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If your fishing trip, golf game or your ride in wind and bright sunshine has resulted in inflamed, burned skin, apply Witch Hazel Cream immediately. It will take out the fire, stop the smarting and that dry, parched feeling will not be experienced. It is delightfully cooling and refreshing to the skin. No grease, no stickiness. It is all quickly absorbed leaving no trace except relief. 15 and 25 cents.

A. HIGINBOTHAM
DRUGGIST
Nearly Opposite Postoffice, Lindsay

The Weekly Post

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A REASONABLE VIEW

It may be doubted whether Sir Wilfred Laurier ever affirmed the belief that "the people of Canada are not influenced by parliamentary charges and investigations." If he thought that he must wonder why he had his hard fighting followers spend so much time on just such investigations between 1891 and 1896. What Sir Wilfred would be quite justified in affirming is that the public being slow to move, do not take accusations made in a partisan spirit in Parliament at the estimation put upon them by those who make the charges, but make reasonable allowance for what is to be said in behalf of the persons accused. The mass of the people know how to be just. That is the great and proper reliance at once of the party attacked and of the party on the defensive. If there comes up a case of wrong doing, so flagrant that there is no defence, the public can be trusted to visit the offenders with its anger. Where, on the other hand, sweeping accusations are made by specific proofs to the contrary, the public cannot be stampeded into rendering a verdict essentially unjust. Whether therefore the people of Canada are affected by the making of charges in parliament depends altogether on whether the investigation of such charges shows the authenticity of the time to be taking a proper interest in securing good government and in reforming abuses, or whether it has abandoned that function. Beyond that it is very far from safe to assume that a party in power is losing ground merely because it is attacked. Hard fighting ought to be the rule in politics for only in hard fighting are the best men developed. Would it surprise Sir Wilfred critics very much to learn that the Cabinet, just because it has come through a session in which hard fighting was the established order for seven months, has a better standing before the electorate than it had in the years when everything was taken easily.

What has to be remembered about the session just ended is that, although worked up with the greatest intensity and pressed with the most persistent effort, the accusations made against the government all failed. For weeks at the beginning of the long session the Opposition were able to hold two members of Parliament under suspicion of having taken an unfair and improper advantage of the machinery of the Interior Department for their own profit. But they were only able to hold their advantage by refusing to call the witnesses who could say positively whether the opening of tenders was regular or irregular, and when they were called at last all the mystery vanished and the accusations came to be recognized for what they were, an attempt to damage the reputations of three or four men who have proved too strong for their opponents in the party warfare of the west. Next came the attack upon the Department of Marine, an attack which demonstrated, indeed, that there had been a good deal of looseness in the administration of that department, but which demonstrated even more conclusively that Mr. Brodeur, from the day he became the head of it, had addressed himself energetically to the work of setting it right. What the session showed was that the minister was a long way in advance of his critics, and was already prepared to adopt drastic measures towards certain of his subordinates before the Opposition had discovered what was wrong. Finally, there were the Hodgins charges which were through they had been mentioned with the construction of the Transcontinental Railway. His charges, as he made them, were of a kind to excite distrust and suspicion, but before the investigation of his charge was through they had been specifically disproved, and so thoroughly that he voluntarily withdrew them. To assume that the electorate would take no cognizance of all these elements favorable to the administration would be to assume that

the people are without the quality of discrimination or the sense of fair play. Sir Wilfred, if he made any observation on the subject at all, doubtless had in mind that there is nothing to be feared from even a long course of such accusations, because the public can be trusted to recognize when they come to nothing. Otherwise, public service would be as impossible here as in the South African republics.

WHAT IT WILL COST

The cost of the National Transcontinental Railway and the burden that will fall upon the people in connection with it has been very much debated of late; and so much dust has been beaten up about the figures on which the one has been based, and the facts from which the other is to be deduced, that the public can have no very clear idea of what is the true state of things. The National Continental Railway proper is the 1,803 miles of rail which is being built from Moncton in New Brunswick, to Winnipeg, in Manitoba. The remainder, from Winnipeg to Prince Rupert, on the coast of British Columbia, is what is known as the Grand Trunk Pacific Railway. It has a total length of 1,755 miles; and is being built by the company, to which the National Transcontinental is to be leased, on completion. The mountain section of the Grand Trunk Pacific is 839 miles; and it is estimated that this section alone will cost \$61,520,000. The cost of the 1,803 miles of Government road will be \$114,393,765. So that although it traverses a wilderness of rock, swamp lake and forest and is kept down to a grade of 0.4 per 100 feet against eastbound traffic, with 0.6 against westbound traffic, with the sharpest curvature 6 degrees (955 feet radius), it will cost appreciably less per mile than the mountain section, which is being built under private auspices. And this of course is as it should be, because the mountain section is the more difficult to build. But the line from Moncton to Winnipeg is also very difficult to build, and when everything is taken into consideration, it is almost as costly. For, in starting out on the undertaking, the Government did so with the resolution to build a really first-class road, equal if not superior to anything there is on the North American Continent. The work is to be generally of a more permanent character than is usual at the outset of the career of a new road. There are to be no wooden bridges; they are to be of steel and concrete. First class construction is provided for everywhere, and travel over the road will be easier and more comfortable than ordinary of the existing Canadian railways. (And this of course has to be paid for. But, when the work is complete, every citizen will commend the courage of the administration has shown in aiming at perfection, for not only will a new standard of comfort and speed have been set, but an example of the highest economy. The comparatively easier grades will enable the company to carry by each train, double what can be carried on the rival transcontinental, and the saving in operation, with five trains each way each day will be \$5,973,605 per annum. This saving will far outweigh the increased cost in building, and when to this is added the saving of expenditure in renewals and maintenance, it will be seen that the total saving each year will be sufficient to pay interest on many times the amount of the increased cost over that of an ordinary road, with wooden structures, which could have been built for \$60,000,000. The lessening of the expense of operation and up-keep, which has been prepared for, will therefore, decrease the cost of carriage, and should render possible a considerable reduction in freight and passenger rates.

The Government will borrow most of the money needed for the construction, in Europe; and the burden on the people will be the interest on \$114,000,000 for the first seven years after which the Grand Trunk Pacific will pay a rental equal to the public interest. This seven years interest will, it is estimated amount to \$26,124,676 and that represents the burden the people will have to bear; and as it will be spread over seven years, it will only be some \$4,000,000 a year. At the end of those seven years, Canada will have 1803 miles of first-class railroad, and to cover its borrowings, it will have an equivalent asset that can be sold at any time for the price it cost to build it.

MAJOR HODGINS' MISTAKE

Major Hodgins, we now know, made a mistake. This mistake originated out of a misapprehension, which seemed to be so supported by contingent circumstances that it became deepened into conviction. But Major Hodgins would probably never have misapprehended had he not been laboring under feelings of wounded pride.

The prices of labor in the early summer of 1907 were high; and the contractors were bucking against the terms of their contracts. They complained, among other things, that the divisional engineers were not liberal enough in their classification; and some of the sub-contractors took their men off parts of the road. There were consequently many disputes; and, as Major Hodgins' district was

400 miles long, through the great stretch of country east of Winnipeg, it was difficult for him to go to the place of each dispute and settle it off-hand. He was, in fact, inclined not to go over the line as much as he might have done; and it was complained that he did everything from his office. The work was not progressing as well as it ought; and Major Hodgins was informed that an inspecting engineer would be appointed over him. The Major was piqued. Meanwhile there were disputes over classification outstanding, and as Major Hodgins was summoned to attend a meeting of the district engineers in Quebec, Commissioner Young told him to see, while he was in Quebec, how they classified excavations there, and to be guided thereby in his judgment of the disputes in his own district. Major Hodgins went to Quebec and visited the cutting known as La Tuque. And here is where the misapprehension arose. He thought he was told that what he saw was being classified as containing 86 per cent. rock; whereas, in his own opinion, there was not more than 40 per cent. This was in June, 1907, and the preceding estimates show that, as a guess, estimates show that, as a matter of fact, it was being classified at only 29 per cent. Major Hodgins went away with the impression, however, that it was being classified at 86 per cent., and, being an honest man, he was determined that such a classification should not be introduced in his own district.

Solid rock excavations was being paid at \$1.70, loose rock at 60 cents, and common excavation at 30 cents. So, it can easily be seen, that if Major Hodgins' impression had been correct, it would have involved quite \$4,000,000 extra on his own section of the line; and it may be fairly computed that on the total length from Winnipeg to Moncton there would be an increased outlay of \$28,000,000, as the Major stated in his letter to the Victoria Colonist.

The circumstances which confirmed Major Hodgins in his misapprehension, was an interview with J. D. McArthur, in the Toronto World, on March 12. J. D. McArthur has a contract for 250 miles of grading east of Winnipeg. Major Hodgins had estimated this stretch of line to cost between \$11,000,000 and \$12,000,000; and Mr. McArthur said it would probably cost close on \$16,000,000. Major Hodgins' estimate was not, however, complete; and it has since been found that it did not include the following items: Right of way, \$175,000; ties, \$672,798; switch ties, \$27,787; tunnels, \$189,750; drainage tunnels, \$16,700; steel in concrete, \$3,708; steel bridges, \$160,000; rails, \$1,336,608; angle bars \$106,172; bolts \$22,776; water stations, \$103,500; extra work \$76,500; frogs and switches, \$40,500; track spikes, \$58,820; one foot below grade allowance on rock cuttings for ballast under sleepers, \$495,000; extra width for sidings, not estimated, \$850,000; and overbreak, \$1,857,080. Total, \$6,192,689.

Mr. Poulin, the present district engineer, estimated the work figured upon by Major Hodgins at within half a million of the latter's estimate; and the increase is accounted for by items, such as rails, sidings and overbreak, which were not taken into consideration in Major Hodgins' estimate.

It is not to be wondered at therefore, that Major Hodgins withdrew his charges.

EDITORIAL NOTES.

They were calling him Smallcoat now.

That Kerr of the Olympic games is no under dog.

Quebec has got into the vortex of militarism all right.

Those who have returned say this is harvest time in Quebec.

The free trade policy of the Assiniboia government evidently does not include free trade in cattle.

Tories have protested the election of the Tory M. P. P. for Grenville. Now, we may get a few pointers.

It is estimated that the coal in Pennsylvania coal fields will last 100 years. That will be quite long enough for us, thank you.

The new manager of the Toronto baseball club is Mr. Larry Schafly. The other clubs have been saying that they go to Toronto for some time.

Whites town council has refused to allow billiard rooms or shooting galleries to be maintained in that town. This is certainly an advanced stand to take.

The Toronto News accuses Sir Wilfred of killing an industry because he refuses to increase the duty of 50 per cent in its favor. Some people are mighty hard to please.

London is talking of holding a egg laying contest and the Toronto Star thinks it will create henthushism. The Post believes the idea should receive a great ovation.

The latest report from Dame Kumoor's Cabinet factory is that Mr. Sifton and Senator Dandurand are to go in as to which it is said that the old



And low prices—prices at cost and below, is the power which will hurry, reduce and clear. To speed the selling, prices are low beyond precedents.

If you want to obtain wear things you'll need for the next two months—or anticipate some of your next season's wants, now, during the golden present, you can do it at a saving of one-fourth to three-fourths.

Sale Begins Aug. 1st. Lasts One Week

35 and 50c Wash Collars, 9c.

They are the windup of a Big Line, colors white, black, pink, helio, etc. They are a great snap and sold in the regular way at 25, 35, 50c; for a hurry selling each 9c.

See East Window for Sweeping Bargains.

Extraordinary Silk Waist Sale

Handsome Waists, cream, black and white Jap Silk, will wash fine. They are trimmed nicely and will be sold for about the price of making. See them

\$2.75 Silk Waists, \$1.70
\$4.50 Silk Waists, \$2.35
\$7.50 Silk Waists, \$3.95
See if your size is here.

Millinery-Flowers

Millinery, winsome, winning and welcome. Some very attractive trimmed hats, correct shapes, hats you are looking for—and such a price.

\$5.00 Trimmed Hats for \$3.50
\$7.00 and 10.00 Trimmed Hats, \$5.00

Flowers—bright and pretty, imported goods every color.

50c and 75c Flowers now 19c

White Parasols \$1.12

All white, variety of handles, splendid top and good frames. Some are plain, many are embroidered. Lots of sunshine coming yet and lots of savings at this price. Out they rush each 1.12

50c Handsome Wash Voiles 39c

This season's import. They come in many pretty designs. What better could you do for evening or any wear. Goods that don't crush and are swell looking and strictly new. You make a splendid saving for we are going to offer them at per yard 39c

You Can Save \$1.50 Here

This is a broken line of some splendid white and colored outer skirts. You need them just now and you can make a good saving. Come in look them over. Marked for a fast clean-up. Each \$1.59 and.... 1.99

Gigantic Clearance Ladies' Muslin Dresses

LOT 1—Ladies' White Muslin Dresses in plain and dotted Swiss, lace and insertion trimmed, tucked and flounced good full style in all sizes. We have sold many at \$5.00 and \$6.00. Many days to wear them yet. Yours now each 3.50

LOT 2—Ladies' Linen Jumpers and Eton Suits in any color you want. Nice full sweep skirts, tucked with folds on edge, this season's goods. Ladies, look this lot over. Great value at \$7.50 and \$8.50. Buy them quick each 5.00

Ladies' Tailored Suits

Out they go. No better suits made. This season's goods and 3 months left to wear them yet. Ladies, use your good judgment and you will buy at these prices.

\$10.00 and \$15.00 Suits 7.50
\$22.50 Suits for..... 10.00
\$25.00 and 30.00 Suits..... 15.00

25 and 40c Linen Suiting 15c.

Splendid for Skirt and Coat, or for children's wear, 3-4 bleached, some plain, some embroidered spot. You miss a great saving if you miss this lot. The cut price per yard 15c.



Dundas & Flavell Limited

Irby is at least showing some care about the class of timber she selects

Chairman Flavell's suggestion at the meeting of the Water Commissioners on Thursday that even the water used at fires should be filtered would seem to possess much merit. The municipal authorities are no more justified in throwing typhoid

germs around a residence or a place of business than they are in filling the service pipes with them.

So Admiral Rojestvensky is not dead after all. To live to maturity under the weight of such a name is evidence of considerable vitality. And then, when he fired upon a few fish-ing smacks did he not go through a

storm of British ridicule and come out alive? Then again, did he not show how a man could surrender to the Japs without losing a limb or whitening a hair? Thank his ikon, he is likely to live many years yet.

The Peterboro Review, (Conservative) thinks, "The Globe's article on the Attorney General's department at

Toronto is about right. Hon. Mr. [Name] is all right as a man and as a lawyer, but as the head of a criminal department he is not alive to the necessities of the hour. He should be to work and live things up. Orangeville case was almost a fault but it will be if he soon [Name]