

Real Estate
A client wishes to rent or purchase small house, centrally located.

For Sale
Desirable residence in Summerside. Hardwood floors throughout with all conveniences. A bargain for someone.

Beautiful residential property in Charlottetown. Central location. Every convenience. Price low.

Farm property 1 1/2 miles from Cardigan, 100 acres, 85 cleared, excellent house and barns, cement floors. Will sell at half actual value as owner leaving Province.

We have other properties for sale on our lists which intending purchasers should look over. Easy terms can be arranged on any of the above properties.

EASTERN SECURITIES COMPANY, LTD.
New Bank of Nova Scotia Building, Charlottetown, P. E. I.
W. H. V. DUNBAR
Manager

ALFRED FRASER
112 FIFTH AVENUE
NEW YORK

Representing
C. M. LAMPSON & CO.
64 Queen Street E. C. 4
London, England

Public Auction Sales of Raw Furs

Education

is the stepping stone to progress and prosperity. You, as parents, know this and send your children to school that they may not be handicapped in future years.

But do you know that about seven out of every ten school children in this country have defective eyes?

Do you know that defective eyes are frequently the cause of poor school work, even though the child is naturally bright?

Have your child's eyes examined now and know what their condition is—do not guess.

G. F. Hutcheson
Optometrist

Professional Cards

Dr. C. C. Archibald
Graduate of N. Y. Post Graduate Medical School and Hospital Practice Limited to Eye, Ear, Nose and Throat
Office Bayer Building, Great George Street
Telephone 550-J.
Office Hours—9 to 12 a. m. 1 to 5 p. m.

Mark R. McGuigan B. A.
BARRISTER, SOLICITOR, ETC.
Money to Loan
Cameron Block
Charlottetown, P. E. Island

Palmer & Palmer
H. J. PALMER, K. C.
Barrister, Etc.
Money to Loan
Bank of Nova Scotia Building
Charlottetown, P. E. I.

MacDonald & McPhee B. A.
I. A. McDONALD H. F. MCPHEE
Barristers, Attorneys, Etc.
Money to Loan
Riley Building
Charlottetown

GRADUATE AMERICAN SCHOOL OF PRACTITIONERS
USING DR. SCHOLL'S METHOD OF FOOT COMFORT
VICTOR CHAISSON
SHOE-FOOTWEAR CO.
125 Queen Street
Charlottetown, P. E. I.
594-11-15-15th.

S. S. Hessian
Barrister, Solicitor, Notary Public

THE CHARLOTTETOWN GUARDIAN

Morning Daily (founded 1867) \$5.00 per year (in advance) delivered. \$4.50 per year (in advance) mailed in Canada and United States.

President, W. Chester S. McLure; Vice-President, J. R. Burnett; Secretary, Lieut. Col. D. A. MacKinnon, D. S. O.; Editor and Manager, J. R. Burnett; Associate Editor, D. K. Currie; Montreal Representative—J. G. Morris; New York Representative—Frank R. Northrup; Chicago Representative—E. J. Power

The GUARDIAN may be obtained from the following agents in Charlottetown:

| | |
|----------------------------------|-----------------------------------|
| Maritime Stationers, Grafton St. | F. T. Murphy, Prince St., Grocery |
| Carter & Co., Queen St. | J. P. Duddy, Queen St. |
| A. Brown, Stamp Vendor | W. G. Wright, Kent Street West |
| Railway Bookstall | R. Thomas White, 125 Elm Ave. |
| Stephen Duffy, Richmond St. | Wm. Daniels, Spring Park Road |

MONDAY DEC. 10, 1923

HOSPITAL CAMPAIGN

The volunteer canvassers engaged in raising funds for the P. E. Island Hospital have met with unusual success in the city having secured pledges amounting in round numbers to \$46,500. The objective is \$67,000 so that the campaign committee has only another \$20,500 to secure in order to attain their end.

As the great bulk of the subscriptions already promised are from the city and Souris, practically the whole of Queen's and King's Counties have to be heard from. The good work done by the Hospital has commended it to the hearty support of the people of Charlottetown and we feel assured that the people in the other parts of the province yet to be heard from will be equally anxious to show their appreciation by substantial contributions to the campaign fund.

BRITISH POLITICS

The political situation in Great Britain looks, at this distance at least, like a hopeless tangle. While one or two things are clearly evident, the prospect of a definite settlement or even of a stable government seems very remote. Baldwin's protection policy has been definitely turned down for the present. Asquith and Lloyd George, the latter fresh from his triumphant tour in the United States and Canada, have been signally defeated.

The demand of Labor for a capital levy, that is, a special tax on capital exceeding five thousand pounds (\$25,000) appears to have met with such support that this levy will constitute an important question in any administration that may be constituted.

Who shall be the next Premier? Baldwin has not a sufficient following to enable him to form a government. Asquith is definitely out of the running. Ramsay Macdonald, head of the Labor party, the second largest group, will be leader of the official opposition, which in the circumstances, he no doubt prefers to the premiership. It is possible that a new coalition may be formed but, between whom? There are insuperable barriers between the different groups. On the question of protection the Conservative party stands alone; on the question of free trade the Liberals and the Labor party have some common ground, but on the capital levy they are hopelessly divided.

It is remotely possible that Baldwin, leading the largest group, may be called upon to form a government and that he may do so, invite defeat, and again appeal to the country. In fact, almost anything is possible and nothing probable. We must await the calling of Parliament.

A feature of the contest is the growing strength of the Labor Party. This party has yet to be reckoned with and under the sane and able leadership of Ramsay Macdonald no doubt much of the extremism which has hitherto been objectionable will be modified. In the early stages of the movement here unquestionably was Bolshevism and an unwholesome communism. These elements, largely due to the influence of Ramsay Macdonald, have been considerably modified. Their demand for a levy on capital exceeding £5,000 is not wholly an unreasonable one, al-

Notes By the Way

"Under the heading, 'A Political Windfall,' the Halifax Chronicle discusses the late Liberal defeat in that city. The Chronicle also mentions the defeat as a 'misfortune' and a 'blunder.' A windfall is in common parlance something brought down by the wind. Thus a fallen tree is spoken of as a windfall. The Solid Sixteen may be considered as fairly represented by that number of Liberal representatives planted in various parts of Nova Scotia. Two of them stood very conspicuously in Halifax. The wind blew pretty hard in Halifax on Wednesday last and the Redmond tree fell, and great was the crash thereof. The fall was the more remarkable from the fact that in addition to all the local help that could be rallied, twenty Liberal giants tall and strong had been brought from distant parts to prop and brace it up.

Just why this occurrence should be called a misfortune or a blunder The Chronicle does not say. Of course, the other trees are now somewhat more exposed than they

(Continued on Page 8)

DECEMBER PLOWING.

Plowing in this country in the month of December is not a common practice, yet up to the present, farmers who have not worked themselves out of a job in that line, are still plowing with not even a suspicion or a threat of frost to prevent them.

There are those who fear that the exceedingly mild weather and the consequent revival in plant life may have an injurious effect upon next summer's vegetation. It is a fact that the fruit and blossom buds intended for duty next spring are showing unusual symptoms of reviving activity and no doubt many of these will meet with disappointment in the near future, as the winter frost cannot long be delayed, yet Nature has a wonderful habit of correcting her own apparent errors, if the present condition may be called an error, and we may look forward with hope to the fruit-ful and vintage of the coming season. Let us accept the good

That Body of Yours

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.

Civic Improvement

STOMACH TROUBLE — ULCER.

You have heard some acquaintances of yours talk about their stomach troubles. Your stomach doesn't feel any too good, and the possibility of an ulcer comes up in your mind. Now, what is an ulcer of the stomach?

Just exactly the same thing as an ulcer anywhere else, in or on the body. The tissues are actually destroyed or die, leaving a round hole or ulcer.

The first thought in your mind, then, is that just as an ulcer heals anywhere else in the body, why shouldn't it heal up in the stomach? And so it would if you didn't have to eat.

Not that the food irritates and keeps it from healing, but because your stomach juice in digesting the food gets into the ulcer and keeps it raw and sore. The first inch or two of the small intestine may likewise have an ulcer due to the same cause.

Perhaps you have got the notion that you have an ulcer of the stomach, and are worrying about it. You have no disease whatever in the stomach, and yet an hour or so after you eat you feel a sort of burning or gnawing pain which gradually disappears.

Perhaps it continues until your next meal and you are surprised to find that the food relieves the pain entirely. Then an hour or so after the meal the same old pain comes back. The same time after each meal. Immediately you take the old-fashioned remedy, some baking soda in water and you get relief in a few minutes.

Now, if you haven't got this sort of pain you haven't an ulcer. Even if you have this kind of a pain, you may not have ulcer. But remember, an ulcer will cause this type of pain every time.

Ulcers are not uncommon, but many of them are very small and heal up themselves.

While surgery has been of help in severe cases, nevertheless the simple treatment of rest, soft foods, and the old-fashioned baking soda, is curing a great many of the cases.

So if you have trouble with your stomach, keep a record of the food you eat, just where the pain is located, just how soon after eating the pain comes on, and whether it comes on regularly after each meal; and so forth, whether or not food relieves the pain, and if baking soda also helps it. If there seems to be this 'regularity', then see your family physician. By your records you will be able to help him in getting the correct diagnosis of your case.

Capt Read and Mr. Fisher

Sir,—As a general rule men signing their names to letters in the press are careful to make only such statements as they can back up by actual facts; and opinions to be of any value must come from men who, if not experts, should at least have some personal experience or knowledge of the subject they undertake to settle by their unsupported assertion, but, "there are exceptions to every rule," and in this case Mr. C. Fairall Fisher is the exception, as proven by his letter of the 5th.

A fisherman might know something about it, if he happened to be fishing between the Capes, but to be fair to all, Mr. Fisher is not a fisherman, but a buyer of lobsters after they are in the cans, and is considered an expert in his own particular line of business, but I have never heard that he has shown any marked ability as a navigator, and, to be frank with you, while he has crossed with us several times, and I have seen him on the bridge, I never till today knew he posed as an authority on matters nautical, and it was only on his last trip over that I had occasion to mention to him that I thought he was a very poor sailor, for while he was up on the docking bridge with me linking her up at Borden, he allowed his cap to blow overboard, a very unseamanlike thing to do.

If he was a navigator, instead of an agent, and if he had any responsibility in connection with the safety of the ship, and the comfort of the passengers, while crossing on any of the dirty nights of the Fall, he would no doubt have a different story to tell, and this puts me in mind of one of the best, or I should say the best rebukes, I ever got.

I was mate with the late Angus Brown, in the "Earl Grey," on the Georgetown-Pictou route at the time; the ice was heavy and the going bad, and there was a lead of water making in close to Cape Bear.

After taking several bearings, and deciding in my own mind that we might squeeze through, I said to him: "If I was in charge I would try and get through that lead in by Cape Bear." He looked at me for a moment or two, and replied: "Yes, I will try and get through there myself." That was all that was said. It was enough.

Possibly if I was Mr. Fisher, and did not know enough to realize the danger of after-night navigation, in the late Fall, after the buoys are up, and the snow storms and vapors (which is worse than fog) is upon us, I might agree with both he and "Traveller" and say: "There is no danger," for is it not human nature to see a thing done by an expert, without any apparent effort or worry, and then jump at the conclusion that it is easy as rolling off a log?

But apart from this, which is only a difference of opinion between Mr. Fisher and myself on a matter of navigation, he has made some other very embarrassing assertions, wherein he flatly contradicts himself in the same sentence, proving that he either does not know what he is writing about or is allowing his zeal for better service to get the better of his reason, when he says: "I understand the train averages getting in one hour late each evening at Charlottetown, making the journey from Sackville to Charlottetown take from seven and a half to eight hours for the 90 miles."

I am not going to question his understanding of the train averaging one hour late, although I am told on good authority that this is greatly exaggerated, but am simply going to note his statement as so far as writing about it is worthless, by merely stating a fact to start with, and then applying his own figures.

The time table says the train leaves Sackville at 1:05 p.m. It cannot leave before that, and also that it is due to arrive at Charlottetown at 6:20 p.m. Now, 1:05 from 6:20 leaves 5:15, as the running time between these two points. Mr. Fisher says he "understands she averages one hour late each evening at Charlottetown." Well, that is not a complicated piece of arithmetic, since I have taken "Traveller's" advice and brushed up on it, and I find that 5:15 and 1:00 make six hours and fifteen minutes, instead of seven and a half or eight hours; and this, mind you, allowing the full hour he claims the train is late on average, the truth of which is questioned by others.

What good does it do to misrepresent the length of time it takes the train to come from Sackville to Charlottetown when everyone in authority knows the actual time?

Mr. Fisher suggests that an EX-

Lord Derby and France.

The view in this country, says the Ottawa Journal, that the British government is overwhelmingly hostile to France is hardly supported by the facts. Thus Lord Derby, formerly British Ambassador to France, and now Minister of War in the Baldwin Cabinet, is reported by The Times:

"He said that the French were not entirely responsible for the trouble that now existed on the Continent, and he was not one of those who condemned, as being so insane as some people said the invasion of the Ruhr. He thought it was a mistake from the point of view of getting reparations, but there was one point of view which he held, and that was that for the first time the Germans recognized that they were a beaten nation. (Cheers.) For the first time they had got the will to pay."

"He could not remember that Mr. David Lloyd George, in his many conferences at seaside towns, ever got very far towards getting either mutual concessions or mutual good will. But he did believe, and he spoke because he knew, that Mr. Baldwin, in his interview in France with M. Poincare three months ago, created by a reciprocal expression of friendship and open, honest thought a state and an atmosphere which boded well for the future settlement of these difficulties."

It might be well if some of our near pro-Germans in Canada would pay a little more attention to what is said about France by leaders like Lord Derby and a little less to what is said about her by inveterate Francophobes like H. W. Massingham and A. G. Gardner.

Daily Selections FOR Guardian Readers

THE HOUSE AWAITS YOUR COMING.

The house awaits your coming as the year
Waits for the first faint token of the spring.
It longs to echo with the songs you sing,
To hark your laughter ringing loud and clear;
From its dim windows as the day draws near
It watches with expectancy to find
The old door wide as sight of you and bring
To you a welcome sweet and full of cheer.
You whispered once none loved nor understood,
That few cared where you went or whence you came,
Yet you were wrong, your feet upon the stair
Seem a caress to each worn step of wood,
And though you see me not, still I am there,
With the old love, a steadfast

SILVER FOX FURS

George B. Herzig, New York

Will be in
CHARLOTTETOWN, FOR ONE DAY
Wednesday, December 12th

SUMMERSIDE AND WEST
December 13th and 14th

We Want
1,000 Good Silver Fox Furs

Bring Your Furs in on These Dates to the Above Places
WE WILL BUY.

W. CHESTER S. McLURE
Charlottetown

Make the P. E. I. Hospital Drive a Success. Give Freely

Mr. MAN! a suggestion for you. Why not give your wife, mother, or sister one of our lovely "Vanity" Dressers or Dressing Tables with adjustable mirrors? They cost from \$25.00 to \$85.00. A good idea! How about it?



Beer & Weeks

Furniture Headquarters Carpets, Linens, Toys

12-7-imw.

stop, and in my humble opinion, he might just as well ask for the moon, for so long as the Government of Canada have to pay the bills, every tax-payer is entitled to some consideration.

The Hon. A. B. Copp, M.P., or Fred McGee, M.P.P., of Port Elgin, are just as liable to be returning from Montreal or Boston as is Mr. Fisher, and much more liable to be in Sackville over night, and I would like to ask, how do you think they would take it to be told they would have to remain in Sackville till the afternoon with a train leaving for Tormentine, just because a few islanders were in such a hurry to get home that they could not stop long enough to let them off?

The above suggestion is enough to set every member in New Brunswick against such a service, but let us get hands home and we find the same selfish feeling in his suggestion to run an Express from Boston to Charlottetown without stop, except the Emerald Junction Transfer and have all the mails and passengers taken direct to Charlottetown, to be later returned by local train." Surely the advocates of this through express are not in such a great rush but that they could stop at stations

passengers for these places, for if they are they will be a long time waiting for it, if I judge the temper of the island people correctly.

Is this method of getting improved service in accordance with the excellent advice given the people of the Maritime Provinces to get together and work out some plan that is going to benefit the provinces as a whole?

Mr. Fisher feels that we should make a demand and then gives as his reason for making the demand a fallacy such as: "Because as the winter service is now, why Prince Edward Island is going backward."

"We can all remember when the 'Earl Grey' was on via Georgetown, etc."

By the above statement he places himself in the Rip Van Winkle class. No, it is worse than that; for he is not talking in his sleep, but deliberately misrepresenting the excellent winter service we have had for some years now, which, in many respects, is far ahead of the summer service of ten years ago so far as the people east of Summerside and west of Charlottetown go.

It would take pages to show up all the benefits the Car Ferry service has been to P. E. Island. But

will just compare the two trips, the service given, say, the last year the "Earl Grey" was on the run between Pictou and Georgetown, and the Ferry service during an ordinary winter.

In the old days, a passenger from Boston arrived in Pictou any time after 11:30 p.m., and the next morning, he or she had to walk to the hotel, as the boat was always crowded by the passengers from the earlier trains. Then before daylight they had to get up and walk to the boat, for we sailed at 7 a.m. If they happened to arrive on days the "Earl Grey" crossed they generally got into town about 1 p.m., but if they happened to get there on a "Minto" day, well, they reached town some time later; very often too late for the western train, and even if they did catch her, it would be well on in the evening before they got to Summerside.

Under the present service a Boston passenger arrives in Sackville at 6:20 p.m., and has from that time till 1 p.m. the next day to rest, and then arrives in town about five hours after he would have done by the old system, without riding the extra one hundred and fifty miles on the train and the loss of his night's rest. But if he is going