

The Toronto World

A Morning Newspaper Published Every Day in the Year.

BRITAIN AND IMPERIAL DEFENCE.

Britain just now is being weighed in the balance by critics both of her own and foreign households, and is being with wonderful unanimity described as wanting in almost everything that makes national greatness. But the self-appointed censors are curiously inconsistent, not only with each other but often with their own postulated principles. Some affirm that Britain by refusing to adopt conscription, and to maintain a navy more than equal to the two next highest maritime powers, is definitely renouncing her place, and preparing for destruction. Others are just as insistent that Britain is infested with the virus of militarism, insists on bossing the high seas and everything on them, menaces every other nation, and is insidiously endeavoring to seduce her daughter states to emulate her bad example. These judgments are plainly contradictory, and most people of common sense will incline to believe that the truth lies with neither.

Critics of what is called the jingo type are mostly found in Britain, though there are specimens elsewhere. Here in Canada the opposite extremists are more numerous, but even more strikingly self-contradictory than in the corresponding product in the old country. Canadian "anti-militarists" are full of the proposal to commemorate the coming hundred years of peace between the Dominion and the neighboring republic, and dilate eloquently on the lesson it affords to Europe. They dwell with rapture on the unguarded thousands of miles of frontier, on the absence of warships from the Great Lakes, and so forth. But for every one of these things, Canada has to thank the mother country. It was Britain that refrained from building forts, from turning the country into an armed camp, from placing warships in the lakes, and secured this hundred years of peace. It was Britain's action that avoided war over the Alabama claims and over the Venezuelan boundary question, the two most dangerous crises of the last half-century.

Britain may be, and indeed has been, accused of sacrificing Canada for the sake of peace with the United States, and that, too, by the same people who now accuse her of "militarism." Both cannot be right.

Take again this question of Britain's claim to sea supremacy which is said to be so supremely provocative of conflict. Is it not merely a question of form rather than of fact? The same commentators who denounce Britain's naval predominance admit that under present circumstances she is entitled to make preparations for adequate defence against invasion or against any hostile attempt to disrupt the empire. What then is the meaning of adequate defence? That is, after all, what the problem comes to, and does it mean anything more or less than was recently put by Mr. Asquith, when he described it as readiness to meet and repel any possible and reasonable combination of adversaries. But the moment the admission is made that Britain is entitled to be stronger at sea than any other power, the matter of sea predominance becomes only of degree. At the present moment the United Kingdom is not strong enough to meet at sea any possible adverse combination, and, as for that never has been, and never will be. Is all this kind of talk, therefore, not wholly beside the mark, and its own best refutation? Britain in these latter days has done much for peace, and no reasonable citizen of the empire can honestly believe that the mother country desires war, or will provoke war. Defence, not defiance, is the motto of the British volunteer forces, and it will be the motto of the imperial volunteer forces. It is safety, not militarism, that has called the empire into conference.

STILL TO COME.

Four hundred sets of words have recently been composed to the magnificent tune written by Calixa Lavallée, generally known as "O Canada." Three gentlemen were deputed by an enterprising journal to adjudicate upon the merits of the 400, one of these being at last selected as worthy of the prize of \$100 offered in competition. Two of the gentlemen decided the matter. The third, a professor of literature, "desires to be dissociated from this choice, and no doubt the professor, Dr. Pelham Edgar, will have many to adopt his view. Perhaps it would be to the credit of Canadian authorship if some of the verses Dr. Edgar preferred had been submitted to the public. Would it not indeed have been better for the whole 400 to have been printed and the public, which is to sing the anthem, permitted to make its own selection? As a matter of fact the public will do this in any case. The tune has already been adopted, and some day the words will follow.

In no spirit of carping criticism or punctiliousness should judgment be passed upon the verses which received the award. Faults of many kinds might be found, just as faults can be found with "God Save the King" and "America," and "The Maple Leaf" from a literary point of view. But in spite of their literary defects these anthems catch and hold the popular heart and mind. The qualities that

enable them to do this are almost intangible, but it is the combination of these qualities that gives them their place in national literature.

The last great national utterance that moved the empire and sank indelibly into the patriotic heart was Kipling's "Recessional." It had all these intangible qualities in a supreme degree. The people recognized the inspiration at once, and its literary quality did not prevent it reaching the most remote among gentle and simple. It rose out of a great occasion. Canada's national anthem might have arisen out of the Quebec celebration last year, a wonderful and memorable holiday. It may arise out of the Selkirk Exhibition of 1912 with its military associations. But when it comes it will not need a committee to adjudicate upon its inspiration.

The appeal of an inspired scripture is self-evident. It is the interpretation of the people's will. This might be a hint to critics, lower or higher. All the authority in the world will not impose a national anthem on an unstruck people. But when the proper chord is struck the responsive note rings out from the national heartstrings in fervid harmony. After a week's eager listening we do not hear any vibrations of this description following the publication of "The Homeland."

After all, a little literary quality is not amiss in a national anthem. The magical charm of the "Recessional" depends upon an extraordinary degree upon the distinguished simplicity of its language. Dune and Shand are the only words in the poem which are not familiar to the most illiterate. In both these instances the effect is transcendent. The whole poem is a triumph of linguistic art. Consisting of five stanzas of six lines each, in the thirty lines there are, omitting the eight repetitions of "forget," but 36 dissyllables, four trisyllables, and three compound words. Taking the compound words as two units, there are 195 words, of which 159 are monosyllables, or 81 per cent. Here is the secret of the verbal power of the "Recessional." "The Homeland" in this respect, so far as mere figures go, is not apparently widely different. With three stanzas of nine lines each, or 27 lines, and 174 words, 137 words are monosyllables, or 78 per cent. Six of the lines are repetitions as against four in the "Recessional."

What then do they lack? There is the simplicity but not the distinction. Color and variety is the first consideration, and this requires freshness of treatment and avoidance of commonplace. A picture in every line, was the suggestion of one teacher to young poets. National feeling is necessary and it must be distinctive national feeling. It is not an international or a cosmopolitan anthem, but a Canadian anthem that is required.

"Queensland Heights and Chateaugay," to those who know Canadian history, has more inspiration than all the fertile plains or echoing hills or forest domes in creation. You can have those landscape features almost anywhere. Toronto indeed has no echoing hills, and a Toronto man would have to go to Hamilton to appreciate this touch. The anthem must make a personal appeal. "My Country," "The King," "The Maple Leaf," these ideas are intimate and of a man's own hands and heart. Lakes and rivers and righteous laws are too vague and next-door-neighborhood.

There is a divine warmth required that the poet cannot kindle by himself. He must feel it and reflect it from the souls of his people. The embers perhaps only smoulder in their hearts, but when he strikes it into flame they rejoice at the brightness and take fire with the song.

AERIAL NAVIES AND WAR.

Altho the distance between the British and French coasts is not great and far more has been covered on land during the recent wonderfully rapid advance in the construction and management of airships and aeroplanes, the achievement of M. Bleriot had not been discounted by the public. Every one was prepared for the announcement that the channel had been crossed by an aerial voyager and yet when it did come, it had all the effect of a dramatic surprise. The wings of imagination were again opened and prophetic voices were once more heard proclaiming that Britain's insular advantages were departed and that henceforward invasion could no longer be deemed impossible. Naval supremacy, according to some of these sanguine believers in the resources of modern invention, would soon cease to protect and dreadnoughts

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soon be relegated to the scrapheap, whitherward, if other naval pessimists are to be accepted, they are already tending. People now-a-days appear to be living in the faith that progress is no longer to be a march—it is to advance with the swiftness of a thunderbolt and with results as sudden and disastrous.

No doubt the science of aviation is making surprising progress in these times and will continue to be perfected. But this has happened after many years of disappointment and evidently much has to be accomplished before airships or aeroplanes can be relied on to fulfill all that is required of them. They are still very much open to disaster from stress of weather and it would be a curious circumstance if the partial conquest of the air were again to restore to Britain the protection given by storm and tempest of which the advent of steam navigation and its vast advance had done so much to deprive her. Again and again England has been saved from invasion by gale and storm, notably in the case of the great Armada and often before and since. The weather has been emphatically the friend of Britain in the past, and that too at critical times when the suggestion of providential intervention could scarcely be considered unnatural or unjustified. But whatever the future may hold, the British Empire has no reason to regret the arrival of aerial navies and there is no reason on the surface to hold that they will diminish its capacity for self-defence. Rather will war be certain issue to the assault. In that way aerial navies may assist the cause of peace.

The Toronto Conservatory of Music. From the twenty-third year book of the Toronto Conservatory of Music just received, a good idea can be gained of the progress made by this admirable educational institution. It has grown not only in the number of its students but in the character and variety of its curriculum, and in the strength and efficiency of its staff, particularly in the senior branches. This of course means that the conservatory is achieving more closely and thoroughly its dominant purpose to furnish, at moderate cost, a thorough and artistic musical education in all branches of the art. The Year Book, which is very clearly arranged, gives full information on every division of its subject matter, and is indispensable to those intending to pursue the study of music in the numerous courses provided by the conservatory. We observe that a notable advance was made in the organ department last season by the installation of a new organ of the most modern character, and in other respects that every effort has been made to extend the efficiency of the conservatory.

THE TORONTO CONSERVATORY OF MUSIC.

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WAS JOE RYAN MURDERED?

Signature in Whitefish Station Which May Cast a Doubt.

WHITEFISH, Ont., Aug. 12.—(Special.)—Was Maurice Ryan hanged an innocent man at North Bay, June 5, for the murder of his brother, Joseph Ryan, or it is a mere coincidence that the following autograph was found on the walls of Whitefish Station this afternoon: "Joseph Ryan, Rutland, Vermont, June 1908, westbound. The nature was among hundreds of other autographs."

At the trial a letter was introduced, said to have been written by Joseph Ryan from St. Albans, Vermont, and also evidence that he had been seen in North Bay in February, 1908. Maurice Ryan stoutly protested his innocence at the trial, and "I am innocent" were his last words on the gallows.

The autograph is not a hoax, and while Ryan was known as a poet by others, an effort will be made to secure specimens of his handwriting from the chief of police at North Bay for comparison. It was never proven conclusively that the skeleton found in the woods, and alleged to be all that remained of Joseph Ryan, was so in fact.

READ GETS JOB.

C. J. Read has been appointed supervising architect of Shear's new theatre. Mr. Read says that when the structure is completed it will be one of the most commodious and commodious vaudeville houses on the continent.

Chaufeur Missing.

Chaufeur Thomas, lately employed with Sigmund Samuels, 32 Walmer-road, did not appear in police court to answer the charge of speeding a few weeks ago. Mr. Samuels was hauled before Magistrate Ellis, but he explained that he was not in the time and that the chauffeur golf links alone from the time of his disappearance. The chauffeur must have committed the offence. The police are now trying to locate Thomas.

To-Day on the Lake.

Delightful Saturday trips to-day on the lake and a special service on the Hamilton Line of steamers. The Modjeska and Macassa will leave Toronto at 9.30 and 11.30 a.m., 5.30 and 8.30 p.m., and leave Hamilton at 8 a.m., 2.15 p.m., 5.30 and 8.30 p.m. The 80 cent fare is good on all afternoon trips. The Modjeska takes out the moonlighters at 5.30, returning at 11 o'clock.

Fine Samples of Grain.

J. G. Campbell crown lands agent at Cochrane, has sent to the department of agriculture samples of grain and hay which have been grown this season in the Township of Lamache, north of the Height of Land. The grain is large and well matured, while the hay measures 61 inches in length.

Afternoon Trips. This afternoon 2 o'clock steamer Cayuga for Niagara, Lewiston and Kingston. Round trip 75 cents. Excellent dining service on board.

Elevator at Pontypool.

The Canada Grain Company, Limited, are arranging to build an elevator and coal shed at Pontypool.

FIRE BOAT CAN PROVIDE HIGH PRESSURE SERVICE

Could Give Valuable, All-the-Year Round Protection to Factories From Don to Parkdale.

Mayor Oliver and the board of control were altogether too brusque in their treatment of the fire and light committee's recommendations yesterday. To summarily declare that there is no necessity for a fire boat in Toronto harbor is to show ignorance of existing conditions. And while it may seem a heavy expense, his worship and the controllers should remember that a fire boat's utility is not confined to the waterfront.

By means of pipe lines, the entire business city could be given a high pressure service. This is the case in Buffalo, where, shortly after the great Toronto conflagration of 1891, Fire Chief Croft of New York City, after witnessing a demonstration of the effectiveness of the system, stated that a fireboat and pipe line service in Toronto would have saved the city. Other American cities are similarly served by fireboat pipe lines.

Not should it be imagined that a fire boat in Toronto would be ineffective in winter. In Buffalo, where conditions are as severe as in Toronto, fireboats are in service the entire year, a channel being kept open by the fireboats, even thru twenty inches of ice.

The city has invested half a million dollars in a high pressure service in the downtown section of the city, and it may not be used once in a year. It has not even replaced the engine companies in this district.

ASBESTOS CONSOLIDATION

Properties in Black Lake—Theftford District Taken Over.

MONTREAL, Aug. 13.—(Special.)—It is announced that the organization of the Black Lake Consolidated Asbestos Company, Limited, has been finally completed and that the following properties located in the serpentine belt of the Black Lake, Theftford Mines district, in which the most important asbestos mines in the world are situated: The Union Asbestos Mines, The Southfork or Belle Mines, The Black Lake Chrome & Asbestos Company, and controlling interest in the Imperial Asbestos Company.

The properties included in the merger have a total of about 5385 acres and include the American Asbestos and Johnson's Black Lake properties.

The company will have a capitalization of \$1,500,000, of which \$1,000,000 will be now issued and \$500,000 held in the treasury for future requirements, non-cumulative, 7 per cent preferred stock \$1,000,000, and common stock \$3,000,000.

G.T.P. TO ENTER SEATTLE

President Hays Announces That There Will Be a Terminal in U. S. City.

SEATTLE, Wash., Aug. 12.—Sir Chas. Rivers-Wilson of London, president of the Grand Trunk Railway System, and C. M. Hays of Montreal, president of the Grand Trunk Pacific, arrived in Seattle.

"It is our intention to have terminals to be used jointly with the Great Northern and the Northern Pacific in Vancouver," said President Hays, "as well as terminal facilities in Vancouver, and besides operating a fleet of ships in the oriental trade we are going to have a terminal in Seattle."

The Grand Trunk officials will be met at Vancouver by President Howard Elliot of the Northern Pacific and L. C. Gilman, assistant to Louis W. Hill, president of the Great Northern.

Heroic Police "Graft."

OMAHA, Neb., Aug. 12.—When Policeman Horner recovers he will find that he is wearing the skin of eight men on his back. Some two weeks ago, while arresting a burglar, Horner was shot in the back. Horner succeeded, however, in knocking down and handcuffing the man and then collapsed. In locating the bullet the surgeons used X-rays and the flesh around the wound was so badly burned it would not heal, necessitating the grafting of new skin.

\$2.35 to Cobourg and Return From Toronto.

Including admission to Cobourg Horse Show, tickets good going p.m. trains, August 15, all trains August 17 to 20, inclusive. Return limit, August 21, 1909. Secure tickets from Grand Trunk ticket offices.

Panic-Stricken, Jumps to Death.

NEW YORK, Aug. 12.—With her daughter Eve, four years old, in her arms, Mrs. Esther Schwormer jumped from the window of her apartment in Attorney-street to-day, and both were killed. Mrs. Schwormer was panic-stricken by a small fire on the third floor.

PILE

Dr. Chase's Ointment is a certain and guaranteed cure for piles and every form of itching, bleeding, and protruding piles. See testimonials in the press and ask your neighbor about it. You can use it and get your money back if not satisfied. 50c. at all druggists. Dr. Chase & Co., Toronto.

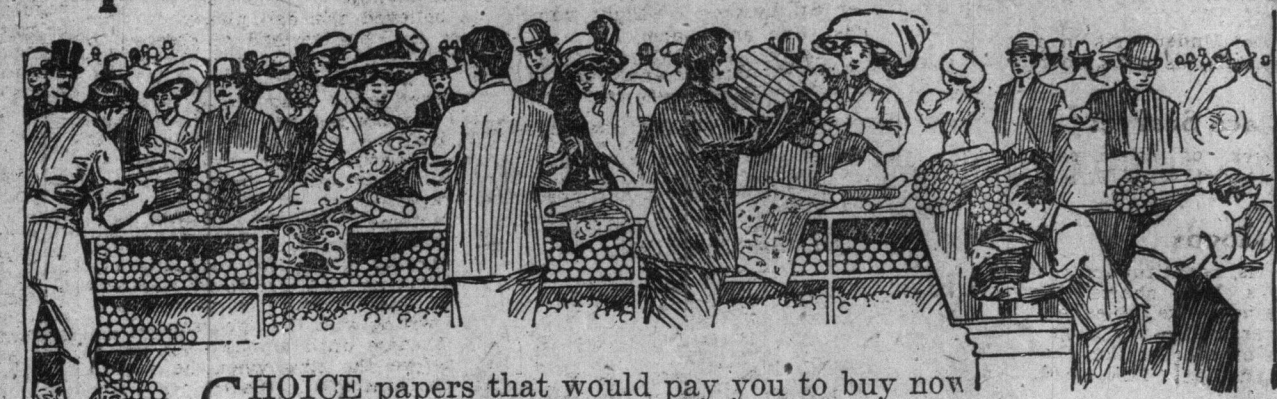
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DR. CHASE'S OINTMENT.

EATON'S DAILY STORE NEWS

As in June and July, Store Closes Saturday at One o'Clock during August. No Noon Delivery Saturday.

A Carload of Fresh, Clean Wall-Paper to Move Out at Reduced Prices



CHOICE papers that would pay you to buy now for fall decorating. Every item a money-saver. More Ceiling Paper, in cream and white, printed on good heavy stock, neat pattern, will match all papers in any room. Special per single roll 5c. Imported papers in red, brown, green, blue and pink colorings, independent side wall only, variety of designs to choose from, per single roll 8c.

AMERICAN FLORAL WALL PAPER, in light colorings of the most popular shades, side wall only to be used with moire ceiling. Per single roll 20c.

HEAVY EMBOSSED WALL PAPER, in set figure design broken with stripe, 9 inch border and ceiling to match, designs outlined in heavy gold, suitable for hall, dining-rooms and sitting rooms, excellent value, per single roll 10c.

GILT WALL PAPER, light blue background with gold colorings to blend, 9 inch shaded border and ceiling to match, splendid paper for bedroom halls, kitchens, and halls, per single roll 7c.

1000 ROLLS GLIMMER WALL PAPER, in light and medium colorings, in neat designs, papers suitable for upstairs rooms and halls, per single roll 5c.

—Third Floor.

See Our New "CAN-O" Summer Suit Cases, 3.75 to 7.00. THE T. EATON CO. LIMITED CANADA TORONTO

We can't prove the appetizing, luscious flavor of Cosgrave's Beer by words.

COSGRAVE'S Pale Ale

Order a case to-day—begin now to know how really good beer can be—get acquainted with its vigor, snap, and sparkle.

Then you will experience a new sensation—you will discover a table beer that is more than pure, more than clean—that is supremely delicious as well.



SETBACK FOR FIRE TUG BY BOARD OF CONTROL

Chief Thompson and Ald. Church Given a Frosty Reception—Site for Power Station.

The board of control showed lack of sympathy yesterday with the idea of purchasing a fire tug for the protection of the waterfront and island, as advocated by Chief Thompson and Ald. Church, chairman of the fire and light committee.

The board's unfriendly attitude became apparent when the chief and aldermen, who are to attend the fire chiefs' convention at Grand Rapids, Mich., next week, asked leave to visit a number of United States cities to inspect fire boats there. The only concession made was that the chief should stop over at Detroit to look over the fire boat in that city.

Controller Hocken objected that it would cost \$8000 a year to maintain a fire boat, and the mayor declared that the property to be protected would not justify the expense. The controller added that the ferry company should protect its own property and questioned whether a scow to carry a fire engine would not be as effective as a fire tug.

The board also declined to provide additional firemen for the island. A cool reception was also given the chief's suggestion that \$45,000 be spent on a fireproof building in which to house the new fire alarm system. The house the new fire alarm system, the fire hall on West Adelaide-street to see if the system can be accommodated in that building.

The work of building up a brighter and better Hanlan's Point will begin next week, when gangs of men will start clearing the Point of every trace of the coal-mining era.

Terminal Station Site.

Electrical Engineer K. L. Aitken reported in favor of locating the hydro-electric terminal station on garrison common at the foot of Strachan-avenue, with the power transmission line extending along the lakefront south of the exhibition grounds.

The board, however, opposed to this plan, on the ground that it would damage the lake front and would be a source of danger. The controllers were more favorable to Mr. Aitken's alternative scheme of a line to the north of

the exhibition grounds along the G. T. R. right of way, altho he explained that the erection of a terminal station at Wilson-avenue, Parkdale, would cost the city \$50,000 more, as it would necessitate underground conduits.

Mr. Aitken was instructed to make a special report.

To Amend Bread Act. That there should be a standard weight for plain, ordinary bread was the board's strong opinion on receiving the city solicitor's intimation that, save for fancy bread, the bakers may sell bread of any weight providing it be labeled.

The legislation committee will be asked to frame an application to the legislature to amend the recent Bread Act, which has been proven to work out very unsatisfactorily.

The General Construction Co. gets the contract for the concrete bridge required in the extension of Harbour-st. The cost is \$14,000.

The board did not deal with the question of a special meeting to ratify terms for the sale of Cherry-street site to the National Iron Co., but will consider the matter next Tuesday or Wednesday.

A special meeting may be held next Friday, but owing to the absence from the city of a number of aldermen, it may be further postponed.

Public Lavatory.

A large public underground lavatory will be built at the corner of Queen-street and Broadview-avenue at a cost of \$3000.

The city is reaping the benefit of the big gains in street railway receipts. For July the revenue was \$20,819 and the city's share \$6,968, or \$10,500 more than for July, 1908.

Assistant City Engineer Scott is again asking for an automobile.

NOTICE

MR. JAMES LOGIE, who has been in our city for fifteen years past, is now in charge of our Toronto Branch business, following the retirement from our employment of Mr. T. A. Weldon.

THE E. B. EDDY COMPANY LIMITED HULL, CANADA

THE VERY BEST ROGERS COAL HEAD OFFICE, 100 KING STREET WEST, TORONTO

Thursday, Roxborough, nearly two in his 44th Quebec, and over four in the and mine and girls, as he was a Church, at his last ing, and at Orillia.

At St. Hams, ba At Guel manufacture can still

They sa of this at the of which schoolho was lad, tion was his exampl following: His faith had said: "I change of the service old fellow directed to the mourni but a powerful "let things look molyte," "y can tell y to take y putting it old man.

Six Canadian been on the selling wishin a tion cou supply is They c a Welw King and Harper Buildings.

ALB 3-1 183 Yonge- 179 207

Free Receipt For Weak Men Gentleman Will Send It Confidentially, Free and Sealed, Every Weak and Unable Man Who Writes For It.

I have in my possession a prescription for nervous debility, lack of vigor, weakened manhood, falling memory and lame back, brought on by excesses, unnatural drains or the follies of youth, that has cured so many worn and nervous men right in their own homes—without any additional help or medicine—that I think every man who wishes to regain his manly power and virility, quickly and quietly, should have a copy. So I have determined to send a copy of the prescription, free of charge, in a plain, ordinary sealed envelope, to any man who will write me for it.

This prescription comes from a special study of men, and I am convinced it is the surest acting combination for the cure of deficient manhood and vigor-failure ever put together. I think I owe it to my fellow men to send them a copy in confidence, so that any man, anywhere, who is weak and discouraged with repeated failures may stop struggling himself with harmful patent medicines, secure what, I believe, is the quickest, most reliable, and most effective remedy ever devised, and so cure himself at home quietly and quickly. Just drop me a line like this: Dr. A. E. Robinson, 3323 1/2 Ave. Detroit, Mich., and I will send you a copy of this splendid receipt, in a plain, ordinary sealed envelope, free of charge.

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