

### Right Results

are insured if your medicines are right and they will be exactly right if you bring your prescriptions to us.

Our kind of prescription service cost no more than other kinds.

### A. HIGINBOTHAM

DRUGGIST  
Nearly Opposite Postoffice, Lindsay

### The Weekly Post

WILSON & WILSON, Proprietors.

LINDSAY, FRIDAY, SEPT. 4

### MR. McLAUGHLIN'S PRACTICAL SUGGESTION

On the recent trip of the Minister of Railways and Canals through the Trent Valley Canal, his attention was drawn to the great inconvenience to which the people of Fenelon Falls are put by reason of the frequent opening of the bridge crossing the canal, the interference with traffic over the bridge causing a very serious loss of time daily.

Several suggestions for the relief of the situation were offered, but the one offered by Mr. R. J. McLaughlin, K.C., of Lindsay, appeared to the Minister and Chief Engineer Grant to be the most feasible and the most practicable of any yet suggested, and met with most favor from those gentlemen. Mr. McLaughlin's plan is to build up the retaining walls of the lower lock to high level, and to put a new pair of gates at the lower end. These gates would be operated by electricity from the village power plant, and would mean a saving of more than half the time occupied at present in a lockage at Fenelon Falls and at the same time would overcome the bridge difficulty which has caused so much complaint.

It is pleasing to know that Mr. McLaughlin's idea will in all probability be carried out early next season.

### EDITORIAL NOTES.

Let Laurier finish his work.

A Tory friend informs us that Sam Hughes is a bumptious butler. Evidently that he is not very strong.

That Colchester bye-election seems to have been a case of Borden, Boose and victory, with not much Borden in the mixture.

If we have a Dominion election every day that has been set for it by our Conservative friends the returning officers will have a busy time of it.

The Watchman-Warder says that Sam Hughes is behind the movement for the rapid completion of the canal. Guess yes. So far behind that he has been lost sight of.

E. W. Thomson, in the Boston Transcript, (much quoted by the Conservative papers), from his travels in Canada, is warranted in saying that "Laurier will be again the premier and precursor to Borden, who is sure to do his instructor much honor eventually."

### The Fenelon Falls Woman's Institute

An Interesting Meeting Held at the Residence of Mrs. Fell

A meeting of the Women's Institute was held on Friday afternoon, Aug. 28th, at the home of Mrs. Fell District President.

The president of the local branch, Mrs. Dr. Gould, and several of the members from the Falls drove out to Mrs. Fell's residence, a distance of about eight miles from the village.

The Burnt River branch was also well represented, ten members being present from that locality. This branch is a live and progressive one and is doing excellent work. The meeting was opened by all present repeating the Lord's prayer in unison. Mrs. Dr. Gould gave her initial address as president. She remarked that as this was the first meeting since her election, to that office, she was pleased to see such a large number present, and hoped that all would realize their responsibility towards making a success of the Women's Institute meetings, which offered opportunities which were by far too

few, of meeting each other and exchanging views. They also possessed the advantage of being non-sectarian, which was another point in their favor.

Mrs. Hodgson, president of the Burnt River branch, was then introduced. Mrs. Hodgson said that the branch was a great help in the neighborhood, the meetings making a pleasant break in the monotony of the lives of many who have few opportunities for social intercourse. Many were under the impression that the Women's Institute was only for farmer's wives, but this was a mistake, as all were benefited and all were welcome. Their branch had only been in existence a short time, beginning with ten members which had increased to sixteen.

Miss Bessie Nie then read an excellent paper entitled, "Self Control" being a synopsis of books entitled, "His Kingship and Majesty," author Wm. Geo. Jordan.

In speaking of the Kingship of self control the author points out that man has two creators—his God and himself. His first creator furnishes him with the raw material of his life and the laws in conformity with which he must make that life what he will. His second creator, himself, has marvellous he rarely realizes. When man fails in life he usually says "I am as God made me," but when he succeeds he proudly proclaims himself a self made man. Man, in his weakness, is a creature of circumstance, in his strength he is the creator of circumstances. Man's conception of himself should be, "I am a great human soul with marvellous possibilities" and with this broadening, stimulating view of life, he sees how he may obtain his kingship through self-control. The power of self control is one of the great qualities that differentiates a man from the lower animals. We sometimes envy the success of others when we should emulate the process by which that success was obtained. We may envy the power and spiritual strength of a Paul without realizing the weak Saul of Tarsus from which he was transformed from self control. Simplicity reduces life to its minimum of real needs and raises it to its maximum of powers. The Christian lives his simple faith day by day and like the lark he lives nearest the ground yet soars highest toward heaven. The most selfish man in the world is the one who is most unselfish with his sorrows, for example. If you ask a man how he is feeling he will trace the whole genealogy of his present condition down to the time he had the gripe four years ago. You hoped for a word, he gives you a treatise—he is syndicated his sorrows. The woman who makes her trials with her children troubles with the servants, etc. subjects of conversation for her callers is syndicated her sorrows. There is in the mythology of the Norseman, a belief that the strength of an enemy we kill enters into us. This is true in character; as we conquer a passion, a thought, a feeling, a desire, as we rise superior to some impulse, the strength of that victory, though it may be, is stored by Nature as a reserve power to come to us in the time of need.

Calmness is the rarest quality in human life. It is singleness of purpose, absolute confidence, and conscious power ready to be focused in an instant to meet any crisis. The crowning of self control is calmness. The author speaks of hurry as the scourge of America. Everything that is great in life is produced by slow growth.

The only responsibility a man cannot evade in this life is the one he lays on himself—his personal influence. Man's conscious influence when he is on dress parade, when he is poised to impress those around him, is woefully small, but his unconscious influence, the silent, subtle radiation of his personality, the effect of his words and acts, the trifles he never considers, is tremendous. There are men and women whose presence seem to radiate sunshine, cheer, and optimism. There are others who focus in an instant all your latent distrust, morbidness and rebellion against life. What to our eyes seem at times to be hopeless failures are often but the dawning of a great success. Failure is one of God's educators. Our highest hopes are often destroyed to prepare us for better things. The failure of the caterpillar is the birth of the butterfly, the passing of the bud is the blooming of the rose; the death or destruction of the seed is the prelude to its resurrection as wheat. Failure is but an episode in man's life. Never easy to meet, and no philosophy can make it so, but the steadfast courage to master conditions instead of complaining of them will help him on his way. It will enable him to get the best out of what he has.

Next on the programme was an instrumental given by Miss Patten and was much appreciated.

Mrs. Hopkins of Burnt River, read an interesting paper on "Getting Ready to be Happy." Too many of us are getting ready, not half enough are prepared to enjoy life as we go along. It is right to lay up here for a rainy day, but it is not right to hoard and hoard and save to build finer houses or buy more land when we already have enough. It is not right to spend the best days of one's life in this way in order to leave

more behind us when we die. Take time to read, to rest, to cultivate acquaintance of your children and your friends.

Miss Nie, secretary, then read a paper on bad temper, which was written by Mr. R. D. Keeper, of Bobcaygeon. This essay setting forth the evil of giving way to fits of temper contained much that was of value.

Mrs. Gould called on Mrs. Fell for a few remarks regarding the idea of having a question drawer at the meetings. Mrs. Fell favored the idea and agreed to have it in operation at the next meeting.

Mrs. J. H. Brandon, by request, consented to prepare for next meeting a paper on frozen foods, their composition and value, their uses in health and illness, making and serving ice cream and ices. The meeting closed by the singing of the National Anthem.

### The Post-Warder Victoria's Trip

A Most Delightful Journey Through the Most Beautiful Part of Canada

Continued from page 3.  
Prescott, 12.25 p. m., Sept. 2. — Lindsay people passed through here to-day. All well. H. SILVER.

Montreal, Sept. 1 — Well, we have arrived in Montreal and have had a day and a half of glorious sight-seeing.

I omitted to say—in fact, there was more to say than I could say—that the sight-seeing in Quebec was something long to be remembered. We were taken everywhere in carriages and it seemed as if the Post and the Warder could not find things enough for us to see, for it was all the time, and all the time our utmost comfort was always looked to.

One of the great sights of the trip and which was a revelation to those who had never seen anything larger in steamers than the Sturion, was the great C. P. R. Atlantic liner the Empress. The immense vessel was visited, and it is most difficult to describe the great floating high-class hotel. That, I fear, will have to be done by the girls individually when they arrive home, if in the multitude of sights they have seen they find themselves able to remember a tenth part of it all.

Sunday night we again boarded the Richelieu and Ontario Navigation Co's steamer and we found it to be a perfect floating palace, fitted with everything that could conduce to our comfort and enjoyment. Each of us had outside cabins, and we were enabled to get plenty of fresh air, besides seeing the shore as we passed up the river as long as daylight lasted, and when night cast her sable robe about us there was yet the lights to watch as we slipped along—if you can imagine anyone in this party of ours having time to sit long enough to permissively watch the passing lights.

Monday morning, bright and early we arrived at Montreal, breakfasting on the steamer, after which we took cabs to the Queen's hotel, a splendid leading hostelry of this city of the royal mound.

The morning was spent in the shopping district, and much interest was manifested by the party as we visited the large stores, such as Murphy's, Scroggie's, Morgan's and Carley's.

After luncheon we drove around the city, taking in Westmount, the mountains, the east end, and other sections and we were all greatly interested in what we saw.

There is a peculiar charm about the famous city of Montreal that tourists find very difficult to explain. It is not like any other city, but a happy combination of New York, Paris and St. Petersburg, with a dash of New Orleans added to give spice and flavor. It has a beauty of situation and a variety of scenery that few cities of the world can claim to possess. Montreal enjoys the singular distinction of being an ocean port, and a great ocean port, although situated nearly a thousand miles inland from the Atlantic Ocean. The city is 250 miles above salt water and 315 miles nearer to Liverpool than is the City of New York. Not only is Montreal the great importing and exporting point of the Dominion of Canada, but may also be described as the national seaport for much of the western part of the United States. The distance by water from Chicago being 158 miles less than by New York. Montreal's trade with foreign countries has grown rapidly of late years, the short route to Europe via St. Lawrence River meeting with universal commendation of shipper and passenger alike. The splendid Atlantic steamship service of the Canadian Pacific Railway is also yearly growing more popular with tourists.

The city is beautifully situated on an island in the St. Lawrence River just below its confluence with the Ottawa, and stretches along the north bank of that magnificent waterway for seven miles. It is built on a series of terraces, the former levels of the river, or of an ancient lake, which terminate in Mount Royal, whose summit and wooded slopes form one of the grandest public pleasure grounds on the continent.

It is a city of marked contrasts—the picturesque quaintness of a vanished age is mingled with the luxury, culture and enterprise of modern times; where the customs and usages of old France and modern America, characteristic of the old city and new era of civilization, harmoniously co-exist; where massive business blocks, costly public buildings and private residences rise side by side with grey old churches, sombre convents and numerous, and grand cathedrals, whose magnificence and splendour rival those of the Old World. Here converge the principal railways of Canada, chief of which is the Canadian Pacific, which stretches across Canada from the Atlantic to the Pacific and is the longest continuous railway line in the world. The development and progress of this city has been continuous and rapid, until it now possesses, with its suburbs, a population of over 400,000, two-thirds of whom are French or French Canadian, and boasts a wealth equalled by no other city of its size in the world.

The early history of Canada and the United States is indelibly blended at Montreal—for here dwelt the intrepid La Salle (the Mississippi explorer), Du R'out (the founder of Duluth), Cadillac, (the founder of Detroit), Bienville (the founder of New Orleans), and other adventurous spirits whose names are still revered by posterity. Ville-Marie was, too, the headquarters of the great French fur trading and exploring companies, whose operations throughout the great West, extended to the foothills of the Rocky Mountains and the far-off shores of Hudson Bay. It remained under the rule of France until 1760, when Vaudreuil capitulated to General Amherst and the ancient regime came to an end. Three years later, by the treaty of Paris, France ceded Canada to Great Britain and the French Canadians became British subjects. The town was occupied for a time, in 1775, by the Americans, under General Montgomery, who afterwards was slain in a gallant but unsuccessful assault upon Quebec; and here in the old Chateau de Rampeau, the home of the old governors, lived Benjamin Franklin, Samuel Chase and Rev. Charles Carroll, the American commissioners who came to negotiate the cession of the country to the United States.

In the year 1535, Jacques Cartier came up the St. Lawrence River to where the city now stands, and found a large well-fortified Indian town called Hochelaga. Later on, in 1611, Champlain established a trading post and called it Place Royale; a tablet in front of the Custom House now marks the spot. It was not, however,

until 1642 that Paul de Chomedey, Sieur de Maisonneuve, landed on the island and laid the lasting foundation of the city. For almost a century and a quarter Canada remained a French colony; and not till the Treaty of Paris, did Montreal become a British city. Since then, French and English have lived together, happily and prosperously side by side, each in the enjoyment of his own language and religion, both working strenuously for the development of Montreal as a city which will be second to none upon the continent.

The historical Chateau de Rampeau is now a museum containing many interesting relics. Two tablets on its walls set forth its history in the following terms: "Built about 1705 by Claude de Ramezay, governor of Montreal, 1703. Headquarters of La Campagne des Indes, 1745. Official residence of the British governors after the cession. Headquarters of the American army, 1775; of the Special Council, 1837." In 1775 this chateau was the headquarters of the American Brigadier-General Wooster and here, in 1776, under General Benedict Arnold, the commissioners of Congress—Benjamin Franklin, Samuel Chase, and Charles Carroll, of Carrollton—held council." Here Franklin set up his printing press and printed "The Gazette," which still continues "a Montreal daily paper. In the council room Lord Elgin signed the Rebellions Losses Bill after the rebellion of 1837. So distasteful to the people was this measure, that his lordship was pelted with stones and rotten eggs. The riots consequent upon the passing of this bill led to the removal of the seat of government to the beautiful city of Ottawa.

March, 1644." This building is erected on part of the original concession made to Urban Tessier named Lavigne, this being the second lot granted to an individual on the island of Montreal." To the west is the Bank of Montreal, the oldest bank in Canada, organized in 1817. It is a fine specimen of Corinthian architecture. On the wall is the tablet; "The stone fortifications of Ville-Marie extended from Dalhousie Square through this site to McGill street, thence south to Commissioners street and along the latter to the before-mentioned square. Begun 1712 by Crassegras de Berry, and demolished 1811." To the west of the bank is the massive building of the general post office. In this square the French laid down their arms to the British, under General Amherst, in 1760.

Montreal—the commercial capital of Canada—owes its industrial pre-eminence to its position at the head of ocean navigation and at the foot of the great river, lake and canal navigation extending to the growing West. The canals, which have their outlet at Montreal, offer a continuous waterway from the Straits of Belle Isle to Fort William at the head of Lake Superior, a distance of 2,260 miles. It is one of the sights of the world to see a great Canadian Pacific liner of 12,000 tons draw up alongside one of the massive wharves of the harbour-front 986 miles from the open ocean. Not alone by its width and by the volume of water it carries, but by its navigability for nearly 1,000 miles is the St. Lawrence the most remarkable river on the globe. The harbor-front has long been the admiration of visitors. Charles Dickens, who visited the city in 1843, records in "American Notes" his admiration for "the granite quays, remarkable for their beauty, solidity and extent." Mr. W. D. Howells, the American novelist, in more modern times, has described them as equalled in impressiveness by those of Liverpool alone. Some idea of its trade as a port may be obtained from the fact that last year 833 ocean-going vessels entered the harbor during the seven months in which the river was open, with a total tonnage of 1,940,056 tons. No less than 11,086 inland vessels arrived in the port in the same year with a tonnage of 2,781,191 tons. The city is the chief manufacturing centre in Canada, and its environs are being covered with new factories and workshops, the abundance of French labor giving it an advantage over other cities as an industrial centre.

Montreal has many pleasure-grounds, and its parks and squares are laid out with good taste. There are three large public parks—Mount

Royal, St. Helen's Island and the Lafontaine. Mount Royal is an ideal crest in a city. From the summit may be had a most enchanting panoramic view of the valleys of the St. Lawrence and Ottawa rivers and of the island itself. The mountain elevator from Park Avenue, reached by several cars, gives an easy means of ascent while footpaths lead up its steep sides. Unquestionably the finest view is obtained from the "Look-out." Mount Royal is of volcanic origin. The crater of Mount Royal is at the top of the hill, and there is a prophecy that one day it will become active and bury Montreal in its ashes. From the Observatory can be seen, to the west, the Lake of the Two Mountains, with the various branches of the Ottawa by the St. Lawrence, and beyond that the Laurentian mountains, the oldest hills known to geology.

Mount Royal is about nine hundred feet above the sea, and seven hundred and forty feet above the river. The portion set apart as a park contains four hundred and sixty acres.

Alongside the Protestant cemetery to the south, on another face of the mountain-slope, lies the Roman Catholic cemetery. It can be reached from the top of the mountain, by the chief entrance is on the Old-Des-Neiges road, which is a continuation of Guy street over the mountain. Here stands the patriots' monument to commemorate those who fell in the rebellion of 1837.

The park on the island of St. Helen's containing 128 acres, was granted to the government to the city in 1874. The island is about a mile from the city and is reached in summer by a steam ferry. It was named by Champlain after his wife, Helene de Chablain after his wife, Helene de Chablain, and bought by him with her dowry. Under the early British regime the island was made a government reservation. The old fort is extremely well preserved, as is also an ancient wooden blockhouse situated on the crown of the hill. It was occupied by St. Helen's Island that General Levis commanding the last French army in Canada, burned his flag, (Sept. 8, 1760) rather than surrender them to General Amherst, who took the city.

Lafontaine Park, containing 84 acres, lies at the east end of St. Brooke street. To-day at noon we leave on our return trip through the canal ward.

# CRASH

Our full page special advertisement next week announces the most stupendous business event in the history of Lindsay. Watch for it. Of great moment to everyone, everywhere, in the whole district. Turn to our advertisement when you receive next issue of The Warder. The whole weight of our reputation behind the full-page announcement

## NEXT WEEK

Dundas & Havelles Limited

LINDSAY - - - - - ONTARIO