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PARTHURST LODGE, No. 257, A. F. & A. M., G. R. C., meets first Wednesday of every month in the Masonic Hall, King Street. Visiting brethren always welcome.  
J. M. PIKE, W. M.  
J. W. PLUMES, Sec'y

WELLINGTON LODGE, No. 45, A. F. & A. M., G. R. C., meets on the first Monday of every month in the Masonic Hall, King Street, at 7.30 p.m. Visiting brethren always welcome.  
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Money to loan at lowest rates on easy terms.

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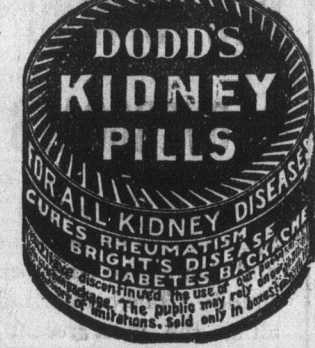
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On Land Mortgage, on Chattel Mortgage,  
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LOWEST RATE. EASY TERMS.  
May Pay Off Part or All at Times to Suit  
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ON MORTGAGES  
Lowest Rate of Interest  
Liberal Terms and privileges to suit  
borrowers. Apply to  
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FIRE INSURANCE SOLICITED.  
20 Choice City Lots and Two Good Farms for  
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England. Assets exceed \$25,000,000.  
15 Desirable Homes for Sale.  
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Office: King Street (upstairs) opposite  
Reliance Loan Building.

What Rules the World.  
Many years ago John Brougham,  
Leater Wallack, Artemus Ward and  
others used to meet after the play at  
Windhurst's, in Park row, in New  
York. One night the question, "What  
rules the world?" arose, and various  
opinions were expressed. William Ross  
Wallace, who was present, retired be-  
fore long and some time later called  
Thomas J. Leigh from the room and  
handed to him a poem which he had  
just written. Mr. Leigh read it aloud  
to the company, and Mr. Brougham  
made a happy little speech of acknowl-  
edgment. The thing was entitled  
"What Rules the World," and the first  
stanza ran:



## Cheap Telephones.

Nothing convinces people so quickly and thoroughly of the benefits of municipal ownership as the record of what has been done in places which have courageously grappled with some problem and solved it. This is shown by the following appreciative paragraph in The Armprior Chronicle—"Three thousand three hundred dollars of clear profit is what the town of Port William has to show for one year's operation of its telephone system. In fact it has much more to show than a substantial margin of receipts over disbursements. There were cheap and efficient service, provision for a sinking fund, interest, and depreciation of plant, and vindication of the good principle of public ownership. The town which looks out upon Thunder Bay has set an example in this connection which other communities could make no mistake in following."

## Abbey's Effervescent Salt

is a regular family doctor. When the stomach gets upset—bowels irregular—appetite fickle—sleep broken—headaches frequent—ABBEY'S SALT is the prescription that cures.

At Druggists. 25c. and 60c. a bottle.

They say that man is mighty,  
He governs land and sea,  
He wields a mighty scepter  
Over lesser powers that be,  
But a mightier power and stronger  
Man from his throne has hurled,  
And the hand that rocks the cradle  
Is the hand that rules the world.

The Poisoned Spring.—As in nature so in man, pollute the spring and disease and waste are bound to follow—the stomach, and nervous of kilter means poison in the spring. South American Nerfine is a great purifier, cures indigestion, dyspepsia, and tones the nerves. The best evidence of its efficacy is the unsolicited testimony of thousands of cured ones.  
Sold by W. W. Turner.

The Dishcloth.  
The dishcloth in many homes is a breeding place for microbes and contains more disease germs than almost anything else of the same size. Many diseases are in a large measure caused by filthy dish rags, contaminated water and impure air. The dishcloth that is washed in cold water and wrung out, and then used to wipe dishes, is a good plan to have two sets for constant use. Those in use should be washed every morning in warm water, with soda, ammonia or washing powder, then rinsed and hung in the air to dry while the other set is in use. Besides this, it is well to wash each time after using and to boil them once a week. Keep your dish rags clean, sunned and aired if you value the health of your family.

PATERSON'S  
COUGH DROPS  
Not more "candy," though they are delicious, than our well-known and famous PATERSON'S COUGH DROPS. They are a cough cure of all kinds. Cough drops are all right, but PATERSON'S COUGH DROPS are the only ones that will cure you.

SANTAL-MIDY  
Standard remedy for Gleet,  
Gonorrhea and Runnings  
in 48 HOURS. Cures Kid-  
ney and Bladder Troubles.

WOMEN  
Use Big 40 for unnatural  
discharges, inflammations,  
etc. of the female system.  
Painful, and not satis-  
fying or pleasant.  
Sold by Druggists,  
or sent in plain wrapper,  
by express, prepaid, for  
\$1.00, or 3 bottles \$2.75.  
Circulars sent on request.

## FLOATED THE BAVARIAN

TRANSFORMED BIG STEAMER IN-  
TO A HUGE STEEL BUBBLE.

Novel Scheme of Two Bright Young  
Engineers Which Will Revolution-  
ize Methods of Saving Wrecked  
Vessels—Pumped Sunken Canadian  
Ship Full of Compressed Air—Tri-  
umph of King and Wetherpoon.

Of the floating of the sunken Canadian steamer Bavarian, The New York Herald had the following:  
To turn a 12,000-ton steamship into a huge steel bubble by pumping her full of compressed air, and float her off rocks on which she had been impaled for more than a year, is a feat which has just been accomplished by two young engineers.

After more than one hundred and fifty thousand dollars had been expended by expert wreckers in unsuccessful attempts to wrest this great piece of marine architecture from the grasp of a pinnacle rock, these young men applied the principle employed in building tunnels under water, and within three months after beginning operations had the satisfaction of seeing the great ship float from her bondage to a safe harbor.

When Bavarian Went Ashore.  
With a full passenger list and valuable cargo, the Bavarian of the Royal Mail Steamship line, ran on Wye Rock, in the St. Lawrence River, 33 miles from Quebec, on the night of Nov. 3, 1905. The pilot insisted that one of the buoy lights which marked the channel had gone out, and this had caused him to go out of his course and leave the liner hard and fast, with several sharp rocks piercing her bottom amidsthips.

Many of the Bavarian's compartments filled with water, and when the ship settled down on the rocks her engines were forced up so that the inner funnel showed 12 inches above the rim of the outside one. The ship's bottom plates were badly torn, and when the wreckers made an examination it was declared that the floating of the vessel would be a most difficult job.

Various Plans Failed.  
After the company owning the Bavarian had worked for several weeks to get the vessel off she was turned over to the London Lloyds, and the underwriters set to work to save their money. All the old methods for raising vessels were employed. Pontons lashed alongside at low tide failed. Empty oil barrels stowed in the holds proved useless when the tide rose to raise the vessel from her rocky berth. Chains run under her bow and stern and attached to winches on board powerful lighters never budged the ship when the attempt was made to swing her in this rude cradle. At last the underwriters gave it up, and announced that they would receive bids from any who believed they could save the ship.

Young Men Plan Effort.  
One day last June there came to New York a young man, Robert O. King, a resident of North Tonawanda, N.Y., who, after getting his degree in civil engineering at McGill University, in Montreal, P.Q., had done good work in his profession, and was ambitious to accomplish something new. He called on a friend, William W. Wetherpoon, a young engineer who was employed on the work of tunnelling the East River. Mr. King reminded Mr. Wetherpoon of a former visit which he had made to New York, when they examined the caisson work of the Pike street bridge.

Mr. Wetherpoon remembered that his friend had asked him then how a caisson sunk in the river for the purpose of building a pier differed from the foundation for a pier differed from a ship without a bottom. He recalled that Mr. King remarked that he believed water could be expelled from a wreck in the same way that it was forced from a caisson.

Mr. King told his friend that he was convinced that the Bavarian could be floated by using compressed air to force the water from her holds. The two young engineers discussed the matter and Mr. King persuaded Mr. Wetherpoon to take a party to visit the ship. This was done June 27. In the party were several divers, and Mr. Wetherpoon, who is expert in this kind of marine work, took along his own diving suit. After a careful examination of the ship it was decided that the Bavarian could be floated by means of the compressed air method, and the young engineers made up their minds to bid for the salvage of the vessel.

Had to Raise Money.  
They soon learned, however, that the contract had already been awarded to Capt. Leslie of Kingston, who had determined to make another attempt to float the vessel by the old methods. Messrs. Wetherpoon and King laid their plans before Capt. Leslie, who was at first skeptical, then credulous, and finally enthusiastic. He agreed to join with the engineers in the salvage of the great ship, which, as she lay, was estimated to be worth \$1,000,000.

Canadians Interested.  
It is one thing for a young man, whatever his capabilities may be, to advance a theory the carrying out of which will cost much money, and another to persuade capital to advance the necessary cash. Messrs. Wetherpoon and King learned this before they succeeded in raising the money to bring their enterprise to a successful conclusion. First they had to obtain the approval of men of standing in the scientific and financial world. Among the Canadians who became interested were Charles R. Hosmer of the Canadian Pacific Railway, and Thomas J. Drummond of Montreal. Capt. Leslie had purchased a plant and this was strengthened by additions of compressed air machinery. Mr. Wetherpoon, who was to have entire charge of the work up to the bul-

warks of the vessel, then set about getting his crew. He had a close acquaintance with the genus "sand hog," that remarkable class of men whose ability to work under ground or under water in an atmospheric pressure several times greater than normal has excited the wonder of those who read about them.

Engages "Sand Hog" Crew.  
Mr. Wetherpoon collected his crew with great expedition, many of the "sand hogs" and mechanics being engaged actually as they came off shift from the different tunnels of New York.

Within two days these men, together with thirty more hired in Canada, and the air-compressing plant, were taken by tugs from Quebec to the steamship. It took but a few hours to set up the machinery on deck and the men who had been brought from New York looked the Bavarian over. One of these men was Richard Creedon, a tunnel worker, who was blown through the roof of the East River tunnel by the air pressure and who finally appeared on the surface of the river swimming for the nearest pier.

There was a feeling among the men that the attempt to float the ship would be a failure and there was talk that if the vessel could be made to float by pumping her full of air she would turn turtle as soon as she got off into deep water.

Holes Are Patched Up.  
All the ship's compartments were made as nearly air-tight as possible. Hatch after hatch was closed by plating, which was simply laid under the hatch combing, so that when the air pressure was applied the covers would be held in place. Air locks were placed on the compartments which had filled with water, and the "sand hogs" felt as much at home as if they were in their New York tunnels. As the air was forced in the water rapidly receded, and the workmen were able to stop the leaks with temporary plating.

Judge McLean and Mrs. McLean had come aboard a few days before the final touches were put on the work. It had been planned to float the vessel Nov. 15, on which day it was expected there would be a nor-mally high tide, but instead a storm came on which caused a very low tide, and the floating of the ship had to be postponed.

Man Seized by Fear.  
It was during this wait that the strain on the men's nerves was most apparent. Some of the sand hogs and the Italians who had been hired to take coal out of the bunkers began to murmur. They reminded each other that there were seven fathoms of water off the rock on all sides, and that if the ship should turn turtle they would be drowned. One of the men, a young Italian, was seized by a fit of nervousness and fled from the ship. He was found by the crew and brought back, but he was so much shaken that he was unable to do any more work.

She Floats Clear.  
There was a glaze blowing on Nov. 16, and there was an indication of an unusually high tide. Owing to the bad weather the tugs which had been lying alongside had dropped down the river to a more comfortable harbor. As the tide rose the air compressors were set to work, and the full power of the plant used in forcing air into the hold of the ship. Suddenly there was a movement of the great bulk, and as she lifted herself from her rocky bed a cheer went up from those on board.

Five minutes later the Bavarian was in possession of her own again and floated clear of Wye Rock in 60 feet of water. After the first few minutes all apprehension that the vessel might turn over or that the air pressure would not hold the water back was dispelled. The Bavarian floated on an almost even keel. Soon the tugs were around her and the ship was taken in tow for Quebec. There she lies now beached in Wolf's Cove. Estimates of the cost of putting the Bavarian in a safe place show that the plans originated by Mr. King and carried to such a triumphant conclusion by Mr. Wetherpoon was less than one-fourth the amount expended by those who attempted unsuccessfully to salvage the vessel by the use of old wrecking methods. Only \$30,000 was spent, and if the salvage is half the value of the vessel, which is the law, the prize is worth nearly \$500,000 to those who risked their capital in an untried scheme.

Mr. King a Torontonian.  
The Canadian Institute at Toronto was fortunate enough to arrange that Robert O. King, the Toronto engineer, who with his partner, W. O. Wetherpoon, was the guest of the St. Lawrence, was the guest of the Institute on Saturday evening, Dec. 8. Mr. King read a paper on the task of saving the big vessel. Mr. King is a son of Mr. R. W. King of 503 Markham street, Toronto, and father and son have an office in that city, at 248 Wellington street west, under the title Robert W. King & Co., engineers.



The only 'treatment' a woman needs, to make her complexion beautiful, and her hands soft and white—is the daily use of "Royal Crown" Witch-Hazel Toilet Soap.  
It cleanses the skin by stimulating the pores, and dissolving and carrying off all excretions of the skin.  
The perfect complexion soap. 3 cakes for 25c.  
Ask your druggist for "Royal Crown" Witch-Hazel Toilet Soap.

The Dado Is Economical.  
Nothing is more economical in wall decoration than a dado, according to Wall Paper News. As the lower part of the walls become soiled more quickly than the upper, a room can often be freshened simply by renewing the dado without touching the upper walls. Another advantage of the dado is that it gives a room a comfortable and furnished appearance without the addition of a lot of furniture. This is particularly true of a hall or stairway where there is a lot of space that needs breaking up.

Nature's cure for stomach, liver and kidney troubles is Sanilaris THE MONARCH OF MINERAL WATERS  
F. A. Robert, Agent, Chatham.

Putting In Sleeves.  
To sew in sleeves take your tape measure and measure one inch back of shoulder seam, fold the arm scye together at this point and place inside sleeve seam at the opposite point of fold. After the sleeves of a waist are sewed in and the seam bound or finished in some way, turn the seam so it rests up against the waist instead of down on the sleeve and tack it to the shoulder seam to keep it in this position. You will be surprised to notice what an improvement this makes in the set of the upper part of your sleeves.

Pure as sunshine—not the faintest suggestion of anything but Salt—clean, delicate-tasting. That's WINDSOR SALT.

Bags For Clothes.  
When you are making dust bags to slip over your prettiest dresses, make blue ones for your white things, white will yellow. There's no denying that. Many a pretty party dress, hung away for a little while, has yellowed on the books until it is a far cry from the pretty, fresh bit of daintiness it was at first. But a blue bag—one of the deeper china blues is a good depth of color to get—makes a mighty good ounce of prevention.

If you wish to marry suitably, marry your equal.

NEGLIGEE COAT SHIRTS  
Slip on and off easy as an old coat—hold their looks longer—laundry better—more style and smartness to them. Try this made-right negligee coat shirt and you'll never go back to the over-the-head kind. In all good patterns and right fabrics. Ask for the brand—red label look for the script letters.  
Makers, Berlin  
Minard's Liniment cures Dandruff

## TO REMOVE BASTINGS.

Threads Should Be Clipped at Intervals of Three Inches.

The proper removal of bastings from the completed garment is as necessary as the proper putting in. Many a dress has been ruined by a hasty, ill-calculated pull. Did you ever watch a novice catch the end of a thread and then, after pulling up the seam of a skirt in a hard bunch, bring all her strength to bear to break the thread or perhaps even to bite it off? And did you ever see the seam of the skirt afterward?

If you have, you probably know that the pristine beauty of the material was gone forever. If it was silk or lawn there were holes in it all up the seam, possibly pulled places part way across the breadth. If the goods was so stout as to defy such cruel treatment, then it was probably wrinkled so badly that pressing would never bring the defect out entirely.

Basting threads should be clipped at intervals of three inches, and each short length should be removed with a sharp knife. If it was silk or lawn, indeed there will be no need, for, clipped in this way, the thread will yield to the slightest pull. If any one thread seems obstinate, do not jerk. There is probably a slight knot somewhere and another clipping will remedy the evil. An ivory or bone stiletto is a most convenient thing to have in one's work basket, especially when bastings are to be removed.

## CARE OF BATHROOM.

Sanitary Precautions That Insure Good Health to the Family.

Many women think that if the bathroom is well swept and tidied up every day their whole duty to that department is done, but of all the rooms in the house this one requires the most lynx eyed care. The plumbing should be most rigorously looked after, the taps should be inspected and thoroughly flushed each day at least once, by the mother herself.

In the autumn, when fever and such maladies are prevalent, it is customary to lay the evil to the fall weather or to some form of malaria contracted while away in the country for a vacation. In reality it is mainly because the waste pipes have not been flushed all summer and are full of deleterious gases.

Before again taking up residence in a house which has been closed for a greater or less period every faucet should be opened and the water allowed to run freely for not less than an hour. This is particularly true of the bathroom, though the kitchen should have its share of care as well. After this has been done ammonia should be poured down and allowed to remain in the traps for some time.

## Ungraceful Habits.

Many a woman, although plain of face, commands admiration on account of her graceful carriage and well poised figure. But women are so apt to neglect this fact that they pass over the importance of bodily poise in cultivating their facial beauty. Eight out of ten women have a disjoined way of walking. The hips are allowed to sag, making the abdomen prominent. The shoulders droop, and the head is poked forward instead of being held erect. Many women have a habit of coming down heavily on the heels, jarring the whole body and making the hips and shoulders move in an ungainly way, says an exchange. Another bad habit is that of turning one foot in, and sometimes both feet, giving the body a crablike motion that is anything but graceful. It is a mistaken idea that one's walk is like one's features, unchangeable. On the contrary, any woman can have an erect, well poised, graceful figure if she is willing to take the time and trouble to correct bad habits.

## The Origin of "Etiquette."

The French word etiquette really means a "label" or "ticket." How, then, comes it to denote "conventional forms of ceremony," which is the definition given in Nuttall's dictionary? It is said that a certain Scottish gardener, in charge of Louis XIV's garden at Versailles, was very much put out because the courtiers walked over his beds. To keep off these trespassers he placed labels or tickets—etiquettes—at various spots, with instructions as to the proper path. At first the haughty courtiers did not deign to notice these placards, but a hint from high quarters that their walks in future must be within the etiquettes compelled their obedience.

Thus, according to the story, originated our present use of the word "etiquette."

## A New Corset Cover.

A pretty little fancy with the girls is the pommador ribbon corset cover found among the lingerie and which is worn under sheer blouses. It is fashioned of two strips of wide ribbon sewed together lengthwise and cut in three pieces—two for the fronts and one for the back—and joined under the arms with fagoting. The shoulder straps are made of lace insertion, beading and narrow edging. The waist is finished with batiste beading threaded with ribbon. White silk petticoats with flowered silk flounces are sold along with these corset covers and are intended for use with lingerie dresses, so many of which are being pressed into service for evening wear.

How to Make Your Own Linoleum.  
Tack tightly to your kitchen floor an old carpet. Rag carpet is the best. Spread thickly over this a thick paste of flour and water. When dry add another thick layer. Then paint in some dark color. This can be scrubbed and will wear a lifetime.

## PILES CURED AT HOME by New Absorption Method

If you suffer from bleeding, itching, blind or protruding Piles, send me your address, and I will tell you how to cure yourself at home by the new absorption treatment; and will also send some of this home treatment free for trial, with references from your own locality if requested. Immediate relief and permanent cure assured. Send no money, but tell others of this offer. Write to-day to Mrs. M. Summers, Box P. 4, Windsor, Ont.

## ACCIDENTS CAUSED BY SNOW.

Some of Most Shocking Railway Disasters Occurred in Snowstorms.

Snow, soft, feathery, and evanescent though it is, has been responsible for some of the most shocking railway accidents on record.

The recent terrible disaster in Scotland was, of course, directly due to it; and in January, 1903, a somewhat similar catastrophe, caused by a relief train colliding with a snow-plough, killed and injured some fifty persons in Washington, U. S. A.

Near Ashabula, again, on Dec. 29, 1876, the driver of the magnificent "Flying Pacific Express" from New York to San Francisco, deceived by a raging snowstorm, ran his heavy train at full speed on to a flimsy trestle bridge over 80 feet high. "It gave way," of course, and more than one hundred people perished.

Another historic railway wreck due to the same cause was that at Abbot's Ripton, on the Great Northern Line, on Jan. 21 of the same year. This was a terrible collision. The Scotch express ran into a coal train, and then the Leeds express from London dashed full speed into the combined wreckage, killing 14 people outright and shockingly mangle many more.

Near Leadville, Colorado, soon after the narrow-gauge railway there was first opened, a train was snowed in at 10,000 feet above sea-level. It was nearly a week before it could be dug out, and then every one of its occupants was found dead and frozen stiff—so many human icicles.

In what was known as the Tehachapass disaster, in California, the train was caught by a blizzard at the summit of a high mountain range at a moment when the engine had been detached, and driven backwards down one of the steepest and most tortuous grades on the Pacific slope. It jumped the track when it had attained an estimated speed of 80 miles an hour, and plunged over a precipice into a snow-drift 100 feet deep. Not a soul aboard escaped death.

## The Centenary of Gas.

It is hard to believe in these days of general enlightenment by illuminants that there was a time in the last century when gas was unknown; yet such is the fact. It was in the early days of January, 1807, that gas was first adopted for lighting purposes in London, England. A German named Winsor set up a test row of gas lamps in Pall Mall. That was the beginning of the use of an illuminant that now fairly lights the world. Winsor, however, was not the inventor, but only put into practical use another man's discovery. The Scottish engineer Murdoch had already used coal gas as an illuminant in Cornwall; Watt and Boulton had experimented with it in Birmingham; and Lebon had done the same in France. It is, nevertheless, to Winsor that belongs the credit of a first and really practical demonstration of street lighting by gas. Needless to add that great men of science and even men of imagination ridiculed poor Winsor's efforts. Sir Humphrey Davy declared in 1809—that is to say, two years after the display of gas lamps in Pall Mall—that you might just as well talk about bringing down a slice of the moon to light London as to illuminate it with gas. Sir Walter Scott, who was a poet and therefore a "seer," was blind to the extent of classing Winsor as a madman.

The world is not waiting to know what you think of yourself.

Nurses' & Mothers' Treasure  
—most reliable medicine for baby.  
Used over 50 years. First compounded by Dr. P. E. Picault in 1855.  
**Makes Baby Strong**  
Restores the little organs to perfect health. Gives sound sleep, without resort to opium or other dangerous drugs.  
At druggists, 25c. 6 bottles \$1.25.  
National Drug & Chemical Co. Ltd., Montreal

## WHY NOT.

purchase a Waltham Watch when they are the best?

In 1854 the whole output of the factory was 375 in actual use.

Up to 1907 the actual output in use is 15,000,000.

This should be sufficient guarantee.

Why not purchase one of these Watches from

**A. A. JORDAN'S**

Sign of Big Clock.

Phone 469

Minard's Liniment Cures Garget in Cows.