

Stomach Trouble Yields to VINOL

In a natural manner. VINOL strengthens the nerves of the stomach and aids in the assimilation of food. It creates a healthy appetite makes pure rich blood tones up the tired overtaxed nerves and muscles of the stomach.

VINOL agrees with the most delicate stomach and is delicious to the taste. We offer to return your money in every case where it fails to do good. \$1.00 bottle.

E. A. FOSTER Central Drugstore Headquarters for the Penular Remedies

CHILD GETS SICK CROSS, FEVERISH IF CONSTIPATED

"California Syrup of Figs" can't harm tender stomach or bowels.

A laxative today saves a sick child tomorrow. Children simply will not take the time from play to empty their bowels, which becomes clogged up with waste, liver gets sluggish; stomach sour. Look at the tongue, mother! If coated, or your child is listless, doesn't eat heartily, full of cold or has sore throat or any other children's ailment, give a teaspoonful of "California Syrup of Figs," then don't worry, because it is perfectly harmless, and in a few hours all this constipation, sour bile and fermenting waste will gently move out of the bowels, and you have a well, playful child again.

When The Boys Come Home "There are many problems which will face us after the war. Such as living, immigration and others, but all sink into insignificance in comparison with the soldier and his job.

That comes first. The man who saved the empire, who stood between your home and the heartless Hun, who permitted you to carry on your work unmolested and who in many cases gave up a comfortable place to a shirker—he must be cared for. It is not charity, but justice. He does not ask favors. It is his right—and our duty.

Mr.—I with many others was favorably impressed with the above note, as published in your issue of Nov. 16th inst. I have not the least idea who wrote the above, but judging by the interest he manifests, he has a big heart, and wishes to see justice meted out to our soldiers who have already returned and to those who will return later. Some of our boys have responded manfully to their country's call in this trying crisis.

Within a radius of four miles of your correspondents home twenty one have enlisted and gone overseas. We cannot hope all will return. Some of them have already paid the extreme price. Let me give you a few facts which cannot be contradicted. The parents of those twenty-one young men do not receive one cent of separation allowance as none of the men are married.

And strange as it may seem, not one of their fathers, although some have given the last boy, holds a government position. Within this four mile radius there are fifteen Government appointments and with the exception of two who are single men (both eligible for enlistment) are held by fathers who have between them twenty-sons, all eligible for enlistment, not one of whom has ever donned the King's uniform. Knowing the above facts, I have been wondering if our boys (if any come back) will be treated as their fathers are, and have come to this conclusion: "that when Kaiserism and other 'isms' are put down there will still be enough fair-minded like the one who wrote the notes referred to, left to see that justice is meted out.

I do not wish to deal harshly with the slacker, or his salaried father. There is one thing they can do and they do it to perfection. They can tell you how this war should be waged. "Why Kitchener should have stayed at home, Jellicoe should have had dreadnoughts with the cruiser squadron, and much more. When you ask them if one of their boys intends to enlist, they crawl behind some trifling excuse, ending up with, "there are enough gone already." I can best convey what I mean by quoting a verse copied from a Toronto weekly. It runs thus. Bill Jones was also a soldier brave When war clouds darkened the sky. And alone he fought a regiment And slaughtered them hip and thigh.

He blew up forts sacked mauve-towns But never went to war, He fought his battle with peanut shells In Larkin's grocery store. And now in conclusion shall we who have taken upon ourselves to see this thing through shrink our duty? Never! Though our hearts yearn for our boys in the Somme drive and elsewhere. "God rules in heaven: all is well on earth." Thanking you for your valuable space. I am Sir, etc. In behalf of the fathers with (2) boys at the front. TWO IN THE ROLL CALL.

STOCK QUOTATIONS

(Special to the Guardian) HALIFAX, N. S., November 26.—(Quotations furnished by F. B. McCurdy & Co., stock and bond brokers, members Montreal Stock Exchange, McCurdy Building, Halifax, N. S.)

Table with columns: Yesterday, Today. Rows: Atchison, Am O and Py, Am Loco, Anaconda, Am S & R, Can Pac, Can, Crucible Steel, M. F. Ct, Mex Nor Power, Pe. Steel, Reading, S. P., Studbaker, U. S. Steel, U. Copper.

BACK TO SAILING SHIPS.

(From the New York Post.) Will the war bring about a revival of the good old sailing-ship days? Two items in the Boston newspapers suggest the query. The first is that a three-masted schooner being built for our coastwise trade has been purchased by Norwegians for foreign trading, for which purpose she will be given a square rig. The second is more interesting. It is a large vessel which was originally a well-known Maine ship, has been purchased to be reconverted into her pristine glory as a three-masted clipper. The fact that her hull was built in 1882 has not deterred the purchasers from going ahead with their plan; any expedition, it seems, is worth restoring in all sizes of 54,029 gross tons, were put to service. On the other hand 22 vessels, aggregating 31,018 gross tons, were transferred from the American to foreign flags. Our shipyards, too, are full of vessels reported under construction on September 1, no less than 51 are announced for service under foreign flags, and there are probably more, as in some cases the owners are not given. Note also that the Pennsylvania Shipbuilding Company has contracted for ten Norwegian ships, of which the smallest are given even being wimpy, and cost is of 5,000 tons. Norwegian orders are even being placed on the Pacific Coast.

How To Gain Flesh

Remarkable Statement of a Woman who was Nothing But Skin and Bones Laugh and grow fat is a homely saying, but Mrs. Elizabeth L. Morris of Hammond, La., tells of a more reliable method. She says:—"I cannot say enough in praise of Vinol, for it saved my life. I was weak nervous, rundown, could not sleep, was unfit for work and was nothing but skin and bones. Three doctors had all failed to help me. One day I saw Vinol advertised, took course and bought a bottle, and it soon made me feel better. I continued its use and such a change! I have regained my strength, flesh and health, am perfectly well, and the doctor was surprised to see such a change in me in such a short time." Elizabeth Morris, Hammond, La. The reason Vinol proved such a wonderful strength creator in Mrs. Morris' case was because of the beef and cod liver peptones, iron and manganese peptones and glycerophosphates, combined in a pure native tonic wine, which makes Vinol a most wonderful tonic. E. A. Foster Druggist, Charlotteville; also at the best Druggist in all Prince Edward Island towns. Vinol is sold in Montague, by H. J. Mabon.

Saxol Salve CURES SKIN AFFECTIONS One package proves it. Sold and guaranteed by above Vinol druggist.

MEMORABLE VISIT TO BRITISH FLEET IN NORTH SEA

They Don't Know" is Sir John Jellicoe's Cryptic Reply When Asked if the German Fleet Were Likely to Come Out Again —Warships Have Everything Which Makes a Small Community on Land Only Marvellously Condensed

THE NORTH SEA, November, 1916. Grey ships and a green sea, a warm sun and smooth water—so we found the Battle Fleet—somewhere in the North Sea, guarded by nets and all the protective contrivances of naval ingenuity, protected as the mightiest to the souls of its people. For two years the fleet has patrolled these waters, two years of unceasing vigilance and constant strain. It has been a vigil to test the patience and the hearts of men. But the watch has never relaxed. Whether through hurricane weather or in the dark grip of bitter northern nights, when only six hours of twenty-four are daylight, the watch has never slackened. All that men can do, the Navy has done, and done greatly. And today mingled with these men and with their ships. Crowded on the bridge of a destroyer, we steamed under the protection of an Empire's guns and found the bulwarks of Britain beside and beyond the seas. On such a visit, and after such long months of anticipation, our eyes were very eager. The spectacle was not greatly impressive at first. There is a glory and a tradition to the Navy that creates an expectation that no sight of concrete things can quite realize. And the expanse of the sea dwarfs even the immensity of super-Dreadnoughts.

Manoeuvres in Progress. To our right, as we moved slowly through the water, we could see manoeuvres in progress. Jellicoe, on the Iron Duke, with three other super-Dreadnoughts in line of battle, was repelling the attack of four torpedo boats. It is not for the layman to discuss naval tactics. We were on 25 miles and guns of 15-inch calibre—such, as we know from Gallipoli, are the features of this class. Of improvements since the Dardanelles, I can say nothing. The secrets of the Admiralty are not for public discussion. It is sufficient that the expert and the inventor are never still.

"The Day." Germany has 19 Dreadnoughts. The number of such British ships will be fully concealed, but it is safe to say that their strength is double that of the enemy. Some day the Hun may not run as he ran from the Jutland battle and after his raids on the Harlequins and Scarborough. On that day, we think, Drake's drum will be loudly sounding its rattle over the sea story of their fathers. We will weigh their full strength against the vaunted fleet of Germany. Great ships, stricken with agony, will founder. Men born to the sea will go back to the sea again. The world will thrill to the story of conflict. And the end of the struggle will find a broken foe and red waters will witness the final destruction of Prussian hopes.

Odds of Six to One. But this is the future. For the present, we are nearing the — and steering slowly past the manoeuvring ships, with our torpedo boat signal light, as she has done for nearly an hour, to establish her identity and receive her instructions. We draw up beside the Warspite. A war-worn veteran, this, the greatest of her exploits being that of Jutland, where, coming between the Warrior and her foes, she engaged six ships of the enemy and fought them until the battle swept past her and left her scuffed and torn, but fighting still. Germany's claim on her as a total loss. She might easily have been after such a struggle, but, in truth, the splendid ship steamed away for repairs under her own steam and going at 25 knots an hour. Think of it! Odds of six to one, and never a thought but to fight! Of such stuff

Our visit is practically over. We have left the Iron Duke and are steaming back to port. A seaplane races above us. In the distance we can see hospital ships, with their great red crosses, and supply vessels of many types. Over to the right rides the old Cunarder Campania, unfamiliar in her new guise. As we pass through the net boom at dusk trawler after trawler moves slowly by on its homeward trip to the Fleet. It is said that no less than a thousand of them drag the waters for enemy mines. Dangerous and daring work, done in calm and storm, by fishermen who often lay down their lives that the seas may be free for commerce. We can no longer see the Fleet. The day is done. In the confusion of our minds we can recall only a few de-

Is Your Account OVERDUE?

We are preparing a list of all overdue accounts on our books. If your account is overdue kindly call with the amount or remit by mail before November 30th.

After that date we shall be obliged to hand the list to the lawyers for collection by law.

We hope we won't have to send in a single name. But we are determined to collect all accounts which are past due. Shall we hear from you today.



Well, our memorable visit is over. We have received the traditional hospitality of the Navy. We have met striking men and been greatly impressed. We are grateful for even an hour's insight into the intimate affairs of the mightiest fleet in the world. We look to the future, when the ships of Canada may be found with those of Britain and Australia and New Zealand, to the time when organized Empire shall make impossible such perils as the present. And as for the enemy, I recall a remark of a companion correspondent. "What chance for Germany?" I answer: "None." The great sea test will surely come and German naval ambitions will cease from troubling the world.

SNEEZING SIGNS. Sneezing, from very remote times, has been held ominous. "Our forefathers went to bed again if they sneezed while putting on their shoes. A sneeze to the right was deemed lucky; to the left of evil port. To sneeze near a burial place was very unlucky. Tradition has it that sneezing was at first a fatal sign—every human being sneezed but once, and then died—but Jacob petitioned the Creator to remove the sneezing ban, and succeeded. Thence arose the once universal custom of saluting a sneezer with "God bless you" or "May you live long!" The custom still obtains in some parts of the Continent. In England not only was a sneezer blessed, but friends raised their hats to him as well. In an old book, "The Code of Conduct," it is directed that "if his lordship sneezes ye are not to hawl out 'God bless you!' but bow to him handsomely." All over the world the sneeze was recognized. Whole nations were under orders to make exclamations when their king sneezed. Sneezing was believed to be a sure cure for hiccough, and was also looked upon as a sign of sanity. If ancient and universal belief goes for anything it is good to sneeze. Therefore, let us sneeze the way away!

So we come back again to the supreme impression—that of calculated, absolute utilization of every inch of space and amazing perfection of mechanical devices which insure the exact performance of intricate operations in precise time. Finally, there is the size of the vessels. As I have said, seen from a distance in their ocean environment, the impression of magnitude is not pronounced. But once on board the ships, decks seem almost endless, groups of men are dwarfed by mighty guns and turrets, steam launches lie in cradles like rowboats on a great lake steamer. There hazy appears to be a man on board—although each Dreadnought carries a battalion and a thousand lives may be lost when a battleship goes down. One climbs endless ladders, running aloft to great heights, where lookouts are ever vigilant, or giving access below to tier on tier of decks down to the very bowels of the vessel.

Domestic War Loans We are pleased to quote most favorable rates either for buying or selling the old or new War Loan. Particulars on Application R. A. DALY & CO. BANK OF NOVA SCOTIA BUILDING TORONTO ONT.

BRINGING UP FATHER

