



Mr. WILFRED ARNEY 42, Lyall Avenue, TORONTO. "On active service with the R.F.C. contracted piles through sleeping on damp ground. Treatment by the M.O. brought no relief and various 'pile remedies' failed to give equally hopeless. Since after my discharge from the service a friend strongly advised me to get Zam-Buk. One box of the balm brought such relief that I determined to continue the treatment. In a few weeks Zam-Buk cured the piles completely and permanently. All other sufferers should know of this wonderful local healer. Use ZAM-BUK for all your Skin Troubles."

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TARIFF INCONSISTENCIES

Whatever changes may or may not be made in the Customs tariff, the subject promises to afford some humorous situations in the House of Commons during the present session. All will remember the noise made about the tariff during the recent election campaign; all will remember the tears that were shed over the bleeding to which the farmers were subjected at the hands of the so-called "high protectionist" Conservatives and how the millennium was to be ushered in by the abolition of the duty on all agricultural implements and to be gradually reduced on other items commonly used by farmers and other consumers.

Hanzard of March 21st contains an amusing speech by Mr. R. J. Manion, M. P., for Fort William and Rainy River, in which he scathingly exposes the duplicity of certain Liberal "free trade protectionists."

The speaker immediately preceding Mr. Manion was Mr. W. G. Raymond, Liberal M. P., for Brantford. The latter had been charged with being a high protectionist although a Liberal in good standing and he denied the imputation with considerable vehemence, claiming, as Mr. Manion expressed it "with his stonut appeals" to make them believe he was nearly a free trader.

Mr. Manion, to the amusement of the House and the consternation of Mr. Raymond and his Liberal friends, quoted some of Mr. Raymond's pre-election speeches. Brantford, it will be borne in mind, is a manufacturing centre and free trade is not very generally included in the political religion of its electors. Here is one of the extracts from a published speech by Mr. Raymond under the heading "Brantford's Interests Sacrificed."

"The thousands of unemployed workmen in Brantford at the present time must realize that their unhappy condition is owing to the action of the government which reduced the duty on agricultural implements and maintained free trade in binder-twine, cream separators and tractors."

"How is that for a near free trade Liberal doctrine. The policy of which was supposed to be the abolition of duty on agricultural implements?" Mr. Manion proceeded to quote further from this Liberal near free trader:

"The fact is this average reduction from 26 per cent. to 21 per cent. claimed as such an advantage by Mr. Meighen, has been made at the expense of Brantford's industries. For instance, the duty on agricultural implements, binders, etc., was reduced by the present government from 17 1/2 to 12 1/2 per cent. Was this done in the interests of Brantford workmen? Tractors were made free, cream separators and binder-twine also kept on the free list. Millions of dollars were sent to the United States for the purchase of these articles, every dollar of which that was paid for labour, might otherwise have been spent in Brantford and every dollar that was spent in the United States for these articles helped to swell the balance of trade against us." Mr. Manion remarked that Mr. Raymond's predecessor as representative for Brantford, Mr. Cockshutt, was called the "high priest of Protection," and added that the only reason he was defeated by Mr. Raymond was that the latter had "out-priested the high priest."

The Liberal party in the House of Commons may well be called a conglomerate party, conglomerate

Notes By The Way (From The Examiner.)

A noteworthy feature of the legislative session so far has been the prolonged absence of the Attorney General. Hitherto he has done much to enliven its meetings, notably during the discussion of the Tax Act with its tangible and intangible blessings. The public miss him however little his portfolio colleagues may lay his absence to heart. It reports speaks truly he has also done and said much to create a lively interest from time to time in the council chamber and the party caucuses.

He himself has told us that at the last session he had prepared a bill that would have removed all obstacles to the holding of the by-elections now so long overdue, but that it was not introduced. This explanation was necessary to his reputation before the public, lest the great wrong and insult to the voters in the vacant districts should be laid at his door. Innocent of that wrong and flouted by his colleagues, it was but natural that he should disclose the facts.

But what a commentary upon the courtesy and consideration of the Premier and his colleagues towards the Attorney General the incident affords! They were quite willing that he should be under the imputation of a wrong and a neglect for which they alone were guilty. It is but natural that such treatment should excite his indignation; possibly it may explain his prolonged absence from the House and from the recent secret conclaves of the party, in which were he present such close association would be mutually antagonistic and distasteful. More and more it becomes evident that the Premier does not dismiss his Attorney General and his incompetence at the head and divided councils in the body of the government rule the house in our distracted provinces.

The women's petitions for the voting franchise seem to have been treated with scant courtesy by the House. They were apparently too trivial for comment, or to be laid on the table or referred to committee. And opposition to the promised measure for giving women the right to vote has developed. This has raised doubts in certain quarters as to whether the measure will be pressed. It is argued that to give women votes without liability to pay poll tax would not be equal suffrage, but preferential suffrage, a thing hitherto unheard of. At least it would be another "Meighen" bill, borrowed from the Conservatives, as was the Motor Vehicles Act from Nova Scotia.

To withhold the measure now would be adding another to the list of shams and lots of sneering! Let 'em sneer. Let 'em hear you're hard of hearing. When they hear that envy's gnawing No one heeds when crows are crowing. Just say nothing, keep on sawing. Let 'em sneer. Lots of jolly, lots of cheering. Let 'em cheer. Only hold on to your gearing. Keep it clear. No one heeds when monkeys chatter. Just the same when people flatter, Praise or blame, it doesn't matter. Let 'em cheer. If the proper course you're steering. Boldly steer. Soon the good that you are near. Will appear. From the course you'll soon be straying. If you care what folks are saying. What you chart shows clear obeying. Boldly steer. Kenneth Harris

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own people, no Government has any choice but to fight when revolution on hobs up. What kings have done in defence of their thrones and Bolshevik rulers have done in defence of their power, a liberal Government like that of South Africa must also do when challenged. South Africa meanwhile faces a dangerous race problem. General Smuts, who has little faith in the ultimate solution of social troubles through force, may be relied upon when possible, to use intelligence in place of bullets.

WHY DON'T YOU CHANGE YOUR BODY?

In selling "DODGE BROTHERS" cars we have been asked this question, not knowing the answer; we asked Dodge Brothers themselves. The following is their answer.

MESSRS W. B. PROWSE & SONS, Charlottetown, P. E. I. Dear Sirs,— At rare intervals we encounter a prospect who wants an explanation as to why Dodge Brothers maintain a Standard Body design—why they do not come out with something distinctive, something to catch the eye and the spasmodic imagination of a variable public fancy. As we have pointed out, Dodge Brothers' object is to produce durable transportation and let someone else build pictures. But there is a real reason for their conservatism, as there is to everything that Dodge Brothers do. The fenders cowl, hood and body are pressed steel, electrically welded, and the finish enamel baked on. The car is used in all climates. P. E. Island, for instance, it may be 20 below today and next summer 100 in the shade, and heaven knows what temperature in the sun. It takes some designing to get lines that will allow for a steel body that will not crack or break under such diametrically opposed conditions. Then enamel will not stay put on 90 degrees angle—the contours must be rounded, and there is the pressing out of the steel and the welding to be considered. This is how the design was arrived at—A huge block of clay was sculptured roughly to an Automobile Body. For weeks there were present: the sculptor, several artists and designers, John and Horace Dodge; the man in charge of the steel presser, the man in charge of the welding, and the enamelling expert. Something was added here, something taken off there—contours changed here and angles altered elsewhere—until finally all present agreed that the resultant design was O. K. from every standpoint. It certainly has proved so. Another argument against a drastic change is, that there are well on to 700,000 owners of Dodge Brothers' cars in the world today. How many of these would be "satisfied owners" if Dodge Brothers came out with some new and freakish design? And the value of their present car cut in two: the fact that the Brothers Cars have the greatest resale value of any automobile in the world today. Their conservatism has assisted in building up their greatest asset—"A Good Name."

Another question which we asked them "why don't you adopt the Spark and Gasoline controls on the top of the wheel as most cars have them."

HERE IS THE REASON. The present steering mechanism cannot in our opinion be bettered; it gives no trouble whatsoever; and in addition to the strength given by the solid steering column, it is easy of adjustment. The spark throttle controls are separate entirely from the steering mechanism and have their own separate adjustment. The minute you place these on top of the wheel, you run into a tubular steering column construction, you are weakening the steering apparatus, you complicate the adjustments of both steering, spark and throttle mechanism, and you add CASTINGS, something not to be found on Dodge Brothers motor vehicles. There have been many alterations in the car since 1914 and if the change suggested by your prospect would prove to be a mechanical improvement, it could not be overlooked. Yours truly DODGE BROTHERS MOTOR VEHICLES Per We will ask our customers this question "What comes after the purchase price?" Please think it out it will save you money in the future. W. B. PROWSE & SONS.