

Have You  
**SORE HANDS**  
in Winter?

HEAL THEM WITH ZAM-BUK.

FOR chapped hands, chilblains, cold-sores and frost-bite, there is no treatment so beneficial as dressings with Zam-Buk. When the roughness, irritation and redness of the skin is followed by cracking and bleeding, dirt and disease germs may find their way into the raw places and cause inflammation, blood-poison or winter eczema. Zam-Buk stops this peril entirely. Simply smear a little heroyal Zam-Buk on the sore parts and wrap up carefully. Letting the Zam-Buk soak into the tissues, soothes away smarting itching pain, and assures rapid healing with healthy new skin.

The striking success of Zam-Buk is due to its rare herbal origin. It contains none of the mineral salts or animal fats that form the basis of common salves and ointments. Prepared exclusively from rich herbal essences, Zam-Buk is a concentrated balm of the highest purity and of unwavering healing, soothing, and antiseptic efficiency.

Don't wait until winter frosts and winds begin to bite and chap your skin—get Zam-Buk to-day! Use a little every night, to keep your skin smooth and flexible.

Use Zam-Buk also for the speedy healing of cuts, burns and scalds, and for eczema, abscesses, ulcers, ringworm or other skin or scalp disease. 50c. box, 3 for \$1.25, all druggists and dealers.

FREE SAMPLE BOXES!

Cut out this coupon and mail it with 1c. stamp for return postage. The Zam-Buk Co., Toronto, will then send you a FREE TRIAL SAMPLE.

GET  
**Zam-Buk**  
TO-DAY!

Cream Will Clear  
a Stuffed-up Head

If your nostrils are clogged and your head is stuffed because of nasty catarrh or a cold, apply a little pure, antiseptic cream into your nostrils. It penetrates through every air passage, soothing and healing swollen, inflamed membranes and you get instant relief.

Try this. Get a small bottle of Ely's Cream Balm at any drug store. Your clogged nostrils open right up; your head is clear; no more yawning or snuffling. Count fifty. All the stuffiness, dryness, stinging for breath is gone. You feel fine.

**FLOUR AND FEEDS**

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

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

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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 Scratch 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 Mash, 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.

**Carter & Co., Ltd.**  
FLOUR FEEDS

**THE CHARLOTTETOWN GUARDIAN**

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

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TUESDAY NOV. 20, 1923

**FOUND MONEY**

Nova Scotia statisticians estimate that their summer visitors last year spent \$6,000,000 in the province. Whether the figures are correct or not they are exceedingly interesting and, judging by the stream of tourists constantly flowing through the province during the summer we may safely assume that they are approximately correct.

The revenue from the tourist business is "found money." It is money from outside, money added to the ordinary resources of the country. Every tourist that comes in enlarges by so much the home market; the hotels that cater to them must bring their supplies from the farmers in the neighborhood, the money is circulated and everybody is benefited.

Naturally, Nova Scotia, having proved the profitability of the tourist business is taking steps to enlarge it and is making preparation for a larger tourist business than ever next summer. They have tourist associations in the principal centres, all branches of a central organization and all working together.

In this province we have in prospect a tourist association the nucleus or central committee of which has been organized. We must not assume that organization of this committee or even the completion of the tourist association, when it is completed, is all that is required. Every man and woman in the province has a work to do in connection with the association, every man and woman in the province should be a member of the association, should be in sympathy with its efforts, should make it their business to help it in every possible way. We have everything in the matter of climate, enjoyment, food, healthfulness that a successful tourist business needs, except the tourists and we can get those if we go after them, use them well while here and send them away happy.

This is what the P. E. Island Tourist Association is setting out to do and in doing it they will need the earnest co-operation and assistance of everybody. Let us see to it that they get it.

**MEN WANTED**

The newspapers of the Maritime Provinces, indeed of all the provinces, are bristling with grievances and complaints and suggested remedies. In the provinces by the sea, including our own, a continuous cry is going up to heaven—at least as far as Ottawa in that or the opposite direction—about unfulfilled promises, inadequate railway accommodation, excessive freight rates and other grievances, many of them real and remediable, some of them imaginary and therefore irremediable. An anomaly of the situation is that, while this complaint is all but universal, the men who are supposed to have the remedy in their hands, the men who have promised to remedy all grievances and who were chosen by the people to remedy them, are the least concerned about them. Nova Scotia, which is perhaps suffering most and which has "solid sixteen" at the fountain of all remedies, Ottawa, is voicing its grievances through the press, through its boards of trade and through its municipal councils, while the Solid Sixteen maintain an attitude of friendly neutrality and draws its \$64,000 in dignified

but grateful silence. Our own province with its Solid Four at Ottawa is voicing its complaints through the press while our Solid Four have never uttered an effective word or lifted an effective finger except in grateful acknowledgment of its respective cheques of \$4,000 each. Can any one in Nova Scotia or in Prince Edward Island point out one act of value to their respective provinces performed by any one of the Solid, or perhaps better, the Solid Twenty?

Our several grievances will continue as long as we send men to Ottawa whose only concern is to stand by and vote for their party regardless of the interests of their constituents or of the country. At present the only concern at Ottawa is to save the tottering government by doing nothing. We need more men at Ottawa, real men with courage enough to defy a weakling government when the interests of the country demand it.

**AUTO SPEEDING.**

There are still those among us who defy the speed laws and disregard their own and the safety of others. If only their own lives were in danger the evil would not be so serious. But the lives and the property of others are at stake and here is where the law officers are expected to interfere. Not a day passes but there are hairbreadth escapes; not a night but full glare headlights dazzle the eyes of those who use either the streets or the sidewalks. Yet no police officer takes any action or even utters a warning.

Speeding at from twenty to forty miles past crossings, and this is not uncommon, can scarcely fail to "get" a victim eventually and no doubt the authorities are waiting to see whether this practice is really dangerous. When some one is killed or maimed or the carriage or auto of some innocent driver is destroyed, it will be unanimously decided that this manner of auto driving is dangerous, and the police will be cautioned to look after the speed fiends. The time to stop dangerous driving is while it is dangerous and that is now. Drivers are required by law to dim their headlights when meeting carriages or autos, and all gentlemen do it. The others should be compelled to do it. In any case the speed fiends, and there are only a few of them, but enough to do infinite damage, should be stopped, and it is up to the police to do it regardless of who they are.

**IMMIGRATION**

Since confederation different federal governments in Canada spent \$28,691,000 on immigration. As a result of this expenditure about four and a half million people were brought into Canada during that period. These immigrants added to the population of Canada at confederation, would about equal the present population of Canada. Had no immigrants come in and had we retained our natural increase by excess of births over deaths, we would have a larger population than we have today. This by no means proves that we should not encourage immigration but it does prove that it is much more important to, as far as possible, retain our people. There is bound to be migration outward and inward; some of our people must necessarily move to other countries just as other peoples immigrate to ours. Yet it would appear that our money are, generally speaking, more desirable.

No one doubts that the winter service at the Capes needs all the engine power and strength of hull possessed by the steamer now on the route. But for the open season she is too costly in fuel, her great engine power and her formidable staff of officers and employees are not all needed and her weight is an incumbrance. We must also take into account the fact that after the hardships of the winter service she must be laid off for a month for overhauling and repairs, and that this usually occurs during the tourist season causing loss of tourist trade.

**Notes by the Way**

Before the Car Ferry we had the Steam Navigation Company's steamers plying from Summerside to Point du Chene and from Charlottetown to Pictou during the open season, and we had the government ice-breaking steamers in winter. All are pretty well agreed that the summer boats gave an excellent service for both passengers and freight. The winter steamers, in the hands of able captains failed to keep up a regular service, from no fault of anybody. The obstacles were too great. The summer boats kept up their service for, say, seven months of the year. The ice-breakers were needed for about five months of the year.

Starting from the broad facts above outlined and laying aside all controversy, which is not necessary, how can both the winter service and the summer service be improved? Why cannot the Ferry Steamer be improved by being made to use oil fuel? Of course it would cost money to change the coal bunkers into oil tanks and set up the necessary storage tanks at Borden and Tormentine, but we are advised that \$50,000 might make the necessary changes in the steamer. Oil would load itself by gravitation through a pipe doing away with the labor, much of the delay and all of the annoying dust in coaling the ship.

Oil fuel would save the labor and the wages of two thirds of the stokers now required. It would save the cleaning up of practically the entire ship after coaling. Oil would take up less space and be a lighter load for the ship to carry and the saving would enable more freight to be carried. It would save much of the cost of coal now burned in keeping up steam when the engines are stopped. It would save time and cost in getting up steam when required at short notice.

In talking the matter over with some good citizens, mere lay men like ourselves the conclusion was reached that the cost of making the change from coal fuel to oil might be saved in one or two years, while the incidental advantages and convenience would be many.

Is a second ferry steamer needed? Some say yes and some of those with whom we have conversed say No. Those in the affirmative point out the deplorable condition the province would be in if the ferry steamer should be disabled in mid-winter. Merchants and shippers do not lay in their winter supplies as they did in the days before we had the Ferry. Those who answer in the negative point out that such an accident is very unlikely to occur. They point to the Stanley, Minto and other ice-breaking winter steamers we have had which in some forty years never met with a serious disaster.

Among the views firmly maintained by a good many is that we need another Car-ferry steamer, but not an ice breaker. They point out that the present steamer was very costly, because of the great power required in breaking through heavy ice, that she is comparable to a steel armored war vessel in weight and displacement and she certainly is a very costly ship to operate in service. If the season of open navigation only were to be considered no company or government would have ever built a steamer like the Car Ferry. And yet the open season lasts about seven months of the twelve.

What are the requirements of a second Car Ferry steamer? Obviously it must be comparatively large, for it must be designed to distances five to ten times as long, the retaining of our own rather than importing foreigners. We need both immigrants and our own to people our vast unoccupied areas but our own have first claim and are, generally speaking, more desirable.

Continued on Page Six

**Canadians in London**

THE CANADIAN HIGH COMMISSIONER'S OFFICE IN LONDON WEEK BY WEEK 30-10-23.

During the last week 255 people have visited the High Commissioner's Office in Kinnaird House, Pall Mall, 136 visitors obtained interviews and 31 registered their names. The Ministry of Agriculture and Fisheries has notified the High Commissioner for Canada that an outbreak of foot and mouth disease has occurred at Paisley, Scotland and that in consequence, it has been necessary to close the port of Glasgow for the reception of Canadian store cattle. As the Port of Bristol was closed some time ago for the same reason, the chief ports now available for the landing of Canadian store cattle shipments are Birkenhead, Manchester and Dundee.

The Canadian Government Office in London has succeeded in concluding an arrangement with the Norwegian Government, whereby all Canadian firms may in future obtain registration in Norway of Trade Marks which they have registered in Canada. Canadian applicants, like all those not domiciled in Norway, would have to appoint an Agent residing in that country for the purpose of obtaining this registration and getting the printed form necessary for filling applications.

During the last week the High Commissioner received a deputation of the English representatives of the National Association of Flour Importers of Canada, who put forward the view that it was not in the interests of Canadian Millers that any duty should be placed on flour, even in the event of Canada obtaining a preference. This matter has been taken up by the High Commissioner and the Canadian Ministers now in London who have been able to prevent any change in the existing tariffs.

Those Canadians who, as a mark of appreciation of the work of the Royal Navy, contributed so generously to the fund raised in Canada during the War for the benefit of necessitous Petty Officers, and seamen, who have served in the Navy, and more especially during the late conflict, (together with their dependants), will be interested to learn that steps are being taken through the agency of the High Commissioner to have the fund administered in future by the Royal Naval Benevolent Trust, instead of the Rosyth Royal Naval Depot, Canadian Fund. This is due to the fact that Rosyth is no longer regarded as a great Naval Base, but the objects for which the fund was created will be strictly observed by the authorities responsible for the administration of the Royal Naval Benevolent Trust.

The High Commissioner is arranging for a Class for Canadian Cattle at the Xmas Show and Sale which is to be held at Perth, Scotland, and is offering three Prizes for competition. There is to be an International Sample Fair at Milan in April of next year similar to those which have been held in previous years, and the High Commissioner's Office has been asked to interest Canadian business firms in the project with a view to securing a share of Italian trade.

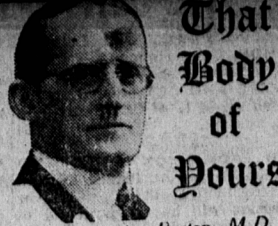
The High Commissioner has received copies of Resolutions passed by the Vancouver, Victoria and Winnipeg Boards of Trade in favour of the principle of Preferential Trade between the Mother Country and the Overseas Dominions, and is bringing them to the notice of the Canadian Ministers who are attending the Imperial Economic Conference.

The High Commissioner's Office issued to the financial and trade press last week a Bulletin based on matter prepared by Dr. Charles Cansell (Dominion Deputy-Minister of Mines) for the Imperial Economic Conference. The Bulletin dealt with the Pre-Cambrian Shield of Eastern Canada, describing its importance as a producer of minerals in the past, and the vast opportunity it presents from the point of view of the investment of capital.

A Report is being made by Colonel Brothers on behalf of the Ministers assembled in London for the Imperial Economic Conference on the question of Canadian official press publicity in London, and as the result of suggestions made by the High Commissioner's Office it is probable that there will be a considerable development in the propaganda work in Great Britain for "Men, Money and Markets." The possibility of press publicity in connection with the British Empire Exhibition next year is being kept in mind.

There have been reports, apparently malicious, that some Baltic timber was used in the construction of the Canadian Exhibition Building at Wembley. These reports are absolutely untrue as not one inch of wood, other than Canadian, has been used in its construction.

Ten other Commissioners have been notified, and given addresses of firms possessing stocks of all kinds and sizes of Canadian timber. Appointments in the Canadian Government Service are the subject of frequent enquiry at the High Commissioner's Office, and although such appointments can only be made in Ottawa and are usually filled by fully qualified candidates permanently resident in Canada there are occasions when applications for posts of a special or technical character are also invited from persons living in England. As an instance of this, the co-operation of the High Commissioner has just been sought by the Civil Service Commission in the filling of a vacancy for a Map Draughtsman in the Natural Intelligence Branch of the Depart-



By James W. Barton, M.D.

**Chat Body of Yours**

**YELLOW JAUNDICE**  
Somewhere you have heard or read that when one had "the jaundice" that something was wrong with the liver. And this is true. The jaundice is due to the absorption by the blood of bile which as you know is manufactured in the liver. There have been many theories regarding the cause of jaundice, but it is believed generally now that it is due to some stoppage in the ducts which prevents the flow of bile in the right direction, or to changes in the circulation of blood in the liver, to poisons from food, and often from some emotion or shock that disturbs the nerves of the liver.

Just as soon as any of these things happen, the bile owing to the changes in its composition becomes much thicker and cannot flow along as readily. Thus, instead of the bile flowing out from the liver into the intestine, and thus doing its work of rendering poisonous matter harmless, it is so thick and "stale" that these poisons actually invade the liver and set up trouble, and real inflammation.

This inflammation of the liver cells and ducts naturally interferes with their proper action. Physicians are still looking for some special cause of jaundice, but in the meantime it is agreed, that eating too much food, food that is too hot, or perhaps too cold, indigestible food, or too much of the alcoholic beverages can usually be blamed for the attack. There is usually headache, and a tired lazy feeling, just as you would have in the ordinary bilious attack.

Fortunately most of these cases of jaundice are of a mild type and soon pass away. Unfortunately however, it sometimes takes a severe form and there is an actual wasting away of the liver cells, terminating in death.

Now what should be done in a case of jaundice? Your physician will first try to get rid of the cause, and so you may expect generous doses of calomel and salts.

Actual stimulation of the liver by exercise. The bending and twisting exercise work directly upon the liver circulation, and our best authorities now agree that exercise is better than any form of medicine for this purpose.

Where one feels too weak for exercise, long deep breaths may be taken. Sometimes gentle massage helps where the patient is too weak to take exercise. Plenty of water is advisable, not that it actually dilutes the bile, but it dilutes other things passing through the liver that might be harmful.

**Daily Selections FOR Guardian Readers**

HAVE YOU WRITTEN HOME?

I'm alone, and the night drags slowly.  
As the clock says, "Tick, tick, tick."  
I'm thinking and thinking and dreaming.  
While my needles go click, click, click.  
But what is making me weary?  
It isn't the work I've done,  
For a housewife hasn't much work to do.  
When the family is only one.  
I'm waiting for a well-known foot-step.  
For a voice that isn't heard,  
For a gay lilt and a whistle,  
As cheery as any bird's;  
For my boy has gone from the home-nest  
To a city strange and lone,  
I think of him yet as just a boy  
As when he was at home.

ment of the Interior. This appointment will be advertised in the English press and forms of application, with Gazette posters stating qualifications required, salary, etc., will be furnished on request by the High Commissioner's Office. By this method a larger number of competitors will be assured and the successful candidate will of necessity fulfil the high standard of efficiency set up by the Canadian examining authorities.

Pamphlets giving conditions of Government Service, Reports of the Civil Service Commission, and a file of all posts for which open competitive examination are announced by the Commission are kept for reference purposes and public information, and the machinery of the Department is always available for co-operation along the lines indicated.



**RED ROSE TEA** "is good tea"  
The ORANGE PEKOE QUALITY is composed of the youngest, tenderest leaves on the tea bush.

I think of his interests and pleasures, As he rushes along life's high-ways.  
Of the things he cared for most, Does he never, never think of her Of his pet ambitions and day-dreams, At the close of another day?  
Of the boy that I have lost, Time is a precious asset,  
No, I mustn't be disloyal, When you know what moments cost,  
For he's my boy, every bit, But surely a few short moments For mother are not lost!  
But I thought the postman would bring me, And, if you have grown careless About mailing a letter home,  
A letter I didn't get, You'll not forget to write at once To the parents who're now alone.  
Mid the hurrying rush of the city The boy has found his place,  
Striving with the most ambitious To keep up with the hurrying pace,  
Does he ever think of his mother? —Florence L. Haines, Toronto.

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Furniture — Carpets — Linens  
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Included in our showing you will find the new three piece Buffet Sets, Centers, Doyleys, Cushion Covers, Aprons, Pillow Cases, Nighties, Children's Dresses etc., etc.

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So you may know just what the completed piece will look like we have many beautiful hand worked models to show you.

Threads for Working  
Flossell, D. M. C., Filo, Peri-Lustre Padding Cotton, Tating Threads, etc., etc. A complete line to choose from.

We invite you to call and see our showing of stamped and fancy linens.  
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Toy Dept. Opens Soon!



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Dominion of Canada Victory and Refunding Loans at market prices.  
City of Charlottetown 20 year bonds yielding over 5 per cent.

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