

London Advertiser.

FOUNDED IN 1853.
TWO EDITIONS DAILY—WEEKLY.
TELEPHONE CALLS.Business Office 107
Editorial Department 134
Job Department 175
The London Advertiser Company,
Limited, 121-122 Dundas street, Lon-
don, Ont.

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LONDON, WEDNESDAY, NOV. 21.

THE POWER BYLAW.

The city council will be asked to
submit to the ratepayers in January a
bylaw authorizing the council to enter
into a contract with the hydro-electric
commission to supply the city of Lon-
don with Niagara power.The city council has asked the com-
mission for estimates of the cost of
delivering a block of 10,000-horsepower,
ready for distribution to customers in
London. The price quoted by the
commission, it is stated, will be
about \$20 per horsepower, perhaps a
little less, provided a sufficient num-
ber of municipalities can be grouped
with London for power purposes. This
price will include all charges for in-
terest, sinking fund, maintenance, de-
preciation, insurance, etc., on the ma-
chinery, appliances and transmission
lines of the hydro-electric commission.The position of the city of London if
the ratepayers adopted the bylaw in
January would be as follows: The
city council would have power to en-
ter into a contract to purchase from
the hydro-electric commission 10,000-
horsepower per annum, at an annual
cost to the city of \$200,000. This \$200-
000 would not include the cost of local
distribution. It would be necessary
for the city to purchase the London
Electric Company's plant, or erect a dis-
tributing station of its own, in order to
deliver the power to customers. The
city must then find sufficient sale for
Niagara power to meet its obligation of
\$200,000 a year to the hydro-electric
commission, and the cost of distribut-
ing the power within its own bound-
aries. It is said that in order to be on
the side of safety, each municipality
in the scheme will ask for only one-
half the amount of power for which
estimates have been furnished. If
London contracted for only 5,000-horse-
power the rate per horsepower would
probably be \$2, or \$4 greater, than if
double the amount of power were pur-
chased.The city cannot undertake this tre-
mendous financial obligation blindly.
It will be the duty of the city council,
before entering into any agreement
with the hydro-electric commission, to
make a thorough canvass, so as to as-
certain the amount of power which it
may reasonably expect to dispose of.
Have any steps in that direction been
taken during the long period in which
this question has been before the pub-
lic? Has the city council entered into
negotiations with the street railway
company and with the manufacturers
of London, with a view to securing
contracts from them for the purchase
of Niagara power from the municipali-
ty? If nothing of the kind has been
done, there has been a remissness on
the part of the civic authorities which
must be remedied at once, if the rate-
payers are to vote intelligently upon
the bylaw.

CHEAP FARES OR A PERCENTAGE?

When the original London Street
Railway Company sold out to the Ever-
ett syndicate, the latter negotiated with
the city for a new agreement, which
was necessary to the conversion of the
road from horse to electric traction.
There was a difference of opinion in
the city as to whether the company
should be required to pay a percentage
of its earnings to the general fund of
the municipality, or whether the pay-
ment should take the form of reduced
fares. The council decided in favor of
the latter plan. The regular fare was
fixed at seven tickets for 25 cents, but
workmen's tickets (to be used by
anybody), are sold at the rate of nine
for 25 cents, good between half-past six
and eight o'clock in the morning, and
between five and half-past six o'clock
in the evening.The Toronto street railway franchise
is on a mileage and percentage basis
without cheap fares. Six-tickets-for-
a-quarter is the only rate. For the cur-
rent year the city is expecting to re-
ceive \$74,400 in mileage, and \$360,000 in
percentage, being \$300 a mile, and 10
per cent of the gross receipts of the
road. The \$300 mileage is needed to
construct and maintain the track al-
lowance, but the \$360,000 is clear profit
and will reduce the tax rate of the city
by over two mills on the dollar.The Toronto street railway agree-
ment has been extolled in many quar-
ters as a model one, embodying all the
advantages of public and private own-
ership, but it is significant that at
least two Toronto newspapers, the
World and the Star, argue that cheap
fares are of more general benefit than
the percentage principle. They claimthat the \$360,000 turned into the city
treasury is obtained by overcharging
passengers, and merely goes to bonus
property owners at the expense of the
people who ride on the street cars.
Says the Star:"Estimating the number of pas-
sengers carried at 75,000,000, which
will be found pretty near the figure,
it follows that every man, woman,
and child, who pays a street car fare
by ticket or cash pays nearly half a
cent more than the company charges
for the ride, and the company pays
that half cent to the city treasurer,
to be used as stated to cut down
the taxes.""The worst phase of the injustice
thus perpetrated lies in the fact that
the people who pay most of this over-
charge are the people who are least
able to pay, and the people who are
relieved from taxation are those best
able to pay. The workmen and the
factory girl, who are compelled to
live some distance from their work,
and who must be at work on time,
cannot escape the payment of street
car fares, and the amount of their
income which is spent in this way is
a greater proportion of their whole
income than is the case with any
other class. In fact, the over-
charge to the working girl is an im-
mense proportion of her income, as
compared with the proportion of the
property-owner's income that is saved
to him by making her pay too much."There is something to be said in
favor of either plan—cheap fares or a
percentage—but the dissatisfaction in
Toronto shows that the city of Lon-
don did not strike a bad bargain. The
difference between nine-tickets-for-a-
quarter and six-tickets-for-a-quarter
means a good deal in favor of the
workmen of London and the other
large classes who habitually use the
cars in the early morning and around
the supper hour.

A PATRIOTIC POSITION.

"La Patrie," of Montreal, taking up
the question of the future of Canada
and the relations of the races, says:"We should like to assure our fel-
low-citizens of different origin that the
French-Canadians, while preserv-
ing their nationality, language and
faith, loyally belong to their country
and to the British empire.""It is not our intention to live
apart and to keep away from the
other races. We admit that there
may be a few persons, who dream
of a French state—a republic, no
doubt. Such a fancy can originate
only in a few unbalanced minds."
"The barrier of social differences
between Canadians will go on dis-
appearing from year to year, through
the force of events, intellectual pro-
gress, and the more and more active
and inevitable contact between Eng-
lish and French.""Public instruction, strengthened
and transformed by the new condi-
tions of things, will contribute to
bring all the nationalities closer to-
gether, and a common effort to stimu-
late progress and to lay in the soil
of British North America the solid
foundation of a nation homogeneous
in its aspirations, although compos-
ed of different elements."No patriotic Canadian, be his origin
what it may, can take exception to this
attitude. La Patrie, by the way, is
owned and controlled by Hon. J.
Asriel Tarte, who, as a minister of the
Laurier Government, was denounced
by the Conservative press as a traitor!How a party which is clamoring for
higher duties all round can take ob-
jection to the German surnames is one of
the curiosities of politics.It is unfortunate that the Niagara
power and the waterworks bylaws
come together. The ratepayers are
asked to assume great responsibilities
upon insufficient information.Mr. Fielding says that the financial
administration of the Liberal party
compared with that of its opponents is
the difference between the Great East-
ern and a ferryboat. He might have
made it still stronger. The 25-knot tur-
biner has come in since the Great
Eastern. The ferryboat part of the
simile, however, is all right.The dust nuisance, even at this late
season of the year, is still bothering
many Canadian municipalities, owing
to the really very fine and dry fall
weather we have been enjoying. A
leading British scientific authority dis-
cusses on the value of tarfall, the
latest road material, which is claimed
to have solved the dust problem. This
is really a cheap, artificial asphalt,
consisting of about 12 per cent of tar
or pitch, powdered limestone, powdered
furnace slag, and an alkaline solution,
all mixed in proper proportions, and
heated to over 300 degrees Fahrenheit,
in a vacuum. Chemical changes occur
in the heating, and the resulting ma-
terial, when applied to the road, set-
tles hard and does not become plastic
in hot weather, as is the case with or-
dinary asphalt or tar-treated roads. It
can be used as a road surface at a cost
in England of 8 cents per square yard,
or a road can be entirely made with it
for 75 cents per yard, a cost which
shows it to be very economical in com-
parison with other roadmaking materi-
als. It is dustless in dry and free from
slipperiness in wet weather, unaffected
by heat or frost, and, while resilient, is
rigid under heavy traffic. No doubt, if
the new method of roadmaking proves
a success in Great Britain, it will soon
be tried here. In almost all our cities
and towns we can stand a good deal of
improvement in the thoroughfares, and
if we can get a dustless street, in these
days of caravans of automobiles along
the highways, it will be a great bless-
ing to humanity.

MOSCOW'S OLD DRUG STORE.

[London Globe.]

The greatest drug store in the world
will be found in one of the most back-
ward countries of the world. It exists in
Moscow, and is 233 years old. Its title is
the Old Nikolka Pharmacy, and since
1833 it has been in the family of the pre-
sent proprietor. It is a building of impos-
sible dimensions, with many departments,
including one of professional education
for the staff, which numbers 700 persons.
They make up about 2,000 prescriptions a
day, and so perfect is the organization
that an error is seldom recorded.

THE SADDEST OF THEM ALL.

[Chicago Record-Herald.]

The millionaire who can't digest
The food he palate craves, may be
Long-featured, solemn and possessed
Of never-ceasing misery.But think of those poor people who,
Although they are not millionaires,
Have stomachs which refuse to do
The steady duties that are theirs.

MACAULAY'S ORATORY.

[The Spectator.]

There seems to be much difference of
opinion as to the merits of Macaulay's
oratorical style. Mr. Whitty speaks of
his "perfect art and consummate mat-
ter," and of his "just raising his
voice enough to be heard through the
room." But Jennings' "Anecdotal History
of the British Parliament" says: "By all
accounts (writes Dean Milman) Macau-
lay's delivery was far too rapid to be
impressive; it wanted also variety and
flexibility of intonation." And Francis's
"Orators of the Age" describes his voice as
"pitched in alto, monotonous and
rather shrill, pouring forth words with
inconceivable velocity . . . that ex-
tremely volatile and not very enticing
voice," etc. One thing, at any rate, is
certain, that Macaulay's style was dis-
tinguished, like that of Mr. Locky, by
rapidity of utterance, and what is much
rarer, by faultless grammar.

IN A LUTHER BURBANK GARDEN.

[Denver Republican.]

White are the coreless apple buds,
As your hand in mine I clasp
And we wander through the eyelash spuds
And the raspberries, sans rasp.You plucked a blackberry, dazzling white,
As we chanted a tuneless song
And I took a luscious, soulful bite
Of a pitiless, skinless prong.The cactus plant never cackles now,
As its teeth have all been drawn,
And calm there falls upon your brow
The light of a sunless dawn.In this dear place I would live for aye,
Discussing the whys and hows,
And speeding the minutes hours by,
From the path of the pastless now.

EARN ALL THE MONEY HE GETS.

[Farber's (Mo.) Forum.]

There is one satisfaction in being a
farmer; it cannot be said that he "wins"
whatever fortune he gets; he earns every
dollar of it, he does not take a cent of
it from some other man. It comes to him
first hand out of the soil, and his money
is the cleanest in all the world.

HE HADN'T A MICROSCOPE.

[Yonkers Statesman.]

"Thought you said you were a mind-
reader," said the caller.
"So I am," replied the professor.
"Well, why do you hesitate? Why don't
you read my mind?"
"I'm searching for it."

WOMEN RIDE ASTRIDE.

[New York Herald.]

New Yorkers have become accustomed
to seeing women wearing the divided skirt
ride astride through the bridge paths of
Central Park, and follow the hounds
across country.Even in conservative old England, as
appears from a special cable dispatch to
the Herald this morning, women are dis-
carding the side-saddle and adopting the
safer and more comfortable fashion.Lady Castlereagh, the Duchess of West-
minster, in other words, the women
mentioned in our dispatch now ride in
that style in the famous Row without at-
tracting special attention, and it prom-
ises to become general.The woman's bicycle undoubtedly had
much to do with producing the change.

SHOCKING.

[Washington Post.]

"Shirtwaists one-third off," advertises a
Buffalo drygoods house. In the bargain-
counter rush they are likely to come off
altogether.

TURNING THE TABLES.

[Toronto Star.]

Six public school teachers from England
are to be with us today. And the stran-
ger part of it is that they have come out
here to learn things from the colonies,
and not merely to be condescending.

SIGN OF PROGRESS.

[Washington Star.]

The progress of the age is shown by the
fact that no first-class highwayman now
thinks of working without an automobile.

HEARST'S ELECTION EXPENSES.

[New York Post.]

Hearst's election expenses of more than
\$350,000, not only break all
records, but outrage all propriety. The
man who relied at corporations for put-
ting money into political campaigns, was
himself, in order to buy the governor-
ship, putting in five times as much as
any corporation is known ever to have
given to elect a president. While Hearst
was shouting that the other side intended
to purchase the election, he was throwing
in his quarter of a million with the con-
science of a hardened gambler, betting on
what he thought was a sure thing. Such
a vast outlay by a candidate is a new and
startling phenomenon in our politics. The
poor man's champion, with a corruption
fund of hundreds of thousands in his
right hand, is a novel and repulsive and
ominous figure.

WHICH WILL IT BE?

[Hamilton Times.]

Is Beck to be squeezed out of the Whit-
ney cabinet, or will he take his medicine
and be a good, obedient boy henceforth?

THE GENESIS OF BALLOT SWITCHING.

[Ottawa Free Press.]

If it is right that the wrongs of eight
years ago should be exposed, why should
the infamies of the general elections of
1896, to say nothing of those of previous
years, not be brought to light? The pas-
sage of ten years has not put into the
limbo of forgotten things the instructions
sent out by the Conservatives into the
various constituencies on the eve of the
Federal election of 1896, giving complete
details of how every kind of ballot-trick
was to be performed by the Conservative
tim.deputy returning officers and others who
owed their appointment to the Govern-
ment of that day.

BACHELORHOOD.

[Chicago Tribune.]

An element of the population which,
perhaps, does not take itself with suf-
ficient seriousness, or, at least, is not
aware of its dangerous tendencies, will be
surprised, if not grieved, to learn that,
according to Dr. Hirsch, "the bachelor is
a moral leper and a coward." Ever since
the world began the bachelor has been ex-
posed to various suspicions which may or
may not have been well founded, but it
has been usually admitted that there are
bachelors and bachelors, as different in
glory or ingloriousness as the planets.
That a bachelor, through reason of his
bachelorhood, is a coward and a moral
leper is a proposition at once startling
and unexpected.

TA-TA!

[Puck.]

There was a young maid from afar,
Who ran like the deer for a car!
To her zeal she was martyr,
For snap went her shoe-string—
Too embarrassed for more—so ta-ta!

THE IMPOSSIBLE IN TARIFFS.

[Ottawa Journal.]

A tariff which in its provision of
cheaper living for the farmer and higher
protection for the manufacturer would
satisfy both classes, would be a measure
of the sort upon which the vivid imagina-
tion might speculate, but such a tariff
has never yet been devised, and Mr.
Fielding probably will not attempt the
impossible. The main point seems to be
to the Journal just now that outside the
Canadian Manufacturers' Association
there doesn't seem to be any loud clamor
for tariff revision.

A PROGRESSIVE BOARD.

[Kingston Whig.]

Domestic science will probably be in-
stalled in the public schools in January.
The board of education is showing a
preference for it.

CRUSHED.

[St. Louis Post-Dispatch.]

"Going up!" cried Coal.
"Going down!" cried Ice.
The cars suddenly stopped, and a dead
man was discovered wedged between
them. He was a consumer.PAPERS WERE READ
AND RELICS SHOWNInteresting Meeting of the London
and Middlesex Historical
Society.The London and Middlesex Historical
Society last evening heard a number
of interesting papers.Ex-Mayor Campbell, on behalf of
Mr. D. F. Buchanan, presented the so-
ciety with the first map of the county
of Middlesex, printed in 1854. Dr.
Campbell made an excellent address,
dealing with the many changes which
had taken place in the county during
the lapse of 52 years, since the map
first came out.Mr. C. B. Edwards reported that
splendid progress had been made to-
wards placing a tablet on the first
house built in London. The building
stands at the corner of King and Rid-
out streets, and was formerly occupied
by Peter McGregor, the first inhabitant
of London. It is the intention of the
society to similarly mark other histor-
ical places in the vicinity, such as the
first grammar school building.Dr. Woolverton read several interest-
ing papers on the deal with the first
directory of the city of London, and the
first directory of London and the
county of Middlesex. The first direc-
tory of London was published in 1854-5.
The second included the county of Mid-
dlesex, and was published in 1864, by
The A. & C. Co.Dr. Woolverton exhibited a fine col-
lection of Indian relics and gave the
history of each. He also told of an
Indian medal which was discovered
some time ago by some boys at Peter-
boro. The medal was very peculiar,
showing a white man and an Indian,
standing on either side of a fire smok-
ing a pipe of peace, upon which there
were rings. The logs of the fire were
so arranged that they formed a cross.The following is an extract from an
interesting letter written by Mr. Wm.
Bowman, of this city, relative to the
occasion when he carried the present
King, then Prince of Wales, in his
arms. Mr. Bowman says:May 6, 1905.
I was connected with the South-
western Railway and had to do with the
designing and construction of the royal
railway carriage for conveying her
majesty and court from London to Gos-
port, where the royal party used to
board for the Isle of Wight (Osborne
House). I always traveled with the
carriage. Our station was some half-
mile from the embarking place, and as
it was found very convenient to bring
the royal coaches to transfer her
majesty from the railway train to the
royal steamer, we constructed a line of
railway to connect our station with the
naval victualling yard, where her
late majesty used to embark. To make
the accommodation complete, the
Government built a small receiving sta-
tion, with platform and veranda, at
the victualling yard. The Government
engineers did not come to measure our
carriage. On the train nearing the
platform, on the first trip, we found
that to pass alongside we would dam-
age the carriage and carry off the
crown and other ornaments, and con-
sequently we had to stop short of the
platform, only a few feet of the car
coming up to it. There was only room
for her late majesty to step out, leav-
ing the rest of the train some distance
away.When her majesty got on the plat-
form, the ladies-in-waiting were
paying their respects, and forming a
procession down to the steamer, the
children, viz., the prince and the prin-
cess, were overlooked and left on the
train. At this juncture I noted the
queen, and took the prince in my arms
and deposited him on the platform and
arranged for the rest of the party. This
took place in 1843, consequently King
Edward was about 7 years old at that
time.

J. H. CHAPMAN & CO

Pre-Christmas Sale of Fine Linens

A new shipment of Fine Bleached Linens and Table Napkins has just been received. Bought under present prices and marked accordingly. This is an excellent opportunity to buy Christmas Linens. The following specials for this week:

Fine Bleached Linens

60-Inch Bleached Table Linen, pure quality.
Special, a yard 50c
66-Inch Pure Bleached Table Linen, usual 75c yard, at 65c
(Napkins to match.)
72-Inch Pure Bleached Table Damask, napkins to
match, usual \$1 yard, at 75c
72-Inch Heavy Bleached Table Damask, napkins to
match, usual \$1 10 yard at 90c
Extra Fine Double Table Damask, napkins to
match, best \$1 25 quality, at \$1 00
See window display.

Pure Linen Napkins

17-Inch Pure Linen Napkins, special per dozen 95c
19 1/4-Inch Napkins, usual \$1 50 dozen, at \$1 35
20-Inch Napkins, \$1 75 value, at, per dozen \$1 50
22-Inch Napkins, \$2 25 value, at, per dozen \$2 00
22-Inch Napkins, \$2 75 value, at, per dozen \$2 25

Table Linen Sets

A very nice and always acceptable gift is a set of
Table Cloths and Napkins to match. Priced at
\$5, \$6 50, \$7 50 to \$16Fancy Silk Waists and
Dress SkirtsChiffon Taffeta Waists, soft finish
will not cut, in navy, black and
sky blue; new designs, special \$3 50
Chiffon Taffeta Waists, pleating
and stitching arranged in effec-
tive design, colors in cream,
ivory, black and sky blue. Spe-
cial \$4 00
See our handsome Dressing Robes for
ChristmasFrench Cord Dress Skirts, double
box pleat back and front, circular
and side box pleat, self straps
and buttons. This skirt is in
black and blue, and is very hand-
some. Special \$9 00
Black and Navy Broadcloth Dress
Skirts, tucked hips, foot pleats,
nicely designed sides. Special \$6 00

Ladies' Black Coats

A splendidly large showing of Ladies' Imported
Black Coats, emphasized by unusual values,
42 to 48 inches wide, all prevailing styles, at
\$10 50, \$12 50 and \$15 00

Closing Out Tailored Suits

Fine Black and Navy Cheviots and Fancy Tweed
Tailor-made Suits, light-fitting coats; some are
silk lined. Regular prices \$16, \$18 and \$20. To
close out at \$10 00

Black Silks for Christmas

For generations it has been the pride of every woman of years to have a BLACK SILK
GOWN. Our stock was never so complete as at present. SHOP NOW—before the store gets crowded.BLACK TAFFETA, 21 to 36 inches wide, 50c, 75c,
\$1 yard.
BLACK PEAU DE SOIE, 20 and 21 inches wide,
75c, 85c, \$1, \$1 25, \$1 50.
BLACK TAFFETA SUPREME, 21 inch, at \$1 00BLACK BENGALINE, 21 inch, 75c and \$1 00.
BLACK JAPAN TAFFETA, 27 inches wide;
French dye and finish, guaranteed not to split, 50c a
yard.
BLACK SATIN, 21 to 23 inches, 50c, 75c, and \$1 00.

J. H. Chapman & Co., 126, 128, 128 1/2 Dundas St.

ESCAPES THE GALLOWS

Laderoute, Who Killed a Syrian, Guilty of
Manslaughter.Ottawa, Nov. 20.—The jury in the
Laderoute murder case at the Pontiac
assizes at Bryson, Que., returned a ver-
dict at 9 o'clock tonight of man-
slaughter, with a recommendation to
mercy.The murder was one of the most
brutal in the history of Canada, the
murderer waylaying George Charly, an
Assyrian peddler, of Ottawa, and kill-
ing him with stones and a knife. The
motive was robbery.At 4 o'clock today the jury came out
and announced a disagreement, but the
foreman intimated that an agreement
could be reached if there was a guaran-
tee that no hanging would take
place.Judge Champagne further instructed
them and the twelve good men and
true were locked out until 9 o'clock.
The verdict of manslaughter is some-
what illogical. Laderoute was the mur-
derer, but prejudice against a hanging
is regarded as the motive for the ver-
dict.Sentence will be imposed in the
morning.James Laderoute was charged with
the murder of George Charly, an As-
syrian peddler, in August, 1905. The
grand jury on Oct. 19, 1905, returned a
true bill against Laderoute, after de-
liberating six hours on the evidence of
26 witnesses, heard in secret.

CUNARD STEAMERS.

It is just fifty years since the fast
passages of the Cunard steamer Persia,
then the largest and swiftest ocean
steamer in the world, were the talk of
everyone interested in ocean steaming.
The Persia was the first iron paddle
steamer under the British flag which
beat the best of the renowned Collins
steamers in the passage across the At-
lantic. And yet what a contrast be-
tween the largest and best boat of the
Cunard line in 1856 and the largest and
best pair of Cunard steamers in 1906.
The gross tonnage of the Persia was
3,300 tons a trifle less than one-tenth
of the tonnage of the Mauritania which
was launched on the Tyne the other
day, and a trifle more than one-tenth
of the tonnage of the Lusitania which
was launched at Clydebank on June 7th
this year. The average ocean speed of
the Persia was 13 1/2 knots. Her best
westward run, from Liverpool to New
York in 1856, was 9 days 21 hours and
41 minutes, and her best eastward run
was 9 days, 2 hours, 55 minutes, from
New York to Liverpool. The Cunard
steamers did not call at Queenstown
fifty years ago. The two new Cunard-
ers launched in 1906 will have an ocean
speed of 24 1/2 knots, and at that rate
should cover the distance between
Queenstown and New York, 2,800 knots,
according to the route taken in the
autumn months, in 114 hours—that is
4 days, 18 hours. The best outward
passage as yet made from Queenstown
to New York was that of the Lucania,
in October, 1894, in 5 days, 7 hours, 38
minutes.—Glasgow Evening Citizen.

STRICTURE CURED

YOU CAN PAY WHEN CURED.
NO NAMES USED WITHOUT WRITTEN CONSENT.
STRICTURE AND KIDNEY DISEASE CURED.I had stricture for eleven years. It finally brought on Bright's
Disease of the Kidneys. I had an uncomfortable shooting pain in the
groin and feeling as though something was in the urethra. My back
was weak and I could scarcely stoop over. Urine was full of sedi-
ment. Had a desire to urinate frequently. Family doctors, so-called
specialists, patent medicines, electric belts, all failed. I was dis-
courage. I had spent hundreds of dollars in vain. Finally I con-
sulted Dr. Kennedy & Kergan as the last resort. I had heard a great
deal about them and concluded from the fact that they had been
established over 25 years that they understood their business. I am
delighted with the results. In one week I felt better and in a few
weeks was entirely cured. Have gained sixteen pounds in weight.
G. E. WRIGHT, Lansing.

EST