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Being an aid to health, Eno is among the best of all aids to beauty. For Eno begins at the beginning—gently and naturally, keeping the vital organs in tone and tune. You will do a lot to ensure a clear, supple skin if you always remember your morning glass of



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Internal parasites in the shape of worms in the stomach and bowels of children sap their vitality and retard physical development. They keep the child in a constant state of unrest and, if not attended to, endanger life. The child can be spared much suffering and the mother much anxiety by using a reliable worm remedy such as Miller's Worm Powders, which are sure death to worms.

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These two factors—opportunity and capital—must be co-ordinated judiciously in order to secure maximum results.

Judicious investment entails investigation of opportunities. Large institutional investors maintain trained staffs for this purpose. Individual investors, on the other hand, must necessarily base their selection upon personal judgment of values.

Risk can be minimized by consulting responsible investment banking houses whose reputation, experience and market contacts are such as to make their advice dependable.

The manager of our nearest office will be pleased to assist you in selecting the investments best suited to your requirements. He represents an organization which has exceptionally broad facilities and long experience.

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Our confidence in the present era of investment trust development in Canada and the United States is founded on the record of the British investment trust movement, which has proved conclusively that the real investment trust, organized on sound principles, can grow and succeed even in periods of adverse economic conditions.

There is no doubt that the investment trust will open the doors of new opportunity to the small investor, encourage sound enterprise, and contribute extensively to the aggregation of capital which would, to a very large extent, be dissipated in unwise speculation.

### Eastern Securities Co., Ltd.

146 RICHMOND STREET, CHARLOTTETOWN

ST. JOHN MONTREAL HALIFAX

### The Public Forum

Continued from page 4

they were not so engaged. The question then arises, should imports or restrictions be put on trade? And which country suffers most by such imposts or restrictions?

When God made this world and manifested His providence in the great differences of soil and climate and the immense variety of the productions of the different countries, did He intend that His children should exchange these gifts with one another to their mutual advantage and happiness, or did He intend that artificial barriers should be raised to impede such exchange? To my mind there can be but one answer to the question, and I think that most of the ills of the world to thwart the Divine will be in this regard—and I also think that the nation which suffers most will be the greatest sufferer in the end.

I think Mr. "J" labored under two or three misapprehensions when he wrote his letters. I think he misunderstood the question when he stated that it would make a vast difference in our "Balance of Trade" what kinds of merchandise are brought back in exchange for our exports. I also think it was a mistake for him to imagine that the low price of potatoes this year, or the high price some other year, had any direct influence on "The Balance of Trade," and it was surely a mistake for him to imagine that the trade carried on between the Maritime Provinces and the central provinces could have any bearing on "The Balance of Trade" between Canada and other nations. Mr. "J" did, however, ask a very pertinent question when he wanted to know what would pay for the imports when they were larger than the exports? That question has not been answered, but I have not been able to satisfy myself, unless there is something in the view which I have put forward, viz., that in international trade the sum total of the exports and imports balance each other, and pay for each other.

There must, however, be an answer to Mr. "J's" question, because truth never contradicts truth, and facts can always be reconciled with other facts. There may be an apparent, but never any real contradiction, and a mind intelligent enough can find the answer.

In my opinion, Mr. Hughes was justified in using certain facts in connection with trade matters in the United States, Great Britain and Germany, in order to prove his thesis, and he should not have been accused of wandering afield or telling these countries how to manage their affairs. Every disputant is allowed to prove his statements by comparing them with things which are clearer than his own. In fact, this is the ordinary method by which we support an argument, and we cannot, for instance, prove the obvious, it must be taken for granted, and then we prove other things by using the obvious as the basis.

The case of Great Britain makes a very interesting study for the student of Economics. During the Nineteenth century she was the workshop of the world, she imported raw materials from nearly every other nation, manufactured them and sent them out to all other countries. The manufactured article must have been worth a great deal more than the raw materials, yet "The Balance of Trade" was against Great Britain and she was becoming wealthier all the time. Can anybody explain this? During this time Great Britain was doing a large part of the carrying trade of the world, and was no doubt making a profit out of it, but is this a proper and sufficient explanation of what appears to be a contradiction? I would like to have some of your correspondents tackle this question—it is a subject worthy of the most thoughtful consideration.

I am, Sir, etc.,

STUDENT

### BRANCH RAILROADS

Sir.—Permit me to offer a few remarks on the proceedings at a meeting held at Webster's Corner, a report of which appeared in a recent issue of The Guardian. Mr. John J. McCarthy, who presided, ably introduced the proceedings which was to press the necessity of a line from Birt's Siding through Dromore, Fort Augustus and Johnston's River. This has been discussed several times before. On the present occasion Mr. Jenkins, M.P., and Mr. Rattenbury, Railway Director, were present and gave their views. Mr. Jenkins was, as usual, bland and courteous, his remarks being intermixed with a considerable amount of spice and humor. He was also quite open and told the people they need not cherish any hope of obtaining a branch in the near future although he confessed that an estimate of the cost of the proposed railway was already in the Department at Ottawa. How this could have been arrived at was a mystery to subsequent speakers as so far as they knew no survey had been made of the route. Mr. Rattenbury, who subsequently spoke, told his audience that the Railway Directors had a disposition to curtail expenditures instead of to increase it.

He did not reconcile this with what was already on foot in the Province, especially at Charlottetown Railway Yard and Mt. Stewart, not to mention many other places along the railway. Our local representatives, Messrs. McDonald and Clark, also spoke, and the latter was very anxious to know how the estimate had been prepared without any survey. Now, Sir, as I happen to have some knowledge of this survey I feel it my duty to make it known. In May, 1927, two men got off the Georgetown train at Pisquid Station. They said they were going to line or chart out the proposed railroad.

If our representatives did not have these men sent for the purpose, from where did they come, and by whose authority? They must have dropped from Mars or Jupiter had it not been that they were human enough to use the Georgetown Branch of the railway to get here. They were real men of the race of Adam, dressed in modern style and could speak the English language more fluently, more correctly than even the gentlemen who addressed the meeting. Instead of going up to Birt's Siding they went down to the mouth of Pisquid River, their line went across the mouth of this deep river and about thirty miles of marsh then around Chignecto shore and across the mouth of McCannel's swamp in Dromore, the north bank would make a good ground for a railway, then across Dromore road there is a valley in a north west degree and across the line road to the rear of John Hughes' farm and then following the valley between Walter McAntee, Auburn, and Frank Kelly, Fort Augustus, then across the rear of Fort Augustus river to Cummskey's pond and proceed across the Johnston's River to the Murray Harbor line. I feel sure that this line could be built mostly by one large road tractor and would give an adequate service and would not cost as much as the first mile of the line by the north of Pisquid River. I think it would be well for someone to find out the amount of this estimate that Mr. Jenkins spoke of. I feel sure it is the greatest barrier that stands in our way, believe it to be three times greater than my proposed line would cost, and even this line might be improved upon by a proper survey of a short direct route to avoid heavy cuts and swamps, there being nothing but a few small breaks to be encountered.

I am, Sir, etc.,

INTERESTED LISTENER

### CANOE COVE RAILWAY

Sir.—In regard to the railroad that the people of Canoe Cove and surrounding district are asking for May I be allowed a few remarks. The farmers of these districts called a meeting at Canoe Cove hall

some time ago and our local and Federal representatives were invited to attend, but only Mr. Angus and Mr. Sinclair express themselves. MacPhee presented himself. I would like to know the reason why our Federal representatives were not in attendance. Our shipping conditions are simply outrageous. We have the best farming land along the South Shore to be found on Prince Edward Island but what are the conditions in which our farmers find themselves this fall? After a hard spring, summer and fall's work, combined with heavy expenses, their outside buildings are full of potatoes, with Jack Frost ready to knock any minute. The farmers who hauled their potatoes to Charlottetown did not make wages, and the ordinary fall work has not been attended to. Now we do not blame our Federal representatives for the low price of potatoes, but we would like to see them show some concern and make an attempt to remedy our present handicap for the farmers of these districts need a railway and should have it as soon as possible. I have not heard of Mr. Jenkins and Mr. Sinclair expressing themselves on this matter. The farmers of these districts sent them a petition in support of the railway and we would like to know what became of it. Was it thrown in a waste paper basket as worthless or did it simply fade away? Are Mr. Sinclair and Mr. Jenkins in sympathy with us in regard to this matter?

If they are not we would like to know, for then we could not expect much to be done until such time when we could send representatives to Ottawa who are in sympathy with the just needs of our farmers. We realize that men who are not convinced that we need a railway and should have it are poor men to go before the Railway Board,


### Don't Let That Cold Turn Into "Flu"

That cold may turn into "Flu," Grippe, or even whooping Cough, unless you take care of it at once.

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Musterole, made from pure oil of mustard, camphor, menthol and other simple ingredients, is a counter-irritant which stimulates circulation and helps break up the cold.

You will feel a warm tingling as it enters the pores, then a cooling sensation that brings welcome relief.



Better than a mustard plaster

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In a determined effort to study Maritime opportunities in the British West Indies, The Telegraph-Journal is sending its Editor, A. M. Belding, and a special trade representative, Leon A. Keith, of Saint John, on the first trip of the "Lady Nelson", so that Maritime Producers may capitalize first hand information.

Mr. Keith is going fully prepared to establish trade connections, and, where authorized, will act as a buying or selling agent. Maritime producers wishing to avail themselves of this free service should write Mr. L. A. Keith, The Telegraph-Journal, Saint John, N. B.

This advertisement is the third of a series being published by The Telegraph-Journal, Saint John, N. B., with the object of promoting interest in developing trade between the Maritime Provinces and the British West Indies and co-operating in the general activity productive of greater business.

poor balance of trade for P. E. I. and the opposite for these provinces.

I am sir, etc.,

FARMER.

### Willingdons to Attend Recital

(Special to The Guardian) TORONTO, Nov. 26.—In many respects the biggest event in the program history of the Toronto symphony will be the twilight recital tomorrow when the soloist will be Miss Ellen Balton, graduate of McGill Conservatory and the chief guests of honor Lord and Lady Willingdon. Their excellencies are coming from Ottawa on purpose to attend this concert.

This is the first time since the beginning of Earl Grey that such a musical pilgrimage has ever been made from Rideau Hall to Massy Hall. Miss Balton has been a guest of honor on Ottawa on purpose to attend this concert.

There is no use in exporting coal to Newcastle or potatoes to Prince Edward Island.

A buyer in Sweden imports foxes years since her graduation she has from Prince Edward Island. He played in most of the capitals of Europe and with a number of American orchestras, and last year he gave his first recital in Toronto. It is possible that a solo for the Women's Musical Club, commodity may be a drug on the market in Canada and the opposite experience of uncommon proportions.

Perhaps we need not go that far. Her appearance on this occasion Ontario and Quebec may require a packed house. An extra some P. E. I. potatoes just now point of interest is the fact that and if they do not know of our Lord Willingdon who is chief honoree, we must use publicity every patron of the Mendelssohn Orchestra. His imports from Ontario and Quebec is the only Governor-General who have been large and our ex-Canada who ever achieved reports have been nil, which shows recognition as a composer of music.

atives are doing them justice or not. I hope that Mr. Jenkins and Mr. Sinclair will not take the Patriot's word for it, and take this letter and the unrest of the farmers in this and surrounding districts as underhand propaganda, for if they do, they will find out when too late that the Editor of the Patriot is mistaken. A word to the wise is sufficient.

I am sir, etc.,

COUNTRYMAN.

### THE BALANCE OF TRADE

Sir.—The discussion re "Balance of Trade" between Mr. Hughes and "J" is very interesting to many readers of The Guardian. It is a big problem, this one of imports and exports. It seems to me that both may be considered beneficial to a country, individual or firm. That is for the intention. In both cases there must be a benefit to the importer and exporter, but this may be thwarted by unforeseen circumstances or by wrongly directed trade channels.

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