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LONDON, WEDNESDAY, MARCH 24.

CANADA AND THE NAVAL PANIC.

Some Canadian newspapers have been bitten by the naval frenzy in the old land, and are calling upon the Ottawa Government to offer Great Britain at once the price of a Dreadnought. New Zealand has already done so, but the Australian Government adheres to the policy of contributing to imperial defense by means of local armaments, military and naval. The Australian example is the sounder one, and the one that Canada should follow. The Advertiser, among other journals, has urged the Federal Government to make provision for the naval defense of Halifax and Esquimaux, as the starting point of a real Canadian navy. Such a force would be of course, be at the disposal of the mother country in the event of war and be incorporated in the regular British fleet during hostilities, if the admiralty so desired. At any rate a Canadian navy could be reckoned by Great Britain as an integral part of her naval strength when she measured it against a foreign power. A Dreadnought, however, would be of no service to Canada in the event of hostilities, naval development: it would be starting at the wrong end. She must begin with submarines, torpedoes and cruisers. It is an issue that the Federal Government should face without loss of time, but the first move should be on right and permanent lines. The offer of a Dreadnought at this juncture would be a panic measure, not justified by existing circumstances. The British Government considers that the laying down of four Dreadnoughts this year is sufficient, and it knows its own business better than New Zealanders and Canadians who are raising such a hue and cry. Let Canada begin to do something on a reasoned plan, consistent with both her autonomy and her duty as a nation of the Empire, sharing the security afforded by the British fleet. The offer of a Dreadnought at this moment would be spectacular, but it would not be the soundest and most far-seeing policy.

RURAL MAIL DELIVERY.

There are now fifty rural mail routes in Canada, serving 3,500 people. In view of the many petitions which are pouring into the department it is expected that within two years many thousands of people will be enjoying the benefits of rural delivery. Meanwhile Mr. Lemieux's policy is to act cautiously, and in this he has the endorsement of representative men of the class for whose convenience the system has been established. The Dominion Grange, as its last meeting, adopted a resolution which, while commending the Government for inaugurating free rural mail delivery, urged "the necessity of going cautiously, and profiting by the experience of other peoples who have adopted this system."

As the Postmaster-General recently pointed out, there are two systems of rural mail delivery. In this there is the system in vogue in the United States, England, France, Germany and Belgium—a veritable postoffice on wheels, equipped with postal facilities, postal notes and money orders, and providing for the delivery and collection of letters, papers, parcels, registered letters, and registered parcels. The other system, known as the star-route system, is much better adapted for a country like Canada. Under this, "any person living on or contiguous to a rural mail route, and not within one-quarter of a mile of the corporate limits of any city, town or village, who desires his mail delivered, in a box authorized by the department, at a given point on the line of the route, by the rural mail carrier, may take advantage of the opportunity offered." The ordinary mail carrier starts on his route with the mails, and if the patrons on each side of the route have these boxes, he delivers to, or collects from, the boxes, but he does not sell postage stamps, and does not deliver registered letters, unless an order is given him by the patron to do so.

To avoid the mistakes and the inordinate expenditure of the United States postoffice, the department at Ottawa has adopted the star-route system. When the first experiment with rural routes was made across the border in 1897, the expenditure was only \$14,884. Since then it has grown by leaps and bounds, until last year it reached the stupendous figure of \$54,361,462. For the last fiscal year the total receipts of the United States postal department were \$191,478,864.11, while the deficit amounted to \$16,872,222, two-thirds of which was eaten up by free rural mail delivery. So alarming is this showing that the Postmaster-General of the United States, in his last report, deemed it was starting to consider what the expenditure will be ten years from now.

Mr. Lemieux's contention is that Canada is not in a position to afford so expensive a luxury as free rural mail delivery as they have it in the United States, but that we can evolve from our present system a scheme of rural mail delivery which our population and revenue will justify.

"O CANADA" AGAIN.

An attempt is being made to foist on this country as a national anthem a song known as "O Canada," which had its birth in Quebec Province. Among those active in this misguided endeavor apparently is The London Advertiser—Windsor Record.

The Advertiser is not so foolish as to imagine that any song can be foisted on a people as a national anthem. It merely expressed the opinion that if the air of "O Canada" were wedded to inspiring English verses, the song might some day challenge the popularity of "The Maple Leaf" in Ontario. The Record dissented from this view, and somewhat savagely criticised "O Canada" as a musical composition, asserting that it was not suited for a popular song, which should be "free from chromatic trills or any departure, passing or extended, from the key." This great home journal humbly ventured to point out that the departure or modulation from the key in "O Canada" was exactly the same as in "The Maple Leaf," and that the chromatic "trills" were present in the popular songs which the average crowd sings easily and with a vim.

Our contemporary comes back at us with an erudite column and a half in defence of its thesis. Some of the terms it uses tax our comprehension, such as "a third flat remove," an expression which probably can be found only in some elementary work on the tonic-sol-fa system. We fear the Record is more prolific than precise in its musical terminology. The "remove" it speaks of should, properly be called "extraneous modulation." If it would consult Groves' Dictionary of Music and Musicians, or the works on harmony by Sir Frederick Bridge, Dr. Prout, Dr. Goetschius, Richter, and other standard authors, it would find that "modulation" means the process of passing from one key to another, and not, as the Record puts it, a change of mode from major to minor or vice versa. Transition is the word commonly used, not modulation. The beautiful and easily-sung Russian, Austrian and French national anthems are far more than "O Canada" extraneous in their melody, and consequently come under the Record's condemnation even more severely than Lavalley's work, for the "remove" it accords to "O Canada" is more remote from the given key, the very thing which the Record holds to be unmusical.

Is the Record quite certain that the birthplace of "O Canada" is not troubling it as much as the melody? The original words are French, and the sentiment is French-Canadian, but that has nothing to do with the music. It is a beautiful composition, and as a native product it ought to be better known in the English-speaking provinces, as it will be when it is fitted to English verses of merit. It cannot be made the national anthem unless the people take it to their hearts, but there is surely room for any number of national songs. As Canadians, we should eagerly welcome any real contribution to our scanty stock of native music, art, and literature.

The fate of the Opposition in Alberta may console Mr. MacKay and his followers at Toronto.

Canada's relation to Imperial naval defense is a problem which should not be dealt with in a panicky frame of mind.

Lieutenant Shackleton has planted the British flag within 111 miles of the south pole, and he learned enough about it to know that it will never be a resort for tourists.

If Sir Wilfrid grants the boundary demands of Manitoba, he will evoke Mr. Whitney's thunder. If he grants Ontario's demands, the Roblin Government will cry "Robbery!" from the house.

Our "Conservative friends" are bound to catch Sir Wilfrid coming and going.

Port Arthur and Fort William are having their annual fight before a committee of the Legislature. Kipling remarked of these twin cities that they thrived on their mutual dislike, and that if one of them disappeared the other would pine away like a hate-bird deprived of its mate.

It is clear that the steadily pursued policy of constructing a great German navy in as short a time as possible is directed by one steady purpose, and that that purpose is to crush Britain's naval supremacy and deliver a fatal blow at the heart of the British empire—Hamilton Herald.

Germany appreciates that if ever she is to challenge British supremacy and break up the British empire now is the time—Toronto Globe.

On what authority is this hellish design attributed to Germany? It is precisely the same kind of talk that is doing mischief in that country. The people there are told by scare-mongers that Great Britain is aiming to crush German naval power. As a result they are taxing themselves to the starvation point, to build new ships to protect themselves and their commerce against an imaginary British invasion.

MAY HAVE DIED A HERO'S DEATH.
[Ottawa Citizen.]
Though the facts may never be known owing to the death of the engineer of the ill-fated train which dashed into the Windsor station at Montreal, circum-

stances point to the probability that the engineer died a hero's death in attempting to save his train. From the story of the fireman it appears that some pipe in the engine burst, filling the cab with steam and scalding water, which forced the engineer to jump from the engine. The finding of the engineer a quarter of a mile further on, beside the track, with his hand severely scalded, and in an unconscious condition, would indicate that he had stuck to his post and made a brave effort to get the engine under control before jumping. It may be that the hot water and steam rushed into the cab and defied his efforts to reach the throttle or the air brake and finally forced him to jump, with the result that he was fatally injured.

LIFE.
[Puck.]
Vociferation.
Liquefaction.
Musicality.
Education.
Spoliation.
Osculation.
Domestication.
Ossification.
Plantation.
Transportation.

KATHLEEN MAVOURNEEN.

[James Whitcomb Riley.]
Kathleen mavourneen! The song is ringing
As fresh and as clear as the trill of the birds.
In world-weary hearts it is bobbing and singing,
In paths too sweet for the tenderest words.
Oh, have we forgotten the one who first breathed it?
Oh, have we forgotten his rapturous art?
Our need to the master whose genius bequeathed it?
Oh, why art thou silent, thou voice of my heart?
Kathleen Mavourneen! Thy lover still lingers;
The long night is waning, the stars pale and few.
Thy sad serenader, with tremulous fingers,
Is bowed with his tears as the lily with dew.
The old harp-strings quaver, the old voice is shaking;
In sighs and in sobs moans the yearning refrain;
The old vision dims, and the old heart is breaking.
Kathleen Mavourneen, inspire us again!

SOMETHING FOR EACH TO DO.
[Belton (Mo.) Herald.]
If your lamp is trimmed and burning, God will find a place for it to shine.

PAW'S CONCLUSION.
[Louisville Courier-Journal.]
"The average family in America comprises 4.6 persons."
"I guess I'm the 4 of this family," murmured Paw Hopgood, a true acolyte.

IN ON THE GROUND FLOOR.
[New York Herald.]
Dobbs—I understand that your book-keeper before he married her.
Bobbs—Yes; now she's his cashier.

THE FUTURE LIFE.
[Goldwin Smith, in New York Sun.]
Already when those of my generation in their cradles materialism had commenced its inroad on tradition and was triumphing, partly through the disadvantage at which the spiritual was placed by antiquated bibliography and dogmatic creeds. Now, books on my table indicate that on so great a question, for example, as that of the future life, physical science is showing a tendency to become less materialistic and more spiritualistic than of late it has been.

A WONDERFUL TRIP.
[Montreal Gazette.]
The steamship England has returned from a record voyage of 5,000 miles up the Amazon River to Porto Valho, whither she went with a load of railway material from Swansea. The trip, besides being noteworthy showing how far into the middle of South America navigation can extend, is also interesting as an example of the barriers which commerce does not always accomplish most. There are thousands of railway material much nearer Brazil than Wales.

WE ARE EASY MARKS.
[Bobbyeagon Independent.]
The men of the north zone have some very good qualities, and then again they are the easiest lot of dupes for the skilled promoters that were ever let loose.

A FEW POINTS.
[La Touche-Havoc.]
You read in the papers just now That fashions are changing in hair, And one is expected to bow (Though one should consult one's hair care, For man's not consulted somehow). To what is considered the style, And bound to look happy, though inwardly snappy, At what may elicit a smile.

Of pompadours there's not a trace (A thing I could never abide). But a Grecian cowl takes its place, Which the fluffiness now on the side, Which is thought out unobtrusively grace That much maligned Directors frock, Which, being Parisian, of course is Elysian.

Though wanted, if out, to shock! From the forehead must hang a large gem. And a fillet of ribbon is nice, Or of diamonds a small diadem. That is, if you don't mind the price! That's all I can think of for you. Though there must be egrets and sprays And things bizarre, which undoubtedly are In touch with the old "Empire" ways.

You will find this style coincide With the new sartorial craze Or skirts very "bouffant"—that's wide! Which recall the criminal days, And until these fancies subside, You'll notice each social queen Will say they are sweeter and better and neater Than ever before have been seen!

NO SPRING HORSE SHOW.
Toronto, March 24.—The executive committee of the Canadian National Horse Show Association decided yesterday to abandon for this year the indoor spring horse show. Failure to secure the morities for the show was the reason for the decision. The committee will consider an open air horse show about the time of the June Hunt Club. This will be finally decided next Monday.

On the Marriage Day.
Romance ceases and history begins—and corns begin to go too when "Putnam's" is applied—it takes out roots, branch and stem. Nothing so sure and painless as Putnam's Corn and Wart Extractor. Try "Putnam's."

GOT QUITE NEAR THE SOUTH POLE

British Flag Raised 111 Miles From the Objective Point.

SHACKELTON'S STORY

Mountain Ranges Discovered—Planting the Old Flag—Difficulties on the Way.

Invercargill, New Zealand, March 23.—The barkentine Nimrod, which early in 1902 took E. H. Shackleton's Antarctic expedition south, is now on her return.

The Nimrod expedition to the south pole left England in July, 1907, after Queen Alexandra had given the vessel a flag and King Edward had bestowed the Victoria Cross on Lieut. Ernest H. Shackleton, of the British navy, leader of the party who made a trip to the Antarctic regions in 1902-03 as a member of the Discovery expedition, under Captain K. T. Scott. The Nimrod carried a motor sledge for the sledging parties and a number of Siberian ponies and dogs.

The crew numbered 32 men all told, and had provision for two years after leaving New Zealand. The landing party was made up of five men, including Lieut. Shackleton, who was the only one of the explorers and a number of Siberian ponies and dogs.

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Newspaper correspondents were not allowed to board the ship, but Lieut. Shackleton, bearing the Shackleton expedition, when she put into port. A number of the crew were questioned, but they declined to discuss the expedition, their greatest interest was to learn who had won the Burns-Johnson fight in Australia.

Polar Secrets.
London, March 23.—The Polar regions are gradually yielding up their secrets to human perseverance and determination. Lieut. Ernest H. Shackleton, of the British navy, left his permanent quarters last autumn for a dash to the pole, has succeeded, after an arduous sledge journey of 1,708 miles, which occupied 126 days, in reaching within 111 miles of the South Pole, or 345 miles nearer than attained by the "Discovery" expedition, of which he was an officer. As the expedition to the south was undertaken rather for the purposes of geographical survey than with the usual preparations for a journey, it may be said to have succeeded beyond the most sanguine expectations.

Profiting by former experiences in the Antarctic, when all the straits and rigors of the climate, Lieut. Shackleton made some departures from the usual preparations for a journey, across the snow and ice. He took with him a motor car, which could be converted into a sledge and substituted ponies for dogs, and light woolen clothing for heavy furs.

British Enterprise.
The main expedition, of which Lieut. Shackleton was in command, reached latitude 88°22' longitude 162° east, while a second party pushed forward to the Southern Magnetic Pole, reaching latitude 72°25' longitude 154° east. The British flag was left flying at both points.

The narrative of Lieut. Shackleton's achievements shows that the expedition endured the greatest trials and privations.

The motor car, which was useful in the preliminary expeditions, failed on the main expedition, and was abandoned. Briefly summarized the results of the expedition are that a point was reached within 111 miles of the South Pole, and that the expedition discovered and reached 100 mountains. Mount Erebus, 13,120 feet in altitude, was reached by the party on March 1, 1908. On the 26th, they reached a plateau, after crossing ice falls, at an altitude of 9,000 feet, thence gradually rising in long ridges to 10,000 feet.

Having finished our relay work, we discarded our second sledge. There was now a constant southerly blizzard of wind and drifting snow, with a temperature ranging from 37° to 70° degrees of frost. On the 27th we lost sight of the new mountains.

"Finding that the party was becoming weaker, and that the effects of the short allowance of food, the rarefied air and the cold, I decided to risk making a depot on the plateau. On Jan. 4 we reached with one tent, utilizing the poles of the second tent for guiding marks for our return. The surface now became very soft, and the blizzard continued for sixty hours. During Jan. 7, 8 and 9 the wind blew at 70 miles an hour, with 72 degrees of frost. It was impossible to move and members of the party were frequently frost-bitten in their sleeping bags.

On Jan. 9 we left camp and reached latitude 88°23' longitude 162° east, this being the most southerly point ever reached.

Hoisted Union Jack.
Here we hoisted the Union Jack presented to us by Her Majesty the Queen. No mountain was visible, and we saw only a plain stretching to the south.

We then started on the return trip to pick up our depot on the plateau, guided by our outward tracks, for the flags attached to the tent poles had been blown away.

The high winds now blowing at our backs helped us to travel from 20 to 30 miles daily and we reached the upper glacier depot on the 19th. The snow had been blown from the surface of the glacier, leaving only slippery blue ice which presented the greatest difficulties in the descent.

The sledge was lowered by stages, by means of the Alpine rope, and we followed as best we could, care being taken to have the guiding lines well fastened and taut.

Food All Gone.
On the morning of Jan. 26 our food was finished. It was slow going. Sixteen miles were covered in 22 hours' march, as the snow was two feet deep and there were many hidden crevasses.

We reached the lower glacier depot, latitude 82°45' longitude 162° east, on the 27th. There we obtained food, and were able to proceed with greater speed. We reached the 'Grise' depot, named after a nameless dead pony—on Feb. 2, with no food remaining.

Wild was suffering from dysentery, the effects of the horse meat, and on Feb. 4, the entire party was prostrated from the same disease and unable to move. For eight days the men suffered, but our condition improving, and helped by strong southerly blizzards, we managed to make our way to 'Chinaman Depot,' which we reached on Feb. 12.

There were many dangers to be faced, for at any moment one might be thrown into some unknown depth. It was, on Dec. 7, the last remaining pony broke through a snow ledge and disappeared in a crevasse. Fortunately we saved Wild and the sledge was damaged. The party was hauling a weight of 250 pounds per man.

The clouds disappearing on Dec. 8, we discovered the mountain ranges trending south and southwest. Navigating up the glacier over the treacherous snow covering the crevasses we

REBUILDING SALE



Wear Your Old Clothes

The dust and dirt are covering our stock faster than we can clean it. Every day it gets worse. We must clear out at least half of our stock in the next two weeks. To do this we know we must make extraordinary offerings, and we are doing so. PRICES ARE CUT IN TWO.

A \$30,000 Stock of Furniture at Less Than Factory Prices

If you need furniture this spring, don't miss this great opportunity.

250 Go-Carts and Carriages

We think this is the largest stock in Canada. By purchasing this quantity we got great discounts. Don't fail to see this great display before buying. GREAT REDUCTIONS WHILE THEY LAST.

| | | | |
|-------------------------------------|---------|----------------------------------|---------|
| \$8 Collapsible Carts for..... | \$5.00 | \$20.00 English Cabs and Carts.. | \$14.00 |
| \$12 Collapsible (hood) Carts for.. | \$7.50 | \$25.00 English Cabs and Carts.. | \$17.00 |
| \$15 Collapsible (hood) Carts for.. | \$8.50 | \$30.00 English Cabs and Carts.. | \$20.00 |
| \$20 Collapsible (hood) Carts for | \$16.00 | \$35.00 English Cabs and Carts.. | \$24.00 |

LACE CURTAINS

A large stock to clear out at once. 1/2 Price Slightly soiled.....

ROOM RUGS

200 Rugs, all sizes and qualities, to clear out at once, at..... One-Third to One-Half Off

BEDS, SPRINGS, MATTRESSES

An enormous stock to clear out at factory prices.

Mission Furniture

We have about fifty Mission Chairs and Rockers, in early English finish. These are handsome goods, but very dusty and dirty. To clear out at HALF-PRICE. DON'T MISS THESE.

The Ontario Furniture Co.

frequently fell through, but were saved by our harness and pulled out with an Alpine rope. A second sledge was badly damaged by the knife-like edge of the crevice, but we managed to retain our supplies. Dec. 18 we reached an altitude of 6,800 feet.

Reduced Rations.
In latitude 88° hours, 3 minutes, 3 seconds, we made a depot and left everything but our food, instruments and camp equipment, and reduced our rations to 30 ounces per man daily. On the 26th, they reached a plateau, after crossing ice falls, at an altitude of 9,000 feet, thence gradually rising in long ridges to 10,000 feet.

Having finished our relay work, we discarded our second sledge. There was now a constant southerly blizzard of wind and drifting snow, with a temperature ranging from 37° to 70° degrees of frost. On the 27th we lost sight of the new mountains.

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"Carmen."

There was a much larger audience at the Grand Opera House last evening to hear the company render "Carmen." The audience was much more familiar with this opera than the other offerings, and enjoyed it very much.

Mme. Duca-Merola, as Carmen, the wicked cigarette girl, made a decided hit, and showed that she was not only a singer of more than ordinary qualifications, but a consummate actress as well. Her interpretation of the role was really delightful, and she was accorded a great reception. Sig. Torre was delightful as usual. His singing of the difficult tenor role was masterly. Sig. G. Zera, as Escamillo, was also excellent. His Toreador song being as fine a bit of singing as has been heard here for a long time. The other roles were cleverly taken. The chorus work was worthy of special mention, and the orchestration was all that could be desired.

NEW SCHOOL READERS READY FOR PRINTING
Expected To Be Available After Summer Holidays.

Toronto, March 24.—The Department of Education has within the next few days, call for tenders for the printing of a new series of school readers which have been in course of compilation for some time past. It is expected that the new edition will be available for the schools immediately after the coming midsummer vacation.

The new readers are to be decidedly more of a British and patriotic character than any of the former issues. The elementary history to be authorized by the Department of Education will contain some of the stirring and valiant deeds of Canadians in the Boer war and Northwest rebellion.

TO STOP WASTE OF FUEL.
Washington, March 24.—The United States Government has taken steps to stop the waste of fuel resources of the country by making tests of the geological survey's plant in Denver, the purpose being to determine what coals of this region are capable of making coke that can be used by the great metallurgical interests.

NEW YORK'S NEW HOLIDAY.
Albany, N. Y., March 24.—Governor Hughes has signed a bill designating Oct. 12 as a legal holiday, to be known as "Columbus Day."

SCHOOL TEACHER SHOT DEAD.
New York, March 24.—Anna A. Mangano, a public school teacher, was shot in the head and instantly killed early today while on her way to public school No. 103, in One Hundred and Third Street, between Second and Third avenues, where she taught.

A man, who is alleged to have shot her, was arrested by the police as he was about to turn the weapon on himself. Other teachers on their way to school identified the dead school teacher.

DR. A. W. CHASE'S 25c. CATARRH CURE...
Is sent direct to the diseased parts by the Improved Blower, heals the ulcers, clears the air passages, stops droppings in the throat, and permanently cures Catarrh and Hay Fever. Blower free. All dealers, or Dr. A. W. Chase Medicine Co., Toronto and Buffalo.