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THE WATCHMAN-WARDER.

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Number 2

Off with the Old On with the New

This is the story of the years off-repeated. Each year brings with it new hopes, new ambitions, new energy, and it must also bring new prospects to the business man.

We open the New Year of 1906 by a big

Discount Sale of 10 p.c. on all Furs

bought this winter season. From now on is the real time for Fur wearing.

Our sale includes Jackets of Astrachan, Near-Seal with Mink and Marmot Collars, Reversers and Cuffs. Also Sable and Black Marten. Scarfs, Collarettes, Gauntlets, etc. Men's Coon Coats, Calf Coats, Fur Collars, Caps, etc.

This is a fine opportunity of buying first-class Furs at a big reduction. Our sale is a reliable one, and the bargains offered are genuine. Remember, Opportunity knocks but once at every door, and those who heed his call are the people benefitted. Trusting YOU may be among the lucky number, we hope to please you

AT

O'LOUGHLIN & McINTYRE CASH AND ONE PRICE

A Winter Tonic

To Brace up a Poor Stomach.

J. & G. Stomach and Liver Tonic

Is a toner of the right kind—a vegetable compound—which tones up a poor stomach in a wonderful manner.

25c a bottle.

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Corner Drug Store, LINDSAY

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THIS SEASON.

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NOTHING BUT RELIABLE MAKES.

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This new hotel is located one block from business centre and is open WINTER and SUMMER. It has all modern conveniences, baths, electric light, telephone, steam heating and open grates. Special rates for Commercial Travellers.

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The Celebrated English Cocoa.

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An admirable food, with all the natural qualities intact. This excellent Cocoa maintains the system in robust health, and enables it to resist winter's extreme cold.

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THE NORTH-WEST PASSAGE AT LAST DISCOVERED

The Story of the Early Explorers—Amundsen the successful One, after Four Centuries of Toil, Hardship and Suffering

The most tragic figures in the history of the Arctic, had miserably perished after being set adrift in a small boat by his mutinous crew. It was now believed that the way to the Pacific had been discovered, and that it undoubtedly lay through Hudson Bay. Within five years a number of expeditions were made into this vast sheet of water, and in these Fox Channel and Towle's Welcome were explored. The belief in an outlet to the Northwest via Hudson Bay persisted nearly to the beginning of the 19th century and the English Parliament as late as 1743 offered a reward of £20,000 to the crew who should first traverse the outlet. At this time, too, the Russians began their attempts to prove the existence of the passage by seeking to penetrate from the westward through Behring Strait and, in general, to explore the polar archipelago. Only bare mention can be made here of these explorers, of Behring, Shalaf, who in 1760 died of starvation with his entire crew, of Andreyev, Billings, and Von Wrangell and Anjou, the last two making their famous sledge journeys in 1820 to 1823. In 1776 Capt. Cook sailed on his last voyage in an attempt to penetrate the Polar Sea to the eastward through the Behring Strait, but was separated by a solid barrier of ice from a ship sent to await him in Baffin Bay. By the end of the eighteenth century Arctic exploration had ceased to be undertaken merely in the interests of furthering commerce, and it had begun to assume importance from a purely scientific standpoint. The first of these expeditionary scientific expeditions, in 1813, to discover the Northwest Passage, was by Baffin to exist at the westward end of Baffin Bay. Under the command of John Ross the expedition penetrated Lancaster Strait for 60 miles, and on meeting with heavy ice, Ross came to the conclusion that the passage was not there, and returned to England. Parry, a lieutenant under Ross, disagreed with this view and in 1819 led an expedition to again attempt the Passage. Parry was undoubtedly one of the ablest explorers of his time, and his traversed Lancaster Sound, Barrow Strait, Melville Sound, and Banks Strait, practically demonstrating that he knew it, the existence of a waterway leading through the Parry Archipelago to the Arctic Ocean. The expedition wintered at Melville Island, Parry exploring that vicinity. Hudson's later expedition through the whole Strait and Fox Channel was important in relation to the terrible land journeys of Franklin, 1819-22, and in the exploration of Repulse Bay and Melville Peninsula. Ross, who spent several years in the Arctic, and thoroughly explored the Arctic, was no Northwest Passage. Of importance was the location of the north magnetic pole near King William Land by his nephew, J. C. Ross.

The problem of the Northwest Passage was really solved by the ill-fated expedition under Sir John Franklin, largely through the relief expeditions sent out later. The Franklin party consisting of 129 men in two vessels, wintered at Beechey Island near 1845, and in 1846 reached King William Land where the ships were beset by the ice. From the only relief found it was shown that a land expedition under Lieut. Gore had demonstrated unquestionably the existence of the Northwest Passage, but on the return of this party to the ships they found that Franklin had died, and the remainder of the party perished in an attempt to reach Fish River. The numerous search expeditions were very successful in exploring the American Arctic region from Greenland westward. Collinson, particularly succeeded in navigating his ship the "Enterprise," from Lancaster Strait to Cambridge Bay, Victoria Land, where he wintered safely, accomplishing his return the following year. During this time he had seen, though unknown to him, the sea wherein Franklin's ships had been destroyed, and had even picked up relics of that unfortunate expedition.

This brings us to the first actual accomplished Northwest, or rather Northeast Passage, made by McClure in 1850-54. In his vessel, the "Investigator," he reached Banks Land, which he explored as well as Prince Albert Land. After wintering there for three years he was finally forced to abandon his ship in Mercy Bay. Learning of a Franklin search expedition at Beechey Island, he managed to reach one of its ships the "Resolute," by an extremely arduous sledge journey to the eastward, and was later taken to England through Lancaster Sound by the "Phoenix" of the same expedition. He thus completed the first passage from the Pacific to the Atlantic of America known to the history of mankind. McClure was undoubtedly the first of the great multitude of explorers to accomplish this feat, and while he had encountered continuous waterways for the entire distance, the journey was performed under such difficulty and hardship that, until to-day no other navigator has attempted to equal it.

But the present year has seen inscribed on the pages of the Arctic's history the record of a journey which not only equals but far surpasses the remarkable trip of McClure. To Capt. Roald Amundsen of Norway, belongs the honor of being the first actually to force his vessel through the

historic Northwest Passage, traversing the northern shores of the continent from the Atlantic to the Pacific, and incidentally pursuing highly important scientific investigations which include the definite location of the north magnetic pole upon King William Land. To us the story of the Northwest Passage is more or less historical merely, for since the Franklin search expeditions, half a century ago, it has fallen rather into the background. The voyage of the Norwegian captain with a crew of seven men in his 46-ton sloop, the "Gloa," is the first and culmination of four centuries of toil, hardship, and suffering, and it gives to our matter-of-fact age an adventurous deed that forms a link between these prosaic times of steam and iron and that splendid period, cradled in the swamps of art, but unswayed in an enterprise and courage, which began with the discovery of America, and lasted for nearly three centuries.—Scientific American.

THE WIZARD OF WELBECK.

The Most Marvellous House in England—Vagaries of the Late Duke and the Remarkable House that he Built.

The formation of a limited company to finance the claimant to the Portland estates and title calls attention to the vagaries of the late Duke and the remarkable house that he built.

To describe Welbeck as unique among the stately homes of England is the shrewdest platitudes. Its great park, mined and subterranean footways; its palatial house, with its underground suite of splendid rooms including the picture gallery excavated from the solid clay; the lordly gallop—an immense glass arcade with a straight run of nearly a quarter of a mile; the spacious riding school 130 yards long by 35 yards wide—these things are known to have no like the habitations of men the world over.

Even so was the builder and maker of modern Welbeck a man distinct from all others. He stands as grotesquely in the long galleries of eccentric humanity as Welbeck among the mansions of this or any other age. Had he lived centuries ago he would have been dismissed as a mythical creation, even as Robin Hood, his fellow-hero of Sherwood, is written down a figure of legendary growth by latter day historians. In 1854 Welbeck was little more than a farmstead, a rambling and ill-assorted concoction of buildings. With the house-building passion of his ancestors.

OLD BESS OF HARDWICK. The duke addressed himself to the construction of Welbeck into a palace and wonderland that it now is.

For eighteen years Welbeck became one vast workshop. During the whole of that time the Duke employed on an average 7,800 workmen, including the finest skilled artisans in Europe. In some years the numbers rose to 2,500 men. The weekly wage bill exceeded \$15,000, and the total expenditure ran into \$35,000,000. Then were built those miles of subterranean railways and corridors which make a rabbit warren of Welbeck. Everywhere over the estate huge "bullseyes" of glass obtrude in long lines—from the level sward where deer and cattle browse, from the middle of ploughed fields, from long turf avenues, even from the middle of the great lake before the house. There are the terms which rights by day; electricity serves the lights the underground tunnels and same purpose by night. The rambling country mansion became a palace; the stables, tan gallop, and riding school were built; gardens of beauty were laid out, and conservatories erected by the mile.

Of this transformation the Duke was the hidden magician. Privacy was the ruling passion of his life. He not only shut himself up in Welbeck and renounced the outer world, but he also separated himself from all contact with his fellows. Only with his valet had he direct and constant contact. Any servant or workman who dared to approach or address him was

INSTANTLY DISMISSED.

In the corridors of the house he built niches in the walls, and every servant was under orders to seek refuge in the nearest when they heard distant footsteps approaching. No woman servant was allowed in his sight.

Though building and furnishing the house as a palace, the duke lived in two rooms. His food consisted of one chicken per diem. He ate half at one half at one meal and half at another. These were his only meals and they were served in the same manner. The table being prepared, the servants withdrew and rang a bell to warn his Grace. The Duke entered, dined in solitude without the assistance of a footman, and again retired before summoning the servants to remove the dishes. Day after day, year in and year out, his dress was the same. On his head was a tall beaver hat nearly two feet high, and under it a long, old-fashioned wig. A big coat was muffled about his neck, and over his arm he carried a loose cloak. Wet or fine he wore a quaint and large umbrella, whose sphere effectually screened him from observation. His trousers were hitched up at the knees and tied with pieces of common string in the manner favored by savvies.

Thus arrayed he roamed about the park, exercising a marvellous faculty of evading the observation of others. It was to this end he undermined Welbeck with

MILES OF TUNNELS. For a mile and a half he turned the high road from Mansfield to Worksop into a broad subterranean way, allowing its free use to the public, and as additional compensation made a new high road above ground. Through small subterranean passages piercing the park in all directions he

could go from the house to any part in the domains or as mysteriously disappear and return home.

For the conveyance of his workmen to and from Welbeck to their homes, morning and evening, the Duke kept a herd of donkeys, and each laborer rode on his ass to and from work. No applicant for work was ever refused and if a man was dismissed on one occasion he was certain to get another job by crossing the park to where other work was proceeding. The work itself was of the most leisurely description. Indeed, many men slept the day away at Welbeck, and at night worked in the neighboring quarries, thus solving the problem of serving two masters with complete satisfaction to both.—Pearson's Weekly.

Resources of Northern Ontario.

No other person, says the Globe, is in a better position than Mr. Kirkpatrick, Director of Surveys for Ontario, to give the public a trustworthy estimate of the value of the new country opened up by the explorations of five years ago. Much has happened since then in that region to the advantage of the Province at large, and with what has taken place as the sequel of the discoveries made in 1900 Mr. Kirkpatrick has been in constant touch. His address the other day at the Empire Club was an admirable resume of the resources and up-to-date development of the Province.

The most important revelation resulting from the exploratory survey is the existence of the "clay belt" of sixteen million acres lying north of the height of land, and on the Hudson's Bay slope. But for that discovery the great Transcontinental Railway project, now well under way, might not have been undertaken so soon or at all. As it is, the road will traverse the belt for hundreds of miles east and west, while the Ontario and Temiskaming line crosses it north and south. The immense importance of this new situation is manifest from the fact that the clay belt is as extensive as the part of Ontario lying west of a Toronto-Midland line, and sufficiently so to maintain a population of over a million people.

Mr. Kirkpatrick estimates the "unsold red and white pine at six billion feet, board measure, worth at present prices about two million dollars, equivalent to a revenue of a million and a quarter dollars a year in perpetuity. On a similarly careful estimate the pulpwood should be equal to a yearly income of three and half millions. Needless to say, the value of both pine lumber and spruce pulpwood is steadily increasing while no account has been taken of the immense forests of valuable hardwood.

The metalliferous rocks of Northern Ontario are annually acquiring great economic importance. This is true not merely of exceptionally valuable ore beds, like the nickel deposits near Sudbury, the iron deposits near Michipicoten, and the silver deposits near the head of Lake Temiskaming, but also of scores of other locations already developed and of many known only to prospectors. There is reason to believe that the plutonic rocks over a vast area will yield a most important source of wealth to the people of Ontario.

Mr. Kirkpatrick appended to his paper a statement of the extent of territory included in the whole province—126,000,000 acres—and of the amount surveyed—40,761,189 acres. Of the total area of the Province the Crown owns 23,736,203 acres, leaving undisposed of 162,263,797 acres, of which 85,238,511 are still unsurveyed. No wonder the Director of Surveys was optimistic in his forecast of Provincial progress.

WILL SHOW A SURPLUS

The revenue of the Ontario Government for 1905 was over \$6,000,000. The complete returns from all departments have not yet been compiled, and it may be found that total will equal the receipts of 1904, which were \$6,128,358.

There has been an increase of revenue in nearly every department, in addition to the \$100,000 receipts from the Temiskaming and Northern Ontario Railway, a source of revenue which the former administration did not have.

During the year 1904, the sum of \$1,664,000 was received as bonuses on timber sales; last year the amount received on that account was only \$520,000. But the ordinary revenue from Crown lands last year was \$548,000 more than in the previous year.

It is expected that Hon. Mr. Matheson, the Provincial Treasurer, will be able to show a surplus after meeting all the expenses of the year.

SHOD IN THE KING'S NAME

An unprecedented use of the King's name was made at Guich last week. John Coughlin, deliver of the mail between the station and post office, knowing that it was likely to freeze up after the rain, desired to have his horse shod expeditiously. Aware that his blacksmith shops were crowded he he thought himself of the fact that he was a servant of the King, and at once secured the requisite order from Police Magistrate Saunders, with the penalties attached. When he went to a shop he was turned away. Then he presented his order, and it was necessary to add that his horse was promptly shod.

CASTORIA For Infants and Children.

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