rp that once thru Tara's
l of music shed,"
und again in our fine shop
our clothes instead,
are worth praising and
roud to say so.
r garments for men and
be found in this broad
rping on the new Spring
Not because they are
t because they are so
TIVE in make, fabric,
nd model.
ur's, 68 King St.

ay?
positive when founded
cts plus experience.
HAM'S PILLS have
d for 60 years by
all over the globe.
ECHAM'S
LLS The Largest Sale of Any Medicine in the World.
In Canada. In boxes, 25c., 50c.

RS FISH BRAND
X LONG COATS
ke the Wet out
of Rain."
men and
de workers
these coats
a and dry
storms.
Reflex
vent rain
g in the
all
Fish Brand
Leagle
at
Stores
adian
Toronto
Winnipeg
VER
d Service"
TERS
s
ou choose a
e made in a
yles, for men,
are sold at
dealers.
DOMINION
RUBBER
29

# PREMIER FOSTER REVIEWS THE SITUATION

## In Regard to Provincial Affairs in the Legislature and Says His is the Best Government That Ever Was.

## NOTWITHSTANDING DEFICIT OF $800,000

## Seems to Feel That Unless He Showed a Deficit Like All the Other Provinces Do, He Would be Exhibiting a Great Lack of Business Ability.

(Continued from page 2)

ers, and they would never have them until the people paid the right time of salaries. The occupation was an honorable one, and he had been told personally by many teachers of the joy derived from their profession, but they had added that they could not live on joy and more money was needed. If teachers are not decently paid the profession was bound to decline, and poor schools would be the result. Those, however, who made the best of conditions and stuck to the profession were entitled to the financial support of the public. If that support was not forthcoming the cause of education would not only suffer, but the province would suffer in the long run. The remedy was more money, and it would have to come from the taxpayers. He would take the responsibility of saying that the government would do its share towards financial assistance but the rate payers and those responsible for teachers' salaries in school districts would have to do their part if there was to be a readjustment of the grants. The report would be laid before the House, and he trusted it would have the earnest thought and consideration of all hon. members, and some plan successfully worked out for the promotion of the educational system. It practically narrowed down to a question of supplying an adequate number of efficient enthusiastic and contented teachers, and if they look to the profession to impart knowledge and wisdom to the children they certainly had a right to look to the province for a decent living.

### The Valley Railway

The hon. leader of the Opposition had plucked up sufficient courage to refer to the Valley Railway. He had said that there had been a lot of bickering and talk in connection with that road, but he might have gone further and stated that there had also been many investigations and scandals, a succession of scandals in fact, which had been used as a medium whereby the public treasury had been milked of over a quarter of a million dollars, it had been done by a member of the government associated with his hon friends of the Conservative party. The hon. member said he was glad the road had been completed, completed how, by the route which from the very first the old government had intended to complete. He (Foster) would say that the road would never be completed until it was completed as originally intended, from Grand Falls to St. John. Words of thankfulness that the road had been completed had better come from the lips of some one other than those who now offered up their thankfulness. He understood that the hon. leader of the Opposition had gone so far as to threaten to resign his seat unless the road was routed via Rothesay, and yet he was the very one who had introduced into the House the bill which changed the route of the line to Westfield.

Mr. Murray (Kings)—I wish to deny that I ever made any such threat.

Hon. Mr. Foster said he would accept the hon. member's statement, but would remind him that he had stood in the House and introduced a bill which had diverted the line to Westfield. He did not wish to go over the dark hours of the transaction, but would say that when the matter was before the House, had a resolution proposed by his hon. colleague from the county of Victoria not been voted down, the road would now be running to Andover and Grand Falls. The hon. member who was now his colleague had advocated the commencement of construction at the centre and at the two ends, but the then government of which the hon. leader of the Opposition was a member had voted down the proposal.

### The Andover Extension.

The first act of the old government after the election of 1912 was to allow the Federal subsidy to lapse on that portion north of Andover; and when they issued the bonds for $25,000 per mile, no provision was made for the expenditure of any portion on the extension to Andover. Now in the face of that they have the colossal nerve to come to the House and charge the Government with neglect in not supplying railway accommodation for the people of that district. The hon. leader of the Opposition had stated that when the line was open for traffic a difference of opinion had arisen as to who had the authority to complete arrangements for running rights over the C. P. R. so far as he (Foster) was concerned he wished to say that there never was any question in his mind as to who should do so and there was none today as to who must do so, if he was to guard the interests of the people's property he would insist upon the fulfilment of promises made at the time a bill for changing the route was put through the legislature. The hon. leader of the Opposition speaking on that occasion was reported as follows, in the official debate.

"The Intercolonial Railway would assume all liabilities for the expense of handling the traffic from Westfield to St. John, either over the back of the Canadian Pacific Railway or by an independent line as conditions warrant. They would by this arrangement, be able to deliver or receive freight from the docks at the West Side of the harbor, as well as their own docks at the East Side and at Courtenay Bay without any additional charge to the shippers, whereas freight handled by way of Rothesay to or from the West Side docks would be subject to shunting charges of about $12. per car between the I. C. R. tracks and those docks.

"So far there has been no advantage claimed for the Rothesay route and the fact that the management of the I. C. R. who have to pay all the operating expenses and cost of running rights between Westfield and St. John, prefer to do so rather than have a direct connection with their line to Rothesay, should be evidence enough that from a railway operating standpoint the Westfield route must be the better one."

Hon. Mr. Foster at this stage read telegrams and correspondence which had passed between himself and D. B. Hanna, president of the Canadian National Railways during the latter part of the summer of 1919 with respect to running rights over the C. P. R. line.

He had pointed out to the president that the province could not jeopardize its forty per cen tof gross earnings between Centreville and Westfield in order to make up the loss which would accrue on th eWestfield-St. John section under the Federal Government's proposed arrangement. Mr. Hanna, in his reply, had expressed surprise that there had been any understanding that all obligations arising in connection with the St. John-Westfield section were t obe assumed by the Dominion and stated that such was not in accordance with the terms of the agreement between the St. John and Quebec Railway Co., and the Dominion, entered into in April, 1916. Hon. Mr. Foster, continuing, said that the estimated interest changes on St. John and Quebec Railway during the year 1920 were $334,164.55 from which the estimated earnings for twelve months amounting to $84,000, would be deducted leaving a balance of $250,164.55. The property, as would be seen for the statement he had presented, was a millstone around the necks of the tax payers of the country. It would be the aim and endeavor of the government to work out some plan by which the line would be made of more service to the public and less of a burden than now prevailed. That would be their aim and ambition, and they would be careful not to involve the province in any large additional moves by aid of interest charged unless they could see some chance for a reasonable return on proposed extension.

During the year the Government had purchased and refunded a large amount of the St. John and Quebec railway stock due 1962. There had been bought in England stock to the value of £259,342 at par value in Canadian currency of $1,262,181.07 at a cost of $774,438.28. To that could be added a discount on refunding bonds amounting to $41,652, and also the cost of engraving bonds and other expenditures which was $1,000. This made a total of $817,090.28 and the saving to the province of $445,040.79. The annual interest on the par value of this stock amounted to $50,185.00 The annual interest on the refunding bonds amounted to $44,935, making an annual saving in interest, $5,550. There had been a debt reduction of $445,040.79. Interest saved in twenty five years would amount to $231,135. Interest accrued on stock purchased would be $8,7[illegible] making a total gain on railway stock transactions $684,925.79.

Mr. Peck: "Has the Government got delivery of the stock?"

Hon. Mr. Foster: "We did not get delivery. We cancelled the stock at the Bank of Montreal, London."

Continuing, the speaker said that this transaction was carried on by directors of the St. John and Quebec Railway co-acting through the Comptroller General. There was no middleman, no rake-off, no commission. The Bank of Montreal purchased at $75. Communication was kept up day by day and remittances made to London until the amount was paid off.

There also has been a purchase of a considerable amount of the province's own stocks, but he would leave that matter to be dealt with in full by his hon. friend the provincial secretary-treasurer in bringing down the Budget. He would say, however, that there was a total gain to the province on all these transactions of $974,482.83. He would say and would challenge contradiction, that that was the best piece of finance ever done in the Dominion of Canada. He challenged any provincial secretary or municipal secretary to point to any better transaction in finance.

Mr. Potts: "Was it through circumstances or through shrewdness on the part of members of the Government?"

Hon Mr. Foster: "I would say to my hon. friend that it was both. Circumstances arose and we took advantage of them. My hon. friends opposite had a similar opportunity early in 1917. The province of Manitoba took advantage of circumstances then, but the government of this province was not alive to the situation."

### The Financial Statement.

The hon. friend the leader of the Opposition had alleged that the Government was responsible for increase in debt of some $800,000 and had devoted some time to discussing the financial statement as published in the Royal Gazette. For the first time in the history of the province there had been published a true and full statement of the financial transaction for the fiscal year, accompanied by a certificate of a firm of chartered accountants whose reputation was kno wthrough Canada. The changes which had been brought about in the financial system of the province had been good ones and by them there would be revealed each year a true and correct record of all operations on both sides of the ledger. The records of the past had shown that upon the retirement of Governments large amounts of floating indebtedness had existed and such indebtedness on being funded had increased the annual interest charges on accounts which should have been met out of current revenue. But it was his hon. friends opposite who had been the most artful dodgers at concealing such deficits and to them belonged the honor of outstripping all other governments in that respect. By reason of the system now in effect and for which the existing Government took credit there could be no concealing of the facts. No government could declare a surplus upon ordinary account when such did not exist. No government leader could do as his hon. friend opposite had done in 1917 when he went up and down the country declaring that the finances of the province were in good condition. The ex-attorney general who had opposed his (Foster) in the county of St. John and issued a pamphlet which had declared that the province had a surplus of $12,000. At that time the ex-attorney general must have known that there were accounts outstanding, including his own. Under the new system such a thing could not occur.

The accounts as published showed a deficit for current account in the year ending October 31st, 1919. He had no apology or no excuse to offer for that. The money had been expended on public services and in the public interest. The people wanted money spent and when they wanted it spent, money would be spent. Soon after that statement had been published, members of the Opposition had intimated that blame for the deficit would be placed by the Premier upon the shoulders of the Hon. Minister of Public Works. He would do nothing of the sort. The bulk of that deficit had been incurred by expenditures in the Department of Lands and Mines and of Public Works. In both, the expenditures had been in the interests of the public and of true economy. Under the circumstances that had existed, members of the Government had considered that it was real economy that there would be over-expenditures in certain departments. The department of Public Works had found one thousand bridges throughout the province in a state of disrepair. It would be false economy to have left those structures as they were, to become steadily worse.

The hon. leader of the Opposition had not waited to make his criticisms within the House, but had made them at a gathering in the city of St. John, attended by those who might be termed his friends, although some had been branded as traitors. It was the same convention at which his hon. friend had been told that the party he led was as dead as Julius Caesar because of his own acts and the acts of his followers. Nevertheless he has made the statement as reported in the press which supported him that the present Government was the most corrupt in the history of the province. There was a place to make such charges and that place was not at a party convention. That place was upon the floors of the House. No apology was necessary for the fact that a deficit had occurred, but it might not be amiss to point out what had occurred in cases of other provinces. In 1915, Alberta had a deficit of $147,000 and 1916 a deficit of $137,000. British Columbia had a deficit of upwards of $300,000 in 1913, upwards of $5,000,000 in 1914, almost $4,000,000 in 1915, mor than $4,000,000 in 1916, upwards of $2,000,000 in 1917, and slightly less than $2,000,000 in 1918. In 1916, the province of Manitoba had a deficit upwards of $2,000,000. The province of Nova Scotia had deficits both in 1914 and 1915 and even the great province of Ontario had a deficit of aim at $700,000 in 1914. His hon. friends opposite when seated in the treasury benches had a deficit themselves in 1912. He (Foster) had sat in the galleries himself and heard the Provincial Secretary of the day say so. Of course the had said that it wa snot a deficit, for they intended to make it up next year.

Hon. Mr. Foster said he would take the opportunity to announce a policy. The Government would keep current expenditures within revenues. It may not be done in one year or two years, but it could be done in three or a little more. If the Government could not keep ordinary expenditures within ordinary revenue over a series of a few years, exclusive of Valley Railway interest for which it would take no responsibility, it would be for the people to place some other government in power. When that time should come, however, he hoped that the party called to power would be some other than that opposite.

There were some persons in the province who gave every evidence of not wanting economy in provincial affairs, at least that might be judged from delegations which appeared before the provincial executive from time to time. In one evening the aggregate demands were $100,000. Someone had commented to him that there was much ceremony at the opening of the Legislature. It was true that there was a certain amount of ceremonial. He believed that ancient customs should be preserved. There were too many fads and fancies. It would be much better to adhere to old customs and ceremonies and have fewer fads. If such were generally followed this old world would sooner return to its normal condition.

### Proud of 'em All.

If the hon. leader of the Opposition had charges to make, he knew the time and the place. He (Foster) had every confidence in the hon. Minster of Public Works and in the hon. Minister of Lands and Mines, the heads of the great spending departments of the Government. The same is true to the hon. Minister of Agriculture. He had confidence in every member of the Government and every member who occupied a seat upon the right of the speaker. If the hon. member had charges to make, let him bring them before the House.

It might be remembered that when the present Opposition was in power irregularities were charged and investigations were refused. It might be well for the people to recall these charges. It was charged, first, that the Murray Government must be held responsible for the carniva lof graft which brought extortion of money from timber limit licensees and Valley Railway contractors, that the Government was responsible for the Gloucester and Kent grant as exposed by the Chandler report. A motion by the Hon. Mr. Dugal to remove from office members of the Legislature was ruled out of order by a partisan Speaker. It was also charged that there was a large deficit in the shipment of patriotic potatoes, a charge fully sustained by the recent investigation. It was charged that the Government had failed to carry out its promises in respect to the Valley Railway in regard to the connection with the Transcontinental Railway at Grand Falls, and the entrance into St. John on the Eastern side of the harbor. It was charged that much was to be explained when the contract was signed for the Gagetown-Westfield section. It was charged that the Government was responsible when J. K. Pinder secured a second guarantee of the bonds and a double Federal subsidy for the Southampton Railway. It was charged that the Farm Settlement Board existed chiefly for the purchase of abandoned farms from party friends. It was charged that the Government had failed to meet the demands of labor for a more generous and up-to-date Compensation Act, that nothing had been done to technical education, that the possibility of cheap power had not been investigated, that real progress in the Agricultural Department had not been made, that the Government had lent itself to the infringement of private rights by the introduction of the infamous Foreshores Bill. Investigation was refused at the time, but all charges had since been proven to the hilt.

No ministry in the history of the Province had been more active in the discharge of his duties than the present Minister of Public Works. From all over the Province there was nothing but words of praise for the work he had performed. Everyone who had made use of the highways knew the terrible condition in which the hon. Minister had found them after the regime of the preceding Government. Worn-out and tumble-down bridges, which were a menace to lives of motorists, had existed all over the Province. Under the policy of the present Government roads and bridges were receiving attention. This was being accomplished by the use of the money raised by the tax on motor vehicles. A vast improvement had been made since 1917. The Opposition had been endeavoring to create the impression that the by-roads were being neglected for the benefit of the trunk roads. The opinion of the Government and of many others was that the best way to obtain a good road system was to start near the large centres of population and work into rural districts. Not one dollar had been required of the cities, towns and villages to pay for this road improvement. He might say that New Brunswick was the only Province in which that was true, and he did not purpose to state that a change should be made, for that could be done only after a long education. Personally he had had the opportunity of seeing any travelling over roads in both Ontario and Quebec, for which the towns and cities had helped to pay. The Toronto-Hamilton highway had cost $1,250,000, and of that the Province had paid only $500,000. In Quebec, municipalities pay three per cent of the cost of construction or durable roads and one-half cost of maintenance.

In regard to agriculture it had been the policy of the present Government, while in opposition, that a practical farmer should be at the head of the Department. The present Minister had been appointed, and he had lifted the Department of Agriculture out of the depths of incompetency and inefficiency to which it had sunk, and had made it a credit to the Province. Soon after taking office the hon. Minister had been called upon to lead the greater production campaign in this Province and his successes had been remarkable. This involved the handling of hundred of thousands of dollars, but the supplying of seed grain and fertilizer had been carried out without the loss of a single dollar to the Province. It was a record of achievement of which the Government is proud. Agriculture in New Brunswick never had been so prosperous. It could quite properly be said that conditions had improved, but they had been greatly aided by the policies adopted by the Hon. Minister of Agriculture. In 1917 there had been a marked falling off in dairying in New Brunswick. The production of cheese and butter had both decreased. He quoted statistics in support of the statement, and could inform his honorable friends opposite, if they desired to know the source of his information, that it was the Standard of July 4, 1917.

Mr. Smith (Carleton) — Products are worth more now than then."

Hon. Mr. Tweeddale—"The increase is shown in pounds and tons and not in value."

Hon. Mr. Foster, continuing, said that members of the Opposition stated that the farmers of the Province were not in accord with the policy of the Government, and showed that by organizing to get the Government at the polls.

True it was the farmers were organizing, but he had no quarrel with the farmers and he was not worrying about his political future. If his friends opposite thought they saw the end of the Tory party in New Brunswick, let them climb on the bandwagon of the United Farmers' Movement. When the farmers around him began to worry he would also. As a matter of fact he had read the platform of the United Farmers and could see little difference between it and that of the Government. The only criticism against himself from the farmers' organization was on his attitude in regard to taxation of Victory Bonds. In connection with consideration of a St. John bill he had said that he held Victory Bonds, but could see no reason why they should be exempt from taxation. A bill finally had been passed making it optional with any municipality to exempt Victory Bonds from taxation, but he did not know of any municipality which had taken advantage of the Act.

The present Government had a record of achievement superior to that of any other Government that had been in control of affaors. Included in that record were the extension of franchise to women, the enactment of a modern Workmen's Compensation Act and establishment of a Board to carry out its terms, the reorganization of the Health Laws of the Province along lines advocated by Social Service organization, the adoption of a system of Vocational Education, the establishment of an independent audit of Provincial accounts, the setting aside of automobile taxes to provide interest and sinking funds for permanent roads, and the carrying out of a comprehensive scheme of road improvement, the inauguration of a policy of water power development, increased grants to agriculture, establishment of co-operative creameries, purchase of suitable seed, supplying of cheaper fertilizers, encouragement of sheep raising, better management of Crown Lands, increase of stumpage rate from $1.50 to $3.50, improved fire protection, and a general carrying out of conservation of natural resources.

Compare that with the barren and vain attempts of his friends opposite whose legislative record began with nothing and ended with nothing but favors to their friends coupled with incompetence, graft, rake-offs, deceit and deception. The miserable failure ended in disaster in February ,1917, when the ship went on the rocks with the barnacles on her bottom. The ship had to be repaired and what more fitting place than the Seamen's Institute in which to start repair operations. The captain, the first and second mates and the man who slushed the decks all were present. Before the repairs could be undertaken there had to be an investigation of the conduct of the mutinous crew which had cancelled the certificates of the chief officers. The investigation was held and action challenged and a verdict of traitors returned. A change in command was to be made and, or course, the chief whip, the hon. member for St. John city was the one to lead the way. He was reported by the press to have told the convention what manner of leader it should have. A Sunday school teacher was not wanted, although that qualification would harm no person. Neither was there wanted a man who would whisper behind closed doors or talk around the lounge room. The man wanted was one who would speak out in public. Naturally the qualifications suited the hon. member himself who stated further that a leader was wanted who would advocate upon the floors of the House that but one language should be used in this province. He (Foster) had thought that the last had been heard of that. What New Brunswick wanted was unity. He hoped his hon. friend would cease trying to stir up a sectional feeling. It could not be forgotten, however, that the hon. member still was chief whip of the Opposition party which folded him to its bosom and then applauded him when he set down.

All the front benchers were at the convention, those who had denounced their leader as neglectful and incompetent, those who had publicly charged him by resolution with making improper returns to the Comptroller General. There were some who thought the party never could, after having censured their leader, choose him or any others identified with him. Still others were there who waited only the call to be the Moses to lead the party out of the wilderness. All were doomed to disappointment, for the party whip had been cracked by the first mate and all followed. Here they are. But imagine how they must feel, particularly the one who awaited the call to leadership.

The hon. leader of the Opposition had thought it good tactics in view of that convention, to come to this House and propose an amendment to the address, hoping that it would bring all his followers into line and enable him to tell the country that the party was reunited. The wonderful effect which that amendment had upon the House was shown by a report which appeared in the St. John Standard. The speaker proceeded to quote that in full.

That the hon. member who moved the amendment had really desired to increase the revenue and benefit the province instead of embarrassing the administration he would have chosen some other time during the session when it would be possible for hon. members to vote without prejudice. Nobody knew better than the hon. member that amendment to the address, if adopted, would be an expression of want of confidence in the government, and no matter how meritorious the principle of the amendment may be its adoption was not possible. The question of stumpage having been introduced into the debate, it might be well to recall a certain dark page of the history of the province placed upon the record by a report of a Royal Commission appointed by the government in which the hon. member held office in 1914. It was surprising to note that the hon. leader of the Opposition was proposing a $7 rate of stumpage, although in the spring of 1914 he was one of the executive council, which completed a deal whereby in return for some $100,000 paid into a campaign fund, an Order-in-Council was passed which gave the right to cut lumber on Crown lands for ten years at a stated rate of stumpage of $1.50 per year. That Order-in-Council was passed April 2, 1914, and was not rescinded until June, 1915. Had it not been for the charges preferred by his hon. friend, the senior member from Madawaska, that Order-in-Council would have never been cancelled and the increased revenue obtained from stumpage in 1918-'19 would have been lost. The hon. member having drawn attention to stumpage on private lands compared with that on Crown lands, might have made his comparison as complete as possible. He should have told the people that Crown Land licensees made to payment in addition to stumpage. He should have said they pay $3.00 per mile per sunum as a fixed charge, a wild land tax on every acre; a fire protection tax and a bonus. In addition he might have said that tht big lumbermen have heavy investments in permanent plants, whereas private lands are frequently lumbered by portable mills. His hon. friend made no pronouncement on the question of stumpage in the campaign of 1917, nor at the St. John convention. Had the infamous Order-in-Council remained the present government could not have increased the stumpage rate in 1917 and 1919.

The stumpage rate must be fixed each year prior to August 1st. In 1917 the government increased the rate $1.00. In 1918 he (Foster) wrote for information to four of the largest shippers of the province. Owing to the submarine warfare conditions were precarious in the lumber trade, and it was decided not to disturb the rate. In 1919 another increase of $1 was made making the rate $3.50 for spruce. He was free to admit that conditions had changed materially since that time, the price of lumber had advanced, but he had proposed to deal with public business as he would with private. He would stand by the agreement which had been made and the stumpage would remain as it was until the time came for a change. If conditions continue the same until August 1st, 1920, there will be an increase in stumpage. Hon. members opposite could not fix the stumpage rate. The government could, and would at the proper time. For that reason he would ask his followers to vote down the amendment. Continuing the Hon. Premier said: "We have before us as a people many problems. The burdens of the war will be felt for many years to come, and the only way in which the exchange situation can be righted is by increasing our production and thereby our sales abroad. As a government, we will continue the development of our water powers, making good roads, promoting colonization, safeguarding our crown lands and the revenue therefrom, aiding education, establishing technical schools, fostering agriculture, and the expenditure of our income therefrom in the 3 1-2 BOND REDEMPTION.. ..... best interests of the people. With these things in view, we will ever have before us that aim to carry on the government of the province based upon the principles of peace, justice, harmony and tolerance, guarding to our utmost the rights of any class which goes to make up our population. These things we will do while our friends opposite can continue their quarrels brought about by the division of the spoils when in office and endeavor to patch up the fragments of their party."

Mr. Smith (Carleton) moved the adjournment of the debate which was made the order of the day for tomorrow at 3 o'clock.

Mr. Murray (Kings) said that the Hon. Premier had not confined his remarks to the amendment but had discussed the address. Other hon. members would have like privilege.

The House adjourned 5.26.

## HOUSE NUMBERS ARE IN QUESTION

### Medical Society Wants the Houses Numbered—Secretary of Society Writes City, Complaining of Difficulties in Answering Calls.

Of the advocacy of improvements there is no end. The St. John Medical Society wants the houses of St. John numbered off. Dr. Loggie, secretary of the Society, has written the city, complaining of the difficulties of medical men answering calls, especially at night. Some streets, he says, have the same numbers twice in one hundred yards; on others the numbers are all mixed up, so that it is very difficult to find out the house wanted.

Commissioner Fisher will look into the complaint. Some years ago his department took up the matter of correctly numbering the houses all over the city, but owing to the war nothing was done. There are by-laws by which householders may be compelled to have their numbers kept bright and fresh.

## FUNERALS.

The funeral of L. P. Bilodeau will take place at 2.30 p.m. today from the Cathedral, Waterloo street.

## Lose Your Fat, Keep Your Health

Superfluous flesh is not healthy, neither is it healthy to diet or exercise too much for its removal. The simplest method known for reducing the overfat body two, three or four pounds a week is the Marmola Method tried and endorsed by thousands. Marmola Prescription Tablets, containing exact doses of the famous prescription, are sold by druggists at $1 for a large case, or if you prefer you can obtain them by sending direct to the Marmola Company, 864 Woodward Ave., Detroit, Mich. They are harmless and leave no wrinkles or flabbiness. They are popular because effective and convenient.

## MANY CASES OF RHEUMATISM NOW

### Says We Must Keep Feet Dry, Avoid Exposure and Eat Less Meat.

Stay off the damp ground, avoid exposure, keep feet dry, eat less meat, drink lots of water and above all take a spoonful of salts occasionally to keep down uric acid.

Rheumatism is caused by poisonous toxin, called uric acid, which is generated in the bowels and absorbed into the blood. It is the function of the kidneys to filter this acid from the blood and cast it out in the urine. The pores of the skin are also a means of freeing the blood of this impurity. In damp and chilly, cold weather the skin pores are closed, thus forcing the kidneys to do double work, they become weak and sluggish and fail to eliminate this uric acid, which keeps accumulating and circulating through the system, eventually settling in the joints and muscles, causing stiffness, soreness and pain called rheumatism.

At the first twinge of rheumatism get from any pharmacy about four ounces of Jad Salts; put a tablespoonful in a glass of water and drink before breakfast each morning for a week. This is said to eliminate uric acid by stimulating the kidneys to normal action, thus ridding the blood of these impurities.

Jad Salts is inexpensive, harmless and is made from the acid of grapes and lemon juice, combined with lithia and is used with excellent results by thousands of folks who are subject to rheumatism. Here you have a pleasant, effervescent lithia-water drink which overcomes uric acid and is beneficial to your kidneys as well.

## BAD COLD LEFT HIM WITH BRONCHITIS

However slight a cold you have you should never neglect it; if you do it can have but one result. It leaves the throat or lungs, or both, affected.

Bronchitis is one of the most common affections of a neglected cold, and neglected bronchitis the most general cause of consumption.

Dr. Wood's Norway Pine Syrup is just the remedy you require to cure the bronchitis. It does this by loosening the phlegm and mucous, and stimulates the weakened bronchial organs, allays irritation and subdues inflammation, soothes and heals the irritated parts and thus prevents it becoming chronic.

Mr. R. P. Sundblad, Francis, Sask., writes:—"I had a very bad cold which left me with bronchitis. I tried several cough remedies and oils of all kinds, but they all failed. At last I got Dr. Wood's Norway Pine Syrup and after using two bottles I have never had a sign of bronchitis since. I therefore can honestly recommend it for coughs and colds."

Don't accept a substitute for Dr. Wood's. The genuine is put up in a yellow wrapper; 3 pine trees the trade mark; price 25c. and 50c. Manufactured by The T. Milburn Co., Limited, Toronto, Ont.

# THIN, NERVOUS PEOPLE NEED BITRO-PHOSPHATE

## What It Is and How It Increases Weight, Strength and Nerve Force In Two Weeks' Time In Many Instances

### SHOULD BE PRESCRIBED BY EVERY DOCTOR AND USED IN EVERY HOSPITAL

### Says Editor of "Physicians' Who's Who."

Take plain bitro-phosphate is the advice of physicians to thin, delicate nervous people who lack vim, energy and nerve force, and there seems to be ample proof of the efficacy of this preparation to warrant the recommendation. Moreover, if we judge from the countless preparations and treatments which are continually being advertised for the purpose of making thin people fleshy, developing arms, neck and bust, and replacing ugly hollows and angles by the soft curved lines of health and beauty, there are evidently thousands of men and women who keenly feel their excessive thinness.

Thinness and weakness are usually due to starved nerves. Our bodies need more phosphate than is contained in modern foods. Physicians claim there is nothing that will supply this deficiency so well as the organic phosphate known among druggists as bitro-phosphate, which is inexpensive and is sold by most all druggists under a guarantee of satisfaction or money back. By feeding the nerves directly and by supplying the body cells with the necessary phosphoric food elements, bitro-phosphate quickly produces a welcome transformation in the appearance; the increase in weight frequently being astonishing.

Clinical tests made in St. Catherine's Hospital, N. Y. C., showed that two patients gained in weight 23 and 27 pounds, respectively, through the administration of this organic phosphate; both patients claim they have not felt as strong and well for the past twelve years.

This increase in weight also carries with it a general improvement in the health. Nervousness, sleeplessness and lack of energy, which nearly always accompany excessive thinness, soon disappear, dull eyes become bright and pale cheeks glow with the bloom of perfect health.

Physicians and hospitals everywhere are now recognizing its merits by its use in ever increasing quantities. Frederick Kolle, M. D., editor of New York Physicians' "Who's Who," says: "Bitro-Phosphate should be prescribed by every doctor and used in every hospital to increase strength and nerve force and to enrich the blood."

Joseph D. Harrigan, Former Visiting Specialist to North Eastern Dispensatory, says: "Let those who are weak, thin, nervous, anaemic, or rundown, take a natural, unadulterated substance such as bitro-phosphate and you will soon see some astonishing results in the increase of nerve energy, strength of body and mind and power of endurance."

Bitro-Phosphate is made entirely of the organic phosphate compound referred to in the National Standard Dispensatory as being an excellent tonic and nervine and a preparation which has recently acquired considerable reputation in the treatment of neurasthenia. The standard of excellence, strength and purity of its substance is beyond question, for every Bitro-Phosphate tablet is manufactured in strict accordance with the U. S. Pharmacopoeia test requirements. Bitro-Phosphate is therefore not a patent medicine and should not be confused with any of the secret nostrums, so-called tonics or widely advertised "cure-alls."

CAUTION — Although Bitro-Phosphate is unsurpassed for relieving nervousness, sleeplessness and general weakness, owing to its remarkable flesh growing properties it should not be used by anyone who does not desire to put on flesh.