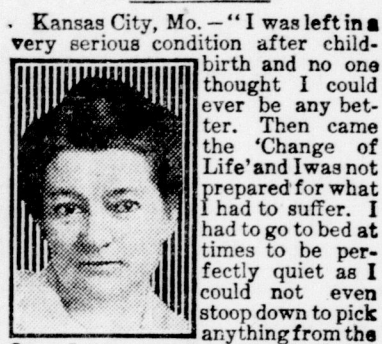


MRS. LINDQUIST TELLS WOMEN OF MIDDLE AGE

What Lydia E. Pinkham's Vegetable Compound Did for Her



Kansas City, Mo.—"I was left in a very serious condition after childbirth and no one could ever be any better. Then came the 'Change of Life' and I was not prepared for what I had to suffer. I had to go to bed at times to be perfectly quiet and I could not even stoop down to pick anything from the floor. I did not suffer any pain, but I was decidedly nervous and could not sleep. For nearly two years I was this way, and the doctor was frank enough to tell me that he could do no more for me. Shortly after this I happened to see in a newspaper an advertisement of Lydia E. Pinkham's Vegetable Compound. In a few days the medicine was in the house and I had begun its use and I took it regularly until I was well. I recommend the Vegetable Compound to others when I have the opportunity."—Mrs. MAY LINDQUIST, 2514 Independence Ave., Kansas City, Mo.

FRECKLES

Now Is the Time to Get Rid of These Ugly Spots.

There's no longer the slightest need of feeling ashamed of your freckles, as Othine—double strength—is guaranteed to remove these homely spots.

Simply get an ounce of Othine—double strength—from any drug-trust, and apply a little of it at night and morning, and you should soon see that even the worst freckles have begun to disappear, while the light ones have vanished entirely. It is seldom that more than an ounce is needed to completely clear the skin and gain a beautiful complexion.

Be sure to ask for the double strength Othine, as this is sold under guarantee of money back if it fails to remove freckles.—Adv.

WOMEN! DYE OLD THINGS NEW

Sweaters Waists Draperies Skirts Dresses Gingham Coats Kimonos Stockings

Diamond Dyes

Each 15-cent package of "Diamond Dyes" contains directions so simple any woman can dye or tint any old, worn, faded thing new, even if she has never dyed before. Choose any color at drug store.—Adv.

SLUGGISH LIVER DURING SPRING CAUSES POISON!

This is the time of year when your liver becomes sluggish and your system is clogged with poisons. Your liver is the great purifier of blood that flows to your skin. The result is sallow complexion, dark circles and pimples, swollen tongue and bad taste in the mouth. As these poisons continue to flood your system, your resistance is lowered, you feel dull and tired and sick.

Make this test! Cleanse and tone your liver with Dr. J. C. Ayer's Liver and Blood Syrup. Contains pure ingredients prescribed by Physicians. Helps nature strengthen your stomach, soothe tired and overtaxed nerves, brace up system and purify your blood. Notice quick difference in your color, appetite, sleep and feel. You, too, will be satisfied, as others have, or no cost.

Dr. J. C. Ayer's Liver and Blood Syrup is sold by B. A. Mitchell, 114 Danvers St., Taylor's Drug Store, 300 Richmond St., half block south of the corner of J. W. Craig in Drexler's, in London; Thwaites and W. A. McIntyre in St. Mary's; John E. Warner in Alvington; and by leading druggists in every city and town.—Adv.

ACID STOMACH IS DANGEROUS

Sufferers From Indigestion or Stomach Trouble. CUT THIS OUT.

"Stomach trouble, dyspepsia, indigestion, sourness, gas, heartburn, food fermentation, etc., are caused nine times in ten by chronic acid stomach," says a well-known authority. "Burning hydrochloric acid develops in the stomach at an alarming rate. The acid irritates the stomach lining and often leads to gastritis accompanied by dangerous stomach ulcers. Don't let this acid stomach with its peptic or artificial digestion that only give temporary relief from pain by driving the increased production of acid to the stomach into the intestine. Instead, neutralize or sweeten your acid stomach with a little Bismarck's Magnesia. Not only will the pain vanish but your meals will digest naturally. There is nothing better than Bismarck's Magnesia to sweeten and settle an acid stomach. It soaks up the harmful excess acid much as a sponge or blotting paper might and your stomach acts and feels fine in just a few minutes. Bismarck's Magnesia can be obtained from any reliable druggist in either powder or tablet form. It is safe, reliable, easy and pleasant to use, is not a laxative and is not at all expensive.—Adv.

MEIGHEN ARGUES DEBT INCREASED 40 MILLION

Declares Robb Secured Reduction by Juggling Figures of National Railway.

DOUBTS BALANCE

Does Not Think Government Will Make Ends Meet Next Year.

Canadian Press Despatch.

Ottawa, May 14.—Debate on the budget, which has dragged along over a month, found new life today in the speech of Right Hon. Arthur Meighen, leader of the opposition. A House, which for days past has scarcely had a quorum, was filled. Public galleries were crowded.

Mr. Meighen challenged the statement of the acting minister of finance in the budget that last fiscal year had shown a reduction in debt of \$30,400,000. The previous year showed an increase in net debt of \$31,600,000; therefore, according to the budget statement, said Mr. Meighen, there must have been improvement in net debt of \$62,000,000.

Mr. Meighen went into detailed analysis of the financial position of the Dominion. He held that, outside of the National Railways and Merchant Marine, the improvement for the year was \$870,712. The most claimed in newspaper reports in National Railway net earnings, Mr. Meighen continued, was \$20,000,000. But examination of returns made to the railway commission showed an operating improvement of \$12,000,000, while fixed charges had increased \$5,788,000, leaving a net railway improvement of rather more than six millions.

Guarantee Bonds. Mr. Meighen took up the question in another way. In the fiscal year previous, Mr. Fielding advanced \$98,000,000 out of the treasury to the National Railways. Last year only \$25,000,000 was advanced out of the treasury. In 1923-24, however, Mr. Meighen continued, the device was adopted of guaranteeing bonds and this was done to the tune of \$72,500,000, or practically the difference between the cash advances of last year with the year before. Thereby, to compare with previous years, the whole of the \$25,000,000 guarantee bonds should be added to the national debt less the thirty millions of "alleged surplus."

This would give a net increase in debt of \$12,000,000. "We are going into debt over \$40,000,000," declared Mr. Meighen, "and by a juggling of figures endeavoring to persuade the country that we are reducing the debt by \$30,000,000 and giving this as an excuse for reducing taxation."

Mr. Meighen doubted if next year's budget would balance unless the same bookkeeping methods were employed as last year and questioned the acting minister of finance had any right to reduce taxes at all. He argued that for Canada free trade would be disastrous, and spoke of the tariff reduction as a carefully calculated scheme to get Progressive support at the sacrifice of the least possible number of votes.

Mr. Meighen continued his speech tomorrow when the prime minister also will speak. A discussion is expected tomorrow night.

Had His Doubts.

Right Hon. Arthur Meighen said he wished to give the House some figures he had obtained as to Canada's revenue and expenditure, as well as the standing of the National Railways, preparatory to an analysis of the budget. When it was first introduced, the budget would be a balanced one, he had been compelled to wonder how it could be done. Having followed the figures issued from time to time as to receipts and expenditure, he had not noticed any great improvement in the balance. He had now obtained from the department of finance a statement of all receipts applicable to the last fiscal year, which shows an improvement over the previous year of \$1,782,642. This was the best the government could do after multiplying receipts and expenditure by every other form of taxation, as well as to the this government had made an adjustment with the British government of \$9,622,000 on a transfer of accounts.

But it must be remembered that this was found money which had been coming to Canada for years and only awaited the completion of accounts to be received. The matter of fact, he had received the previous year on the same account a sum only \$1,423,000 less. The total improvement in receipts and old and new taxes, therefore, was \$3,205,642. Proceeding to expenditure, Mr. Meighen said there were four classes of expenditures, ordinary, capital, special and extraordinary. He would deal with the fourth later. He read a series of figures which showed that capital expenditure had increased by \$3,488,000; ordinary expenditure had increased by \$2,046,631; and special had diminished by \$107,890.

Expenditures Increase.

There had been a net increase in these three classes of expenditure of \$2,335,367. Deducting, therefore, the total improvement in receipts, the total increase in expenditure outside of the National Railways, from the total increased revenue and credits, it would be seen that the showing for the year 1923-24 was better than for the preceding year by exactly \$870,712. The acting minister of finance had said that Canada had paid off \$30,000,000 on the national debt in 1923-24. The figure, he said, had been done would be if the National Railways had improved its showing for the year by \$62,000,000.

"Does the government suggest that they did?" asked Mr. Meighen. "Can this government look me in the face and suggest that the National Railways are \$62,000,000 better off than before? The fact is that this government has misled the country, and they know it."

Right Hon. W. L. MacKenzie King: "I shall reply to the question of Mr. Meighen's figures. He has looked up the actual figures. The most claimed, even in press reports, in the way of Canadian National improved earnings was \$20,000,000. But this was not correct.

Official returns given by the Canadian National Railways to the board of railway commissioners showed an increase in the operating income, as compared with 1922, of



HON. G. S. HENRY.

who intimates that Ontario has a new and startling scandal on its hands. Investigations into the highways department have revealed things which may prove serious in nature.

\$17,500,747. In non-operating income, including car rentals and such like, there had been a decrease of \$2,170,286. For the like purpose of car rentals, etc., there was a deduction from operating income of \$3,288,190 more in 1923 than in the previous year. These results taken together, said Mr. Meighen, shows the operating improvement in 1923 to have been only \$12,067,270.

On Fixed Charges.

A fourth factor, however, still had to be taken into account. The fixed charges for 1923, compared with 1922, had increased by \$5,788,000. This item, being owed chiefly to the government, had not to be paid in cash. But it actually reduced the net improvement of the railways showing to \$12,067,270.

The most the railways could possibly have contributed to a reduction in government liabilities there-fore could be twelve millions, and probably was little more than six millions. Where was the sixty-two millions needed to justify the government's budget announcement?

Mr. Meighen might be put in a position to say that there had been no addition to the national debt. Mr. Fielding had advanced \$98,250,000 to the National Railways. There were some improvements in the financial position of the railways during the year, and so it would be expected that Mr. Robb would not have to advance quite so much. However, Mr. Robb said he had advanced only \$25,000,000 to the National Railways. The surplus of \$30,000,000, Mr. Robb had indicated bonds of the National Railways to the amount of \$72,500,000, but it was said this did not affect the national debt. Besides Hon. G. P. Graham had said that the previous government had also indicated bonds of the National Railways to the amount of \$72,500,000. There was, argued Mr. Meighen, no difference in the amount of bonds indicated without adding to the national debt. That was if the fund of the National Railways was reduced by the same amount. But where bonds were indicated and the fund of debt not reduced it was nothing short of dishonest to say that there had been no addition to the national debt.

Questioned by King.

Premier King asked if under the late government none of the proceeds of the sale of bonds had been used to pay deficits.

Mr. Meighen replied that the former government had indicated railway bonds to a total of \$100,000,000. In the course of the year, however, the Canadian Northern all were for refunding. In the case of the Grand Trunk Pacific, a little over \$14,000,000 was used for general purposes.

Should Be Added.

He asked whether the \$50,000,000 had been added to the national debt.

Mr. Meighen replied that the minister of railways had said that it was for capital expenditures. Well, capital expenditure should be added to the debt unless it was represented by something that would appear in the active assets. But, Mr. Meighen maintained, it was necessary to treat the railway advances as non-active the day when, as he hoped, the National Railways would make such a return to the government as to create an active asset.

Mr. Meighen declared that if the accounts of the Dominion were properly stated, there would be an increase of \$12,000,000 in the national debt during the past year, a slightly greater increase than that of the year before. It would be just as defensible as was the system of bookkeeping used by Mr. Robb to organize a corporation known as the "Liberal Government Incorporated," and pay all the expenditures of the country by endorsing the notes of that corporation. In that way the debt might be reduced annually by \$300,000,000 or \$300,000,000. The true position of the national debt was shown by adding to that debt the entire \$22,500,000 guaranteed for the Canadian National and subtracting from it the alleged surplus of \$30,400,109, leaving a net result of an increase in the national debt of \$12,090,890.

Doubtful of Balance.

Mr. Meighen wondered how the acting minister of finance could justify the reduction in taxation. Revenue was going down. It was doubtful if the sales tax would bring as much next year as it had this year. Mr. Meighen said that he would balance his budget next year unless the same bookkeeping methods were employed as were used this year.

Free Trade, said Mr. Meighen, might work in a country which had long business experience, huge population and vast resources of banking and finance. It might be better for such a country if the rest of the world would be pleased to follow suit. For Canada it would be disastrous when the United States denied us access to its markets for any but raw materials which they need to make money.

John Miller (Progressive, Qu'Appelle) asked if the United States did not make their markets available for Canadian implements and boots and shoes.

Mr. Meighen retorted that a manufacturer would reckon on United States market for such products, knowing by previous experi-

ence that the duty was likely to be raised at any time and make his capital expenditure a loss.

Referring to the various arguments for reduction in tariff which had been made during the debate, Mr. Meighen said that he did not believe one in ten of the Liberal members really believed their own arguments.

Add to Profits.

One of the Progressives had estimated that for every dollar collected by the government in customs duties another dollar was put onto the price of Canadian products and went to the manufacturer as excess profits. If this was true the government in imposing a tax on boots and shoes was causing Canadians to pay nineteen times as much as they collected. This was if all their arguments were sound.

If the Progressives really wanted to test the sincerity of the government in its attitude toward tariff reduction, they should demand a reduction in the tariff on boots and shoes and see the minister of justice (Hon. Ernest Lapointe) assume the defensive. He wondered if the Hon. Jacques Durosni was willing to "vote disaster" to Hamilton and Toronto and Brantford and all these industrial centers would be so philosophical if the industries of three rivers were at stake. Also what would the minister of railways (Hon. G. P. Graham) say if Brockville's lawn mower industry was attacked?

Mr. Graham commented that the tariff reductions affected a number of things made in Brockville.

"But I am on lawn mowers now," answered Mr. Meighen.

He said, all a carefully calculated scheme to get the Progressive support at the sacrifice of the least possible number of votes.

Hoey Speaks.

R. A. Hoey referred to the statement made by Mr. Fielding at the introduction of his last budget in regard to the moderate changes in tariff policy. Mr. Hoey pointed out that Mr. Bonin had been unable to bring about the "tranquillity" he had advocated, nor had President Harding been able to restore "normality." Such pronouncements were meaningless unless they were brought into harmony with fundamental economic laws.

Mr. Hoey enumerated the requirements for successful farming, including machinery, fuel, fertilizers, and a constant supply of labor at wages which should be regulated by the purchasing power of the dollar. The stabilization of the purchasing power of money, he admitted, was well-nigh impossible. But it was necessary that it should be kept at the highest possible average.

He did not believe that there was a manufacturer in Canada who was not talking "mere political piffle" who would contend that the tariff was the sole factor in the success or failure of his business. "Don't look out the farmers' admitted. But why was this emphasized as the only factor?" Canada, it was said, was peculiarly and distinctively British. Being so, it could never prosper under a system which taxed the many for the good of the few. The British system did not recognize the right of one class to tax another class.

Compares Tariffs.

Mr. Hoey defined "adequate protection" as "all the protection that manufacturers in your constituency may demand at any time," and a revenue tariff as "all the protection that should be extended in the interests of national progress." He declared that the issue now being clarified was not between protection and free trade, but between a protective and a revenue tariff.

Dealing with the relation of the tariff to the woolen industry, Mr. Hoey quoted an appeal sent to members of parliament, "Don't look out this basic industry." He asked whether it would not be possible to have a law passed to prohibit business organizations from taking part in politics.

Mr. Hoey reviewed the case of the Hawthorne Mills of Carlton Place. Hon. T. A. Cregar, he said, had been severely criticized during the 1922 election for drawing a salary of \$15,000. Yet in 1921 R. Thompson, senior, the president of this "two-by-four wool factory" had received a salary of \$15,000 and dividends of \$13,000, a total of \$28,000, while in 1922 his salary had been \$12,000. Thompson Junior, had in 1921 drawn a salary of \$4,998 and in 1922 a salary of \$5,000. Mr. Hoey stated that one of the causes of the suspension of the Hawthorne Mills had been that it had taken up the manufacture of felt hats, which had not proved profitable.

Reads Salary List.

Mr. Hoey reviewed the position of the Canadian Woolens Limited of Peterboro, indicating the healthy condition of that company. He read the salary list of the company's officials. This was one of the government's appealing to the government not to blot out the "peculiarly impoverished" country.

Statistics on Canadian emigration to the United States were read by Mr. Hoey. The figures were from the immigration branch of the Department of Labor at Washington, viz.: 1917, 105,399; 1918, 32,359; 1919, 57,782; 1920, 90,025; 1921, 72,317; 1922, 48,510; 1923, 117,011. The small exodus in thirteen years were in the years 1918 and 1922.

Right Hon. Arthur Meighen, leader of the opposition, doubted the correctness of the figures. Mr. Meighen had, he said, figures from the British embassy at Washington which showed that 181,000 Canadians entered the United States last year.

Independent Member Makes Suggestion in Order To Save Time.

Canadian Press Despatch.

Ottawa, May 14.—The question of whether or not petitions for a change in the House of Commons should be read in the House of Commons came up this afternoon. For some time past these petitions have been read in the House of Commons and when today's flood of petitions was well started, A. R. McMaster, member for Bromo, suggested that to save time the petitions be taken as read and sent to Hansard for incorporation in the records of the House.

Mr. McMaster ruled that any member might waive his right to read his petitions, but nobody could take that right away from him.

Thomas Sales, Progressive member for Salt Coats, walked to the table and deposited a sheaf of petitions, while the House roared with laughter.

The reading of petitions by other members proceeded as usual.

U. S. AUTO PRICES IN GREAT BRITAIN CUT 20 PER CENT

Agents of U. S. Motors in United Kingdom Cut Prices 20 Per Cent.

FACE COMPETITION

By HAL O'FLAHERTY.

Special Cable to The London Advertiser and Chicago Daily News. Copyright.

London, May 14.—Agents of American motor cars in the United Kingdom reduced the prices of their cars twenty per cent in anticipation of the removal August 1 of the war time duties.

During the past four years American cars shipped to England were taxed 33 per cent of their value, making their price here seem exorbitant as compared with the prices ruling across the Atlantic. Removal of the duties in August was decided upon following a debate in the House of Commons which revealed this country's deep-seated belief in free trade. The Liberals and Socialists combined against the Conservatives in their desperate attempts to maintain the duties.

When the final vote was taken the Labor government secured a majority of 165, thus sustaining its decision to allow motor cars, fabrics, gloves, glassware, clocks and watches into the United Kingdom from other countries duty free.

Little importance is attached to removal of the duty on gloves and watches. The principal interest is centered in the motor industry, which now must face the grinding competition of great producing countries such as the United States, France and Germany.

It is almost a foregone conclusion that some British producers must suffer heavy losses, but according to free traders, where one manufacturer loses, the country as a whole gains. England will soon take its place alongside the United States and Canada as a great motor-using nation.

Today she has only one motor car for every 110 persons, due largely to the fact that small light cars cost twice as much here as in the United States and France.

Three years of trade depression and private shortage of money also have held back the demand for cars. With 33 per cent chopped off the market price there is no doubt that one of the greatest boom periods in the history of the motor trade is approaching.

If anything, French cars of the lighter types will find a greater demand than those of American make. This is due to the fact that French manufacturers produce a type which appeals to British users. It is built with low clearance, small cylinder capacity and small wheels, all of which reduces operating costs to a point far more satisfactory than those of American cars.

Lighter types will find a greater demand than those of American make. This is due to the fact that French manufacturers produce a type which appeals to British users. It is built with low clearance, small cylinder capacity and small wheels, all of which reduces operating costs to a point far more satisfactory than those of American cars.

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BIDDULPH TOWNSHIP CHUMS DROP DEAD OF SAME DISEASE

Patrick Boyle and William Fraser Die Within Few Hours.

WERE NEIGHBORS

Family Physician Gives Myocarditis As Cause of Death of Both.

Special to The Advertiser.

Lucan, May 14.—Neighbors and companions for several years, Patrick Boyle and William Fraser, who lived near Mooresville, dropped dead within a few hours and of the same disease, Myocarditis is given as the cause of death.

Last night about 9:30, while preparing to retire Fraser fell dead. This morning about 5 o'clock, while lighting the fire to prepare for breakfast, Boyle followed his companion across the Great Divide.

Patrick Boyle was born in Biddulph township 81 years of age and spent his life on the farm. Survivors are the widow and eight children. The funeral is to be held on Friday afternoon from the home to Nursery Cemetery at Wardsville.

William Fraser was 58 years of age and was unmarried. Since the death of his mother some years ago he had lived alone on