

WHY WOMEN WRITE LETTERS

To Lydia E. Pinkham Medicine Co.

Women who are well often ask "Are the letters which the Lydia E. Pinkham Medicine Co. are continually publishing genuine?" "Are they truthful?" "Why do women write such letters?"

In answer we say that never have we published a fictitious letter or name. Never, knowingly, have we published an untruthful letter, or one without the full and written consent of the woman who wrote it.

The reason that thousands of women from all parts of the country write such grateful letters to the Lydia E. Pinkham Medicine Co. is that Lydia E. Pinkham's Vegetable Compound has brought health and happiness into their lives, once burdened with pain and suffering. It has relieved women from some of the worst forms of female ills, from displacements, inflammation, ulceration, irregularities, nervousness, weakness, stomach troubles and from the blues.

It is impossible for any woman who is well and who has never suffered poor, suffering women feel when restored to health; their keen desire to help other women who are suffering as they did.



The following, which we take from The Louisiana Sun of Hammond, La., will be of interest to our readers: "Mr. A. E. Caldwell, accompanied by his daughter, Mrs. Faye Stuart and son, Donald, expects to leave for St. Louis on the last of this month, where they will spend a month or two and then journey on to their old home in Nova Scotia, where they expect to remain. It is a source of sincere regret to all the friends of Mrs. Stuart to learn of her intended departure and her presence will be sadly missed in the church and the clubs and society, where she has been so prominently identified. That they will have a safe trip and enjoy their far-away home is the earnest wish of all their many friends and acquaintances who regret the necessity of their leaving Hammond.—Acadian.

Lieut. R. W. Chipman, son of Mrs. Chipman, Annapolis Royal, and brother of Capt. L. de V. Chipman, who resigned his position with the Bank of Commerce, Edmonton, Alberta, is now recruiting officer for the 151st Battalion, Alberta. He is at present at Camrose and is meeting with great success. The Lieutenant will go overseas when this Battalion is mobilized, probably early in the spring.

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is the original—has been the standard for thirty-five years.

There are thousands of so-called "just as good" Emulsions, but they are not—they are simply imitations which are never as good as the original. They are like thin milk—SCOTT'S is thick like a heavy cream.

If you want it thin, do it yourself—with water—but don't buy it thin.

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Small bottles, 25c; large bottles, 50c. See the Scott's Emulsion logo on the wrapper. Beware of cheap imitations. Buy only the original.

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"THE ARM-CHAIR GOVERNMENT"

March 13th, 1916.
House of Assembly, Halifax.

The compelling case presented by C. E. Tanner, K. C., Conservative leader, for the adoption of a sound highways policy by the Province of Nova Scotia, was the outstanding event in the Legislative Assembly last week. The occasion for the Opposition leader's speech which was certainly the ablest heard in the Assembly this session, was the tabling of the annual highways report by Hon. E. H. Armstrong. This report showed an expenditure during 1915 of \$616,693.01, out of revenue and capital, on roads, bridges and culverts. Mr. Tanner showed that in 1914 a further sum of over \$500,000 had been spent by the Murray Government, ostensibly on roads and bridges, and said that in view of such an enormous outlay in two years, the time has surely come when the people have a right to expect some visible improvement in the condition of the public highways. Instead of this, the Opposition leader declared that, with the exception of very few localities, the roads of the Province are actually in a worse condition today than they were twenty-five years ago. Mr. Tanner spoke from personal observations and information obtained from all over the Province, of which he made a complete tour to acquaint himself with local conditions last fall. What the Opposition leader urged, as the only way to get value for the money spent and real lasting improvement in the roads, was the cutting-out of political jobbery in handling the road moneys harmonious and intelligent co-operation between the Government and the municipal councils, and road-work in the early spring, instead of, as at present, in the fall months and on the eve of elections. Mr. Tanner declared, amidst the applause of his supporters that the adoption of a strong, efficient, thoroughly-modern, good roads policy would be the first concern of the Provincial Conservatives on their return to power at the approaching elections. Mr. Tanner was followed by Messrs. Corning, Kennedy, Zwicker and O'Brien, who in strong speeches set forth the conservative policy of giving the people of the Province a reformed highways service.

The Opposition spent Thursday dissecting the public accounts, and exposing the financial methods of the 34 year old "Arm-chair Government." Mr. Douglas of Cape Breton opened the debate on the Conservative side. He showed that when the Conservatives laid down the reins of office in 1882, Nova Scotia had not one dollar debt. At the end of Mr. Fielding's regime in 1886, a public debt had been created amounting to \$3,443,769.17. On September 30, 1915, after 19 years of Hon. Geo. H. Murray, the public debt of the Province reached the staggering total of \$13,410,980! When Mr. Murray became Premier in 1896, legislative expenses amounted to \$48,000 a year. Under the "arm-chair regime, they have grown so rapidly that last year they totalled \$73,446.57. In 1896 the interest on the Nova Scotia public debt was \$140,121. In 1915 it amounted to \$507,671 or considerably more than the total of Nova Scotia's subsidy allowance from Ottawa on the basis of population! In 1915, a year, it is, of course, known to every one that there was no immigration into Nova Scotia—or, for that matter, into any other country. Yet the Murray government last year succeeded in spending \$59,959.86 on the department of immigration for alleged immigration purposes. Last year there was \$30,000 spent in keeping up the legislative council, and institution that Hon. Joseph Howe condemned sixty years ago. With such wasteful expenditures it is small wonder that the Province faces heavy deficits year after

year.

Last year the deficit was \$120,369.90. In 1914 it was \$213,435.42. In 1913 it was \$29,218.61. In 1911, it was \$179,710.25; in 1910, \$127,739.59 and in 1909, \$20,528.62. Twice in the past three years the Murray Government has resorted to direct taxation. Commenting on the financial muddle created by the Murray Government, the Halifax Herald in a recent issue says: "Nothing is clearer than that a very few years of Murray financing would bring direct taxation in a flood on the rate-payers of Nova Scotia. It is only to be hoped that the impending change of Government has not been already too long delayed, and that a new, progressive administration with sound business ideals, may yet be able to place the finances of the Province on a sound basis, and avert the menace of direct taxation now hanging over the people of Nova Scotia."

STUDEBAKER FACTORY AT WALKERVILLE IS MODEL PLANT.

That Canada is fast taking a place of leadership among the world's manufacturers of motor cars is the observation of J. E. Grady, Canadian sales manager of the Studebaker, whose Canadian factory is located in Walkerville, Ont.

"There is a number of manufacturers of automobiles that have established or have announced their intention of establishing factories in Canada," says Mr. Grady. "I believe that within five years every important builder of motor cars will be operating a factory in this country.

"Among the manufacturers the Studebaker Corporation was a pioneer in appreciating the advisability of locating a factory in Canada. We have gone into it on a large scale, too, and the result is that the Studebaker plant in Walkerville is second to none in Canada in size and equipment.

"Our Walkerville factory is a big four-story building with plenty of light all around so as to make working conditions ideal. We have spared no expense in securing the highest type of automobile experts and the best of equipment to insure that the Studebaker product will maintain the Studebaker ideal of high quality cars at attractively low prices.

"Canada has found itself as a market for quality automobiles at prices that are moderate. This country has been blessed with great natural resources and the energetic type of men who make the most of those resources. Prosperity, therefore, has been the logical result with prosperity generally comes the ability to buy automobiles, as well as the desire to own them.

"The greatly increased sales of Studebaker cars in Canada has been a reflection on the prosperity of Canada, and at that we have only just made a beginning. Our factory output at Walkerville is being taxed to capacity in order to supply the demand for our series 17 cars advertised in this paper by A. L. Pelton & Co., Kentville, distributors for Nova Scotia and P. M. I.

When baby is ill no other medicine will so quickly relieve him as will Baby's Own Tablets. They go right to the root of most childhood ailments—those derangements of the stomach and bowels which cause difficult teething, colds, constipation, vomiting and simple fevers. They cleanse the bowels and drive out all causes of illness. Concerning them Mrs. Wm. Evers, Gilks, N. B., says: "We always keep a box of Baby's Own Tablets in the house as we have found them an excellent medicine for little ones." The Tablets are sold by medicine dealers or by mail at 25 cents a box from Dr. Williams' Medicine Co., Brockville, Ont.

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