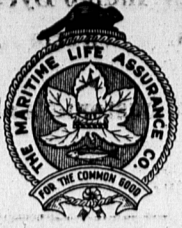


The Colonels Lady  
and Judy O'Grady  
are sisters in their  
liking for  
CHASE & SANBORN'S

## SUPERIOR TEA

Sold in 1/2 lb. and 1 lb. cartons  
BLACK, GREEN OR MIXED



## "We've got the Money too"

Figures just collected by the income tax department show that the Maritime Provinces produce more than enough money for development of this district, were it not drained away to finance outside undertakings.

For example, in P. E. I. 507 persons pay \$41,132.96 in income tax; in New Brunswick 8,751 pay \$715,254.89; in Nova Scotia 11,073 pay \$932,527.72.

In addition more than two million annually is collected as income tax on corporations in these Provinces. These figures suggest what a river of revenue is developed in these Provinces. What becomes of it?

Much of it flows to outside assurance companies—around \$10,000,000 a year in life premiums alone, with little or no return in the form of dividends to shareholders, or loans to Maritime objects, anyways proportionate to the revenue this district produces.

You can help to correct this condition, to make this a financial junction instead of a through station, and at the same time to bring dividends here instead of diverting them elsewhere.

Worth investigating? Send for the prospectus.

The Maritime Life Assurance Co.,  
Home Office: Dennis Building, Halifax.  
Gentlemen:—

I am interested in your securities and would appreciate additional information, including prospectus.

Name .....  
Address .....

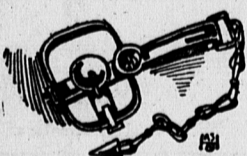
Or see our Representative—  
CAPT. W. L. YOUNG, M.C.,  
Victoria Hotel, Charlottetown, P.E.I.

## LOSS COMES NOT FROM THE FIRE ITSELF, BUT FROM THE LACK OF INSURANCE

Our fire insurance policies allow you to go ahead with your plans, even if your business or your plant burns down. Complete financial protection is accorded you. Don't put it off till the fire happens. Insure now.

## Hyndman & Co., Ltd.

The Oldest Insurance Agency in P. E. I.  
SECURITY SERVICE



## ALL SET FOR Winter Trappings

Nothing like a good trap to catch good game. You can depend on the Oneida traps for they have the grip of steel which lands your quarry without a slip-up. Priced right.

The Rogers Hardware Co., Ltd.  
Queen St. Grafton St.

For Fire Insurance Consult  
H. M. SIMPSON  
156 Richmond Street  
Phone 369-J.

## FARMERS

We are buying good, well made

## PRESSED HAY

Want only number one quality.

## FEED OATS

We want a few thousand bushels of good sound dry Black and White Oats. Don't bring inferior grades. We pay top prices for best stocks. Feed the poorer grade of Hay and Oats at home. Market the best and obtain best prices. It will pay you to do so.

## FLOUR & FEEDS

We have a full supply on hand at lowest possible prices.

CARTER & CO., LTD.

WHOLESALE & RETAIL

# THE CHARLOTTETOWN GUARDIAN

W. Chester McLaughlin, President  
D. K. Currie, Associate Editor

Morning Daily (founded 1887) \$5.00 per year (delivered) in advance  
\$4.50 per year (mailed) in advance in Canada and United States

TUESDAY, OCT. 9, 1923

THE GUARDIAN may be obtained from the following agents in Charlottetown:  
Maritime Stationers, Grafton St.  
Carter & Co., Queen Street.  
A. Brown, Stamp Vendor.  
Railway Bookstall.  
Stephen Duffy, Richmond Street.  
McKie & Co., Grafton Street.  
P. T. Murphy, Prince Street Grocery  
J. P. Duffy, Queen Street.  
W. C. Wright, Kent Street West.  
R. Thomas White, 125 Elm Avenue.  
Wm. Daiziel Spring Park Road.  
John Kennedy, Longworth Avenue.

## FIRE PREVENTION

Beginning Sunday the present week is being devoted to an educational campaign on fire prevention. The importance attached to this campaign by those interested in the care of Canadian property is indicated by the fact that 10,000 fire prevention stamps have been issued which are being used by the Electric Light Co., the Water and Sewerage Commissioners, Insurance men and others. Special "Stop Fire" posters, issued by the Fire Prevention Association have been issued to all the merchants in the Province and are placed in conspicuous places in their stores. Large quantities of fire prevention literature have been issued through the office of the Fire Marshal in this city; clergymen all over the Province have been asked to refer to the subject in the course of their services tomorrow; literature is being distributed through the schools and by the Assistant Fire Marshals of whom there are 40 in the province. During the week there will be fire drill in the larger schools and at Falconwood Hospital.

The serious view taken by the Fire Prevention organization in Canada in issuing the literature and taking these precautions, is an evidence of the great importance of doing everything possible, by precept and example to prevent fire. Canada's fire losses during the past year have run into millions of dollars and when it is remembered that practically every fire is preventable, if necessary precautions are taken, we may well, during the coming week, do whatever we can to prevent such losses. The great fire in Chicago some years ago, which resulted in property loss amounting to \$200,000,000, was started, it is said by Mrs. O'Leary, a cow kicking a lantern. Whether this be true or not any cow or other animal given the means through the carelessness of some person, can start a fire at any time which may destroy not only property, but lives. Carelessness with cigarette or cigar butts of anything else that can start a fire is often the cause of a conflagration which may involve life as well as property.

We trust that everyone will think seriously during the coming week of the thousands of causes for fire which a little common sense precaution might prevent. Every fire that destroys property is a loss not only to the immediate owner, but to the whole community. They can almost all be prevented.

## THEORY AND PRACTICE

The organization at Halifax last week of the Maritime Colonization and Development Association, a report of which appeared in yesterday's Guardian, was a definite move in the right direction. A principal feature in this move is the fact that the two great Canadian railways, the C. P. R. and C. N. R. have, through their representatives, offered financial and sympathetic support to the movement. This offer is a purely business one, the railways are interested in our colonization scheme, if for no other reason than that, if successfully promoted, it will add to their business. They are therefore not only willing but anxious to assist in every possible way to promote immigration and colonization.

As to the details of the immigration scheme it is not necessary at

this stage to enlarge upon. The point is that in order to save themselves from a ruinous depopulation the Maritime Provinces must not only secure immigrants but must also adopt measures to retain their present population or at least that proportion of it which has a right to expect that they can do as well here as they can anywhere else.

We have land in abundance for immigrants and for our own sons; we have employment for farm hands and domestics to take the places of those of our sons and daughters who choose other callings here or elsewhere; we have employment for immigrants in our fisheries and in manufacturing industries. Necessarily, owing to the limitation of our territory this demand is limited and the greatest care must be exercised in our efforts to supply the demand.

One of the first moves of the new organization, we understand, will be to ascertain with approximate definiteness, how many farms are available for our own sons and for immigrant farmers. For this purpose a survey will be made and all available farms will be listed together with the purchase price and such particulars as it may be necessary for the purchaser to have before investing. This survey must not be looked upon by prospective sellers as a boom in land values. If we are going to find purchasers for our farms we must be prepared to sell at reasonable prices. The whole undertaking may be killed in a season by placing our prices at too high a figure.

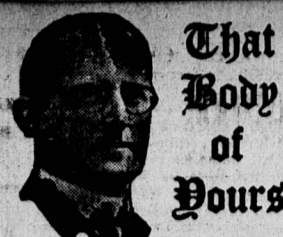
We need artisans, repair men, carpenters, blacksmiths, cobblers. While this need is felt in every locality in the Province we must remember that here also our limitations are very pronounced and that we cannot extend a general invitation to all carpenters, blacksmiths and cobblers to come in and possess the land. Take a survey of any school district and figure out how many blacksmiths, carpenters and cobblers could make a living in the locality. We have now in many sections of the province a blacksmith, a carpenter, a shoemaker or repair man. Are we patronizing them as generously as we ought? Our first lesson to learn is that each one of these tradesmen is a valuable asset to the community; that they save hundreds of dollars yearly to the community in preventing the scrapping of machinery, boots, clothing, &c., but they cannot live on sentiment. We must support them generously and remember that in helping these we are helping ourselves. Should immigrants artisans or any of these classes come, we must be prepared to support them also.

The Maritime Colonization and Development Association purposes, not only to secure immigrants, but to stand by them when they come, to assist them in locating, to advise them in settling. This will be absolutely necessary but it will also be necessary for us as individuals and as communities to assist them by our patronage and our co-operation.

## EDITORIAL NOTE

The magnificent display of the aurora on Wednesday night was admired by thousands of citizens each making a separate prediction as to the weather but the weather does not seem to worry over predictions or to change its ways because of them.

Great weather, 'n't it?



Dr. James W. Barton, M.D.  
MORE ABOUT GOITRE

In a previous article I spoke about the simple enlargement of the gland in the neck, and also a word about it when complicated with other symptoms.

These other symptoms were, very rapid heart, a trembling of the hands, and bulging of the eyes. As this condition is being met with frequently these days and may lead to serious consequences, perhaps a word might be of help. Men who have spent considerable time in the investigation of the cause of the trouble which is called Grave's disease, are of the opinion that it is caused in just the same manner as many other troubles in the body.

And what is that? Well some form of infection or irritant has got into the body, and is not being taken care of by the usual work of the system.

You know you get into your body every day, materials that would poison you and do you a lot of harm if your body were not able to take care of them, or throw them out.

And so these men say that perhaps a bad tonsil, a bad tooth, a touch of nasal catarrh, an intestine that is too slow in its work, may often be the cause of the goitre and other symptoms.

They state that the foreign substances manufactured by the above conditions stimulate the thyroid gland to excessive activity in its efforts to supply the blood with materials to fight them. And so its ability as a regulator of the functions of the body is hampered.

Thus the real, even, regular control of the nervous system is to some extent, and these goitrous people are always exceedingly nervous.

And the treatment? First to try and find out the cause. This may mean removal of teeth, tonsils, or some attention to the nose. Perhaps it will be the correction of chronic constipation.

You see something is being poured into the blood stream and you try to find it. Therefore daily evacuation of the intestine is absolutely essential. In fact the use of rectal injection or enemas is a part of the treatment in nearly every case.

The other big factor in the treatment is rest. This means rest of body and mind, as the nervous symptoms are very prominent.

If after the above line of treatment you get no results, it is time enough then to think of X-Ray treatments, or even surgery.

## Notes By the Way

In view of high railway freight rates and loud maritime complaints of unfair treatment in the premises it is most regrettable that since the consolidation of the Intercolonial with the company railways that now form a part of the National Railway system the general public have no means of learning how far the original government railway is paying its way. In the years immediately previous to the taking over of the Canadian Northern and the Grand Trunk the Intercolonial was more than paying its operating expenses.

In 1912 Hon. Frank Cochrane, who was then Minister of Railways, stated on the floor of the House of Commons that for the four years previous the I.C.R. had a surplus of earnings over operating expenses of \$800,000. After that for one year at least under the Borden regime with F. P. Guelais as general manager, there was a surplus of \$600,000. It was in 1918, that the Intercolonial was hitched up with the Canadian Northern, and at that date the Intercolonial had a total surplus for the six years 1912-1918, of \$1,400,000. From these figures it is apparent that the startling annual deficits on the Canadian National system of from 50 to 90 millions yearly are not due to the Intercolonial.

In view of the above stated facts, why is it that the maritime public cannot be given a separate detailed statement in connection with the old I. C. R.? There can be no doubt that Sir Henry Thornton and the Railway Board know what are the net yearly earnings of the different railway systems which make up the Canadian National. Surely it is a matter of Maritime Rights that the facts should be made known. Maritime people at least believe that the I. C. R. is yearly making a better showing than the other lines more recently added to the Government railway system.

Continued on Page 8

The critics call it the greatest story ever told in pictures—  
**The Christian**  
AT THE PRINCE EDWARD  
Wednesday and Thursday

The world's greatest love story brought to vivid life from the famous novel—  
**The Christian**  
AT THE PRINCE EDWARD  
Wednesday and Thursday

## That Body of Yours

## Health and Comfort for Workers

In a climate like ours, workers must be warmly clad—not necessarily with heavy, cumbersome garments—but with STANFIELD'S UNDERWEAR, which keeps the cold out and the warmth in.

Its elasticity permits the skin to breathe and the muscles to move easily; and it stands strenuous wear.

## STANFIELD'S Unshrinkable UNDERWEAR

(RED, BLUE AND BLACK LABEL)

is all pure, fresh lambs' wool—famous for its softness, warmth and durability, and is as honest as old-fashioned homespun.

STANFIELD'S UNDERWEAR has stood the greatest of all tests—TIME.

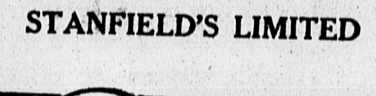
For over a quarter of a century, it has given health and protection to thousands of Canadian workers.

STANFIELD'S UNDERWEAR, in some fabrics, may cost a little more than ordinary underwear, but it is worth every penny that your dealer asks for it.

Made in Combinations and two-piece suits; in full length, knee and elbow length, and sleeveless, for men and women; and Adjustable Sleepers for growing children.

Write for our new Booklets, showing styles in fine wools for men, women and children; also Sample Book showing different weights and textures—mailed free.

STANFIELD'S LIMITED - TRURO, N.S.



Stands strenuous wear

## STOWAWAYS FEAR WIRELESS

(Dominion News Service.)  
LONDON, Oct. 8.—Your stowaway, whatever else he is, is seldom a coward. The roaring waves, the howling winds, the kick of irate sailormen, the prospect of court proceedings at the end of his adventure, he regards more or less calmly.

But he has one dread—wireless. Why? Because it is by means of wireless that many a London or Southampton stowaway, instead of being carried to Quebec as he has fondly hoped, has been suddenly shipped—oh, ignominy of ignominy!—in mid-atlantic on to a vessel returning to the port from which he fondly set sail.

It is not everyone who knows about this exchanging of stowaways. The system, however, is likely to become quite the established order of things.

The Barossa of the Green Star Line, say, is making for Swansea from Norfolk, Va., while at the same time the Pyrenees, of the same line, is five days out from Mersey bound for New Orleans. The skipper of the Barossa finds that he has on board, besides his usual freight, a couple of chunks of human cargo in the shape of a Cardiff ne'er-do-well and a Birkenhead tough. All he does is to have the Pyrenees called up by wireless, when he may learn that she also has a "stranger or two" on board. What more simple than to exchange the stowaways?

Why such a funeral over a non-descript illiterate who, for all can be proved to the contrary, may have travelled free of fare the entire Red Route.

It is purely a matter of economy. Without papers, passport, money, no one is allowed to land on American soil. If the captain takes



STANFIELD'S UNDERWEAR has stood the greatest of all tests—TIME.

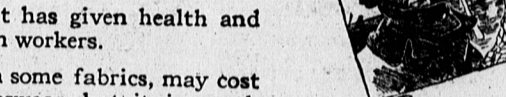
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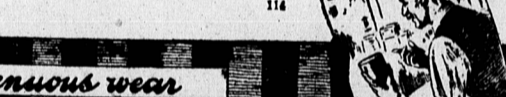
STANFIELD'S LIMITED - TRURO, N.S.



Stands strenuous wear

## STANFIELD'S Underwear Week

October 8th to 13th



Stands strenuous wear

## Daily Selections FOR Guardian Readers

WHATSOEVER WIND

Whichever way the wind doth blow,  
Some heart is glad to have it so;  
Then blow it east or blow it west,  
The wind that blows—that wind is best.

My little craft sails not alone;  
A thousand fleets from every zone  
Are out upon a thousand seas,  
And what for me were favoring breeze  
Might dash another with the shock  
Of doom upon some hidden rock;  
And so I do not dare to pray  
For the winds to wait me on my way;

But leave it to a Higher Will,  
To stay or speed me—trusting still  
That all will, and sure that He  
Who launched my bark will sail  
with me  
Through storm and calm, and will  
not fail.  
Whatever breezes may prevail,  
To land me, every peril past,  
Within His sheltering haven at  
last.

Then, whatever wind doth blow,  
My heart is glad to have it so;  
And blow it east or blow it west,  
The wind that blows—that wind is best!

The world's greatest love story brought to vivid life from the famous novel—  
**The Christian**  
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