pillow Muffs, large size 7.50
- Mink Marmot Stoles, 72 inches long 12.00
- Mink Marmot Stoles 7.50
- Sable Muff to clear at 7.50
- Grey Lamb Sett for Misses' 7.50
- 6 Ladies' Fur Lined Coats, best beaver with muskrat lining, to clear at 47.50
- 6 Ladies' Coats, latest style, to clear at 9.50
- 9 Plush Coats, to clear at 18.50

J. HOUZER WEST OF POST OFFICE

THE TRENT CANAL AND ITS OUTLETS WILL THE SEVERN RIVER BE USED?

(From the Orillia Packet.) any such decision has been come to, and quoting correspondence which that gentleman had had with Hon. F. Cochrane, asking for an interview on that question. The Packet got its information from a despatch sent out from Ottawa some weeks subsequent to the date of the correspondence quoted by Mr. Lennox. The statements made in the despatch are to some extent borne out by the fact that the Government engineers are already at work on the final survey of the Severn route.

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Whether the decision has been finally made or not, there can be no question of what it will be. In his letter to Mr. Lennox, the Hon. Mr. Cochrane says that "It is a matter of engineering." Upon this basis the Severn is so far superior to the Nottawasaga route that there is really no room for comparison. The Advance refers to the Nottawasaga as cheaper, and more direct route. If, instead of looking at the question of routes purely through local spectacles, the Advance would take the trouble to inform itself of the facts, it would not make such wil assertions, and perhaps it would not be a party to clogging a great public work for purely selfish reasons. At the time that the report on cost and advantages of the three routes was made two years ago the Orillia Packet was sufficiently interested to ascertain that its tenor was such that there could be no doubt in the world that the Severn route was immeasurably the best, and that there could be no question of its final adoption. Taking the matter of cost alone, the estimate for the construction of the Nottawasaga route was three times as much as for the Severn. This was for the canal alone. Adding the cost of a breakwater and harbour at the mouth of the Nottawasaga, required because of its exposed position, the estimate was four times as high. And even this sum—something over six million dollars—would not provide the terminal facilities that would be required. For though it is exactly the same distance from the mouth of the Nottawasaga to Collingwood that it is from the mouth of the Severn to Midland, namely, nine miles, the Nottawasaga coast is so exposed that the barges that would make use of the canal would be unable to count on making the run across with any certainty. This would mean that in the end, as the canal came to be used commercially, another harbour would have to be provided. Neither Barrie nor Collingwood would be the gainer by the starting of another town at this point which might grow to considerable importance if it got railway connections. As to relative distances it is exactly 60.30 miles from the outlet of the canal at Gamebridge by the Nottawasaga route, and 60.80 miles by the Severn—a difference of only half a mile. This is much more than made up by the fact that a natural waterway like the Severn, with high, rock banks, deep water and considerable width, can be navigated at much greater speed and with much greater ease than a narrow, artificial channel having scarcely more water in it than is actually required to float the vessels. There is not an engineer who has investigated the question who does not favour the Severn route.

The fact is that the Barrie papers and people have shown no interest in the Trent Canal except when someone else has made a move to urge its completion. They then at once become suddenly active and demand a "hearing." They seem to imagine that the primary object of the canal is to drain a few thousand acres of swamp land. So far they have only succeeded in delaying a great public work, to their own detriment as well as the territory to be served by the canal. When the then Minister of Railways and Canals went down the Severn four years ago he intimated his intention of rushing the northern outlet to completion without delay, and hoped to have it ready for navigation within two years. The canal would quite likely have been open to the bay before this if the Barrie people had not chosen that juncture to start an agitation for the Nottawasaga route and to demand a survey, which the Department for political reasons felt impelled to grant. Governments are proverbially slow in taking up projects the advocates of



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tions will have any effect upon the final decision. At most they can only result in further delay, which would be a calamity to all concerned, including Barrie.

YEAS AND NAYS AT THE COUNCIL

A citizen this morning handed the Post the following for publication: "Section 274a of the Municipal Act, provides that whenever a division is taken in a municipal Council each member shall announce his vote upon the question openly and individually, in the Council, and the Clerk shall record the same. This direction, which applies to every vote in which a Council is not unanimous, is very often overlooked. The yeas and nays are seldom recorded unless requested by a member of the Council. Councils, however, are representative corporate bodies and electors have a right to know how they perform their duties. Some years ago there was a general tendency in Councils to make appointments and decide other important questions by ballots. It was claimed that there was some advantage derived from this system but it was clearly done away with in 1899 by the enactment above referred to.

"To fail to record all votes that are not unanimous is to deprive the electors of information that they are entitled to find in the proceedings of the Council. Anyone would be justified in claiming that a resolution or by-law was unanimously passed unless a division is recorded. This might be unpleasant and reflect not only on the Council, but on the Clerk, whose duty under the statutory direction is plain. To prevent loss of time in recording votes, blank resolution forms should be printed on one side of which should be a printed list of the members of

Council with columns for recording their votes yea or nay."

SECURE A LICENSE FOR FISHING

An Order-in-Council has been passed by the Provincial Government, and appears in the Ontario Gazette, just issued, stipulating that in future all residents of the Province will be prohibited from fishing in any Provincial waters, except with hook and line, without first having obtained a lease or license granting permission to do so. It has been found by fish and game Department that hundreds of men who are not regular fishermen, and thus pay no license, catch fish in nets every year, and it is for the purpose of putting a stop to this practice that the order has been passed. It is stipulated also that in future non-residents of this province must pay a license of \$2 per rod, when temporarily residing in the province, but those who fish from their own boats or yachts must pay a license fee of \$5. per rod, except the Niagara River, Detroit River, River St. Clair and St. Mary's River opposite the State of Michigan. The fee for non-resident fishermen angling in those waters will be \$2, whether fishing from their own boats or not.

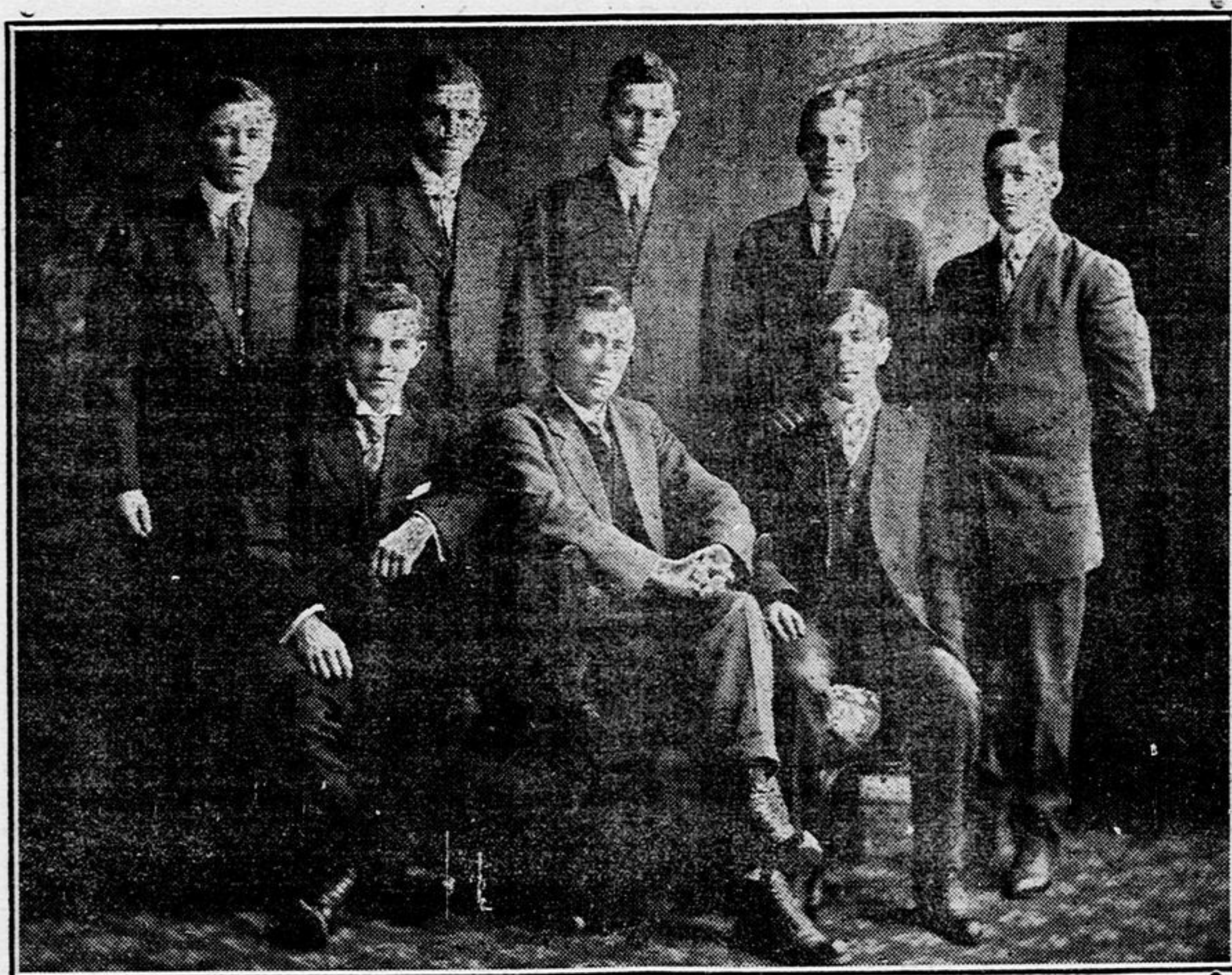
Liquor and Tobacco Habits

A. McTAGGART, M.D., C.M., 75 Yonge-St., Toronto, Canada. References as to Dr. McTaggart's professional standing and personal integrity permitted by Sir Geo. W. Ross, ex-Premier of Ontario, Rev. J. G. Shearer, B.A., D.D., Secretary Board of Moral Reform, Toronto, Right Rev. J. F. Sweeney, D.D., Bishop of Toronto, Hon. Thomas Coffey, Senator, Catholic Record, London, Ontario. Dr. McTaggart's vegetable remedies for liquor and tobacco habits are healthful, safe, inexpensive home treatment. No hypodermic injections, no publicity, no loss of time from business, and a certain cure. Consultation or correspondence invited.



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