

Interest 8%
News Exceeding

Wanted Farms
Terms

INGIER, F. C.
and Third St.
BOWAN,
Local Manager.
Edmonton.
ing Fund Loans.

OGAL.

O'CONNOR &
LIGON,
Notaries, Etc.
Traders Bank of
Block, Jasper Ave.

Hon. C. W. Cross,
Hector Cowan,
BIGGAR & COWAN,
Notaries, Etc.
Traders Bank,
Private funds to loan.
Edmonton, Alta.

DON'S

K FOOD

Your Stock Condition
NDITION POWDER
25 per Package.

GRAYDON
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

Graydon
and Druggist.
ard Pharmacy.
260 Jasper Ave. E.

SEMI-WEEKLY
EDITION

VOLUME V.

EDMONTON, ALBERTA, CANADA MONDAY, MARCH 8, 1909

SEMI-WEEKLY
EDITION

NUMBER 333

OCEAN GRAIN CARRIERS TO PENETRATE LAKE WINNIPEG

Engineer Armstrong in First Report of Surveys on the Hudson Bay Railway Favors Port Nelson as Terminal.

THE FUTURE MAY SEE SHIPS PLYING THROUGH GREAT CANAL

Route to Port Nelson Has Striking Advantages Over That to Fort Churchill—Is Shorter and Would Cost Less.

Engineer Estimates Cost of Construc- tion of Railway to Fort Churchill at \$11,000,000 and to Port Nelson at \$8,000,000. Route to Latter Port Passes Through Better Agricul- tural Country, and Would At- tract Eastern Gradients—Fort Nel- son is Open For Fully a Month Longer Than Fort Churchill— Interested Parties Will Strono- ously Oppose Adoption of Nelson Route.

Ottawa, Mar. 3.—The first progress report of the surveys of the Hudson Bay railway has been submitted to the minister of railways. It contains, in addition to a summary of the work completed to February 1, an estimate of the probable cost of the work, and a strong recommendation for further surveys to determine the possibilities of a shorter line, fewer natural obstacles, a more extensive cheaper construction and the possibilities of cheaper maintenance when completed.

Details of the natural resources of the country, traversed by the surveys, are given, together with numerous maps and detail plans. The report is made by J. Armstrong, engineer in charge, with headquarters at Winnipeg.

Estimate of Cost.

Mr. Armstrong has estimated the cost of the Hudson Bay line to Fort Churchill at \$11,000,000, and to Port Nelson at \$8,000,000. The estimate is based on a line with a controlling gradient of 4.10th of one per cent. east or northward, and 4.10th of one per cent. west coast of the bay, though the depths of water are not of the most desirable, the natural anchorage for 320 of the total of 465 miles are shown with reports on exploration work for about 400 miles of the distance. Rough estimates are given. Attention is also called to the possibility of a canal along the Nelson to Lake Winnipeg.

Advantages of Port Nelson.

A tabulated statement of the advantages of Port Nelson is given as follows:

From one to two months longer open season for navigation.

A better situation in case the Hudson Bay route be blocked by a canal from Lake Winnipeg down the Nelson river to Hudson Bay.

A saving in railway distance of from 60 to 70 miles of line, as well as a less average cost per mile for the line to be built than the line to Fort Churchill.

The report says that the chief drawback to the selection of Port Nelson appears to be the approach to the harbor from the sea, but this would need further investigation before anything definite could be stated. On the other hand Fort Churchill appears to have an easy entrance and a well-sheltered anchorage when inside. But when the construction of docks and other works necessary are considered, its advantages in that direction do not seem to counterbalance the more favorable conditions which obtain at Port Nelson.

Summary of Report.

The report of Engineer Armstrong opens with brief descriptions of the country surveyed by the engineers. They report having encountered between 250 and 300 million feet of logs immediately along the Nelson right-of-way with the possibility of much more along the tributary streams, and at the same time there are large areas of timber suitable for pulp wood or ties along the whole route. Rich agricultural lands were found along the Michie and Grass rivers as far as Split Lake, and along both sides of the Nelson river to Hudson Bay. From Split Lake to Fort Churchill the land is not so attractive, the open country being in small patches mostly timbered and needing drainage. For 40 miles out from The Pas there is a large quantity of good limestone available, suitable for building purposes. Further to the north, where the road is largely Huronian, rich mineral. A specimen has been found in many localities. The whole country is out up with numerous lakes, rich in fish, while game and fur bearing animals are found everywhere. The whole country south of Split Lake is full of rivers and lakes, giving good communication with the

railway lines for the carrying on of the lumbering and other industries, which may be established in the future. Water power sites are abundant on nearly all of the rivers and streams many offering opportunities for development at minimum cost. North of the lake the chief streams are important to the railway are the North Churchill and the Deer rivers, both of which offer convenient routes for the transportation of men and supplies.

The Churchill, although a very large river, is not particularly suitable for transport except for a short distance at its mouth. It is probable, however, that it would furnish many power sites of large capacity should it ever be desired to electrify the system, and these at a minimum cost.

One of the Great Lakes of the West. The Nelson river, on the other hand, may be described as one of the greatest rivers of the world, as regards the actual volume of water discharged to the sea. Its total length is approximately four hundred miles and its drainage area, comprising the whole of Manitoba, the greater portions of Alberta, Saskatchewan, North Dakota and Ontario west of the Great Lakes, and they also enter Montana and Minnesota. Its discharge has been roughly estimated by Dr. Bell at five million cubic feet at Ottawa, and at the Chaudiere falls at Ottawa. Dr. Bell in his examination of the river took many soundings over the greater part of its length and found depths of water from 20 to 60 feet, with a current not over one mile to three miles an hour. Lake Winnipeg furnishes an extension of this water route to within 20 miles of the city of Winnipeg.

From information obtainable it would seem that a canal might be built along the Nelson river, which would enable ocean going steamers to enter Lake Winnipeg (through the channel), the minimum depth of which is 33 feet, already exists to the south end of the lake. The amount of power which is available for development along the Nelson river is enormous, and places the Hudson Bay railway in a very favorable position. It is not likely the estimate furnished will need any great revision.

In touching on the harbor at Fort Churchill the report states that extensive examination has yet been made by the engineers though a considerable amount of information has been obtained from officers of the Hudson's Bay company. It states that from information at hand it seems that the harbor at Fort Churchill is west coast of the bay, though the depths of water are not of the most desirable, the natural anchorage for 320 of the total of 465 miles are shown with reports on exploration work for about 400 miles of the distance. Rough estimates are given. Attention is also called to the possibility of a canal along the Nelson to Lake Winnipeg.

tion three from the Divide to Churchill, about 140 miles in length, presents great difficulties in the way of making an estimate of the cost of construction. A great many muskies are met with, the last 100 miles especially being almost entirely a sort of "moss-covered tundra," which appears to be perpetually frozen to within a few inches of the surface. Definite information as to the cost of handling the material or as to how it will carry a railway line is not available.

No Heavy Grades.

The grades adopted throughout have been 2.5 of one per cent. northward, and 3.0 of one per cent. southward. No difficult or particularly heavy grades have been encountered, which could have been materially lessened by the adoption of heavier gradients. In fact, it seems probable that the southbound grade might be reduced to 1.2 of one per cent., without greatly increasing the cost. By taking the quantities and classification of the material, as estimated by the engineers on the work, it is estimated that the cost of grading would average 55 cents a yard for solid rock, 60 cents a yard for loose rock and 25 cents a yard for earth or common excavation. The estimate includes the material to be moved in the construction of the road, including sidings, terminals, tracks and drainage ditches. The northern hundred miles toward Churchill being mostly over a barren country, more or less trouble with snow may be expected.

The work done on the line to Port Nelson is progressing rapidly. From the 100-mile line run from The Pas to the point where the line diverges from the one to Fort Churchill, the crossing of the Nelson river has been fixed upon and the country between this crossing and the Fort Churchill route has been examined. From the Nelson river crossing to Port Nelson the country is under examination at the present time, but a great deal of information has been gained from reports published by the geological surveys. If their reports of this part of the country are as accurate as they have been found to be elsewhere, it is not likely the estimate furnished will need any great revision.

The route to Port Nelson the Hudson's Bay company is not considered to be a great advantage, as it is a short detached piece of land, and the information has been obtained from officers of the Hudson's Bay company. It states that from information at hand it seems that the harbor at Fort Churchill is west coast of the bay, though the depths of water are not of the most desirable, the natural anchorage for 320 of the total of 465 miles are shown with reports on exploration work for about 400 miles of the distance. Rough estimates are given. Attention is also called to the possibility of a canal along the Nelson to Lake Winnipeg.

PRESIDENT TAFT IS INAUGURATED

In Address to Congress He Declares He Will Follow in Roosevelt's Steps.

Washington, D.C., Mar. 5.—(Captain W. H. Matthews, of the fifth police precinct, was shot and instantly killed while sitting at his desk in the station tonight by Policeman Collier. Collier quietly entered the station, went immediately to the captain's office, jerked from his pocket a revolver and began firing bullets into Matthews's body. Five shots were fired, two of them piercing the captain's skull. Collier, it is alleged, had been reprimanded by Captain Matthews for a breach of the rules, and this at the time angered him. The police say they know of no other reason for Collier's action.

MANY LIBERALS ARE NOMINATED

Enthusiastic Conventions Held in All Parts of Alberta by Ruther- ford Government Supporters

Camrose, March 4.—A Liberal convention for the province was held in the town hall here yesterday afternoon. The meeting was well attended and very enthusiastic. A number of resolutions were adopted, and a number of candidates were nominated for the coming election. The meeting was held in the town hall, and was attended by a large number of people. The meeting was held in the town hall, and was attended by a large number of people. The meeting was held in the town hall, and was attended by a large number of people.

Mr. Smith's Address.

Mr. Smith's address was called upon to make a speech and for the first time in his usual enthusiastic manner. He spoke for over half an hour, and was heard with the greatest interest. He showed the Rutherford administration to be the best in the history of any province. He dealt particularly with the good work being done in the province regarding telephones, dealing with the lumber combine, the workmen's compensation act, the telephone extension, the railroads, and the help given to the pork-packing industry and a few other of the more important work done by the government during the three and one-half years.

Mr. Smith assured the convention that he would do his utmost to support the Rutherford government in the coming election. He promised to do his utmost to support the Rutherford government in the coming election. He promised to do his utmost to support the Rutherford government in the coming election.

Mr. Holden's Happy Speech.

In accepting the honor, Mr. Holden thanked the delegates for their expression of confidence. In a pointed address he referred to the progressive administration of the government, which he supported, and if elected promised to carry out the wishes of his constituents to the fullest extent. All through his brief speech he was cheered by his supporters.

Mr. Holden's Happy Speech.

In accepting the honor, Mr. Holden thanked the delegates for their expression of confidence. In a pointed address he referred to the progressive administration of the government, which he supported, and if elected promised to carry out the wishes of his constituents to the fullest extent. All through his brief speech he was cheered by his supporters.

Mr. Holden's Happy Speech.

In accepting the honor, Mr. Holden thanked the delegates for their expression of confidence. In a pointed address he referred to the progressive administration of the government, which he supported, and if elected promised to carry out the wishes of his constituents to the fullest extent. All through his brief speech he was cheered by his supporters.

Mr. Holden's Happy Speech.

In accepting the honor, Mr. Holden thanked the delegates for their expression of confidence. In a pointed address he referred to the progressive administration of the government, which he supported, and if elected promised to carry out the wishes of his constituents to the fullest extent. All through his brief speech he was cheered by his supporters.

Mr. Holden's Happy Speech.

In accepting the honor, Mr. Holden thanked the delegates for their expression of confidence. In a pointed address he referred to the progressive administration of the government, which he supported, and if elected promised to carry out the wishes of his constituents to the fullest extent. All through his brief speech he was cheered by his supporters.

Mr. Holden's Happy Speech.

In accepting the honor, Mr. Holden thanked the delegates for their expression of confidence. In a pointed address he referred to the progressive administration of the government, which he supported, and if elected promised to carry out the wishes of his constituents to the fullest extent. All through his brief speech he was cheered by his supporters.

Mr. Holden's Happy Speech.

In accepting the honor, Mr. Holden thanked the delegates for their expression of confidence. In a pointed address he referred to the progressive administration of the government, which he supported, and if elected promised to carry out the wishes of his constituents to the fullest extent. All through his brief speech he was cheered by his supporters.

Mr. Holden's Happy Speech.

In accepting the honor, Mr. Holden thanked the delegates for their expression of confidence. In a pointed address he referred to the progressive administration of the government, which he supported, and if elected promised to carry out the wishes of his constituents to the fullest extent. All through his brief speech he was cheered by his supporters.

Mr. Holden's Happy Speech.

In accepting the honor, Mr. Holden thanked the delegates for their expression of confidence. In a pointed address he referred to the progressive administration of the government, which he supported, and if elected promised to carry out the wishes of his constituents to the fullest extent. All through his brief speech he was cheered by his supporters.

BORDEN IS STILL SEEKING CAUSES

Leader of Opposition Gives His Followers at Dinner Address in His Honor.

Ottawa, Mar. 5.—Conservative members of the House of Commons and the Senate tonight tendered a dinner in honor of the Conservative leader, in the parliamentary restaurant, which concluded at 1 o'clock this morning. The chairman in a brief speech discussed Mr. R. L. Borden as "a leader worthy of the confidence of the great Liberal-Conservative party" and "a true custodian of the old traditions of the party."

NORTH AND SOUTH LINE IS VANISHING

Premier Rutherford Appeals for the Elimination of Sectional Spirit at Calgary Meeting.

Calgary, Mar. 6.—One of the most eloquent statements that the premier of Alberta has yet delivered in the present campaign was made by him last night at a well attended meeting in the hall of the Commercial Hotel. He told how the revenues of the province have been expended, dealt in convincing manner with the now famous north and south question, explained how his railway policy will benefit every section of the province, and administered a crushing rebuke to those who have been trying to find fault where none existed.

The premier was listened to with great attention from start to finish. He said: "It is three and a half years since I addressed a Calgary audience in support of Mr. Cushing. Some people told me that Calgary would not elect him. I had more faith in the electors of Calgary than that. You returned him there and I am confident that you will return him again. Alberta is growing to be past its popularity and whole-hearted support and Calgary is keeping pace with that growth."

No Line Between North and South.

The premier dealt in detail with financial matters of the province as dealt with in his budget speech. He gave the amounts expended by each department, the revenue received by each, and a mass of other details, incidentally mentioned that the provincial treasurer of Manitoba in his last budget speech took credit to the Roblin government for having during the last ten years, been able to take out of the general revenues of the province about one and a half million dollars, an amount which might very well have been borrowed and charged to capital account. But he took credit for the fact that they had accomplished as much in three years as the Roblin government had in ten. They had taken out one and a half millions for permanent bridges and buildings that might very well have been borrowed and repaid over a period of forty or fifty years. "I am not attacking any of your public men. They are all friends of mine, but they are open to criticism just the same as I am. I said that you have had a senator here for the last twenty years and I defy you to point to one stone upon another to show that he has ever represented this city of Western Canada. Further than that you have a member in the Dominion House and what is there to show that he ever represented you?"

Revision of Tariff.

The proposal to revise the tariff made in such an authoritative way as to lead the business community to count upon it, necessarily had set those branches of business directly affected by the tariff on edge. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit.

Revision of Tariff.

The proposal to revise the tariff made in such an authoritative way as to lead the business community to count upon it, necessarily had set those branches of business directly affected by the tariff on edge. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit.

Revision of Tariff.

The proposal to revise the tariff made in such an authoritative way as to lead the business community to count upon it, necessarily had set those branches of business directly affected by the tariff on edge. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit.

Revision of Tariff.

The proposal to revise the tariff made in such an authoritative way as to lead the business community to count upon it, necessarily had set those branches of business directly affected by the tariff on edge. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit.

Revision of Tariff.

The proposal to revise the tariff made in such an authoritative way as to lead the business community to count upon it, necessarily had set those branches of business directly affected by the tariff on edge. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit.

Revision of Tariff.

The proposal to revise the tariff made in such an authoritative way as to lead the business community to count upon it, necessarily had set those branches of business directly affected by the tariff on edge. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit.

Revision of Tariff.

The proposal to revise the tariff made in such an authoritative way as to lead the business community to count upon it, necessarily had set those branches of business directly affected by the tariff on edge. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit.

Revision of Tariff.

The proposal to revise the tariff made in such an authoritative way as to lead the business community to count upon it, necessarily had set those branches of business directly affected by the tariff on edge. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit.

Revision of Tariff.

The proposal to revise the tariff made in such an authoritative way as to lead the business community to count upon it, necessarily had set those branches of business directly affected by the tariff on edge. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit. It is not that the tariff is more important in the long run than the party in power, and as promptly passed as discussion will permit.

POLICE OFFICER SHOT.

Five Shots Fired by Policeman Who Was Angered at Reprimand.

Washington, D.C., Mar. 5.—(Captain W. H. Matthews, of the fifth police precinct, was shot and instantly killed while sitting at his desk in the station tonight by Policeman Collier. Collier quietly entered the station, went immediately to the captain's office, jerked from his pocket a revolver and began firing bullets into Matthews's body. Five shots were fired, two of them piercing the captain's skull. Collier, it is alleged, had been reprimanded by Captain Matthews for a breach of the rules, and this at the time angered him. The police say they know of no other reason for Collier's action.

WANT CHURCHILL AS PORT.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

Winnipeg, Mar. 3.—A stiff fight is likely to be put up by the business interests against the selection of Port Nelson as the terminal of the government Hudson Bay line instead of Fort Churchill, as foreshadowed by the selection of Port Nelson is likely, will not be strenuous.

THE ORIGINAL AND ONLY GENUINE

Beware of Imitations Sold on the Merits of Minaud's Liniment

Delmar Bard, organizer, took advantage of the purchase of a copy of the original and only genuine Minaud's Liniment. He is now suffering from a severe case of rheumatism, and is unable to move. He has tried many other remedies, but has found no relief. He has heard of Minaud's Liniment, and has purchased a bottle. He has used it for a few days, and has found it to be the only one that has given him any relief. He is now able to move, and is very grateful to the inventor of this wonderful medicine.

Delmar Bard, organizer, took advantage of the purchase of a copy of the original and only genuine Minaud's Liniment. He is now suffering from a severe case of rheumatism, and is unable to move. He has tried many other remedies, but has found no relief. He has heard of Minaud's Liniment, and has purchased a bottle. He has used it for a few days, and has found it to be the only one that has given him any relief. He is now able to move, and is very grateful to the inventor of this wonderful medicine.

Delmar Bard, organizer, took advantage of the purchase of a copy of the original and only genuine Minaud's Liniment. He is now suffering from a severe case of rheumatism, and is unable to move. He has tried many other remedies, but has found no relief. He has heard of Minaud's Liniment, and has purchased a bottle. He has used it for a few days, and has found it to be the only one that has given him any relief. He is now able to move, and is very grateful to the inventor of this wonderful medicine.

Delmar Bard, organizer, took advantage of the purchase of a copy of the original and only genuine Minaud's Liniment. He is now suffering from a severe case of rheumatism, and is unable to move. He has tried many other remedies, but has found no relief. He has heard of Minaud's Liniment, and has purchased a bottle. He has used it for a few days, and has found it to be the only one that has given him any relief. He is now able to move, and is very grateful to the inventor of this wonderful medicine.

Delmar Bard, organizer, took advantage of the purchase of a copy of the original and only genuine Minaud's Liniment. He is now suffering from a severe case of rheumatism, and is unable to move. He has tried many other remedies, but has found no relief. He has heard of Minaud's Liniment, and has purchased a bottle. He has used it for a few days, and has found it to be the only one that has given him any relief. He is now able to move, and is very grateful to the inventor of this wonderful medicine.