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REDUCES Bursal Enlargements, Thickened, Swollen Tissues, Curbs, Filled Tendons, Soreness from Bruises or Strains; stops Spavin Lameness, always pain. Does not blister, remove the hair or lay up the horse. \$2.50 a bottle at druggists or delivered. Book 1 FREE.



Indian Pudding

- 5 tablespoons granulated Indian meal
1 quart scalded milk
1 cup molasses
3/4 teaspoon cinnamon
2 eggs beaten
2 tablespoons butter
1 teaspoon salt
1/2 teaspoon ginger
1 cup cold milk.

Add Indian meal gradually to the scalded milk and cook in a double boiler fifteen minutes. Then add the butter, molasses, salt, cinnamon, ginger and the beaten eggs. Turn into a buttered PUD-DING DISH and pour over this, the cold milk. Bake one hour in a moderate oven.

Pudding Dishes In Many Ways

For the favorite winter dessert we have pudding dishes in crockery, glass or aluminum, also in enamel. Some in individual sizes for outcasts, and others up to any desired size. We can fit you out with everything you need in baking or cooking dishes.

The Rogers Hardware Company Ltd.

FLOUR AND FEEDS

We handle the leading brands of "Hard Wheat" and "Blond" Flour in bags all sizes at lowest prices Wholesale and Retail.

Table Cornmeal, Oatmeal, Buckwheat Flour, Graham Flour, Rolled Oats, etc., all fresh and good.

FEEDS

We are headquarters for all kinds of stock and Poultry Foods.

- Arriving Carloads of Bran, Middlings, Oil Cake Meal, Cotton Seed Meal, Cracked Corn, Feed Cornmeal, Crushed Oats, Schumaker Feed, Feed Wheat (for Poultry), Mixed Scratched Feed (for Poultry), Chick Feed, Calf Meal, Distillers Dried Grains, Cow Chow, Hen Chow, Chick Chow, Pig Chow, Feed Flour (for Fox Biscuits), Poultry Bone Meal, Meat Scraps, Alfalfa Meal (fine for Poultry), Charcoal (for Poultry) Stock Foods (in packages), Lice Killer, Egg Wash, Milk Mash, Poultry Specific, Leg Bands (for Poultry) and other lines of Poultry Supplies.

Baled Hay and Straw, white and Black Feed Oats, Table Potatoes. Just arrived 1 Carload choice American Crushed Oyster Shells (500 bags), 1 Carload (600 bags) best Ontario Hard Poultry Grit. Get our low prices. Wholesale and Retail.

THE CHARLOTTETOWN GUARDIAN

Morning Daily (founded 1887) \$4.00 per year (in advance) delivered. \$4.50 per year (in advance) mailed in Canada and United States.

The GUARDIAN may be obtained from the following agents in Charlottetown: Maritime Stationers Grafton St. Jarvis & Co., Queen Street. & Brown, Stamp Vendor, Railway Bookstall. Stephen Duffy, Richmond Street. Wm. Dalziel, Spring Park Road.

FRIDAY, NOV. 16, 1923

SMALL FARMS

No definite rule can be laid down even by the professional farmer, as to the most profitable size of farm to operate. The system of farming followed and the predilections of the farmer must determine the size. In this province small farms vs large farms forms a prolific subject for discussion, but opinions change slowly and while many changes have occurred in the sizes of farms, changes resulting from necessity or choice, the sizes of our average farms remain practically as they were a generation or more ago.

There are many instances of the successful operation of both large and small farms, possibly more of the former, yet enough of the latter to assure us that, methodically worked, the small farm pays. Indeed there are outstanding instances of phenomenal success on the small farms. Within a few miles of Charlottetown there is a farm of 23 acres, 18 of which are cleared. On this farm the average annual value of the crop runs between \$8,000 and \$10,000 a year with a net profit of at least half that amount. Few of our larger farms can do better than this.

In a recent issue we referred to the changed conditions resulting from the development of mixed farming in the west and the impossibility of successful competition in certain lines with the western farmer. We must now adjust our operations to meet these new conditions.

The one hundred acre farm cannot compete with the 640 acre farm in products for which the latter is as well adapted as our farms. We must therefore give our attention to those products which we can produce more profitably than the large western farmer.

The 23 acre farm above referred to specializes in fruit. Several hundred barrels of apples, several tons of plums, gooseberries, raspberries, several hundred bushels of certified seed potatoes are grown yearly and a constant demand and a good price are always assured. This is one instance in which the small farm is made to pay. The labor and machinery required are within the compass of the farm and the work, needless to say, is being done economically.

We are not advising the general abandonment of large farms and the general adoption of fruit growing. Farming, whether in stock raising, dairying, grain growing or root growing, is a science and must be studied.

The farmer, in order to succeed, must be adapted to the line he purposes following. One man succeeds as a live stock man where another would fail; one may be successful in mixed farming, where another would fail although the latter might succeed as a fruit grower. The thing is to make a study of the line to be followed, to love it and to follow it intelligently.

There is no doubt that more than half the land today under cultivation in this province is wasted; no question that the great majority of our farmers would make more money, live more comfortably and with less expense on a forty-acre or even a twenty-acre farm than they do today on a hundred or two hundred acre farm.

activity as well as that of his farm and shape operations accordingly.

AS OTHERS SEE US

Measuring ourselves by ourselves is not sufficient to give us a true conception of our stature physically, morally, commercially or otherwise. Among pygmies the least of us would be great; among giants we would be diminutive. Whether we are big or little depends upon the stature of those with whom we compare ourselves. In our little community we almost all pass as men and women of ordinary average capacity with due allowance for outstanding bigness or littleness, goodness or badness as these may occur.

We are, however, but a little part of a big world, a world many sections of which have gone farther than we have. It is well, occasionally, to measure ourselves by these. We have many opportunities to do this. The whole world today is a community, each section of it a next door neighbor to the other, trading together, competing with one another and all aiming at a higher civilization and greater progress materially, intellectually and morally. We mingle with each other, greeting each other from the ends of the earth and, consciously or unconsciously, measuring each other.

To visitors from other lands we have strange customs as those lands would have to us if we visited them. Some of their customs we admire and, where we admire, we strive to imitate. It is quite possible that our visitors find many customs among us which they can conscientiously recommend to their own people, possible also that they discover faults among us which they are frank enough to condemn.

To an Englishman the first observation he makes is with regard to the observance of law. In England the law is a sacred thing. What the law prescribes is right. Whether right or wrong, it must be obeyed. The policeman on the street is the embodiment of law. His order is inviolable. When he holds up his hand on the street a mile of traffic stops; no one thinks of breaking rank and pushing ahead. When he gives the signal the line of traffic proceeds. When a man violates a law, be he prince or peasant, he is arrested, haled to court and prince or peasant gets what the law prescribes, no more and no less. This observance and this enforcement of law, each a complement of the other, is what has made Great Britain the greatest nation in the world. On this side of the Atlantic, even in Prince Edward Island, we, with the help of able lawyers, have sought out and discovered many inventions by which the strict letter of the law may be evaded. We can never become great, our children can never hope to become good citizens until we and they learn to hold our laws in reverence. This reverence for law should be inculcated in our homes and in our schools and, unfortunately, it is not. We, unwisely, admire the man or the boy who succeeds in escaping the punishment he deserves when he has broken a law. We need to get a new and revised conception of law. This is one of the reforms we have neglected.

Notes By the Way

It has been remarked in conversation and also in the press that few flags were displayed in Charlottetown on the 11th day of November, the appointed date fixed for the celebration of Armistice Day. This is strictly true as a matter of fact and is in no way surprising when the attendant circumstances are considered. Probably the same thing occurred in other cities. But this must not be permitted to give the impression that there was any lack of interest, or of feeling proper to the occasion among our people. The contrary of that was true. As to the absence of flags in sight it is quite sufficient to note that the day was Sunday. All the offices, business places, stores, etc., were closed. Flags are not put up, or left up overnight, consequently none were flying in the early morning. Those persons who do not usually visit their places of business on Sunday quite naturally did not do so last Sunday.

In connection with the movement to organize an effective Tourist Association there are several things to be desired. As large a membership as can be obtained is desirable in order that the towns outside this city, the seaside resorts and the hotel proprietors throughout the province may take a direct interest in the movement. As many of the tourists who will come to us will pass through New Brunswick or Nova Scotia on their way hither, the question arises whether the three Maritime Associations should not be pretty closely joined in their work. There are, however, two sides to that question. Co-operation is desirable on a fair basis. Funds will be needed to pay for the preparation, printing and distribution of suitable literature and for advertising in some Quebec, Ontario and New England newspapers. This work has usually been put off until too late to be effective. Intending tourists usually plan and decide upon the place to spend their vacation weeks before they leave home. Advertisements and literature should be available to them by the middle of May or the first of June.

Woodrow Wilson, President of the United States during the war, on the eve of Armistice Day, delivered a ten minutes message to the people of the United States. He spoke from his home in Washington and his words, transmitted by radio, were quite audible all over the Republic as well as in Canada and Mexico. His theme was Armistice Day, and he said several things, among which were these: "That memories of the anniversary should stir the nation to a great exaltation of spirit by memories of the great triumph, won, be it remembered, chiefly by the indomitable spirit and valiant sacrifices of our own soldiers." (There were also a few millions of British, French, Canadian and others that had taken a small part in the struggle, if we remember rightly, whom the former President omitted to mention.)

But Mr. Wilson did not spare his own country, or its (Republican) government in what he said a few minutes later. He found that the memories of the great achievement—

"Were marred and embittered for us by the shameful fact that when the victory was won we turned our backs upon our associates and refused to bear any responsible part in the administration of peace, or the firm and permanent establishment of the results of the war—won at such terrible cost of life and treasure—and withdrew into a sullen and selfish isolation which is deeply ignoble, because it is manifestly cowardly and dishonorable." The rebuke is a severe one, perhaps not wholly undeserved, but

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Daily Selections FOR Guardian Readers

OUR WAY

If we could have our way in everything. If man could only be a little king. And out of sight and mind all troubles fling. We still would grumble. In fact, if we could nature's laws reverse. And all the fancied clouds of life disperse. If we could simply boss the universe— We'd make a jumble!—J. A. Waldron.

ALL IS WELL

All is well, I know, without; I alone the beauty, mar. I alone the music jar; Yet, with hands by evil stained, And an ear by discord pained, I am groping for the keys Of the Heavenly harmonies; Still within my heart I bear.

The Public Forum

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinion expressed by its correspondents.

Captain Read and His Predecessors

Sir,—Although Captain Read has written quite a long letter, he has made a very poor defense of our winter service at the Capes. He is evidently one of those who the less he has to say the longer it takes to say it. He appears to display quite a lively interest in the discovery of my identity. He, however, may rest assured that the people are only interested in a better and more up-to-date service, and do not care a button as to the identity of those advocating it. They feel little toleration for or patience with any official striving to obstruct and impede the onward rush of progress and reform. Beaten in the press he now expresses a wish that I discuss with him the question before the Charlottetown and Summerside Boards of Trade. Much of the Captain's letter is taken up with an account of the long hours and hardships he claims to have put in and endured while navigating the Straits. This is nothing unusual. Other captains—Finlayson, Brown, Murchison—for over forty years before Captain Read's advent in maintaining the service between Georgeville and Picton, experienced worse hardships and endured longer hours. No good that I can see can come from a wordy discussion of the case before the Boards of Trade. The Captain has all the opportunity in the press he can desire to defend a service that works so seriously to the disadvantage of the Province. His deplorable case has been both laudable and weak and there is not the least prospect that he can improve it in a public discussion. Did I think so, I would gladly accommodate him, although I am by no means partial to ostentatious publicity. The Captain dwells upon the word "courage." It is not he, who is always boasting of his courage, who displays the true article when the test comes. Why should any one hesitate if the cause required it to meet an advocate who has so often changed his views as the Captain has done on this question, and who seems to be more interested in safeguarding himself than a long-suffering public.

He unfairly and somewhat childishly charges me with uttering what he is pleased to call a white lie, because of a quotation I made from his letter. He has no patience with those who keep hashing up our transportation problems "so as to make them appear worse than they really are." In quoting the first part I did not add the words within quotation marks. There was no real necessity to include them. The Boards of Trade have been for some time debating the transportation question, and have publicly made known their views to Sir Henry Thornton. Others have presented their viewpoints. These views the Captain has lost no opportunity in opposing. What, then, was the necessity of adding the quotation mentioned in the quotation made? Isn't it quite clear from the many letters he has written that he is quite obsessed with the idea that there are but two sides to every question. His side and the wrong side.

According to him, I do not realize the difference between navigating in October and late in the Fall after the buoys are taken up, and the snow storms are upon us. The summer service ended October 27, when the winter service began. Everyone is familiar with the storms experienced during late September and the month of October. The late trips during that time were made after night. The buoys are still out and we know the kind of weather we have had since. There are yet no signs of severe storms and the buoys are not taken up until very much later. Most years there are practically no snow storms, and very little heavy ice until after the middle of January. It comes to pretty near pure fiction to claim that there is any real danger in navigating on this route after night up to the middle of January and we have the Captain's word for it that in pure winter the danger is reduced to a minimum. It is not an uncommon occurrence in the very late autumn for the captain to run his boat after night under the present schedule. The spring months from the middle of March till the commencement of the summer service is quite as free from danger as the late fall months. We know that previous to the Captain's appointment to the Cape Cameron connected with the late trains during not only all November but often all of December. Scarcely if ever did his service end before the middle of December, to be resumed the latter part of April or the first of May.

The Captain violently blinks at the "heartless and non-sensical" proposal to make one passenger trip only, and that at night. The late Captain Cameron made many of them, not for the short distance of 8 miles, but all the way from Point du Chene to Summerside. It may be during the two months of mid-winter there would be occasions when it would not be advisable to wait for the late train. These, however, would likely be few.

The Maritime Express is quite good enough for us, but this slow-moving coach takes almost two days from Montreal as against one day for the Ocean Limited. Why should any Islander presume to keep travelling all the way down to the lungs. Sometimes your cold gets directly into the bronchial tubes. But you can readily see that it is not really a hard proposition for it to go along the floor or tube right

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Now Is the Time GOFF'S Is the Place. That Body of Yours. EASY TO TRAVEL. Goff Bros Limited. Perfect at entrance: Clifford Chandler. Edna Jenkins Teacher.

DODD'S KIDNEY PILLS. Perfect at entrance: Clifford Chandler. Edna Jenkins Teacher.