GRAPHIC DESCRIPTION OF THE LATEST SILVER FIELD

Gow Ganda is Now the Mecca for Feverish Adventurers Who Crave to Become Rich With a Few Strokes of the Pick—Digging Fortunes Out of a Black Wilderness.

(Toronto News.)

There is the inevitable sequence. Since Abraham went forth into Canaan conditions have been the same. First comes the explorer, then the builder of the trail and after him the developer, the parasite and the habitant. Every new country has these phases of its existence. There is always the man who bears in his breast that strange spirit of unrest which impels him on and on to things unknown and beyond all dreams, the seekers after the wild and far away who dare not resist the call to wander and to blaze the trail for their more patient fellows. The wander-lust is strong in them and the lure of the unknown beckons with remorseless finger and entices them with siren voice into the wilderness.

Even so it was with Gow Ganda, the newest and seemingly the greatest of Ontario's mineral fields. There were those who saw no further than Cobalt and content rested. Cobalt was wonderful, Cobalt was the hidden source of fortunes yet undiscovered, Cobalt was the last word. Those who came to prospect remained to speculate. But there were those who saw further. They saw in the wilderness far to the west and north of Cobalt, a district that might yield them even greater riches, where there were already houses and to which a railroad had penetrated. And so they dug up a grub-stake, bundled their pack and away they went into the unprospected, the unknown. It was a fight always a struggle. A contest with cold, hunger and disease, hardship of every description, yet with them always was the chance and the lure. The possibility of a find and the spirit of conquest bore them on till that day when a short-handled pick plucked at the earth and brought to the light the long-soughtfor vein of virgin silver. There were the long nights when the wind played weird tunes among the fir-cones, long days when the trail seemed never-ending and the drifts seemed insurmountable and the underbrush fought every effort to press on. But these things are but memories now for the strike has been made and wealth is again with them. Back over the hard-fought trail they plod, and secure their claims which they staked out in the snow, only perhaps to see their chance at a million for a paltry sum and to start again for the wilds farther on than before.

Thus the news comes out to the world. Next comes the makers of the road over the rough trail blazed by these hardy sons of fortune. And that's why you can get into Gow Ganda today. A road was needed for the nearest railway ended at Sellwood, 68 miles south. There was going to be a town up there in fact already there was the beginning of a live village. All manner of supplies were needed in this new district. Therefore a highway for sleighs was necessary. The Canadian Northern Railway saw the need and decided that it was up to them to supply what was lacking. And the road must be a hurry up job. Men who would start on the word and be with it to the finish were the ones that they wanted and those were the men that they laid for. And they got them. W. J. Cowan, president of the Cowan Construction Company, of Winnipeg, and A. C. MacKenzie, president of the Northern Construction Company, were corralled and handed the work. It was a big job and it demanded big men. There were 68 miles of road to be built. It took these men but 28 days to finish up the job. There was no slouching. Men, horses and materials were at Sellwood, where the road starts before many men would have awakened to the fact that they had signed a contract. It was the roughest of construction work. The floaters, who have dug irrigation ditches through the arid wastes of the Arizona deserts and who have shoveled trails in the Yukon were gathered and put to work. There were lakes and swamp and rivers and hills. There were boulders and deep ravines, hard forests where the underbrush grew thick and the snow drifted deep, but the road was to be built and these were but paltry obstacles to men who had tussled with construction in the Rockies and had thrown railways across the shoulders of the earth. They built the road. And now several times a day stages start from the railway terminus along this road for Gow Ganda. They not only built the road, however. They also constructed roadhouses. Buildings where man and beast are cared for overnight.

But even while the way was being built, the van of the army was marching on to Gow Ganda. Past the toilers would fly the dog-team of a prospector, his vision fired with the stories that he heard of the wealth of this new field. A seeming never-ending stream of men plodding along on snowshoes, bent nearly double 'neath their packs filled the days. And all the time the village was becoming a town. Lots at good location in regard to the town-site were already being snatched up for commercial purposes. Buildings of all kinds were going up and across the landscape a log shanty here and there told of claims being worked. Rough trails led out in all directions to various claims and to districts farther on that were yet untouched. The blind-pig had made its appearance with the first of the pioneers and deserves a spot in company with the oldest inhabitant. Though you may not be able to buy all you want in this newly arrived burg, yet anything you need can be purchased if only you have the coin.

And still they are arriving. Men who were in first on the Klondike strike are here, still slave to their passion for a claim that will net them a fortune. Men who saw Cobalt rise, men who have washed sand on the Eastern slope and who have worked with pick and pan under the blazing sun of Colorado, they have all been drawn to Gow Ganda to seek in a new field the wealth for which they long have sought in vain.

Among those who first looked out over Gow Ganda Lake and drove their picks into the snow-bound desolation of its shores were Samuel Calvert McLaughlin and Frederick A MacIntosh. These two had hit the trail for the unknown country and there are few hardships that they have not experienced. Cold, wet and hungry, they have plodded through wearying snow-drifts searching always for the clue to riches, the sight of a bit of bloom. And at last they struck it. There near the shores of the lake that gives the town its name they struck it rich. There they saw the first evidences of a real find. They followed up the vein, and it exceeded their most sanguine expectations. Several hundred feet long, with the free silver cropping out all over it, there seemed to be no break or fault in the vein. Then they staked out the claims, the claims that have already become famous as the Bartlett Mines.

A visit to one of these properties is enough to convince one that the hardships endured by the young men who were their discoverers were worth while. Across the north-east arm of the lake lies one of the properties. It is called the north-west group, and contains four claims. Out of each of these, valuable ores have been taken. Take a walk with John W. Bartlett of the Mines Company some day over the ground. It is all familiar ground to him, even though a fall of snow has obliterated all traces of humankind. He will lead you perhaps over a rough trail, down abrupt ravines and over huge rocks. A few blows with the pick brings to light a mineral looking stuff with shiny specks and pretty touches of pink through it. He tells you that it is silver, and with surprise you look at it once again. Sure enough it is. Then he uncovers some more. This time there is more silver showing, and as he throws the speciman aside you go to remonstrate. "Wait a moment," says he, "and we will get some real stuff. Something that you can give her on the end of a hat-pin for her birthday." He tears off a piece of native silver and hands it to you, asking at the same time that you convey his "best regards." By this time you have ceased to wonder. You are quite passive and are content to remain silent and let these wonders sink in.

The Bartlett Mines of course include other claims. The good things do not end here by any means. There are two others, the south-western and the centre groups, the first comprising four claims and the other two, and all just as productive of good things as the one you sampled.

But it is cold in these Northern woods, and you have not become acclimatized. Then back to the town and supper. Back you go to a comfortable seat by a fire that is a fire, one that warms the marrow and makes the outside seem a fine place to stay in summer, and after you can begin to feel the floor with your feet there is a craving sensation that makes the call of the cook sound like the voice of the gods. There never was a meal like that first one after a winter's tramp through those northern woods. No menu so satisfying as that which was heaped upon your plate. And then, after another short session with the fire, bed. Sleep falls like the snow. A mantle that shuts out the light, the noise, the cold, the weariness and all that might oppress.

The next morning you are off again to see more wonders, to hear the blasting of huge rocks, to see more silver than William Jennings Bryan dreamed of in his palmiest days just before the votes were polled.

Catarrh Cannot be Cured

with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarrh Cure is not a quack medicine. It was prescribed by one of the best physicians in this country for years and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing Catarrh. Send for testimonials free.

F. J. CHENEY & CO., Props., Toledo, O.

Sold by Druggists price 75c.

Take Hall's Family Pills for constipation.

He—Yes, I think a great deal of myself.
She—I've noticed that you never seem to have much on your mind.

WASHERWOMAN HAD $39,000 IN BANK

Ann Collins Leaves More Money Than Her Employers Were Worth.

North Adams, Mass., Feb. 19—All the years that Mrs. Ann Collins of this city was toiling hard day after day as a washwoman, she was piling up a fortune of $36,241.30 in personal property and $3,000 in real estate, as shown by the inventory that has just been filed. Her children thought she was poor; so, too, did the well-to-do people in whose houses she drudged at the washtub. Now it appears that she was even wealthier than many of those for whom she humbly did domestic service.

Of the eighteen passbooks in the North Adams Savings Bank left by Mrs. Collins, seventeen bore entries of $1,632 each. Among her valuable effects were found also railroad bonds.

YOUNG TURKS IN POWER: CABINET RE-ORGANIZED

Success of New Government Regarded as Doubtful

Constantinople, Feb. 19—The new Constitutional regime has passed through a severe crisis, which has resulted in the downfall of the aged Grand Vizier, Kiamil Pasha, and the complete triumph of the Young Turks party, or Committee of Union and Progress, which has virtually imposed upon the Sultan a ministry of its own nominees, headed by Hilmi Pasha.

The committee has publicly repudiated any intention to overthrow the Sultan, or to install a military dictatorship, but the crisis and its outcome are regarded as not boding well for the stability of the throne or the success of the parliamentary government, and it remains to be seen how the moderate elements of the empire will regard this assumption of absolute power by an irresponsible committee, especially in face of delicate problems still to be solved in the Balkans.

The Committee of Union and Progress has constantly opposed Kiamil Pasha. It suspected him of being too considerate of palace influence and complained of his slowness in conducting negotiations with Austria-Hungary and Bulgaria. Kiamil Pasha claims that if he acted unconstitutionally in dismissing the minister of war and marine, the chambers also acted unconstitutionally by ignoring article 38 of the constitution, which grants a minister the right to adjourn his reply to an interpellation. The former Grand Vizier intends to publish a manifesto to the nation on Wednesday explaining his course.

Hilmi Pasha, as Grand Vizier, succeeded in organizing a new cabinet, reappointing to the office of minister of war the deposed Ali Riza Pasha, whose dismissal led to Kiamil Pasha's downfall. This official also was appointed minister of marine and grand master of artillery. Hilmi Pasha takes to himself the portfolio of minister of the interior, and Zia Eddin Effendi is the new Sheik-ul-Islam. The other ministers are practicaly the same as in the former cabinet.

In an interview Kiamil Pasha said: "I was glad to be relieved of the responsibility and will watch to see how they get on. I sincerely hope that the work I accomplished will not be spoiled."

It appears that the Sultan made every effort to induce Sheik-ul-Islam Jemeleddin Effendi, who occupied that post for eighteen years, to withdraw his resignation, but without success.

THE EQUITABLE LIFE

Old Officers and Committees Re-Appointed at Yesterday's Annual Meeting.

New York, Feb. 18—All of the old officers were re-elected and all of the standing committees were re-appointed at the annual meeting of the directors of the Equitable Life Assurance Society, held today. The report of the president, Paul Morton, for 1908, showed that the new insurance paid for during the year amounted to $91,262,101, as against $72,279,540 in 1907, yet, notwithstanding this increase in business, the expense of management was nearly $100,000 less than in 1907.

There was an increase of more than $2,500,000 in the amount paid to policyholders, the total being $47,861,543, of which $20,324,002 was in death benefits.

The total insurance in force in the Equitable at the end of the year was $1,326,478,540.

A RACE WITH DEATH

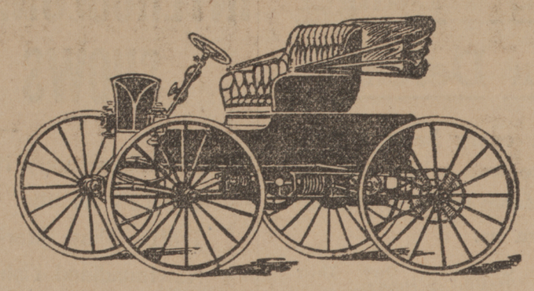
Burlington, Vermont, Doctor Runs Race With Death With Wife's Life as the Stake.

Burlington, Vt., Feb. 18—A race with death across the United States from El Paso, Texas, to Burlington, was finished here today when Dr. H. Nelson Jackson arrived at his dying wife's bedside after a sixty-four hour trip of over more than 2,500 miles of rails. A record for the journey from Chicago to this city was established in the course of the run, the nearly 1,000 miles being covered in 21 hours. The leg from Chicago, however, was made in a special train, the chartering of which cost Dr. Jackson $3,600. The fastest time of the journey was made between Chicago and Cleveland, which are 183 miles apart, this part of the trip occupying but two hours, 39 minutes. Dr. Jackson has been traveling in Mexico and had reached El Paso when he was notified of the sudden and violent illness of his wife through an attack of acute indigestion. He made efforts there to charter a special train to carry him through the remainder of his journey, but was forced to take passage on the regular trains with their unconnecting schedules.

WOOLLEY LEAVES THE PROHIBITION PARTY

Omaha, Feb. 19—After years of affiliation with the prohibition party John G. Woolley, its candidate for president in 1900, announced yesterday that he was no longer connected with the party, but would work for the cause in one of the old parties. Mr. Woolley is visiting in Omaha.

"I believe the party has accomplished all the good it can," he said, "and from now on, the most effective work can be carried on outside its lines. The party reached its purpose in bringing the liquor question to a national issue and its usefulness ended there. It having passed its usefulness, there is no further necessity for it being kept alive."



A Motor Carriage for the Average Man $550

Complete with Solid Rubber Tires, Chapman Double Ball Bearing Axles, Horn, Wheel Steer and 3 Lamps.

The average man needs a motor carriage for business reasons.

—Because it will save him time

—Because he can make more calls, see more people, transact more business, get more pleasure out of life

—Because he can cover more ground, at less cost, than by any other means of locomotion.

To the average man, the high wheel, Solid Rubber Tire Motor Carriage is a necessity, not a luxury.

Of course, the delightful rides he can enjoy—the pleasure of the evening spins and holiday runs—are just that much extra profit.

The average man—the Doctor, Lawyer, Business Man generally—does not need a $5,000 touring car. On the same principle that the average man could use a road horse, yet would have no use for a 2 minute trotter.

The average man does need a Motor Carriage that costs no more than a good horse and buggy, and costs less to keep.

The Tudhope-McIntyre $550 Model H H is this low-priced, high-class motor carriage.

This $550 Motor Carriage will go anywhere where you can drive a horse, and a good many places where a horse couldn't pull a buggy. It will go where the ordinary automobiles cannot travel. The Tudhope-McIntyre Model H H is never "stuck."

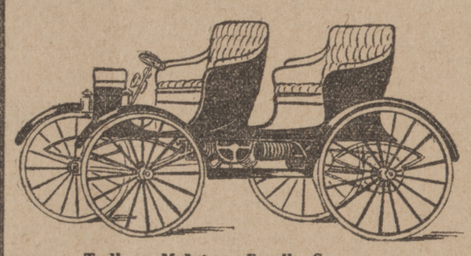
—Because its 12 horse power engine will carry it nicely up the steepest, stoniest, muddiest, sandiest road in Canada.

—Because it is a high wheel, rubber tired carriage with solid rubber tires, which stones, nails and glass can't puncture. We guarantee these tires, just as we guarantee every other part of this $550 Motor Carriage

—Because the high wheels, solid tires, light weight and chain drive "will get you there and back."

Then there's the Chapman Double Ball Bearing Axle that we guarantee to run for a year on one oiling. Talk about luxuries! No trouble with punctured tires and axles that need oiling only once in a year. Aren't these luxuries for the man who must be his own chauffer?

Tudhope-McIntyre Model H H runs at an average speed of from 8 to 15 miles an hour, although some men drive it at 25 miles an hour — two minute gait—and others prefer to jog along about 3 miles an hour. You can do any, or all, on the same gear.



Tudhope-McIntyre Family Surrey

$800.00 Complete with solid rubber tires, Chapman Double Ball Bearing Axles, Horn, Wheel Steer & 3 Lamps.

Two speeds forward and one reverse.

The average cost of running this $550 Motor Carriage is one gallon of Gasoline for from 25 to 30 miles of travel.

Moreover, we guarantee every Tudhope-McIntyre Vehicle from top to bottom and end to end, to be free of imperfections in materials, and will replace any defective parts free of charge.

DEALERS

and others, who can handle a reasonable number of these cars, should write us at once for terms and open territory.

We make 15 models from the Motor Buggy at $550 to a 9 passenger Pleasure Wagon at $1000. Our line embraces Stanhopes, Traps, 2 and 4 passenger Roadsters and Surreys.



Tudhope-McIntyre Delivery Wagon

$1125.00 Complete with solid rubber tires, Chapman Double Ball Bearing Axles, Horn, Wheel Steer & 3 Lamps.

Designed especially for retail stores. Will make more deliveries and carry heavier loads at less cost, than a two-horse team.

Then, there's the prestige of having "an automobile delivery"—the good advertising—and the reputation it gives a store for being progressive.

The Tudhope-McIntyre Co. Please Address Department T.S. **Orillia, Ont.** 2

THE YORKSHIRE COAL FIELD

The boring operations which have been taking place for the past three and a half years near Thorne, South Yorkshire, have been successful, and a fine seam, nine feet in thickness, has been struck at a depth of nine hundred and sixteen years, while thirty-seven yards lower a second seam has been discovered, four feet in thickness. Other borings have been made in the district, these going to show that the seam extends in many directions, dipping towards the east well into Lincolnshire. The coal is said to be of good quality, and the fact that such seams have been struck so near to the Humber should mean much to Grimbsy, Hull and Goole.

EASILY ACQUIRED

Howe—I don't care how severe a cold is, I can get rid of it in one day.

Wise—So can I; but suicide is repugnant to me.

CASTRO CHASED BY BEGGING LETTERS

Berlin, Feb. 19—Cypriano Castro, at one time president of Venezuela, left here today for Dresden, where he purposes to make a prolonged stay. He is now fully restored to health. General Castro leaves Berlin on account of the receipt of quantities of begging letters due to the fanciful newspaper stories of his lavish expenditures while in this city. One writer demanded $125,000, of which the first instalment of $25,000 was to be sent immediately.

Dr. Heinrich Lammasch, an eminent Austrian jurist and professor in the University of Vienna, has been proposed as umpire of the arbitration court to which it is intended to submit the Newfoundland fisheries questions.



Rub It In

And The Pain Comes Out

Pains and aches *will* come to every household, and the prudent mother keeps a bottle of Father Morriscy's Liniment on hand to meet them.

Whether it's cuts or bruises, burns or frost-bites, chapped hands or chilblains, sprains or sore muscles, back ache, toothache, ear ache, rheumatism, sore throat or pain in the chest,

Father Morriscy's Liniment

gives prompt relief.

It "rubs in" quickly and thoroughly, going right to the seat of the pain. Scarcely a trace of it stays on the skin. That is one reason why it is so effective.

With a bottle of Father Morriscy's Liniment in the house you can save yourself and your family hours and hours of needless pain.

"There's ease in every drop."

25c a bottle at your Dealer's. 30

Father Morriscy Medicine Co. Ltd. - Chatham, N.B.

February FURNITURE Bargains.

There only remains another week for you to buy goods at **Clearance Prices.** Remember the Big Red Tags with **Special Prices** are taken off on Saturday, February 27th. During this sale we have the regular priced tag on each article, thus showing the exact cut in price.

BELOW COST. MONDAY MORNING 22 inst., 10 O'CLOCK

Odd Pairs of Curtains from - 50c. upwards
Odd Quilts, Only a Few to Clear Out.
Broken Toilet Sets to Clear the Line.

CHAS. S. EVERETT,

91 Charlotte Street.

Goods Stored and Delivered When Needed on Paying a Deposit.