Oeople don't take long to find, out the merits of an article. Ask your friends what they think of Blue Ribbon Ceylon Green Jea. Put up Black Kired & Ceylon Green.

A GIGANTIC ENTERPRISE

New York Subway a Tremendous Engineering Task.

Strange Sights Along the Line of Construction-A Mine Under the Metropolis.

mud and water and related details the way.

"Twenty-six feet high here all along—two tracks. Look out for this mule stable." "Come here, Jenny," he called out to a moving shape in the darkness ahead. "There are six of these animals down here, and most of them haven't seen daylight for a year. Right above us," pointing upward through the gloom, "there used to be a big boulder. When it fell it caught two men unler it. That's the only accident we've had up here." Imagine a tunnel six feet high and three feet wide, from New York to Chicago, and you have some conception of the cubical contents of the New York subway when completed, says a New York writer in the Washigton Star. Now imagine that from New York to Cleveland there was solid rock, that for a considerable distance a street car service had to be maintained unimpaired above the fligging toilers, and that water mains, gas pipes and sewage had to be moved whenever the path of the tunnel intercepted them, and you may realize what

whenever the path of the tunnel intercepted them, and you may realize what a tremendous engineering task is being pushed forward now in New York city months ahead of contract time.

The comparison is not quite accurate, but it serves its purpose of calling attention to the most gigantic piece of engineering in modern times. Three million cubic yards of space, underneath a teeming city, are to make room for a \$5,000,000 railway. Sixty-five thousand tons of steel will be used in the arches, pillars and rails. Ten thousand men will have been engaged for nearly four years in bringing this marvel about. All this is to the end that the New Yorker and the visiting stranger may be whisked from one extremity of Manhattan Island to the other in a hurry.

At the present time millions of feet of lumber are being used to maintain undisturbed the street surface, with its ceaseless traffic going on above the excavations. If this lumber had been used in building homes for the army of 10,000 workmen employed, there would have been sufficient for a two-story frame house for every man. The 2,500,000 tons of rock which are to be taken out would make a solid wall three feet thick, six feet high and nearly 500 miles long, and if the dirt were spread over central Park the entire area would be covered ten inches deep. As a matter of fact, acres and acres of New Jersey swamp land house for every man. The 2,500,000 tons of rock which are to be taken out would make a solid wall three feet thick, six feet high and nearly 500 miles long, and if the dirt were spread over central Park the entire area would be covered ten inches deep. As a matter of fact, acres and acres of New Jersey swamp land are being made habitable since the rapid transit commission began to dispose of the surplus dirt and rock upon them.

The transition of the scenes of mining life, with its accompaniment of mining life, with its

transit commission began to dispose of the surplus dirt and rock upon them. It is a veritable city under a city which the engineers and contractors are building, a city of one street, to be sure, now with two roadways, now with four, but it is an electrically light, clean, well-ventilated avenue of travel, and millions of passengers will be carried over it STRANGE METROPOLITAN SIGHTS. These who wish to see strange sights

in the metropolis can find more variety in a trip along the line of the subway In a trip along the line of the subway in its present state than in any other excursion in Manhattan. New Yorkers have not yet accustomed themselves to the upheaval of streets, the Jacked-up street car lines, the swinging cranes and the cable ways on which to loads are carried at a time. Now and then the pedestrians are confronted by a workingman who waves a red flag and cries out "Fire!" and the pedestrian knows that an explosion is imminent. Crowds watch daily the operation of the compressed air drills which bore into the solid rock; air drills which bore into the solid rock; air drills which bore into the solid rock; at times the monotony of living in the neighborhood is disturbed by the thunder of a blast, passengers in nearby street cars feel their hats lifted slightly from their heads. They remark "Only the subway," and wonder when all the confusion and muss will be over.

Down below, on the damp, sunless ottom of the many openings, the real tate of the subway may best be seen, provided one is fortunate enough to secure permission to explore the cuts and headings. At City Hall Square, the lower terminus, fully two-thirds of the work terminus, fully two-thirds of the work has been done. One section of the loop is already covered over, and the floors, arches and entrances of the station are now being completed. The City Hall station is to be a local train station only. Originally a great loop was planned here, which was to circle a part of the postoffice and furnish room for the main station, and it was understood that all the trains, both express and local, should pass this way. The task, however, was too difficult. It was not possible to pass under the postoffice without weakening that structure, and the plan to tunnel to Brooklyn also made it advisable to locate the main station at plan to tunnel to Brooklyn also made it advisable to locate the main station at the bridge. Accordingly Mr. William Barclay Parsons, the chief engineer, planned a smaller loop and a local train station which has aroused the admiration of all the engineers. There is not a straight line at this terminus. The station is a curved platform, the roof is a series of domes and arches within arches. The change in the loop made necessary a switch yard for trains, and this was tunneled out under Park Row. Only a short distance up from the loop is the main station. That is to say, the main station will be located here, close by the New York end of the Brooklyn bridge. It is one of the last pieces of work to be taken up. On both sides of the locality work has been going on for nearly two years, but, owing to the continual crowds in this neighborhood, it has seemed best to complete one part before beginning another. sable to locate the main station at bridge. Accordingly Mr. William

before beginning another. A MINE IN THE BIG CITY. From the bridge station the four tracks From the bridge station the lotal tracks will extend in practically a straight line to Forty-second street, thence over to Broadway and up Broadway to One Hundred and Fourth street. From this point there are two branches, one extending up or near Broadway to Two Hundred and Fifteenth street, the other texts through a corper of Central Park. Hundred and Fifteenth street, the other cutting through a corner of Central Park, under the Harlem River, and up into the suburbs as far as Bronx Park. Over this line all kinds of operations are being carried on, from the sinking of shafts 150 feet down in solid rock, to erecting high bridges and elevated structures. most interesting experience the ex-

"STIFFLED" HEART

Ever feel that every breath would be your last -that the thumping, stiffling sensations about your Heart were crushing your life out?

Dr. Agnew's Cure for the Heart is the only absolutely unfailing remedy known and pre-scribed by eminent physicians. Its claims of potency are not heresay or false hope to the sufferer. It is not a spirit lifter to gather you up to the high pinnacle of expectancy only to dr in you into a deeper mire of disease. It gives relief in thirty minutes. A few bottles cure the

worst forms of heart malady. For sale by C. McCallum & Co.

The mules, the little dump car tracks

The mules, the little dump car tracks, the drills at the ends of the headings, the blasts and the cavernous gloom throughout remind one of nothing so much as a huge mine. For two miles the work in this section is carried on by boring. On the surface no sign of an excavation is to be seen, save at the shafts, but next to the Hoosic tunnel this piece of the New York subway will be the largest piece of single tube boring in this country.

In marked contrast to the scenes of

THE MOST EXPENSIVE MILE.

wood hold up the street surface. And thousands of people pass over these yawning holes daily without a thought of danger, despite the accident that have happened. The work is carried on with

construction of these two curves

ever the rapid transit commission has purchased property which the excavations might have injured, and it is understood that a big hotel will be located over the stations at each of these turns. Within the limits of this mile have oc-

curred the most disastrous accidents of

the subway. The dynamite explosion came first, wrecking two hotels and several houses; then two blocks below, followed the cave-in of three houses. The

rapid transit commission has recently purchased this property in order to save

spent by the commission in making similar purchases of damaged property.

Naturally enough, in such an upheaval as this there has been and is still much

litigation to be feared. Herein came another development, the official photographer. It is the duty of this gentleman

rapher. It is the duty of this gentleman to make photographic records at stated intervals over the entire line. It was the good fortune of the writer to make trips over portions of the subway with this

THE OFFICIAL PHOTOGRAPHER.

itself from cestiv damage suits. I said that up to date \$5,000,000 have spent by the commission in ma

shaft, and walk up one of the headings, now each several hundred feet long. It is like going into a mine. The heavy elevators sink slowly out of the daylight. first into a dim haze, and then into the thick smoke made by the blastings and by the miners' lamps which the workmen carry. At the bottom, 125 feet below the surface, one may go either north or south. It is impossible to see more tian a few feet ahead in either direction. The writer made the trip one afternoon recently just after the workmen had cone. The guide picked a path through the mud and water and related detai': on the way. PASSING OF THE BARMAID

Threatened Overthrow of Ancient British Institution.

Old Country lankespers Are Roused Over the Danger Which Now Threatens Them.

Great Britain is somewhat aroused over the threatened overthrow of one of its conspicuous and altogether distinctive institutions that have withstood the fire of vigorous opposition for several exceedingly active decades. A plan has been formulated by which it is believed the barmaids of be the largest piece of single tube boring in this country.

These scenes are not familiar to many New Yorkers, because they are so far up Manhattan. There has just been completed, however, another section in which the same kind of work was carried on. When the contractor for the section which runs under a corner of Central Park undertook this piece of work his task was that of boring a tunnel through the solid rock without disturbing the surface of the park. There were many nearby buildings, and every unusually large blast was a menace to the neighborhood. Still, the contractor accomplished his difficult task without a mishap. As an instance of the beautifully exact calculation which has been made in connection with every part of the work, the experience of this contractor in connecting his two headings may be cited. When the blast had blown out the separating rock, it was found that the two headings had joined in one straight tunnel. There was not a fraction of an inch difference in the calculations of each as to the location of the other. the inns and public drinking places will ultimately be suppressed. The movement already has been started. It has not yet been set going in London, where more than 7,000 barmaids are regularly employed, but in Glasgow active steps are now being taken to suppress the comely maids who dispense liquors to the town folk in the inns, and the movement has gained such impetus that temperance workers are confident that the issue will be

flatly decided in the near future. Supporters of the temperance cause in England for many years have chafed under the galling thought that maids behind the bars of public drinking houses were in such common and almost universal vogue. In England the temperance movement is almost if not quite as strong as it is in America. During the last few years the barmaid has been the cause of numerous skirmishes between the so-called li-quor element and British blue-ribboners, yet she always has come out of each individual attack with a little more popularity added to her occupation, and as far removed from suppression as when the agitation began.

INCREASE SALE OF LIQUOR. British innkeepers look upon the lassie behind the bar as a stock in to be built up to the end of this branch at Two Hundred and Fifteenth street.

Over on the other side of Harlem another extraordinary operation is going on. The Bronx division has to dip under trade more productive, in fact, the liquors they sell, for it is admitted that without her much of the patron on. The Bronx division has to dip under the river, and this section has not been done in the regular sub-river manner. A wooden structure, half the width of the river long, into whose cross-section an archway of the subway would fit is built and floated from one bank. Then this structure is weighted and sunk, and the pressure of the water above and around it makes it air-tight. The river bottom is then dug out under the framework, the dirt and rock being placed on top of the structure to hold it down. When the trench is of sufficient depth age of public houses would melt away. The barmaid is, in fact, a great drawing card for the public house. If she happens to be pretty, possessed of an attractive face and bewitching manners, she is a greater drawing card if nature had been less liberal with her, but at any event she is more valuable from the innkeepers' point of view than bar boys or men, and that is why each attempt of temperance top of the structure to hold it down. When the trench is of sufficient depth the regular tunnel masonry is put in, and one-half being thus completed, the workers to oust her has met with such vigorous and concerted opposition. Now, however, it is believed by both wooden structure is released and floated to the other side, when practically the same operation is gone through with factions that the grand climax of the years of effort on the barmaid quesnear at hand. The agitation recently begun in Glasgow is regarded as the opening skirmish of a mighty It is the ordinary surface cutting which struggle that has been preparing for may be seen by everybody, and this, be-cause it is the simplest kind of work the last two years between the temperconnected with the subway is the least interesting. The crowds however, never seem to lose their curiosity. A network ance folk and the liquor sellers of the United Kingdom. If the movement succeeds in Scotland it is considered seem to lose their curiosity. A network of timbers, supports, gas, water and sewer pipes is practically all that is visible. Through convenient openings huge buckets are lowered, to be loaded with rock or dirt, raised again and run along the cable way until they are dumped into the waiting cars. Great chains lock together the timber supports of the street car tracks. Pillars of steers and wood hold up the street surface. And altogether probable that it may cross the Tweed and envelop England as

GLASGOW HAS 1,200 BARMAIDS. In selecting Glasgow as the place in which to launch the crusade against the barmaid those composing the "anti" faction did not act without displaying wisdom and keen foresight. The Scots are a strongly religious people, and it is for this reason that the happened. The work is carried on with
the greatest margin of safety. No sooner is the smoke of a blast cleared away
than timber supports are driven into
place. Wherever an open trench is dug
the side drifts are safeguarded as much
as possible. Indeed, the wonder is that
the work of excavation can go on at all
in the tangle of steel and timbers which
are used to maintain the surface.
The most expensive mile of the subway extends from Thirty-second street blue-ribboners expect to create a sufficient amount of well directed sentiment to place their cause on a substantial and effective basis. There are in Glasgow more than 1,200 barmaids, and it is believed when sufficient pressure is brought to bear on the innkeepers of the city the desired concessions can be obtained. However, the crusaders are preparing to fight if education and persuasive methods under the street railway tunnel to Forty-second street; thence around a curve to Broadway, and around another curve to avail them nothing, and the issue may be carried to the highest court. Great Britain is the only part of the British Empire where the barmaid is alone is a most serious undertaking, because it is necessary to pass under buildings in order to get space for the turns. At both of these corners, however the rapid transic commission has an institution. There are hardly any in Ireland, and none in Australia. New Zealand, Canada or the Cape. In England there are about 120,000 barmaids, while in London alone the number reaches 7,000.

When you fee, weak, run-down, nervous, unable to work or think as you ought, take Milburn's Heart and Nerve Pills. They'll built up your

Electric Lighted Trains.

The Union Pacific was the first line to introduce dining-cars, vestibuled cars, steam heat, Pintsch light, buffet smoking and library cars, tourist cars, on trans-continental trains west of the Missouri River. It again by introducing the electric-lighted train throughout, "The Overland Limited," with compartment observation cars, having electric lights, electric fans, electric curling-iron heaters, telephone service, etc.; dining-rooms THE OFFICIAL PHOTOGRAPHER.

"Do you see the long crack down the side of that building?" he inquired. We were standing in an excavation 60 feet below the surface of the street, and the bare wall of a building towered 150 feet above. "Suppose the owners claimed that the excavations here had caused that crack, I would go over my photographs taken here before the work was begun at all, and I would show a picture of that building with the same crack in it. I have taken hundreds of pictures just as a matter of record, to show how buildings, streets, sidewalks, etc., looked before we began work, and how these have actually been affected by the excavating. You would be surprised at the number of damage claims which wo can stop in just this way."

A year from next fall, when trains begin to run in at least a part of the subwith electric candelabra, bathrooms, barber shops, circulating libraries, etc. The cars comprising this train constitute the highest and best development of car construction and of comfortable and luxurious travel. This famous train reaches Salt Lake City 12 hours, and San Francisco 16 hours ahead of all competitors. Full information cheerfully furnished on application to G. G. Herring, G. A., 126 Woodward avenue, Detroit, Mich. 74tf

The girl who uses a gold hook when fishing for compliments needs no bait. The great drawback to the best fish stories is that they are wholly un-

WAS A DRUNKARD

A Lady who cures her husband of His Drinking Habits Writes of Her Struggle to



"I had for a long time been thinking of trying the Tasteless Samaria Prescription treatment on my husband for his drinking habits, but I was afraid he would discover that I was giving him medicine, and the thought unnerved me. I hesitated for nearly a week, but one day when he came home very much intoxicated and his week's salary nearly all spent, I threw off all fear and determined to make an effort to save our home from the ruin I saw coming, at all hazards. I sent for your Tasteless Samaria Prescription, and put it in his coffee as directed next morning, and watched and prayed for the result. At noon I gave him more, and also at supper. He never suspected a thing, and I then boldly kept right on giving it regularly, as I had discovered something that set every nerve in my body tingling with hope and happiness, and I could see a bright future spread out before me—a peaceful, happy home, a share in the good things of life, an attentive, loving husband, comforts and everything else dear to a woman's heart; for my husband had told me that whisky was vile stuff and he was taking a dislike to it. It was only too true, for before I had given him the full course he had stopped drinking altogether, but I kept giving him the medicine till it was gone, and then sent for another lot, to have on hand if he should relapse, as he has done from promises before. He never has, and I am writing you this letter to tell you how thankful I am. I honestly believe it will cure the worst cases."

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YEARS NOTHING IN CUPID'S EYES

Age Is No Protection From the Little God's Darts.

Some Instances in Which Love Laughed In Triumph at Hoary-Head Father Time.

Cunning little Cupid, with his innocent baby face, has no more regard ears than if time were not a circumstance to be considered. He strikes right and left without regard to age and frequently aims his pointed darts in seemingly unpromising directions with marvelously great success. There is neither an age nor a time limit with Cupid, and the effective impartiality with which he conducts his heart conquests is remarkable. He descends first upon some coy maiden not yet out of her teens. Result a love affair and a marriage. Then, presumably to show his versatility, siege to the impressionable heart of a man of 80. Result, another love affair and another marriage. Then he plans an elopement or culminates a romance by opening a wound he has inflicted in some tender heart years before. The versatility of this little fellow Cupid is, in fact, a marvel that exceeds human

penetration. As an illustration of what Cupid can do even on the brink of the grave, take the case of Solon Evans, of Oakland, Cal., who, though 80 years old and a great-grandfather, became a bridegroom. He was a bit shy in confessing his age when he presented himself before the marriage license clerk, and insisted that he was but 50. Later, however, he admitted his right claim an additional thirty years. His bride is 40. It was a quiet wedding. In fact, none of Solon's relatives were present. They had not come because they had objections to their father, grandfather, and great-grandfather marrying at his time of life. But this didn't matter. The preacher performed the ceremony, pronounced a feeling benediction, and then the aged man and his bride confessed that they were as happy as on their first wedding day. FELT LONELY WITHOUT A WIFE. "I thought I'd try it again because I wanted a home of my own" said the aged bridegroom. You see I was kind of lonely here. And why shouldn't I marry if I want to. The fact I'm 80 years old doesn't make any material

And the blushing bride who had been divorced from her first husband for ten years blushed and smiled her assent.

Here is the opposite side of the picture showing conclusively that Cupid eliminates age completely in making his matches. Frank B. Peters, aged 17, and Miss Effie Mesnard, barely turned sweet 16, were recently married at Decatur, Ill. And it wasn't a case of stealing down a rope ladder on a dark night and eloping in a conveniently placed buggy, either. The parents of both the bride and groom agreed to the match, and the ceremony was performed with their full consent. Here is another illustration of the same character, but it is even more striking because the bride was but 13 years old. Her name was Lizzie Haynes, and she married Adams, jun., a callow youth of 18. They are residents of Colly, a small Kentucky town, and, like the youthful Illinois couple, began their matrimonial venture with full parental blessing.

AFTER YEARS OF WAITING. Romances that culminate after years of waiting are somewhat of a specialty with the merry little mischief maker, Cupid. A recent wedding at Cedar Falls, Ia., was the outcome of a love affair that spanned thirty years, and then had the stereotyped melodramatic ending. Joseph Hoephner and Mrs. Anna E. Hale were the participants. Mr. Hoephner was a widower of one year's standing. He was left with a family of children and was looking for A year from next fall, when trains begin to run in at least a part of the sub-way. New Yorkers will begin to appreciate the genius and energy which has been devoted to this great enterprise. Not only New Yorkers, but all Amedicans as well, may be proud of the men who have carried the project from its first inception to within sight of its final

a contract with her to act as housekeeper when he found that she was a widow and without any immediate family, her children having married. But one week as housekeeper was necessary for Cupid to find a lodging place for his dart and they went to watering and ware manufactured. Waterloo and were married. Another long-drawn remance cul-

minated recently at Kankakee when Miss Cordella Boilard of that city was married to Isador Mercer, of San Antonio, Tex. In 1880 Miss Bollard and Mr. Mercer

were engaged to be married. All pre-parations had been made for their wedding when Miss Boilard's mother was stricken with a fatal illness. She devotedly loved her husband and was pained by the thought that he would be left alone. Cordelia was the only one of three daughters left at home, the others having married and remov-ed from Kankakee. Just before she died Mrs. Boilard exacted ,a promise from Cordelia that she would remain with and care for her father and her orphan niece, Matilda Cyrier. Corelia would not leave her father, and after vainly urging her to fulfill her engagement with him her lover left for the West to seek his fortune. He prospered beyond his expectations, finally locating in San Antonio, Tex., where he is proprietor of a jewelry store. During all these years he never revisited Kankakee, and wrote no letters to his former sweetheart.

Last summer Mr. Mercier gratified an inclination to return to Kankakee. He met the sweetheart of his youth and they renewed their attachment for each other. He returned to Texas, but with the understanding that he would come back to Kankakee to claim his

THIRTY YEARS OF SEPARATION. Love possesses the happy faculty of weathering all sorts of difficulties and finally mounting itself on the crest of a wave of triumph and riding forth victorious. Look, for instance, at the case of Samuel Mole, of Sidney, New York, and Mary Jane Travenor, of Albany. The bride was a widow, and the groom a widower with four children. The bride was the boyhood's sweetheart of the groom more than thirty years ago.

The young people became separated and both married. Mole lived in England for many years, where he and his present bride became child friends and later sweethearts. The couple lived in the same town for many years but they became estranged, and for thirty years they never met. In the in-terval the girl married a Mr. Travenor and came to this country to live, set-

thing in Sidney. Mole brought over his wife and four children. He took his family to live in Sidney, N. Y., and lived in almost total ignorance of his old sweetheart in Sidney, who was now a Mrs. Travenor, a woman of great beauty of face and figure. She was left a widow not long after her marriage, and returned to England, where her people lived. From friends at home Mr. Mole learned that his old sweetheart had gone home, a widow. To Mr. Mole this was a singular fact, for his wife died and left him to care for the four children.

Not long after the death of his wife Mr. Mole began a correspondence with his old sweetheart, and his old love for her rekindled as he wrote her a long series of letters, and received a delightful answer to each. He con-fessed to being the father of four children, but love admits of no such bar-rier, and with true womanly adoration she responded to his request to come back to America by saying that she would come. She was met on her ar-Now York city by her old sweetheart of thirty years ago. The meeting between the two was an af-

KEPT HIS NOSE TO THE GRINDSTONE

fectionate one.

Chauncey M. Depew Says That Accounts for His Success in Life.

"I am often asked," writes Chauncey M. Depew, "how I became president of the New York Central Railroad. I'll tell you. By attending strictly to business. 'Way back, when I was a struggling attorney a good friend got me

into the law department of the Cen-

tral Railroad. It fell to my lot to take care of accidents. They were numerous enough in those days. "To get at the exact facts I used to go personally as fast as a train could arry me to the scene of every wreck. There I went to the bottom of the matter, found out how the accident happened, who were to blame, cause and every circumstance attending it-in fact, acting as a reporter for the New York Central Road. "In this way I learned all the details of railroading, and I soon became a practical railroad man. Old Com-modore Vanderbilt was then head of the road. I had to consult frequently with him on accidents, and he soon discovered I had acquired an intimate knowledge of the workings of the system. Soon after, when changes were contemplated in operation or extension, Vanderbilt would consult me. He got in the habit of sending for me and that put us on intimate terms. My store of railroad knowledge was in-

creasing all the time. "Finally, Vanderbilt relieved me from my duties as an attorney, took me into his own office, and climbing the ladder after that was a simple matter. But those early days were the winners. Just kept my nose close to the grindstone all the time."

It keeps many a poor wife busy keeping her husband indoors, and it keeps many a poor man busy keeping his wife in bonnets. PILES - ITCHING. BLIND OR BLEEDING.

Symptoms: Moisture; intense itching and stinging, most at night; worse by scratching. If allowed to continue tumors form, which often bleed and ulcerate, becoming very sore. Swayne's Ointment stops the itching and bleeding, heals ulceration, and in most cases removes the tumors. At druggists' or by mail, for 50 cents. For a free sample address Lyman Sons & Co., Montreal, wholesale agents.

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It Will Gure You.



My Electric Belt has restored health and strength to thousands of nervous, debilitated and painworn men and women.

Give me a man broken down from excesses, dissipation, hard work or worry, from any cause which has sapped his vitality. Let him follow my advice for three months and I will make him as vigorous in every respect as any man of his age. I will not promise to make a Hercules of a man who was never intended by nature to be strong and sturdy. Even that man I can make better than he is; but the man who has been strong and lost his strength I can make as good as he ever was. I can give back to any man what he

has lost by abuse of the laws of nature. A man who is nervous, whose brain and body are weak, who sleeps badly, awakes more tired than when he went to bed, who is easily discouraged, inclined to brood over imaginary troubles, who has lost ambition and energy to tackle hard problems, lacks the animal electricity which the Dr.

McLaughlin Electric Belt supplies. The whole force of vitality in your body is dependent upon your animal electricity. When you lose that by draining the system in any manner my Belt will replace it, and

will cure you. Charles T. Collins, Leeburn, Ont., writes: Dear Sir,-I have worn your belt for thirty days and have derived great benefit from it. The varicocele is reduced. I had chronic catarrh of the head, which seems to have dis-

appeared entirely. Letters like that speak for the good my Belt is doing. My Belt has a wonderful influence upon tired, weak nerves. It braces and invigorates them. and stirs a great force of energy in every man and woman.

Mrs. John Morrison, Mincardine, Ont., writes: For one year I was a sufferer from rheumatism, and had constantly to use a cane to assist me. After using the Belt I have discarded the cane. I would not part with my Belt now for anything, and highly

They come every day from everywhere, I have the gratitude of thousands of people who have been cured by my Electric Belt after the failure of the best physicians in the country. Those are the grateful people who are shouting its praise to-day. The confidence I have in the wonderful curative power of my Belt allows me to offer any man or woman who can offer me reasonable security the use of the Belt at my risk and they can

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