TUESDAY MORNING

DOMINION SHOULD GIVE ADEQUATE ASSISTANCE TO CANADIAN NORTHERN RAILWAY COMPANY FOR COMPLETION OF ITS TRANSCONTINENTAL LINE

Angus Sinclair, Civil Engineer, Who is Familiar With Whole Railway Situation in Country, Expresses Unbounded Faith in Sir William Mackenzie and Sir Donald Mann, as Two Canadians Devoted to Idea of Building Great Line Across Continent With Better Grades and Curves Than together with the closest possible Interesting Comparison of Any Existing Line.

The letter below was addressed to The World by Angus Sinclair, civil engineer, who has been associated with the Canadian Northern as contractor for a good many years past, and who knows the whole railway situation in Canada as well as any other man

Mr. Sinclair is convinced that it is the duty of Canada to come forward at this time and give sufficient assistance to the Canadian Northern Railway Company to complete its enterprise, and, according to his statement, that completion is near at hand.

FAITH IN BUILDERS OF C.N.R.

The strong points in Mr. Sinclair's communication are, first, his unbounded faith in Sir William Mackenzie and Sir Donald Mann as two Canadians devoted to the idea of building a great transcontinental road across Canada of better grades and curves than any other line we now have, and of his confidence also in these two men to make good whatever they have undertaken in the past. They have not defaulted in a single in stance in the case of any of their financial commitments, either on their own account or on account of any of the various governments that have guaranteed them.

PEOPLE COULD TAKE OVER LINE.

The next strong point in Mr. Sinclair's letter is the fact that if the Canadian people at any time desire to take over the Canadian Northern as a national enterprise, they could get it on the most reasonable terms from its present owners, whose anxiety is not so much to make money for themselves as to make a reputation out of the construction of the most modern transcontinental railway in America today, and to make it, above all things, of a patriotic and imperial character. Mr. Sinclair's idea is that once owned by the government it would be the most effective regulator of rates for the Canadian people that could be devised, and that would be possible in a very short time:

older provinces to seek their fortunes, and many remained until the work was completed. Of that number many were supposedly well fitted by educa-tion, early training and capital to see too, early training and capital to see that new country, and to take advan-tage of its opportunities, but the ma jority shook their heads. deciared the and that there was no need for branch lines, much less another competing thru line. Among all those who went who had the true vision of the future, thru God's country to the west by west there were found only two men who had the true vision of the future, and courage and dogged perseverence enough to shape their vision into re-ertheless," I said, "and notwithstand-upon 725 miles, which was also parglowing picture of trayel, tially ballasted. Under ordinary cirand D. D. Mann, who as Mackenzie & you will find that no government in cumstances the entire work and D. D. Mann, who as Mackenzle & you will had that no government in cumstances the entire work would to come back. I even spoke to them about its almost for they would not last three months in the line ready for traffic of my view, but remarked that there If they attempted to put thru a char-ter that would divert the traffic of our ver on the Pacific coast But incomver on the Pacific coast. But tinanvestern country thru Chicago and cial conditions did not remain nomal Portland.

be devised, and that would be possible in a very short time: Mackenzie and Mann. Editor World: Now that Mackenzie, Mann & Co, have applied to the gov-erament for further aid to complete their transcontinental system, and aid has developed, both in the Domin-ion Parliament and in some of the pa-ion Parliament and in some of the pa-

THE TORONTO WORLD

scme opposition to their receiving that aid has developed, both in the Domin-ion Parliament and in some of the point to consider fairly what these two men-have done towards building up the country, and the means they have em-ployed in so doma, and as a genera-tion has nearly passed since they be-san their work, it will be necessart to some twok, it will be necessarts **True Vision of Future.** During the construction of the Can-adian Pacific Railway many men, of whom 1 was one, went west from the older provinces to seek their fortune, did noncon it automatically will show now the pact has been car-dian Northern owners blocked the if it could have been cartied out. A older provinces to seek their fortune, dian Northern owners blocked the fit could have been cartied out. A wing sponded was to the south, but the Cans-dian Northern owners blocked the if it could have been cartied out. A wing sponded was to for the fand Trunk if it could have been cartied out. A were supposedly well fitted by educa-tion, early training and capital to see what was open to the enterprising in cost, and "the spoint would to, early training and capital to see what was open to the enterprising in cost, and "the spoint would to, early training and capital to see what was open to the enterprising in cost, and "the spoint would to, early training and capital to see what was open to the enterprising in cost, and "the spoint would to, early training and capital to see what was open to the enterprising in cost, and "the spoint would ton, early training and capital to see what was open to the enterprising in cost, and "the spoint would ton, early training and capital to see what was open to the enterprising in cost, and "the spoint would ton, early training and capital to see what was open to the enterprising in cost, and "the spoint would ton, early training and capital to see what was open to the enterprising in cost, and "the spoint would ton, early training and capital to see what was open to the enterprising in cost, and "the spoint

were after. Once their life work completed and their ambition realized they will be quite willing, if the government has the desire to test public wnership across the continent, to hand it over to them, to be held as a monument of what can be accomplished by the courage, skill and genius of two Canadians.

Angus Sinclair, C.E. Toronto, March 16, 1914. **ARCHBISHOP SUED**

This

March 24

ears.

there.

called "Beck's Weekly."

ARTHUR

present time refused the same.

ble with the bishop.

pany, also of Victoria.

GRAFT DISCLOSURES

Quebec, will be made public

MONTREAL, March 16 .- What the

SARNIA. Ont., March 16 .- Suit for

action, which was entered

his grace the archbishop agreeing

the inferim and to restore him to his parish, which included Wyoming, Pe-

The plaintiff, who still occupies the

ectory at Wyoming, alleges that the

been restored to his parish, as he

laims was promised. The suit will come up for trial at

tract with Vancouver Island lumber

wise assistance of Sir Richard Mc-Bride, it will be an accomplished fact. Don't you think any government which

aids such an enterprise will find its justification in the completion of such

trong advocate for the establishment of the closest relations between these two roads, and still hold the same

question it must be clearly borne in mind that there is thru New Bruns-

wick and Nova Scotia a better line to

be obtained than either the Intercol-

onial or the Transcontinental, but there is for the Intercolonial no other

way open to the west if they allow the

modern requirements, not only from . Halifax to Sydney, but from River du

Loup to Moncton and St. John.

a great national undertaking? Relations With Intercolonial.

MARCH 17 1914

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Statistics From Soo-How Rates Compare.

Contribute Bulk of Freight

Tonnage.

CANAL TRAFFIC

Now a word regarding the relations between the Mackenzie and Mann system when it is completed and the Intercolonial. I have always been a Contribute Bulk of Freight

WHEAT

HAS INCREASED

MOVEMENT

way open to the west if they allow the present opportunity to escape. I would go further in closing up this question. At the time I opposed as strongly as I could the mad idea of tying the Intercolonial up in any way with the Canada Atlantic, for it simply meant sealing its doom for ever. But now I would put a clause in the agreement guaranteeing the bonds on an extension from Chisholm Junction, near North Bay, to Key Harbor, and another to Parry Sound, to be built at once, and then you would proposition that there is no compari-son. All of these points should be kept free from other entanglements and immediate at the pre-sent time, the Intercolonial should be kept free from other entanglements and immediate at the pre-sent time, the Intercolonial should be OTTAWA, March 16 .- The volum

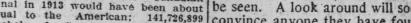
kept free from other entanglements canals, says the annual report pub-and immediate steps should be taken lished today, must be measured in the When approaching Professor to bring the grade to conform with light of the nationality of the traffic. Mulveney's office, at 167 Dundas The canals are entirely free to the ves-sels of the United States and Canada. street, Toronto, it is almost im-Up to 1909 no record was kept of the origin of cargoes, but since that year it has been possible to separate the

it has been possible to separate the business of the United States from beyond conception. The curiosicate of public ownership. Mackenzie that of Canada. The result of the ties there to be seen are startling classification is as follows: Division of Traffic. and wonderful. His portrait, in

Percentage. Percentage Canadian. American American the first place, catches the eye. It 1908 28.7 71.3

is a life-sized one of the professor 1909 21.8 78.2 1910 18.3 1911 20.5 sitting intently examining the head 81.7 79.5 of a tape worm, and one has to 1912 19.7 80.3 78.7

Canadian canals and take no cogniz-ance of Canadian vessels which passed thru the American canal at Sault Ste. Marte. The United States takes no cognizance of the origin of cargoes. The overwhelming percentage of American traffic which passes thru the canals of Canada arises very largely at Sault Ste. Marie. Only six per cent. of the freight tonnage which passed thru the two canals was car-fied in Canadian vessels. If ores had wonderful remedy, to say nothing ried in Canadian vessels. If ores had about the wall cases, containing been eliminated the volume of Can-adian business thru the Canadian hundreds of others, which are to Father Gnam of Peterboro P



These were William Mackenzie ing your early dream, until now it is almost

By Courage, Judgment, Foresight. And how has this been accomplish.

ed? Simply by indomitable courage clear judgment and foresight, and the ability to wait patiently when affairs es looked almost hopeiess. Their at tim progress at first was slow. They had credit, and only such resources as the would avail themselves of them. But by degrees their efforts were rewarded, disconnected systems were being tied together, and in the fall of 1901 they had succeeded in completing their line from Winnipeg to Port Arthur, a distance of 439 miles, and had an out let for their lines in the west. They had now reached a stage in their development where they had to decide whether, having an entrance into Minnesota already secured, they would throw in their lot with the American roads, or become a thoroly Canadian enterprise by building around the north shore of Lakes Superior and Huron, and thence to the east.

Loyally Stood by Canada.

and has been steadfastly adhered to ever since.

For National Line. Having arrived at a decision, they promptly outlined their route to the east, which was by extending from Port Arthur via Nepigon to the head of Long Lake, which has been built since, and from there in an easterly direction to Quebec, over practically the same ground, for the greater par of the way, now covered by the Trans-continental Raflway. To show their good faith to the eastern provinces they obtained a charter for a road from Quebec east thru that province. New Brunswick and Nova Scotia to Halifax. Built the Halifax and Southwestern Railway from Yarmouth to Halifax, which secured them an en-trance into Halifax. Built the Inverness and Richmond, which gave them their own coal mine for operating use, and were prepared to build the Hal! fax and Eastern, which the Dominion ernment is now constructing. They also, to convince the premier that they really intended to build thrn Queand not switch off to Toronto, as represented, acquired the been Great Northern Railway, which had elevator and harbor privileges in Queand secured as well the Quebee and Lake St. John Railway, which would give them an entrance for their transcontinental from the north. A pretty fair and comprehensive pro gram one would say, and not beyon their reach if no bad buck cropped up. odily But "the best laid plans of mice and men gang aft agley" we are told, and

theirs was no exception to the sule. Success Attracted Rivals. Their success was their temporary The fact that an independ. undoing .. ent line could not only exist west of

Winnipeg. but actually look after its obligations as well, attracted the at of the boundary, and among others that of the Grand Trunk Rallway, which in times past had turned down golden opportunities, but which now desired a share of our western growth. And, strange to say, they at once re- government-just taking their alized that the Canadian Northern, as the changed conditions. was the very thing they

Ten Years for an Opportunity. needed to fit into their scheme For it And they had need of patience, for it was ten years before their opporhad access to the lakes at Port Arthur, and it could be tapped in Minnesota from the south. Their object tunity came to resume their work. at that 1

Matters Come to Crisis

That my prophecy proved correct held up for want of funds, and may is evident, for the next we hear of have to be shut down entirely if aid them was when they applied for leave is not forthcoming. But this condition little capital, and no established to build a line from the west north of is not unusual with great enterprises; the lakes to North Bay. At the same the last few laps in that race are al various governments were willing to give to any men of enterprise who nine to me it was clearly intimated strides towards any goal are generally here to the menter of them. But But that if the company failed to take ad-best with the greatest difficulties, and their predicament is neither the tleman who had given them his moral support, and was also interested in their financial affairs, would feel constrained to withdraw his support, and to the present time, when they are would throw in his lot with the Grand asking the government, as others have This was soon afterwards done before them, for aid to enable Trunk. done, but not with such disastrous re-sults as had been anticipated, for taking up that phase of the subject. let they had adopted the wise course us for a moment look over their career from the first of not undertaking any for the past twenty-five years, and obligation that they were not prepared to meet, and, besides, they had really been dealing with a bank and not with

an individual. But the defection of the worst their enemies, for they must one man brought matters to a crisis have made some in that length of time, between the Grand Trunk and Mac- say against them. I have watched the Aitho the inducements to go south kenzie and Mann. If the latter in-were very great and alluring, I am anced their proposition and began op-that I have heard laid to their charge erations, then there would be no valid is that "Bill and Dan have been feedto keep their road a purely national reason for subsidizing a third line, ing at the public trough." That means whereas, if the Grand Trunk first ob- two horrible things, first that they are tained government approval and aid, two ordinary Canadian-borns who have the Mackenzie and Mann project would ventured out from the side lines, and naturally die. Hence the great need have undertaken work which would of haste, so graphically described by have been a staggerer for the strong-

of haste, so graphically described by the late Hon. Mr. Blair. Sir Wilfrid Chooses Wrong Men. I do not blame Sir Wilfrid; he was anxious to rival Sir John apd have an-other transcontinental railway built during his period of power, with this during his period of power, with this difference, that whereas the Canadian Pacific Railway had built wholly thru value in return. That is the worst that Pacific railway had built wholly thru Ontario from the east, his line would pass thru and open up the northern part of his own Province of Quebec. It may a pass the province of Quebec. It was a proper thing for him to do; by great enterprise, foresight pa-the only mistake he made was in selecting the wrang people to carry his they have established at the present lidea out. The Grand Trunk side was pressed upon him by his strong per-sonal and political friends, the argu-ernment and people of Canada, and ment being used that Mackenzie and have made for themselves a name that Mann's scheme was purely a specula- reflects honor on the Dominion as a tive one. True, they had branches in whole. But what does the British inthe west, but they had none in the vestor think of them, for they must east, whereas the Grand Trunk was an be fairly well known old and well established system, with the water, and it is arteries extending to all parts of times to see ourselves Intario and Quebec, and as soon as it ers see us. For twenty-five years Maceached the west it would begin to give kenzie and Mann have been going with immediate benefit to the largest pos- securities to the financial centre of area, much greater in fact than the world, where bonds and men are the Canadian Pacific Railway,

Mackenzie and Mann Wait.

well driven home, the result being the what do you think is the explanation-Grand Trunk won, and was taken up of it? These men are not alchemists. by the government, and their nor yet wizards, how did they do it? career since is common history. The Simply because in all these years they esult of that agreement was that for have met their obligations faithfully he time being Mackenzie and Mann and honorably, and every time the had to abandon the hope of carrying out their policy, and wait for a more favorable turn in events. I have never admired them more than I dld at that time: their wonderful patience under any people should be proud. "Worthy of a Square Deal." almost overwhelming disaster, and their marvelous courage and perse-verance in picking up their broken strands and starting to weave them And now, sir, these are the men as they stand before us today, what do you think of them from your point of

into the very next best thing possible at the time. No railing at their sucview? How do they measure up with at the time. No railing at their suc-cessful opponents, no damning the and don't you think on their record bump. they are deserving of a square deal wietly and adjusting their minde to from the people and government of the Dominion when they come to them, not for a gift, but for legitimate aid in their hour of need? And as the pres-

to those engaged upon the work that they had not secured enough, and it would be awkward for both the gov; ernment and themselves if they had to come back. I even spoke to them \$50,000 damages for alleged breach of was the government point of view to be considered too, and they hoped that with an improvement in the money during the past two years, and the market, they would be able to pull thru. But the market got worse inconsequence is that the work is being stead of better, the work was pushed against Bishop Fallon last year, was arranged at the time, the brief states. with unusual energy, and they are now without funds, with a road all but connected

Plea for Reasonable Views. The government took a reasonable view of the previous application, and sincerely trust that they will view this one in the same light. The conditions are extremely serious, and i agreement has not been kept by the archbishop. He claims that he has not And now we have brought them up would be a serious responsibility for anyone to assume who advised the refusing of their application. Assuming that the proposition is being favorably entertained, there are two ways by them to finish their work. But before which aid can be given, one by guaran teeing additional bonds to cover the amount required, which would leave the worry and responsibility of float-ing the bonds upon the company, whereas the risk to the government beyond what they have already as sumed would be extremely small, at **B. C. LUMBER FOR** the worst the payment of the interest on the bonds for a year or two until matters were running smoothly, altho the past record of the company is a pretty safe guarantee against even tiations which have been in progress for the past four months have culmithat. The other way is by a straight loan, in which case the government would have to do the financing, and of course have to scrutinize much more closely the securities given for the loan. In any case they must not tie them up so tight that they may strangle them. The government are ight in insisting on the money asked for being exclusively used for the purpose for which it is loaned, but unless they are prepared to meet all the comobligations they must leave pany's them with sufficient securities free to neet any outstanding obligations. The government can well afford to do

this, for the intangible assets will be all to their benefit Will Benefit Government.

The government, thru the country, vill reap as much benefit, or more from the completion of the road as Mackenzie and Mann will. When Burns detectives found out at the their system is completed, with its Montreal City Hall about the same lackenzie and Mann will. When asy grades and curvature, its completely new equipment, and its high standard of construction, it will be without exception the finest transbe now and election day. Edward Beck. across water, and it is well at ontinental ranway in America. The closures for The Montreal Mail, will competing line from cast to west will bring out a weekly paper towards the have arrived. The Grand Trunk Pa- end of next week, and the first issue cific is too far north to be a factor for is expected to give the details of alyears, but this road runs thru the leged civic graft. Mr. Beck will not beart of things from the Atlantic to be able to revive The Mirror, as The alike thoroly sifted and tested, and the Pacific, touches all important busi- Herald and Telegraph lay claim to thi if there is anything in modern railway graph will add "and Mirror" science should be the controlling factor in settling that momentous ques-tion of equitable traffic rates. Chairman Mabee recognized that was not ripe for treatment, and wisely took up British investor accepted another questions that were vital. The present batch of their securities they by so do-ing gave them another certificate of the henesty of purpose, is delving into

sterling integrity and honor, of which it, but he must feel that any relief he may suggest must be purely local until such time as a really modern road is

completed and in operation long enough to demonstrate what its possibilities are with uniform grades cross a continent Western Men Should Not Object.

i cannot understand for a moment any western nian could oppose the completion of this road. fancy running from the Pacific at Vancouver to the summit of the

to the lakes at Port Arthur, id be tapped in Minnesota from the south. Their object twas ten years before their work. be was to secure the Wis-tral and extend it north. Ide; the west was opening up rapid-tral and extend it north. And they had need of patience, for their hour of need? And as the pres-ent loan or assistance hinges on the bond guarantee made by the govern-ment last year, and their position in tral and extend it north. And they had need of patience, for twas ten years before their work. But in the meantime they were not the matter is not fairly understood by But in the meanter is not fairly understood by tral and extend it north. The lakes at Port Arthur, the matter is not fairly understood by the matter is not fairly

Plaintiff-Wishes Restoration to Parish.

FOR BIG DAMAGES

the right place to be relieved of brought down in 1913; 101,066,133 bushels being via the Canadian canal tape worm. The wall cases and and 40,660,766 thru the American furniture are of quarter-cut oak. The total is an increase over The "silent salesmen" are well 1912 of 31,884,868 bushels. Course of Wheat. laden with medicine on the inside,

A careful analysis has been made of while on top are fancy glass jars, agreement was entered this morning in its transportation by water in 1913. for trial at the spring assizes against Taking first the facts in relation to the Canadian wheat which passed half of Rev. Father P. J. Gnam of Pe- thru the Canadian canal at the Soo, he distribution in 1913 was as follows Bushels

Port Arthur and Fort William to Montreal 11,233,133 Port Arthur and Fort Wilto assume the costs of the court ac-tion, to support Father Gnam during Port Arthur and Fort William to Georgian Bay 21,532,134

liam to other Canadian 25,580,000 Port Arthur and Fort William to Buffalo 39.282.500 saved.

Duluth to Montreal 437.533 Duluth to Georgian Bay 416,067 Duluth to other Canadian ports 281,600 Duluth to Buffalo 2,303,166

he assizes, which open in Sarnia on Total .101,066.133 Rev. Father Gram claims that 90 Thru American Canal. The volume of Canadian wheat which passed thru the American canal per cent. of his parishioners asked for his restoration at the time of his trouat Sault Ste. Marie in 1913 was dis-

tributed as follows: Bushels Port Arthur and Fort Wil-TORONTO HARBOR WORK Port Arthur and Fort Wil-717,300 VICTORIA, B.C., March 16 .- Nego-

ports

liam to Georgian Lusy..... 2,916.000 liam to other Canadian Port Arthur and Fort Wilnated in the final completion of a con-2,465,733 liam to Buffalo firms to deliver to the order of the 28,419,400 Duluth to Montreal

Dominion Government at Toronto, 24,-Duluth to Georgian Bay 000,000 feet of timber to be used in Duluth to other Canadian the construction of the new harbor ports works at that city. The contract in-Duluth to Buffalo volves a sum of over \$250,000 and deivery must be completed within four

The firm which will carry out Total 40,660,766 A study of the returns for 1913 this undertaking is the Cameron Lumshows that the largest volume of wheat was moved thru to Montreal ber Company of Victoria, in conjunction with the Empire Lumber Comduring the months of May and June when the rates were low and there was no apparent pressure for delivery abroad, while the movement to Buffalo was largest in October and Novem-IN NEW RECK'S WEEKLY

ber when despatch was the prime con-sideration and the rates were high. Average Rate. The average rate per ton per mile on canal traific in 1918 was .184. The

time as they unearthed the graft at corresponding average rate for all the between railways of Canada was .758. The rail rate on wheat from Fort who wrote the sensational graft dis-William to Montreal is 12 cents per is 5.351 cents per bushel, or \$1.78 per m, or a difference of \$2.22 per ton in favor of transportation by water. The capital expenditure on Canadian canals to date is \$105,656,036, and the cost of maintenance for 1913 was Tele-\$1,603,080. name. Mr. Beck is now in New York in conference with the Burns detec-tives. Mr. D. Lorne McGibbon is also

LAKE PASSENGER VESSELS IN DRY DOCK THIS WEEK.

Mr. Beck's new paper will be PORT ARTHUR, March 16 .- This week it is expected that the dry dock will be flooded and the two C. P. R. UNKNOWN INVENTOR AT PORT passenger steamers. Athabasca and Alberta, will be taken out of the docks and towed by the Whalen to the dry PORT ARTHUR, March 16 .-- A Port Arthur Englishman, who does not care to have his name disclosed at the predock shear legs where the new boilers will be installed in the boats. sent time, has invented and it is un-After this everything will be made ready for the launching of the large derstood, patented a rotary aeroplane

engine. His invention has attracted freighter which is scheduled to take place on Saturday, March 28. many outside people and he has been made numerous offers for the sale of his patent, he says, but has up to the

HAMILTON HOTELS.

the Laidla Chief The and junk gons a nt around ding fire osed that rom the pl containing the most gruesome and horrid tape worms. Some bottles contain six and seven, and one heory as mill fire thirteen of these horrid monsters, expelled from a man who had wasted away to a shadow, and **ELLS OF** who to all appearances was dying with consumption, but by the use IN CANA of Prof. Mulveney's most wonderful remedy he had the good fortune to be relieved, and his life

There is also a jar containing seven from a lady, who had been operated on for internal troubles. She weighed only about 90 lbs. Now she is hearty and well, about 140 olbs, in weight, enjoying life, and in perfect health. There are to be seen tape worms from many babies from 18 months of age, and children and adults of all ages, whose lives were a state of misery and pain. Some of them were afflicted with convulsions and fits, caused by these internal monsters cating their lives away. The next

thing that catches the eye is the 2,798.666 professor's library of scientific 1,189,800 works, conspicuous among which are to be seen ancient and well-646.000 1,507,867 bound Bibles, of which the professor is proud, and claims his success in life is due to following the good advice to be learned in them. All doubt as to the professor's success is dispelled, especially when one sees the hundreds of certificates; letters and testimonials from people in all stages of life, from all parts of the world, also letters

from medical doctors who do not hesitate to recommend his wonderful tape worm cure, having used it in their practice with most gratifying results on babies as ushel, or \$4 per ton, the water rate young as two years and three months old, as well as on adults. He has invitations from the International Health Exhibitions of Vienna, Austria; Paris, France; Rome, Italy, all offering him gold medals and diplomas as a reward

should he feel disposed to pay them a visit with his exhibit. Shall i say it is wonderful? The word wonderful dees not express it. If you call at 167 Dundas street I am sure you will say so. All information is free. If you write for further information, send a stamped envelope with your address to

Prof. R. L. Mulveney, 167 Dundas street, Toronto, Ont. Phone Park. 4830.

