

THE CHANGE OF LIFE

Sensible Advice to Women from Mrs. Henry Lee, Mrs. Fred Certia and Mrs. Pinkham.



MRS HENRY LEE

MRS. FRED CERTIA

Owing to modern methods of living not one woman in a thousand approaches this perfectly natural change without experiencing a train of very annoying and sometimes painful symptoms.

This is the most critical period of her whole existence and every woman who neglects the care of her health at this time invites disease and pain.

When her system is in a deranged condition or she is predisposed to spoplexy or congestion of any organ, the tendency is at this period likely to become active and with a host of nervous irritations make life a burden. At this time also cancers and tumors are more liable to form and begin their destructive work.

Such warning symptoms as sense of suffocation, hot flashes, headaches, backaches, melancholia, dread of impending evil, palpitation of the heart, irregularities, constipation and dizziness are promptly heeded by intelligent women who are approaching the period of life when this great change may be expected.

Mrs. Fred Certia, 1014 So. Lafayette Street, So. Bend, Ind., writes:

Dear Mrs. Pinkham—
"Lydia E. Pinkham's Vegetable Compound is the ideal medicine for women who

When a medicine has been successful in restoring to health, actually thousands of women, you cannot well say without trying it, "I do not believe it will help me." It is your duty to yourself and family to try Lydia E. Pinkham's Vegetable Compound.

are passing through Change of Life. For several months I suffered from hot flashes, extreme nervousness, headaches and sleeplessness. I had no appetite and could not sleep. I had made up my mind there was no help for me until I began to use Lydia E. Pinkham's Vegetable Compound, my bad symptoms ceased, and it brought me safely through the danger period, built up my system and I am in excellent health. I consider Lydia E. Pinkham's Vegetable Compound unsurpassed for women during this trying period of life."

Mrs. Henry Lee, 60 Winter Street, New Haven, Conn., writes:

Dear Mrs. Pinkham—
"After suffering untold misery for three years during Change of Life I heard of Lydia E. Pinkham's Vegetable Compound. I wrote you of my condition, and began to take Lydia E. Pinkham's Vegetable Compound and followed your advice, and to-day I am well and happy. I can now walk anywhere and work as well as anyone, and for years previous I had tried but could not get around without help. I consider your medicine a sovereign balm for suffering women."

Women passing through this critical period should rely upon Lydia E. Pinkham's Vegetable Compound. If there is anything about your case you don't understand write to Mrs. Pinkham, Lynn, Mass., for advice. It is free and has guided thousands to health.

AMUSEMENTS

Auditorium Risk.
Open afternoon and evening, except Sundays.

KENT IN RAFFLES TONIGHT

Olive Mead Quartet Friday Night For Library Benefit Under Salem Woman's Club

Nothing but good reports have reached this city about the intensely sensational Hornung-Presbrey drama, "Raffles, the Amateur Cracksman," and now at last Joseph M. Galtes' splendid company, with the talented young romantic actor S. Miller Kent, as Raffles, will present the play at the Grand opera house tonight.

Mr. Kent has made a genuine and tremendous success in this best of all detective stories wherever he has played it in the United States, and this city will probably give the same verdict. "Raffles" is decidedly one of the most interesting dramas of its kind, and the title role, that of the debonair, polished man of the world, who steals because he cannot help it, fits Mr. Kent precisely, even better, perhaps than did some of the romantic characters in which he has been seen before.

Gotham has greeted the Olive Mead String quartet with an enthusiasm and appreciation seldom accorded to those who play before the footlights. The New York Times says:

"They have already set a standard that none of their masculine competitors in the domain of chamber music are in the habit of reaching, and the seriousness with which they approach their task, the hard work they have devoted to it and the uncommon skill, intelligence and musical feeling with which they approach it, were delightfully in evidence last evening.

There was a truly delightful beauty, smoothness and homogeneity of tone and finish of ensemble in their playing, as well as an acute and sensitive feeling for the significance of the music."

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Big Ships and Port Facilities.
There is an even more pertinent question to ask, and that is, "What is the value of a passenger trade to a port?" My answer is, "very little indeed." Liverpool has found it out, and those there who know do not weep so bitterly at the loss of the White Star steamers as those who do not know. The vessels which are used for passengers are always of the largest type, and they require, therefore, the most expensive kind of accom-

modation. Liverpool's program for dredging, for dock alterations, extensions for dry dock, etc., during the last ten years must have entailed an expenditure of some £7,000,000 or \$8,000,000, largely incurred for these big passenger carrying ships. Yet, owing to the deductions which are made for propelling space, the tonnage measurement on which dock dues are paid is relatively small, and so these enormous vessels get off easily for charges. A recent amendment in the law, however, chiefly brought about by the action of the Mersey Docks and Harbor board, will somewhat ameliorate this hardship.

A port cannot, however, live on shipping dues alone. It looks to the handling of cargo and to the warehousing, marketing and financing of goods and it also looks (though London and Hull do not get it) to a toll on all goods passing through it. Passengers bring no such grist to the mill. They do not require cranes to lift them ashore, they pay no dues themselves, and though their baggage may be subject to charges which annoy them, the return to the dock owner is but small—except in cases—and it hardly pays the expense of collection. And so far as the town people are concerned passengers are no good, for ports are never places where passengers linger. A sandwich at the station restaurant with a glass of milk to help it down is the most custom the local people enjoy.

There is, therefore, no inducement to port owners to cater for such traffic unless the port accommodation is owned by a railway company which looks to its passenger fares for the journey beyond the port to recoup it for outlay on expensive docks. This is the reason why the London and Southwestern-Railway company has been willing to spend £4,000,000 in acquiring and improving the docks at Southampton, and is prepared to go on spending money, though the direct return on the docks, as their accounts show, is less than 2 per cent.

It will be gathered that in my opinion it would be a wasteful expenditure to adapt the docks of London for such passenger carrying vessels as the Lusitania, Hamburg, Antwerp and Rotterdam are, equally with London, not catering for such vessels. They no doubt realize, as we do, that it is the cargo carrying vessel which is the vessel worth having from a port point of view. Our endeavors in London should therefore be concentrated toward increasing the facilities for the landing and distribution of cargo and cheapening the port to the cargo ship owner. Good as the Thames is, we want a deeper approach to the port, and this the Thames conservancy is now working at by dredging the channel at Leigh Middle down to thirty feet at low water. We also want the channel up to the Albert dock deepened, although such a depth as thirty feet at low water, suggested by the Royal commission, is not necessary, even if practically attainable. We want a new dock to the south of the Albert dock, on land already purchased for the purpose, and we ought to spend money on extending the Tilbury docks.

These are the pressing items in the program of the Port of London, and we are waiting for Mr. Lloyd-George's bill in the hope that it may provide the means of carrying out these much delayed works.—Sydney Holland in London Mail.

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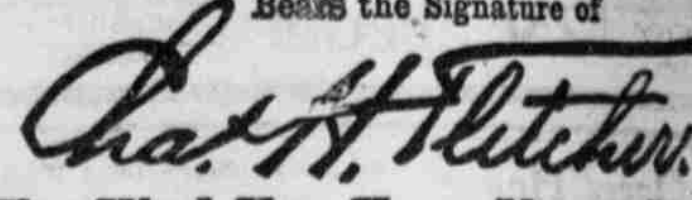
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