

start construction of the line on the Pacific.

"Now, Mr. Chairman, I should explain that during the last session of the Senate Senator Macdonald put on the order paper a notice to amend the Grand Trunk Pacific bill amending the Grand Trunk Pacific agreement. That motion of Senator Macdonald was defeated in the Senate. Subsequently I had some correspondence on the question. I got an inkling of the fact that our Conservative friends in British Columbia were going to try.

To Make Political Capital out of the fact, I carried on a correspondence with the Grand Trunk Pacific railway people. I went so far even when another bill—a bill amending the charter of the Grand Trunk Pacific—came up before the Senate I gave notice of an amendment that the rights given them under this charter would expire if work did not begin within a specified time—I think I am going to make it to two years on the Pacific coast, they would forfeit their contract. I tried to obtain for the people of this province that I thought was their contract—that the construction on the Pacific coast would begin simultaneously with the Eastern end of the line. I learned, however, that my motion was out of the question. Sir Mackenzie Bowell was about to raise the point of order that the amendment could not be debated, as the question being once dealt with could not be submitted again, and when my motion came up again I dropped it, but not for the reason they ascribe. As I said I had correspondence with the people of the Grand Trunk Pacific. I notice at a meeting in Vancouver Charles Wilson says that the people of the Grand Trunk Pacific would start from this end, but he challenged any Liberal speaker in British Columbia to produce the letter containing that promise. Well, I am.

Going to Produce the Letter I have which contains the promise, for whatever it is worth. (Applause.)

"I will read it very carefully, because this is an important matter, and we should know exactly where we stand on this question. It is addressed to myself.

"Now, Mr. Chairman, I am not putting forward this letter as something which can in any way amount to an agreement, but this is the letter of the manager of the Grand Trunk Pacific Railway Company, and I say that no railway manager could make a more

Definite Pledge that the work would start from the Pacific Coast end, and would be carried on continuously in an eastern direction until the road is completed, that is contained in that letter. He cannot say to a month or two months when the survey to the Pacific Ocean will be completed. He has to complete that survey and locate his terminus, and on that being done he has to pledge himself to begin the construction continuously until the road is completed. That is the reason I give for dropping the amendment in the Senate. I had not dropped that amendment when I received this letter, and did not drop it until I had that letter in my possession.

"I want now to make a few remarks with respect to the Colonist. The paper does not give us very full and accurate reports of our meetings. They did not when I was running in this constituency. The Colonist is not a fair newspaper. I say that in a kindly spirit, because I am a newspaper man myself, but the Colonist does not give fair-play. Now listen to this, on the 10th of October the Colonist published a small editorial like this: '\$50,000,000 seems a good deal of money for the people of Canada to pay to enable Sir Wilfrid Laurier to carry the province of Quebec, but that is what this scheme amounts to. No wonder Ontario rose in arms against it to such an extent that even Sir Richard Cartwright did not dare to show his head in his own constituency. . . . In the meantime it might be well for patriotic Liberals in this city and province to ask themselves if the support of Quebec is worth to the party the price that Sir Wilfrid Laurier is prepared to pay for it."

"Now is there in that anything to stir up animosity? I say there is, and it is that Sir Wilfrid Laurier's government is paying \$50,000,000 to Quebec to get the support of the province of Quebec. Now, is it true that we are paying \$50,000,000 for the building of this road in Quebec? The road passes for 235 miles through Quebec, \$45 miles through Ontario and 100 miles through the province of Manitoba, and the probable cost at the very highest estimate is not one half of the amount stated in the Colonist. The paper as the cost for building that road in the province of Quebec.

"Mr. Chairman, I don't want to close without saying a few words in reference to the question that the Conservative party have been trying to bring to the front in this campaign, and that is the Question of Better Terms.

I don't know how Col. Prior can make the question of better terms a campaign question at the present time. I don't know how he can make the people of Victoria or British Columbia believe that he is any more in favor of better terms than our friend Mr. Riley is. I don't know how he is going to convince the people of this city or this province that such is the case, when you take into consideration the long time the Conservatives were in power at Ottawa and in Victoria, and they did nothing in respect to this question until now at the eleventh hour, when the contest is on in the city of Victoria. I do not see how he can make any political capital out of the question of better terms for the province. I don't know just what the object of the better terms movement is as understood by the McBride government. I am aware that down in the province of Ontario and in the province of Quebec there is a movement that the financial relations between the Dominion government and those provinces shall be rearranged. Those provinces think that the Dominion government have more means for raising money than they have. I am not going to contradict that at all, and it may be long some time in the future the financial arrangements as between the provinces and the Dominion may require rectification and rearrangement, but that will have to be done on an equitable basis between the Dominion government and all the provinces.

"If the bargain that was made with

the Conservative government in 1870 was a bargain, almost all of the demands were granted. There were one or two that were modified. For instance, the population instead of being assumed at 120,000 was assumed to be 60,000. Instead of a wagon road to Fort Garry they were given a railway. Canada built by drydock. All the money was carried out. So I say if there is anything wrong in this contract between the Provincial government and the Dominion government, the Conservatives are to be blamed for it. There were a great many Liberals who took an active interest in this question of federation, like A. De Cosmo, who were active supporters of federation, and strove hard to have a binding contract made. And I say again, if there is any cry for better terms, if it is necessary for the Dominion government to give aid to the province of British Columbia and supplement the subsidies that they receive, it will be done for all the provinces on a Fair and Equitable Basis.

My idea of better terms, and I say it frankly, is not to put money into the McBride treasury for the McBride government to spend. (Cheers.) My idea of better terms is something like this: that the Dominion government should expend on public works in the province of British Columbia larger sums of money than it has ever expended before. My idea is that the province of British Columbia in the past has been taxing the resources of the country too much. In borrowing money to give railways, for instance, running into an enormous debt of ten to twelve million dollars. The province have been trying to do too much. For instance, trying to build a fish hatcheries, and all those things which should come under the supervision of the Dominion government. My idea is that the Dominion government should spend more money in British Columbia in constructing and subsidizing railways.

"There are anonymous statements made by an anonymous statistician that this government is paying to the Dominion government one and a half million dollars a year for all purposes more than it is receiving back. I do not know who made that calculation, but it seems accepted as a fact that that is true; I have not gone into that, and neither accept or deny its accuracy. But assuming there is an argument in that, and assuming we do contribute to the Dominion treasury more than we receive back from the Dominion for all purposes, the I say that the Dominion government are the parties to spend this money for you in this province for public works, the building of railways, light houses, fish hatcheries, and all those things which should come under the supervision of the Dominion government, thereby relieving the provincial treasury of that outlay, and much of the expenditure that they have incurred in the past. I think we can trust the expenditure of money in British Columbia in the hands of the representatives at Ottawa with a great deal more feeling than the money will be expended wisely and well than if we gave it to the McBride government, squandering as they have squandered it in the past.

"I should like to say a great deal more. I should like to refer to the government ownership of railways, but time will not permit.

"The Dominion government has been most anxious to further the interests of Canada as a whole, and I know that they are.

Not Unmindful of This Province.

We did something for British Columbia by giving a very handsome bounty of \$500,000 a year for five years to the Colonist published a small editorial like this: '\$50,000,000 seems a good deal of money for the people of Canada to pay to enable Sir Wilfrid Laurier to carry the province of Quebec, but that is what this scheme amounts to. No wonder Ontario rose in arms against it to such an extent that even Sir Richard Cartwright did not dare to show his head in his own constituency. . . . In the meantime it might be well for patriotic Liberals in this city and province to ask themselves if the support of Quebec is worth to the party the price that Sir Wilfrid Laurier is prepared to pay for it."

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ridiculous to construct a great transcontinental road in a matter of days. "There are a great many things I would like to have referred to, but I will not have time. One was Col. Prior's railway policy of a year and a half ago. You all remember it. I would like to ask you how it is that a man running in the city of Victoria not two years ago advocating the policy of the Canadian Northern at that time (which was to receive from the people of this province some 20,000 acres of land per mile along some \$4,500 a mile in cash, from Burrard Inlet to Yellowhead Pass, a distance of 400 or 500 miles)—how such a man who was willing to ask the people to enter into such a large and gigantic undertaking as that, is at the same time prepared to oppose a government that is offering to build a railway 480 miles through British Columbia without it costing this province \$1 or one acre of land. I would like to ask Col. Prior how he came to support the Canadian Northern railway's policy and to disapprove of the policy of Sir Wilfrid Laurier in building a railway under the terms described? I hope, however, there will be an opportunity before this contest is over for him to answer this.

"I thank you, ladies and gentlemen, for your kind consideration, and in closing I would ask from the people of this city the support of every Liberal in the policy of Sir Wilfrid Laurier, which policy is in the interests of British Columbia and the Dominion of Canada as a whole." (Applause.)

#### RALPH SMITH HELD MEETING AT MOUNT SICKER

Bright Prospects. Ralph Smith, Liberal candidate for Nanaimo district, accompanied by C. H. Lugin, held a meeting at Mount Sicker on Tuesday evening. The audience consisted of a large number of people, and the meeting was held in a hall which had been reserved for the purpose. The speakers were well received, and the meeting was held in a hall which had been reserved for the purpose. The speakers were well received, and the meeting was held in a hall which had been reserved for the purpose.

On Wednesday afternoon, Messrs. Smith and Lugin drove down to Cobble Hill, where Mr. Wolley, the Conservative candidate, had called a meeting. Mr. Wolley was on hand with two friends from Duncan, and after waiting half an hour five people drove up. As there was no prospect of any more arriving, Messrs. Smith and Lugin left for Cowichan, but during the course of the next half hour three more people, who were driving by stopped, and Mr. Wolley addressed them. As Cobble Hill has the reputation of being a Conservative stronghold, this looks as if little interest was taken in Mr. Wolley's candidature.

In the evening a joint meeting was held at Cowichan. The meeting was called by Mr. Smith, and was to have been addressed by him and Mr. Lugin, but when Mr. Wolley asked that it might be a joint meeting, Mr. Smith consented. When it came to arranging the order of speaking, Mr. Wolley insisted that Mr. Smith should speak first, and after that gentlemen had finished, Mr. Wolley protested against Mr. Lugin's being allowed to speak at all, and even refused to permit Mr. Smith to reply to him. Mr. Smith good naturedly agreed to this arrangement, although he said it was grossly unfair. A few questions were put to the speakers before the meeting closed, and in answer to one of them Mr. Wolley made a reference to Mr. Lugin, which brought him to his feet for a few minutes. The audience were disposed to hear him at length, but he did not avail himself of the opportunity, preferring to stand by the promise extracted from Mr. Smith by Mr. Wolley's almost abject pleading. Judging from the applause, the meeting was largely in Mr. Smith's favor.

There is undoubtedly an alliance, more or less definitely arranged, between the Conservative managers and the Socialists. The latter know that they cannot elect their candidate, Mr. Fenton, and their only object is to deter people from voting for Mr. Smith. In Nanaimo they were represented at the meeting addressed by Mr. Smith, but not at Lady Smith's. At any rate the speakers led by that gentleman, they follow Mr. Smith from place to place, holding meetings the day after he does, and assailing him in every possible way. They do not think of attacking Mr. Wolley or the Conservatives, and Mr. Wolley as a rule lets them severely alone. Everywhere through the upper part of the constituency, the Socialist-Conservative alliance is talked about, and it will have the effect of keeping many Conservatives from supporting their party candidate, even if it does not cause them to come out actively for Mr. Smith. The present prospect is that Mr. Smith will have a majority in Nanaimo, and will lead Mr. Wolley in Ladysmith. At Chemainus and Mount Sicker, he will have large majorities over both his rivals. At Duncan, always until the last local election a great Conservative centre, he will have a majority. At Soanemo, he will have a large majority, and will probably get more votes at Cobble Hill than any Liberal ever has done. In brief, Mr. Smith will come down to the Esquimalt district with a very handsome lead over his opponents, and his friends would be surprised if he has more than both of them combined. It is a little soon to attempt a canvass of the vote in the Islands, Saanich, and Esquimalt, but from what is known, it may be safely said that Mr. Smith's return is assured beyond all reasonable doubt.

To-morrow afternoon Calvary Baptist Sunday school will hold its third annual Rally Day service. There will be special music, and the pastor and Rev. R. J. McIntyre will give short addresses. A special effort is being made to have every member present. Parents and friends are cordially invited to attend.

"MY KIDNEYS ARE ALL WRONG! How can I insure best results in the shortest time?" It stands to reason that a liquid specific of the unquestionable merit of South American Kidney Cure will go more directly to the kidneys than any other medicine. It is the only medicine that strikes the spot where the trouble is, and it strikes the spot there in an instant—78.

## TORONTO'S TRIBUTE TO THE PREMIER

### Remarkable Demonstration in Massey Hall When Sir Wilfrid Visited the Queen City.

Toronto, Oct. 15.—The greatest political meeting ever seen, that was the consensus of opinion of those who had the good fortune to get into Massey hall last night. Only once before has it been packed to such a degree. On the 10th of October, 1900, when Sir Wilfrid Laurier spoke in the same grand auditorium to a similarly transported audience, which like the audience of last night, had left double its numbers outside unable to obtain admission.

Warned by the experiences gleaned on that occasion, hundreds of enthusiasts had by 6 o'clock taken their stand so as to be "bent" upon the scene when the doors opened. Those who thought that half-past 6 would be time enough to get to a meeting that would not start until 8 o'clock, were charged to find that the "early bird" had got hold of the door knob, and that between the half-past 6 arrival and that lucky individual was a dense crowd, too fiercely desirous of getting inside to brook the formality of forming a queue. The coming of eight or nine hundred students in procession

as that where he compared Mr. Borden's railway policies to the road, which bloomed to-day and died to-morrow. If there was less tendency to raise the lunch, the sequence was given high and nobler than before.

The concluding sentences, in which he prophesied that Canada would be the pride of the twentieth century as the United States had been of the nineteenth, stirred the audience to a perfect frenzy of patriotic fever. The speech was topped more than once, not by cheering merely, but by regular deafening salvos of three cheers and a tiger.

Mr. Aylesworth received almost as great a welcome as his leader, and his address was enjoyed exceedingly, and was applauded with the greatest heartiness.

Although some of the audience had been in the hall four hours when Mr. Patterson rose to speak, he held them remarkably well by his finely argumentative style of address. Mayor Fitzpatrick, T. C. Robinson and Major J. K. Leslie acquitted themselves exceedingly well. It was indeed the greatest political

meeting ever seen, that was the consensus of opinion of those who had the good fortune to get into Massey hall last night. Only once before has it been packed to such a degree. On the 10th of October, 1900, when Sir Wilfrid Laurier spoke in the same grand auditorium to a similarly transported audience, which like the audience of last night, had left double its numbers outside unable to obtain admission.

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which spelled the all-prevailing word "Welcome." Over his head, stretching from side to side of the stage, was a pictorial representation of a Grand Trunk Pacific wheat train, laden with golden grain and headed from the West on the "National Transcontinental Railway" towards an Atlantic Canadian seaport.

Over the picture hung a banner bearing the battle cry "Laurier and the larger Canada," and under it the slogan "Cheap transportation and prosperity." Building of red, white and blue had been lavishly used in the decoration of the balconies, and flags hung in graceful folds from every pillar.

Greeting Sir Wilfrid.

At 8 o'clock the band commenced the strains of "The Maple Leaf," the words of which were taken up heartily by the immense audience.

In the midst of the singing Sir William Mulock appeared at the rear of the stage with the Premier and party following, and the words of the song merged into a perfect roar of welcome, which brought every one in the hall to his feet. The noise was simply deafening, and the scene which Sir Wilfrid gazed upon has certainly never before been witnessed in "Toronto," and perhaps has never been equaled in the Dominion of Canada. Every person with anything on his mind was held aloft, and hats, light wraps, handkerchiefs, newspapers and students' acknowledgments in an animated welcome. Again and again Sir Wilfrid bowed his acknowledgments of such a loyal greeting, and again and again the cheering rose and fell.

Sir William Mulock.

Sir William Mulock was permitted to address the audience only when the cheering died away. He was vociferously cheered as he introduced the speakers.

"I have now the honor to request Sir Wilfrid Laurier to address you," said Sir William Mulock, and a gigantic cheer went up, and it was some time before the Premier could begin.

He stood on the platform bowing and

smiling waiting for the applause to cease. Sir Wilfrid said:

"Yet once more it is my privilege to appear before an audience of my fellow citizens of this, the banner city of the banner province of the Dominion. (Applause.) The reception which you have been kind enough to extend to me is such that I do not remember having ever received a similar one anywhere at all, and my full heart vainly seeks for words to convey to you the extent of gratitude.

Yet, sir, I cannot forget that four years have elapsed since I came to visit your city. In this connection, perhaps, I may be pardoned a personal reference. During the last months, the last weeks, of the last session, I received from friends in this city representations that perhaps I was neglecting the province of Ontario, since I had not been in it during the four preceding years. The same remark was made, I have found, in several of the newspapers of this city. Let me tell you, my fellow countrymen, that, though in this there was a reproach, I was deeply moved and deeply touched by it. Though the words were of reproach, still they conveyed to me the evidence, the manifest evidence, that in this city of Toronto I could count upon the personal regard and affection of a great many friends. And the words, though they were words of reproach, conveyed to me unmistakable evidence that the work was appreciated to which, above all things, I have given my life, the work of uniting the heterogeneous elements of our population, of consolidating them and making of them a nation. (Prolonged applause.)

Financing the Scheme. As to financing the scheme, Sir Wilfrid said:

"I will give you the figures compiled by the experts of the finance department, who calculate that what we would pay in interest for seven years represents a sum in cash which, if it was put in the bank to-day, would amount to a little more than \$13,000,000 and a little less than \$14,000,000. (Heard, heard.) That is all we would have to pay for the construction of the road if our expectations and contracts prove to be as accurate as we think they are. I ask you, my fellow citizens, if we can get that transcontinental railway for \$14,000,000, do you think that will be so very heavy a burden for the Canadian taxpayers, when I tell you that the surplus we had in the year 1902-03 was \$14,000,000? (Cheers.) And last year, 1903-04, it was \$15,000,000. This is the project I have to lay before you, this scheme and plan of the government."

Of government ownership the Premier said:

"The common sense of the people will not have that. They understand that we are opposed utterly and wholly to government operation. I care not for government building. That may be all right, but government operation cannot be last. For the reason that you cannot have a railway operated by the government with the same efficiency, with the same economy, as by a company. This railway is my fellow countrymen, to be built and in six or seven years it shall be built and operated by a company."

His closing words were: "To those, sir, who have life before them, let my prayer be this: 'Remember from this day forth never to look simply at the horizon as it may be limited by the boundaries of the province, but look abroad over all the continent, wherever the British flag floats, and let your motto be: 'Canada first, Canada last, and Canada always.'"

On Tuesday evening, October 25th, at the Reform Episcopal school room, will be produced "A Vision of Fair Women," a dramatic paraphrase based upon Tennyson's "Dream of Fair Women." Cinderella, Little Bo-Peep, Little Red Riding Hood, Rosamond and Lady Clare, with Sweet Wau, will appear. The different characters will be sustained by some of Victoria's fairest daughters. This will be one of the most artistic attempts of the ladies of the Reform church, but knowing their cleverness in such affairs there will be no doubt as to the success of the entertainment. The performance will begin at 8.30 p. m.

"BOUGHT MY LIFE FOR 35 CENTS." This was one man's way of putting it when he had been pronounced incurable from chronic dyspepsia. "It was a living death to me until I tried Dr. Von Stern's Pineapple Tablets, thanks to them today I am a new man. I bought one bottle for my life for 35 cents." 00 in a box—30.

A nation worthy of the British Empire in which we live. (Renewed applause.)

The Party's Record.

"Sir, we have been in office now for eight years—our record is before the people of Canada. It is open for search, always open for search, and search under the most glaring light that can be found. To this I have no objection.

"This I rather welcome. I do not claim that we have been infallible. I do not claim that we may not have made mistakes. On the contrary, I am prepared to admit that in some things purely departmental we may have been in error. But this I may tell you at once, gentlemen of the province of Ontario, the people of the Dominion of Canada, we have given you a pure and honest government."

Of the Grand Trunk Pacific, Sir Wilfrid said:

"There is another measure which has been introduced by the Canadian government, and which has caused a great deal of discussion—the word is not too strong—only of every right-thinking citizen of Europe, and it is that we have undertaken to grapple with the new transportation problem which confronts us, and to build a railway from the Pacific coast to the Atlantic ocean across the continent. (Applause.)

"I appear before you under no false pretences. I appear before you the Canadian people, as the exponent of the Canadian government on this subject—upon this position—that at this time of the construction of a railway from the Pacific coast to the Atlantic ocean, and every port upon the Atlantic coast, and every inch of our soil, is a national and commercial necessity. Sir, I need not enter upon a lengthy exposition of the project. You understand it. I have now the honor to request Sir Wilfrid Laurier to address you," said Sir William Mulock, and a gigantic cheer went up, and it was some time before the Premier could begin.

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## EFFECTIVE REPLY TO MR.

### MR. SMITH'S SPEECH CEDAR HILL

Removal of Duty by Cons. Undressed Lumber—Spe. Enthusiastic Reception.

A sharp tilt between the Liberal candidate for the district, and two Socialists, took place at a meeting on Tuesday evening at Cedar Hill. The meeting was held in a hall which had been reserved for the purpose. The speakers were well received, and the meeting was held in a hall which had been reserved for the purpose.

On Wednesday afternoon, Messrs. Smith and Lugin drove down to Cobble Hill, where Mr. Wolley, the Conservative candidate, had called a meeting. Mr. Wolley was on hand with two friends from Duncan, and after waiting half an hour five people drove up. As there was no prospect of any more arriving, Messrs. Smith and Lugin left for Cowichan, but during the course of the next half hour three more people, who were driving by stopped, and Mr. Wolley addressed them. As Cobble Hill has the reputation of being a Conservative stronghold, this looks as if little interest was taken in Mr. Wolley's candidature.

In the evening a joint meeting was held at Cowichan. The meeting was called by Mr. Smith, and was to have been addressed by him and Mr. Lugin, but when Mr. Wolley asked that it might be a joint meeting, Mr. Smith consented. When it came to arranging the order of speaking, Mr. Wolley insisted that Mr. Smith should speak first, and after that gentlemen had finished, Mr. Wolley protested against Mr. Lugin's being allowed to speak at all, and even refused to permit Mr. Smith to reply to him. Mr. Smith good naturedly agreed to this arrangement, although he said it was grossly unfair. A few questions were put to the speakers before the meeting closed, and in answer to one of them Mr. Wolley made a reference to Mr. Lugin, which brought him to his feet for a few minutes. The audience were disposed to hear him at length, but he did not avail himself of the opportunity, preferring to stand by the promise extracted from Mr. Smith by Mr. Wolley's almost abject pleading. Judging from the applause, the meeting was largely in Mr. Smith's favor.

There is undoubtedly an alliance, more or less definitely arranged, between the Conservative managers and the Socialists. The latter know that they cannot elect their candidate, Mr. Fenton, and their only object is to deter people from voting for Mr. Smith. In Nanaimo they were represented at the meeting addressed by Mr. Smith, but not at Lady Smith's. At any rate the speakers led by that gentleman, they follow Mr. Smith from place to place, holding meetings the day after he does, and assailing him in every possible way. They do not think of attacking Mr. Wolley or the Conservatives, and Mr. Wolley as a rule lets them severely alone. Everywhere through the upper part of the constituency, the Socialist-Conservative alliance is talked about, and it will have the effect of keeping many Conservatives from supporting their party candidate, even if it does not cause them to come out actively for Mr. Smith. The present prospect is that Mr. Smith will have a majority in Nanaimo, and will lead Mr. Wolley in Ladysmith. At Chemainus and Mount Sicker, he will have large majorities over both his rivals. At Duncan, always until the last local election a great Conservative centre, he will have a majority. At Soanemo, he will have a large majority, and will probably get more votes at Cobble Hill than any Liberal ever has done. In brief, Mr. Smith will come down to the Esquimalt district with a very handsome lead over his opponents, and his friends would be surprised if he has more than both of them combined. It is a little soon to attempt a canvass of the vote in the Islands, Saanich, and Esquimalt, but from what is known, it may be safely said that Mr. Smith's return is assured beyond all reasonable doubt.

To-morrow afternoon Calvary Baptist Sunday school will hold its third annual Rally Day service. There will be special music, and the pastor and Rev. R. J. McIntyre will give short addresses. A special effort is being made to have every member present. Parents and friends are cordially invited to attend.

"MY KIDNEYS ARE ALL WRONG! How can I insure best results in the shortest time?" It stands to reason that a liquid specific of the unquestionable merit of South American Kidney Cure will go more directly to the kidneys than any other medicine. It is the only medicine that strikes the spot where the trouble is,