



What You Get for Your Money

When you buy a Studebaker car, you get the best work of one of the largest automobile makers in the industry—a real Made-in-Canada product, built with a knowledge of just what is required of a car for continued service on the roads of Canada.

The workmanship in Studebaker cars is experienced, skilled and painstaking. The inspections are rigid and exacting to the extreme.

The quality of Studebaker cars is evident in their finish and equipment.

Studebaker bodies are obviously substantial in construction. The paint and varnish work is excellent. The upholstery is genuine leather throughout. The cushions are made entirely of long curled hair. The front seats are adjustable—the right hand one reversible. The carpet in the tonneau is bound with leather—so is the edge of the top.

But the real proof of quality is durability. Studebaker cars stand up and give long, continued service under the hardest usage.

Studebaker cars are guaranteed. When you buy a Studebaker you get proved quality, proved economy and the guarantee of a great Canadian manufacturer behind them both.

Let us demonstrate the Series 18 models.

'Made-in-Canada' 40 H.-P. FOUR \$1375 50 H.-P. SIX \$1685 F. O. B. Walkerville

A. L. PELTON & CO. Distributor for Nova Scotia and Prince Edward Island

THE CORRECT WAY TO TREAT A COLD

A cough is not a distinct disease, it is the result of inflammation caused by a cold. Therefore, the only way to cure a cough is to allay the inflammation which invades the delicate bronchial tubes. All of the narcotics in the world will not correct the conditions which cause a cough—they simply deaden the senses and afford temporary relief.

Penslar White Pine and Spruce Balsam with Menthol will promptly soothe and heal the inflamed membranes and overcome the nervous irritation. Price, 25c and 50c the bottle.

CLARK'S KENTVILLE Tel. 51

BELGIAN LABORERS APPEAL (Continued from Page Two)

the German authorities hold the following.

Either you will sign a contract binding you to labor for Germany or you will be reduced to slavery.

In either case, it is exile, deportation, forced labor to the enemy's profit, to the interests of this enemy, and against our Country; formidable punishments, the most cruel that tyranny has ever invented as penalty for crimes, and these as such, which were they? Involuntary blindness which despotism has created and maintained.

And, in spite of the most odious urging, the Germans do not succeed in obtaining the signatures which they dare to call voluntary in their official communication to neutral countries. They take our men by force, your brethren as well as ours; they are held up daily by the thousand; are torn away from their homes, their wives and families; at the point of the bayonet they are conducted to cattle-trucks where they are transported to France and Germany.

On the western frontiers, they are brutally forced to dig trenches, to prepare military aviation camps, to build strategic railroads, to fortify German holdings. And when these victims persist in refusing to accomplish such labor forbidden by International Law, the Germans starve and ill-treat them, beat them, fill they sicken often they are wounded and sometimes killed.

In Germany, they are thrown into

mines, quarries and lime-kilns, regardless of age, professions or trade. Young men of 17 are thrown along with men of 60 and over. Is not this the slavery of antiquity with all its horrors?

50,000 workmen employed and unemployed have already been transported, as convicts or slaves. Each day, a new district is raided; it is accompanied by warring apparatus of quick-firing guns, numberless soldiers as for an attack, and the dismal military operation against these poor, disarmed people may terrorize them, but leave them always conscious of their violated rights.

Do not forget that the soldiers who are the tormentors of our Belgian workmen are German workmen. And 500,000 perhaps, 800,000 men will be deported if you do not bar the way.

After the men will follow the women, no doubt.

Another 500,000!

It is the entire Belgian working class which is threatened with slavery, with decay, and death.

Do you know, Brethren, what the Germans thrust upon our men as "salary"?

Thirty pennings per working day. (Six cents.)

And the food!—The Belgian civilian prisoners who return from Germany after three months detention, have lost the third of their weight. They are unrecognizable, anemic, invalid; many can never recover their health, and cling to life but a short time. If this is the fate of prisoners who do nothing,

how awful the fate reserved to the deported Belgians who are forced to do the hardest labor!

We did our utmost to escape this burden of slavery.

Our very effort was in vain. Germany whose need for labor is extremely pressing, has not consented to put off the application of her edicts one day, even one hour. Her answer was more soldiers and more guns. Now, the Belgian working-classes look towards the Neutral Powers for aid.

Before this crime of lese-humanity, the hope is felt that Neutral Powers will be inspired the energy to act. Would not silence make them participants to this abominable deed?

The Belgian laboring class in anguish, wonders whether they will once more as Pontus-Plate under pretext that the German calumnies did not coincide of their victims.

Belgium, martyrs of Right, does not want any verbal assurances or platonic sympathy. Belgium wants acts. Will the Neutrals and their governing factions let do and ignore? Will they let civilization rush backward to barbaric ages when the vanquished were carried away into slavery with the victor. Will they allow the working class of a civilized nation to be crushed out of existence?

If others act thus, if the world must once more witness such cowardice, we beg you at least to be our friends, our saviours.

We do not doubt your sincerity, our cause is yours.

If seems that if we did not denounce the outrage which threatens you you would condemn us for it some day saying: "You had not the right to keep silent and suffer your wrongs in silence you are the depositaries for your portion of the honor of working-class conditions. If the people of a civilized nation are reduced to servitude, all working-classes are affected. It is a terrible precedent. We, workmen of Belgium, we would not have tolerated such an injustice. The present day labor has evolved from slavery; it cannot return to its former conditions."

It seems we hear these words bidding us hope. You are numerous, powerful and energetic!

You alone can prevent the entire working-class of a civilized country from falling into slavery.

From the depths of our distress, we count upon your assistance.

Now is the time to act. As for us, even though force will succeed in reducing our bodies to a state of servility, for the time being, our spirit will never be curbed.

We add one word: "Whatever our tortures, we do not wish for peace but in the triumph of justice and the independence of our Country."

THE BELGIAN LABORERS IN BELGIUM

THE GRAY-DORT VERSUS THE TRAIN

What do you do when you drive your automobile to a railroad crossing? Um huh. Oh yes; I see; you stop; look both ways to see that there is no train approaching; and then you proceed carefully across the track.

Now, Mr. Careful Motorist, you never realized how rare you are—how different from the other drivers, did you? Just to prove to you what a paradigm you are, so that you may have just and ample reason for buying a gold plaque, cast your eye over these facts which come from the Southern Pacific Railway as the result of two years' investigation:

525 drivers smashed through the gates when they were down at the crossings and the bells were ringing a warning.

69 1-2 p.c. of the 20,000 cars observed looked neither to the left nor right.

2.7 p.c. took the pains to look both ways.

27.8 p.c. looked one way along the track.

19.3 p.c. or 3,301 cars dashed over the track at a reckless speed. And—here is where you see how wonderful you are—35 drivers of the 20,000 stopped their machines before crossing the tracks, to make sure that no trains were approaching.

Mr. Annanias, you had better leave a membership card; the witness appears to be weakening.

If more testimony is needed, it can be obtained from other railroads. For example, the Illinois Central found that 55 per cent of the automobile crossings the company's tracks went at high speed, with drivers looking neither to left nor right, while two-thirds of all the cars observed, went over the tracks in excess of 30 miles an hour.

This testimony appears a strong indictment of the motorist and shows that the majority of railroad accidents and near accidents where motor cars are concerned in the coroner's report, may

Gin Pills FOR THE KIDNEYS

From all parts of the world we receive words of praise for Gin Pills as the great remedy for Kidney troubles. The following is from Jamaica where Gin Pills enjoy a very large sale.

"I was a clerk in a store in Jamaica but had to give up my position on account of kidney trouble. I purchased one box of Gin Pills from a local Druggist and before it was all finished I was entirely better and able to return to my work. I recommended them to a friend who was also in a similar condition and he tried them with the same good results. I may tell you I tried many remedies in Jamaica before I got your Gin Pills.

Yours very truly, Thomas Price, Bog Walk, Jamaica."

If you suffer from backache, swollen joints, constant headaches, rheumatism, sciatica and other diseases due to kidney trouble, write for a free sample. Or buy a box from your druggist—50c. a box, 6 boxes for \$2.50.

National Drug & Chemical Co. of Canada, Limited Toronto, Ont. U. S. Address—NA-DEU-00, Inc. 202 Main St., Buffalo, N.Y.

be placed at the door of the driver. A big percentage of deaths have been laid to the attempt of the driver to beat the train to a crossing—trying to save time but not trying to save lives. It can be seen that the Railroad's attempt to emphasize "Safety First" needs a co-operating enrollment of motorists.

The Gray-Dort car took part in some train versus auto tests this week that demonstrate why the motorist must watch the railroad crossings and not leave the burden to the man in the cab or to a watchman that may or may not be on duty. A Southern Pacific train pulled by an Atlantic Type engine and made up of eight passenger coaches making a total train weight of 750,000 pounds was used in the test with the Gray Dort. An engine was not used alone because it would serve no practical purpose and for the surprising reason to laymen offered by R. J. Clancey, assistant to the general manager of the Southern Pacific, that an engine cannot stop as quickly as the engine and train.

The first test was made at 50 miles an hour and the train came to a stand in 1290 feet. This speed, although equalled by many on the highway, is an exception, and to make the comparison more practical, no similar test was made with the Gray-Dort. Following are the distances required to stop the train and car at speeds of 40 miles an hour, 25 and 15.

Table with 3 columns: Speed (40, 25, 15 miles an hour), Gray-Dort (22, 12, 4 feet), Train (900, 500, 300 feet)

In addition to demonstrating the worth of the Gray-Dort in braking power, the general proposition that the automobile driver is the one who has it in his power to avoid crossing accidents if he takes even small precautions. The engineer of a train traveling at 40 miles an hour must see the danger 900 feet away even if he knows the car will not stop. The driver of the car can avoid the danger when 22 feet away from the crossing. At all speeds the flexibility of the car over the train places the responsibility morally with the driver of the machine.

Miss Marie Dillon and Miss Mabel Heeman, two pretty young women who aided in the demonstrations to test the utility of the Gray-Dort's combination clutch and service brake, had no difficulty in making the quick stops and discover that the device is "excitement proof." "There is no need to change the position of the feet in stopping," said Miss Dillon, "and this makes the Gray Dort easy to drive either in traffic or on the highway."

Had Ship's anchor fall on my knee and leg, and knee swelled up and for six days I could not move it or get help. I then started to use MINARD'S LINIMENT and two bottles cured me.

PROSPER FERGUSON.

WANTED the end of May a good Cook, General. Apply Mrs. Ernest Taylor, Kent Lodge, Wolfville. swtf

FOR SALE

A small Farm situated in Steam-Mill Village, Containing Thirty Acres Good House and Barn. Twelve acres cultivated, 3 acres in orchard. Remainder in wood and timber. Apply to Advertiser Office, Kentville. aft

Minard's Liniment Lumberman's Friend

SHOP TO RENT

To rent, basement shop on Cornwallis Street, size 20x24. Possession May 1st, Rental \$8 per month. Apply to S. S. DeWolfe, or Box 277, Kentville. of

NOTICE

We have removed into the UNION CARRIAGE FACTORY BUILDING and are prepared to handle all kinds of PAINTING work. Bring in your AUTOMOBILES and CARRIAGES and have them PAINTED or VARNISHED ready for the Spring.

We guarantee satisfaction and our prices are reasonable.

Painting AUTOMOBILE NUMBERS a speciality. HOUSE PAINTING and outside work promptly attended to.

YOUNG & McNAMARA

NOTICE

For the rest of the season I am putting on cushion and hard rubber tires at rock bottom prices. Before buying elsewhere all and get my prices, they will surprise you.

Also Painting, repairing bike wagon wheels, also Iron and Wood work and Trimmings of all kinds.

Shop in old Canning Factory opposite Hotel Aberdeen.

W. H. HARVEY,

Send for Rate Card

S. KERR President.

We would like to take a SUMMER VACATION, but will not get a chance to do so, as some of our students would be inconvenienced thereby. We can stand it, however, as St. John's summer weather is ideal for study.

One of the principles, and other experienced teachers, always in attendance. Students can enter at any time.

KENTVILLE FISH MARKET

"Opposite Post Office"

All the FRESH FISH of the Season:

- Salmon - Mackerel Halibut - Cod Herring Fresh and Salted

J. D. YOUNG

All kinds of Fresh Fish in Their Season

Wanted—1st. of May a capable maid for light house work and plain cooking, no washing, highest wages. Apply Mrs. Wm. Youne, swtf "Fairview," Kentville

Farm For Sale - Hay and Stock farm containing 130 acres, cutting from 30 to 40 tons; made up of wood lot, pastures, meadows and dyke. Also 2 1/2 acres orchard, 2 1/2 years old, located in Newport township, Hants Co. Address G. J. Sanders, Summerville, Hants Co. June 30

Wanted at once a good house-keeper. Apply Box 258, Kentville. gw