

# T. EATON CO. CANADA'S GREATEST STORE

## Our Prices for ... Hartford and Columbia Bicycles

We desire to repeat our announcement of yesterday that our prices for Columbia and Hartford Bicycles have been fixed for the season, and under no circumstance will these prices be reduced. That means Hartford Bicycles for ladies or gentlemen at \$30.00 and Columbia Chain Wheels at \$45.00 and \$55.00. Better wheels than the Columbia are not made on this continent. Both Columbia and Hartford wheels are fully guaranteed by the makers, besides carrying our own guarantee to prove satisfactory. Come and we'll easily convince you of their superior merit and goodness.

### Hats, Caps and Tams.

The Headwear section of the Clothing Department deserves a word or two. In former years we created quite a stir in the trade with our Hats and Caps. This season we can discount our past efforts at every point with better qualities, better assortments and better values. A few examples of our values:

- Men's black, tobe, tan and walnut colors in stiff and soft felt hats, all leading American and English styles, extra light summer weight, unlined and real calf leather sweats, 1.50
- Boys' navy blue serge, fancy pattern tweed, cardinal, navy, scarlet and light blue cloth. Varsity caps, with silk cord on seams, also tweed and corduroy hood-down styles, large full shape, .15
- Youths' and boys' fancy check Scotch tweed, navy and black worsted serge, full front Varsity caps with silk serge lining, .25
- Men's, youths' and boys' 8-4 American crown caps in navy serge, Scotch tweed and English worsted in plain colors or fancy checks, .35
- Children's navy blue cloth Tam O'Shanter, large wired-top, with white elastic over crown, black silk band with name on front, regular price 25c, for .19
- Children's cardinal and navy blue cloth Tam O'Shanter, wired or soft crowns, plain or silk pom pom on top, plain or named silk band, .35
- Children's white drill Tam O'Shanter, with large wired top, good silk band, with name or fancy design on front; also navy and scarlet cloth, soft or wired tops and good linings, .50

### About Hammocks.

We have a fine collection of Hammocks which for quality, color and value cannot easily be equalled. In glancing over the stock we find the following:

- Cord Hammocks, 8 1/2 feet long, 25
- Cord Hammocks, 10 feet long, 50
- Cord Hammocks, 11 feet long, 75
- No. 1 Hammock, made of cotton and jute, open weave, with pillow and spreader, 72 inches long, 38 inches wide, 85
- No. 2 Hammock, cotton, open weave, full color, 78 inches long by 36 inches wide, with pillow and spreader, 1.00
- No. 3 Hammock, cotton, open weave, with valance, spreader and pillow, 78 inches long by 34 inches wide, full 1.50
- No. 4 Hammock, cotton, open weave, full color, 74 inches long, 28 inches wide, with pillow and spreader, 1.75
- No. 5 Hammock, cotton, open weave, full color, 72 inches long, 28 inches wide, with pillow and spreader, 2.00
- No. 6 Hammock, cotton, close weave, with valance, spreader and pillow, 78 inches long by 36 inches wide, 2.25
- No. 7 Hammock, cotton, close weave, fancy scroll pattern, with valance, spreader and pillow, 78 inches long by 36 inches wide, 2.50
- No. 8 Hammock, cotton, close weave, full color, 72 inches long by 30 inches wide, with valance, spreader and pillow, 2.75
- No. 9 Hammock, cotton, close weave, scroll pattern, very fancy, with a 15 inch reversible pillow, when opened measures 100 inches long by 42 inches wide, with extra heavy valance, 3.50
- No. 10 Hammock, cotton, close weave, color green and gold, extra deep valance, 100 inches long by 44 inches wide, reversible pillow, 4.50

### Fancy Silks at 35c

Prices that dwindle to one-half and one-third our regular prices. A clearance lot for Monday:

- 1000 yards 21 inch Fancy French and Swiss Taffeta Waist and Trimming Silk, in stripes, checks and broches, choice range of light, medium and dark colors, odd pieces of broken spring assortment that we are selling to-day at 65c to \$1.00 a yard. Monday, to clear, at, .35

### Ladies' Drawers.

Double the price would be nearer the actual value of this Underwear for Monday. Only 38 dozen garments to be sold:

- Ladies' Drawers, made of extra fine cotton, with deep uniorella trim, neatly tucked, finished with very fine edge of Valenciennes lace, yoke band, sizes 25 and 27 inches, Monday, 2 per dozen, 59

## Men's Clothing and Furnishings

We cannot begin to say enough in behalf of our Clothing and Furnishing Stocks for Men and Boys. There are so many attractive features about them that we can merely hint at a few of them. To-day we emphasize the prices which are best represented by these half dozen for Monday:

### Men's and Boys' Clothing.

- Men's Vests, single breasted, made from remnants of light and dark colored Canadian tweeds, good trimmings, sizes 34 to 44, regular price should be 75c, Monday, .50
- Boys' Reefers or Pea Jackets, light weight, herringbone striped pattern, tweeds light grey and dark fawn, double breasted, velvet collars, best Italian cloth linings, sizes 21 to 28, regular price 3.50 Monday, 1.95
- Boys' 2-piece Suits, short pants, made of all-wool English and Canadian tweeds, single and double breasted, also Norfolk jacket styles, plain and neatly pleated coats, light and dark brown and fawn colors, best linings, sizes 23 to 28, regular price 3.50, 4.00 and 4.25, Monday, 2.95
- Men's Waterproof Coats, single and double breasted paddock style, without cape, fawn covert cloth, imported English goods, checked linings, sewn seams, velvet collar, sizes 36 to 46, special, 3.50
- Men's Shirts and Boys' Sweaters. 18 doz. Men's fine colored Cambric Shirts, open front, negligee bosom, cuffs attached, in neat blue and pink checks, sizes 14 to 17 inch collar, usually sold at 50c, for .29
- 15 doz. Boys' fine wool Sweaters, in white only, with deep roll collar, turtle shape, close ribbed skirt and cuffs, sizes for boys, 5 to 15 years, usually sold at 50c, Monday, .29

## Extras in Floor Coverings for Monday

A regular "field day" in the Carpet Section on Monday. Prices that will almost tempt you to discard all your old Carpets and Rugs, and furnish your home throughout with bright new floor coverings. At any rate you'll be induced to re-cover one or two rooms. Read this list carefully and see how little it will cost you to do it by buying off us on Monday:

- 975 yards English Axminster and Wilton Carpets, in a full range of newest spring designs, all the latest color combinations, with 5 borders to match, our regular prices \$1.25, \$1.35 and \$1.50 per yard. On sale Monday at .100
- 750 yards Best 2-ply All-wool Carpets, 36 inches wide, newest reversible patterns, in shades of red, green, blue, brown, etc., our regular price 80c yard, on sale Monday at .65
- 500 square yards Heavy Scotch Linoleum, 2 yards wide, only 10c each, on sale Monday at .40
- 150 only Hearth Rugs, assorted sizes and patterns, 20x54 inches, 30x60 inches and 36x72 inches, reversible Smyrna and mottled American qualities, our regular price \$1.25 to \$2.00 each. On sale Monday at .75
- 30 only Dominion, Belvidere, and Vandura Squares, imitation tapestry and best quality heavy hemp, sizes 32x34, 34x36, 36x38, 38x40, 40x42, 42x44, 44x46, 46x48, 48x50, our regular price up to \$4.75 each. All one price Monday, 2.90
- 300 yards Stair Oilcloth, 18 inches wide, heavy painted backs, all new patterns and colors, our regular price 10c yard. On sale Monday to clear, .10

But don't stop with Carpets. Look around at the other stocks of Home Needs on the Second Floor. See how little money it takes to add brightness and comfort to your home surroundings. We don't know when dependable, up-to-date Furnishings were sold for so little as we are asking now. For example, on Monday we are going to sell:

### Curtains and Draperies.

- 94 pairs Fine Battened, Renaissance, 60 inch wide, 3 1/2 yards long, in the very newest styles, our regular price \$2.50 to \$3.50 a pair. On sale Monday, 4.50
- 43 pairs Heavy Tapestry Curtains, 60 inches wide, by 3 1/2 yards long, with fancy knitted fringe on both ends, in rich combination colors, regular prices \$6.50 to \$8 a pair. On sale Monday, 5.00
- 225 yards Fancy China Art Silks, 32 inches wide, for piano and mantel drapings, screens, etc., beautiful color combinations, regular prices 65c to 75c a yard. Monday, .45
- Remnants of Cretonnes, Satinets, Silkalines, Art Muslin, Denims, etc., in rich colors and combinations, regular prices from 10c to 40c a yard. Monday to clear at 5c to 10c, .20

### Tables and Chairs.

- 50 only Extension Tables, hardwood, antique finish, top 40 inches wide, extending to 7 feet 9 inches, 8 fancy turned legs, strongly braced, regular price \$2.25, On sale Monday at, 3.90
- 25 only Arm Chairs, solid oak, polished, fancy carved and turned spindle backs, cane seat, heavy shaped arms, extra strong, suitable for hotels or offices, regular price \$3.50. On sale Monday, 2.50
- 100 only Parlor Tables, solid oak, top 17x17 inches, with shelf, fancy shaped legs, with spindle rim, special at, .35

### Wall Papers.

- 3400 rolls Glimmer Wall Paper, with match and floral patterns, olive cream and blue colors, for halls, dining rooms and bedrooms, regular price 7c per single roll. On sale Monday, 4
- 3100 rolls American Wall Paper, complete imitation of wall, border and ceiling, new patterns, crimson, blue and cream colors, for halls, dining rooms and sitting rooms, regular price 15c. On sale Monday, 10
- 400 rolls American 31st Wall Paper, with match and floral patterns, olive cream and blue colors, for drawing rooms, dining rooms and libraries, our regular price 20c per single roll. On sale Monday, 20

### Ladies' Footwear

Seasonable offerings, although the littleness of the prices would hardly suggest it:

- Ladies' Black or Tan Canvas Bicycle Legs, high cut, all American make, regular price was 60c, Monday, 25
- 200 Pairs Ladies' Fancy American Kid Slippers, pretty designs, one strap and high heel, also patent catkins and velvet, broken lots, in sizes 2 1/2 to 7, regular \$1.75 to \$2.00, Monday, 1.25

**THE TORONTO WORLD.**  
ONE CENT MORNING PAPER.  
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London, England Office, P. W. LANGE, Agent, 140 Fleet-street, London, E.C.

### THE RAINY RIVER GRAB.

The first point we wish to make against the Federal Government in connection with the Ontario & Rainy River Railway project is its failure to take advantage of the opportunity that is presented by the building of this line for ameliorating the transportation problem. The Government has been in power almost three years. Sir Wilfrid Laurier has the country at his back and he could have caused the Rainy River project to assume whatever shape he desired. But he initiated no policy in regard to this important project. Instead of his embracing this opportunity to break up the railway monopoly, that paralyzes all Canada west of Lake Superior, what do we find? He allows things to drift. The Government has no policy of its own. It allows Messrs. McKenzie and Mann to dictate their own policy. All the Government has done is to accept the terms and conditions laid down to it by these two promoters. Messrs. McKenzie and Mann, the Government has given a bonus of \$6400 a mile. The Government accedes to their request. That is the extent of the Government's policy in regard to this project. The Globe yesterday refers to the action of the Ontario Legislature towards the Rainy River Railway as tending to complicate the assumption of control by the Federal Government. Exactly so. Why didn't the Federal Government think of this before? It was known to everyone two or three years ago that the Governments of Manitoba and Ontario were as deeply interested in this railway as was the Dominion of Canada. Why didn't the Federal Government confer with the two Provincial Governments and come to a joint understanding in regard to this project? Why should the Government allow matters to drift and then complain that the action of the Ontario Legislature has complicated the project? The Globe itself proves the point we wish to make, viz., that the Federal Government wantonly neglected this great opportunity for righting the railway monopoly of Western Canada. It did absolutely nothing, but allowed things to drift. The Globe's sole function in this matter is to answer such objections as are made to the getting of the various bonuses to the promoters.

If the Federal Government had seized on this project as affording an opportunity to better the condition of the producers of Western Canada, what would have been its course? It would have arranged for a conference between the three Governments interested and a joint policy would have been the outcome. If the Government were true to its promises and to the traditions of the Liberal party it would have adopted a policy for the construction of the Rainy River Railway similar to that suggested for the construction of the Pacific cable. Three parties are interested in the latter, the Australian, the Canadian and the British Governments. The project, if it is undertaken, will be undertaken by the three Governments jointly, and the cost will be equitably distributed. The Rainy River Railway should be built on similar lines. The three Governments interested should have taken the matter in hand themselves, settled the terms under which the road should be built, and apportioned the cost or the bonuses according to some equitable principle. As it is, each Government is acting independently of the other, and the Globe admits, complications have arisen.

In excusing the extraordinary bonus which it is proposed to give to Messrs. McKenzie and Mann, The Globe states that the Dominion subsidy to the line was incorporated in an Act of 1897, granting aid to several small railways at a rate varying with the cost of construction from \$2000 to \$6000 per mile. If the cost of construction did not exceed \$15,000 per mile the minimum subsidy was earned, but if the cost exceeded that amount 50 per cent. of such excess was added to the subsidy till it reached the maximum of \$6000 per mile. The Globe admits, complications have arisen. While The Globe does not favor present ownership of the Rainy River Railway it nevertheless suggests that at some future date it might be in the interests of the people to acquire possession of the line. As this contingency is more or less remote, The Globe can safely propose, without offending the promoters, that the money now granted the company, by way of subsidy, should be deducted from the purchase money in the event of the Government acquiring control at any future time. The promoters could safely agree to generalities of this kind. All they desire is to tide over the present. They know that the difficulty of the Government's getting control of the railways becomes greater the longer it is delayed. If the Government has not the assurance to assume control of this line to-day, the matter is so simple, it will certainly not tackle the thing when the railway builds branch lines, establishes connections and otherwise strengthens its position.

While we are sorry that The Globe does not stand up for public ownership of the Rainy River Railway, we are not surprised at its action. The Globe is not the representative of the public who have grievances against the railways. The Globe is not the representative of the rank and file of the Liberal party. It is the personal organ of certain individuals who are interested in preventing railway competition in the Northwest, and in preventing the state from ever becoming the owner of a railway in that country. Messrs. Cox and Jaffray are hand and glove with the C.P.R. and the Globe is the organ of the public insight into the close relationship existing between the editorial room of The Globe and the headquarters of Sir William Van Horne in Montreal. If The Globe is controlled by C.P.R. influence it is natural to suppose that it will support the projects of Messrs. Mann and McKenzie as put forward by the C.P.R. Or the situation might be more correctly explained by stating that the controlling forces of The Globe are closely allied in a business sense with the C.P.R. and Messrs. McKenzie and Mann. What the relations between these parties really are, the public has no means of determining accurately, but this fact stands undisputed, viz., that The Globe is used by the capitalists who control it, not to advocate the views of the Liberal party, but to further the personal interests of these capitalists themselves. The Globe looks at the Rainy River project merely as it affects Messrs. Cox Jaffray, Mann, McKenzie, Van Horne and the rest of the gang. The interests of the

the Ontario Government have voted \$4000 a mile if it knew the Dominion Government was to give \$6400 per mile? The forming of this railway was pre-eminently a case demanding joint action on the part of the three Governments interested, whether joint ownership were or were not decided upon.

What an opportunity the Liberal party had, and probably still has, of remedying the mistakes of the Conservative Government in granting a monopolistic charter to the C.P.R. In the first place, the Governments of the two provinces and of the Dominion are of the same faith politically. They are all of the Liberal persuasion, and they all stand on the same platform as far as the amelioration of the railway situation is concerned. These three Governments are wealthy. They have unlimited power and any joint policy they might decide on would have been carried out. If the leaders of the Liberal party were really in earnest in their professions of hostility to the railway monopoly they would have built the Rainy River Railway under the joint control of the Governments of Ontario, Manitoba and the Dominion. The cost, distributed among the three Governments, would have been a small amount for each, very little, if any, larger than the bonuses which they have individually granted. Joint Government ownership and control of the Rainy River Railway would have taught the C.P.R. a lesson which it would never forget. Joint ownership and control of this railway would do more to solve the transportation problem than anything else in sight, or that has been proposed.

The sole duty of The Globe in this deal is to excuse the Government for increasing the bonus to Mann and McKenzie from \$2000 to \$6400 per mile. It concedes without question that the cost of the road will be more than \$15,000 a mile. Why should The Globe be so ready to make this admission? Have any of the Government's engineers made a survey of the line and estimated the cost? If so let The Globe inform the public. We are credibly informed that a large part of the line can be built for \$5000 a mile. By using second hand or light rails, as the C.P.R. did on the Crow's Nest line, the cost may be kept even below \$8000. The readiness with which the Government accepts the statement of Messrs. McKenzie and Mann that the road will cost over \$15,000 a mile would lead one to believe that it is trying to do the decent thing with these gentlemen in order to compensate them for the loss they were put to in relying on the Government's ability to grant them a charter for building the railway into the Yukon. If the Government is indebted to these gentlemen in connection with the Yukon project it should settle the account—openly and above board.

In defending the grant of the \$6400 per mile bonus to Messrs. McKenzie and Mann The Globe of course has to repudiate the idea of Government ownership. Its argument in this respect is amusing. If the Government built the Rainy River Railway there would be branch lines to construct before long, and of course the Government could not dream of building branch lines. Why not? Let us ask. If the main line pays for itself, why should the branch lines which won't pay for themselves be a loss to the Government? In our opinion if Government control of railways is a good thing the country cannot have too much of it. If the main line is a failure there will be no demand for branch lines. If the main line is a paying venture branch lines will be a paying venture and render extensions still more desirable. Further moves, says The Globe, if the Government built the Rainy River Railway, other parts of the Dominion would demand similar lines. And why shouldn't they? Why should the Government hesitate to build any line which is needed and which will pay for itself? The Rainy River Railway is brought forward as a paying project, and the Government is asked to build it because it is a good business proposition. And there is no reason why the Government should not build any other railway which promises so well as this one between Port Arthur and Winnipeg. The Government is not compelled to build any railway. It is building the Rainy River line would be precedent for constructing unprofitable and unnecessary railways.

While The Globe does not favor present ownership of the Rainy River Railway it nevertheless suggests that at some future date it might be in the interests of the people to acquire possession of the line. As this contingency is more or less remote, The Globe can safely propose, without offending the promoters, that the money now granted the company, by way of subsidy, should be deducted from the purchase money in the event of the Government acquiring control at any future time. The promoters could safely agree to generalities of this kind. All they desire is to tide over the present. They know that the difficulty of the Government's getting control of the railways becomes greater the longer it is delayed. If the Government has not the assurance to assume control of this line to-day, the matter is so simple, it will certainly not tackle the thing when the railway builds branch lines, establishes connections and otherwise strengthens its position.

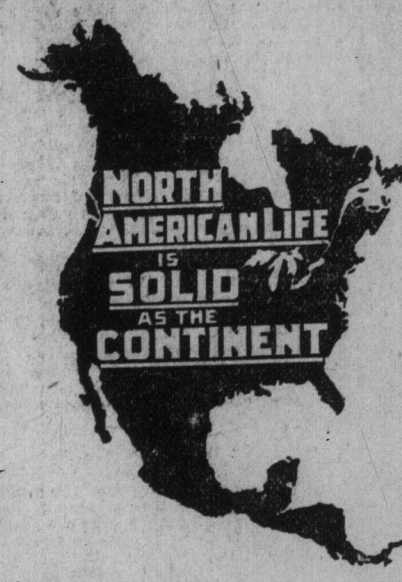
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### TEAMSTERS WANT A CHANGE.

Declare the Bylaw is Repeatedly Disregarded—Will Notify the Mayor.

At a largely attended meeting of the Teamsters' Union No. 1 in Cameron Hall last night, considerable discussion took place over the action of the Street Commissioner in the way corporation work is being divided among the citizens. The men claim that the bylaw governing the work is being repeatedly broken by the civic officials who cater to their friends. The law is to the effect that the corporation work must own the horse or dray, which would give a fair share of the work to all applicants. At present several men have a dozen or so of wagons at work with paid drivers and they get the bulk of the business. The union will notify the Mayor at an early date of the state of affairs and will demand an investigation.

### SOLDIERS DUG UP MONEY.

Paish and Paterson, in the Philippines, Were Evidently Possessed of Wealthy Men. Seattle, Wash., May 5.—A member of the regiment, writing from the field, says the Washington boys in Manila, notably those of Companies D, L and K, dug up large sums of money in two towns taken by the Americans. "Paish and Paterson," he continues, "were evidently rich and prosperous towns, for now that they are burned the soldiers are prospecting around the ruins have found a great deal of buried treasure. The largest sum found in one place was \$2400. One man found \$3000, another \$3000, and a third \$4000. The total sum of \$4000 and \$5000 were unearthed. One corporal has made three finds of \$500, \$700 and \$700 respectively. "Some of the money is English and Spanish gold, though most is in Mexican silver dollars."

### REV. DR. DUNCAN DEAD.

The Father of Mrs. Herdridge, Wife of Rev. W. T. Herdridge of Ottawa, Has Crossed the Bar. Ottawa, May 5.—Rev. Thomas Duncan, D.D., minister of the parish of Bridge of Weir, Scotland, and father of Mrs. Rev. W. T. Herdridge of this city, died to-day at the Manse, in his parish. He was 69 years of age. Some years ago he had been on a visit to Ottawa. Besides Mrs. Herdridge, the deceased clergyman leaves two other children, Mrs. Charles Duncan and Mr. Charles Duncan of the Northwest.

### Half Rates to San Francisco

Via the Chicago & Northwestern Railway. Quickest time, grandest scenery, variable routes, perfect service. Excursion tickets will be sold at reduced rate of one first-class fare for the round trip. Tickets on July 15, 1900, inclusive, account of meeting of the National Baptist Societies' Anniversary. For rates and other information ask your nearest ticket agent or write: W. H. Guerin, 17 Campus-Martius, Detroit, Mich.

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### Kingsley & Co.,

186 Yonge Street, KILLED BY JUMPING A ROPE.

Young Girl Has Convulsions Following the Pastime and Dies in Two Hours.

Trenton, May 5.—Nellie Simons, the 6-year-old daughter of Mr. and Mrs. Louis Simons of No. 941 East State-street, went into convulsions following jumping the rope, and died two hours later. The girl was fond of jumping a rope, but last winter she had pneumonia and since then her parents had refused to let her indulge in the exercise. She pleaded for the rope yesterday morning and it was given her for a few minutes. At recess she complained of feeling ill. Her 12-year-old brother Clarence started to take her home, and as she soon became unable to walk he bravely carried her part of the way. A physician who was called found the child in convulsions and she died just after 2 o'clock.

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