

FRECKLES

The czar, apparently satisfied with his scrutiny, went to his bureau and motioned to the chief of police to seat himself, dictated in a low voice a letter of not more than a few lines. The letter penned, the czar reread it attentively and then signed it, preceding his name with these words, "Byt po semon," which, signifying "So be it," constitutes the decisive formula of the Russian emperors.

The letter was placed in an envelope, which was sealed with the imperial arms.

The czar, rising, told Michael Strogoff to draw near.

Michael advanced a few steps and then stood motionless, ready to answer.

The czar again looked him full in the face, and their eyes met. Then in an abrupt tone:

"Thy name?" he asked.

"Michael Strogoff, sire."

"Thy rank?"

"Captain in the corps of couriers of the czar."

"Thou dost know Siberia?"

"I am a Siberian."

"A native of—"

"Omsk, sire."

"Hast thou relations there?"

"Yes, sire."

"What relations?"

"My old mother."

The czar suspended his questions for a moment, then, pointing to the letter which he held in his hand, he said:

"Here is a letter which I charge thee, Michael Strogoff, to deliver into the hands of the grand duke and to no other but him."

"I will deliver it, sire."

"The grand duke is at Irkutsk."

"I will go to Irkutsk."

"Thou wilt have to traverse a rebellious country, invaded by Tartars, whose interest it will be to intercept this letter."

"I will traverse it."

"Above all, beware of the traitor Ivan Ogareff, who will perhaps meet thee on the way."

"I will beware of him."

"Wilt thou pass through Omsk?"

"Sire, that is my route."

"If thou dost see thy mother, there will be the risk of being recognized. Thou must not see her!"

Michael Strogoff hesitated a moment. "I will not see her," said he.

"Swear to me that nothing will make thee acknowledge who thou art nor whether thou art going."

"I swear it."

"Michael Strogoff," continued the czar, giving the letter to the young courier—take this letter. On it depends the safety of all Siberia and perhaps the life of my brother, the grand duke."

"This letter shall be delivered to his highness the grand duke."

"Thou wilt pass whatever happens?"

"I shall pass, or they shall kill me."

"I want thee to live."

"I shall live, and I shall pass," answered Michael Strogoff.

The czar appeared satisfied with Strogoff's calm and simple answer.

"Go, then, Michael Strogoff," said he, "go for God, for Russia, for my brother and for myself."

The courier, having saluted his sovereign, immediately left the imperial cabinet and in a few minutes the New Palace.

"You made a good choice there, general," said the czar.

"I think so, sire," replied General Kisooff, "and your majesty may be sure that Michael Strogoff will do all that a man can do."

"He is indeed a man," said the czar.

But to pass somewhat or other—such were the directions he had received.

Thirty years previously the escort of a traveler of rank consisted of not less than 200 mounted Cossacks, 200 foot soldiers, 25 Baskir horsemen, 300 camels, 400 horses, 25 wagons, 2 portable boats and 2 pieces of cannon. All this was requisite for a journey in Siberia.

Michael Strogoff, however, had neither cannon nor horsemen nor foot soldiers nor beasts of burden. He would travel in a carriage or on horseback when he could, on foot when he could not.

There would be no difficulty in getting over the first 1,500 versts, the distance between Moscow and the Russian frontier. Railroads, post carriages, steamboats, relays of horses, were at every one's disposal and consequently at the disposal of the courier of the czar.

Accordingly on the morning of the 10th of July, having doffed his uniform, with a knapsack on his back, dressed in the simple Russian costume, tightly fitting tunic, the traditional belt of the moujik, wide trousers, gartered at the knees, and high boots, Michael Strogoff arrived at the station in time for the first train. He carried no arms, openly at least, but under his belt was hidden a revolver and in his pocket one of those large knives with which a Siberian hunter can so neatly disembowel a bear without injuring its precious fur.

A crowd of travelers had collected at the Moscow station. The stations on the Russian railroads are much used as places for meeting not only by those who are about to proceed by the train, but by friends who come to see them off. It indeed resembles from the variety of characters assembled a small news exchange.

The train in which Michael took his place was to set him down at Nijni Novgorod. There terminated at that time the iron road which, uniting Moscow and St. Petersburg, will eventually continue to the Russian frontier. It was a journey of about 400 versts, and the train would accomplish it in ten hours. Once arrived at Nijni Novgorod, Strogoff would, according to circumstances, either take the land route or the steamer on the Volga, so as to reach the Ural mountains as soon as possible.

Michael Strogoff encased himself in his corner like a worthy citizen whose affairs go well with him and who endeavors to kill time by sleep.

Nevertheless, as he was not alone in his compartment, he slept with one eye open and listened with both his ears.

In fact, the rumor of the rising of the Kirghiz hordes and of the Tartar invasion had transpired in some degree. The occupants of the carriage, whose chance had made his traveling companions, discussed the subject, though with that caution which has become habitual among Russians, who know that spies are ever on the watch for any treasonable expressions which may be uttered.

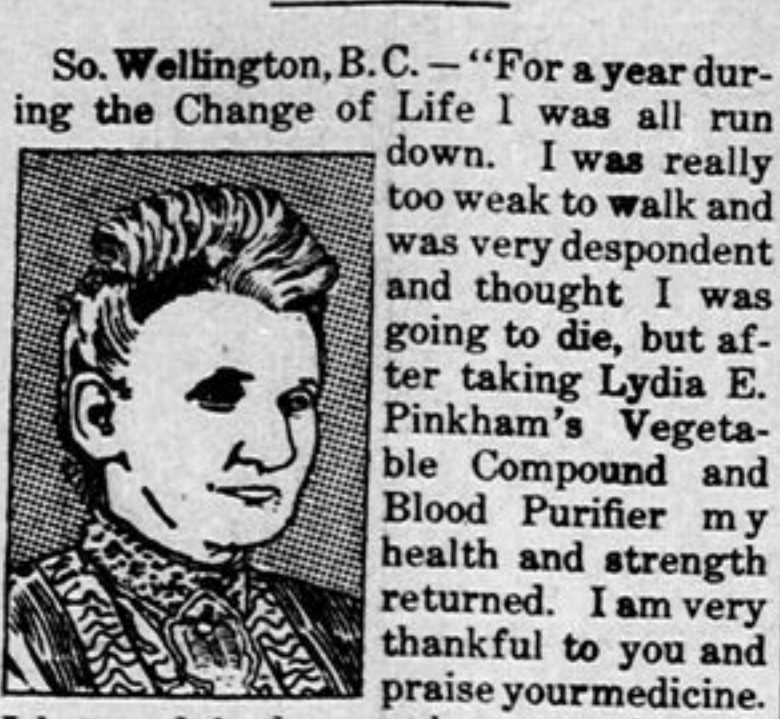
At the Vladimir station fresh travelers entered the train. Among others, a young girl presented herself at the door of the carriage occupied by Michael Strogoff.

A vacant place was found opposite the courier of the czar. The young girl took it after placing by her side a modest traveling bag of red leather which seemed to constitute her luggage. Then, seating herself with downcast eyes, she prepared for a journey which was still to last several hours.

Michael Strogoff could not help looking attentively at his newly arrived fellow traveler, as she was so placed as

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Fitzsimmons Automobile Body Plant An Industry With Splendid Future

Lindsay undoubtedly possesses in the Fitzsimmons automobile industry, which recently moved from Cannington, a concern which will undoubtedly figure prominently in its industrial growth, which now gives promise of enjoying an era of expansion, thanks to the public spirited and loyal efforts of our Industrial Commission.

AUTOMOBILE AGE

This is the automobile age, in fact the automobile industry might be said to be in its infancy. True, wonderful progress has been made in the manufacture of automobiles during the past few years, but this is not a circumstance to the strides that will be made in the future. The demand for automobiles is increasing with leaps and bounds. The machine is not a fad, but a necessity, and has come to stay. As the demand increases, the necessity for a car, combining safety and speed and efficiency, and one that will meet the demands of the moderate purse, will be forced more and more on the manufacturers, and we may expect to see machines on the market in a few years that will be within the reach of all.

INDUSTRY WILL GROW

Lindsay, therefore, has in the Fitzsimmons industry an institution with great possibilities—one that is undoubtedly destined to expand and become a most important industrial live.

IN TEMPORARY QUARTERS

The new firm has installed its plant in temporary quarters in the old Central school until such time as a more suitable location is secured—where they will have ample room to meet the expansion in business which is bound to come their way.

FIRM AT WORK

The arrival of the firm in Lindsay has not been heralded by a blare of trumpets. The plant has been quietly installed and very few of our citizens were aware that a portion of the staff were at work until they heard the song of the saw and the planer.

On Thursday afternoon a Post reporter paid a visit to the Central School and was agreeably surprised at the wonderful transformation that had taken place. In the different rooms where for years, hard working pedagogues had labored to teach the young minds how to shoot, were installed wood and metal working machinery of different designs, turning out material for the automobile bodies. A dozen men were busily engaged in turning out the bodies, and the old school was certainly a busy spot.

MEN OF EXPERIENCE

The reporter was welcomed by the members of the firm—Messrs. W. J. and J. A. Fitzsimmons. Both are young men and appeared to be very optimistic regarding the future of their industry. They are both men of experience as builders, both in Canada and the United States. Mr. J. A. Fitzsimmons is a graduate of the New York School of the Mechanics' Institute for carriage and automobile draughting and designing. Since they have launched in business they have never had an automobile body returned to them.

WHAT THEY MANUFACTURE

The nature and capacity of the industry must not be gauged by the size of the temporary plant installed in the school. Messrs Fitzsimmons have only a portion of their machinery in position. New machinery has been ordered and is being manufactured in Galt, but this will be installed when new quarters are secured.

The machinery used in the manufacture of the bodies are: saws, planers, fitting machines, metal working machines, automatic power hammers, heading machinery and moulding machines. These will be used in the manufacture of fine automobile bodies, in wood, steel or aluminum. Special bodies are manufactured for special designs in touring bodies, torpedoes, torpedo roadsters, limousines etc.

The firm is building bodies for leading automobile concerns in Canada, and a number of them were noticed in course of construction. Nothing but the best material is used in their construction.

TO FULL CAPACITY

In a few days the firm expects to be running to its full capacity in order to be able to handle the orders which are already on hand, as well as the increased business of fall and winter, which are the busy seasons in the automobile industry. According as the business expands the staff will be increased.

GOOD WAGES PAID.

None but experienced mechanics are employed, and the highest wages are paid. In fact the firm has the reputation of paying as high wages as any similar industry in Canada. Besides, this industry is the only one building such a line of bodies north

LINDSAY'S ADVANTAGES

A member of the firm informed the Post representative that their reasons for locating in Lindsay were, first, because they had decided to enlarge their business and build a larger plant and they, therefore, wished to be in a centre, where advantages in the line of good shipping facilities as well as cheap power at unlimited quantities could be enjoyed. Secondly, because of the scarcity of experienced labor, and the difficulty of inducing mechanics to locate in a small centre. The advantages offered by Lindsay appealed to them strongly, and they decided to locate here.

HAVE FAITH IN THE TOWN

Messrs Fitzsimmons have great faith in the town's future, and have been deeply impressed with the kindness meted out to them by the citizens. Their relations with the industrial Commission were of a most cordial and business like nature, and they have nothing but words of praise for the manner in which their business relations were conducted.

In referring to an article which appeared in the Peterboro Examiner a few days ago, a member of the firm smiled, and said he did not know the paper, but felt that the article did not reflect the spirit or express the views of the citizens whom he had met in that city.

OUR INDUSTRIAL COMMISSION.

This is the first industry secured by our Industry Commission, which has labored loyally, persistently and consistently in order to promote our industrial growth. Very little has been recorded of their public-spirited endeavors, which are now beginning to show fruit. The Commission has other industries in view, and the prospects for landing them are of a rosy hue. It is the bounden duty of our citizens to strengthen the hands of the Commission in every possible way in order that Lindsay may share in the industrial revival, which is becoming general throughout the country.

OUTLOOK GOOD FOR FISH AND GAME

A number of those camping along the banks of the Scugog come up to Lindsay every day, either by canoe or launch, to replenish their store of provisions. Others procure a rig from a neighboring farmer and drive, welcoming an occasional change from locomotion by water. All have a healthy coat of tan. Milk and eggs are secured from the farm houses. Ice, in most of the camps, is a negligible quantity, but a cold spring in the vicinity makes up partially for this deficiency. They report the fishing to be fairly good; "lunge fishing seems to be more

ARCHDEACON CASEY ATTENDED CEREMONY

Pembroke, July 26—Rev. Father Patrick Ryan, formerly a parish priest of Renfrew, was yesterday consecrated auxiliary bishop of Pembroke, the ceremonies being conducted in St. Columbian's cathedral here by Archbishop Gauthier of Ottawa. Among the other dignitaries of the church present were Bishop Fallon, and Mr. Aylward, of London, Ont., Bishop Scrambs, of Toledo, and Bishop Conroy, of Ogdensburg. Archdeacon Casey of Lindsay also attended, representing His Lordship Bishop O'Connor. The new bishop was born in Corraugh, Ireland, in 1864, coming to Canada at an early age. He was ordained to the priesthood in 1887.

Mr. Alfred Vaughan of Raven Lake was in town today on business. Miss E. Smith, of Peterboro, has returned after being the guest of Mrs. Hammond Lee, William-st.

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FATAL ACCIDENT AT AUTOMOBILE WORKS

Friday afternoon Mr. W. J. Fitzsimmons, of the automobile body plant, was the victim of a painful accident which will incapacitate him several weeks.

While engaged in operating a machine on his left hand came in contact with the knife. His thumb and second finger were lacerated, and it is feared that he will be deprived of the use of the hand.

Two local physicians, Mr. Fitzsimmons has been operating machinery for many years, and this is the first serious accident he has sustain-

Canadian National Exhibition

SOME FEATURES OF Imperial Year

Imperial Cadet Review
Cadeets from all the Overseas Dominions Exhibits by the Provinces
Dominion Exhibits
Band of Scots Guards
Paintings of the Year from Europe
Paintings by best Canadian and American Artists
Imperial Cadet Competitions
Boy Scouts Review
Everything in Educational Exhibits
Siege of Delhi
Besses' O' Th' Barn Band
Britain's Best Brass Band
Dragoons' Musical Ride
Industries in Operation
Butter Making Competitions
America's Greatest Live Stock Show
Canada's Biggest Dog Show
America's Prettiest Pussies
Japanese Day Fireworks
Motor Boat Races
Hippodrome and Circus
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Aug. 24 1912 Sept. 9

TORONTO

READ THE POST

Builders' Hardware	To Spray Your Potatoes	11 and Steel
Pure Paris Green	A Cavers' Automatic Sprayer is a very pleasant job. Saves time and much labor. You fill the sprayer with compressed air, and one filling empties the sprayer, which holds 2 gallons. Simply turn the nozzle and spray is distributed complete over the leaf. The only correct method of applying Paris Green. Sold in 3 styles	Arsenate of Lead
1/2 lb. 15c	Galvanized Tank \$5.00 each	The best potato bug destroyer.
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Wire Fencing	SOLD BY J. G. EDWARDS & CO. Agents for Sherwin-Williams' Paints	
	Paints and Oils	

The Lindsay Planing Mill

Having taken the business back into my own hands I am prepared to turn out the work as in former times, and ask the continuance of the patronage of my many customers, as has been during the past forty years I have been in business here.

All accounts, either due or owing Williams Bros., will be collected and paid by myself.

GEO. INGLE