

Liberal Conservative Association Meeting

The Annual Meeting of the Liberal Conservative Association of Kings County will be held in the Town Hall, Georgetown, on Thursday, August 24th, at 2 o'clock p. m.

All supporters of the Party qualified to vote at an election are members, and ladies having the privilege of the franchise are specially invited to attend and take part in the business of the Association.

Poll Chairmen are requested to call meetings in their respective Polls previous to above, and have their Committee of five members for each Poll appointed for the ensuing year. These Committees will elect members of the County Executive from their respective Electoral Districts at the meeting of the Association. After the business of the Association is transacted the meeting will be addressed by prominent speakers of the Party.

All friends of the Party are urged to attend this meeting.

D. C. MORSON, President.

With Wet Battery.

Electric flashlight operated with wet battery is so constructed that the electrolyte comes in contact with the plates and provides light only when the light is needed.

Professional Cards

Dr. Cliff
Chronic Diseases

Georgetown P. E. Island, Canada
112 Prince St.
OURS DAILY, 11 to 2 p. m.

S. HESSIAN
Solicitor, Notary Public
Etc.

MONEY TO LOAN
P. E. Island

Leod & Bentley
W. E. BENTLEY, K. C.
J. A. BENTLEY
Barristers and Attorneys
MONEY TO LOAN
Bank of N. S. Chambers
M. May be consulted off
hours at 116 Hillsboro St.

Donald & McPhee
B. A.
MacDonald, H. F. McPhee
Barristers, Attorney, Etc.
Money to Loan
By Building, Charlottetown.

D. Stewart, K. C.
Solicitor and Solicitor, 84 Great
George Street.
Solicitor for the Union Bank of
Canada.

Miles Garrison
A. B., M. D.
Solely Tuberculosis Specialist
Brighton Road, Charlottetown
Treatment in Selected Cases
Telephone 207

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

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

Lean & McKinnon
DONALD MCKINNON
Barrister, Attorney-at-Law
Office—Royal Bank Building
Charlottetown, P. E. Island

C. C. Archibald
Dental Surgeon
Office—School and Hospital
Buildings Limited to Eye, Ear, Nose
and Throat
Bayer Building, Great George
Street, Opposite Guardian Office
Telephone 850-J.
Hours—9 to 12 a. m. 1 to 5
p. m.

DRONSON & DUFFY
Barristers and Attorney-at-Law
MONEY TO LOAN
Solicitors for Royal Bank of Canada

J. A. McEACHEN,
Oph. D.
EYE SPECIALIST
Eyes examined and glasses
furnished when needed.
Office—127 Grafton Street
(above Parson's 5 and 10 cent
store.)
Hours 10-1 and 2-5, Sat.
Evening by appointment.
Telephone 353-L.

Eastern Guardian

SHOP from Holman's Catalog.

...?FARM FOR SALE WITH OR
without crop. Good buildings. For
terms and particulars apply to N.
J. Nicholson, Montague.

*FARM FOR SALE. 50 acres
centrally located, well fenced. Run-
ning brook at back of Farm. Will
sell with or without crop, reason
for selling, ill health. Apply to
Alexander McPherson, Kilmuir

*LIBERAL CONSERVATIVE
MEETING.—Attention is directed
to an advertisement in another
part of this issue calling the at-
tention of the King's County
Liberal-Conservative Association
for Thursday, August 24th at
Georgetown at 2 p. m.

PERSONALS

*Mr. Robert Fraser, Summer-
side is visiting his sister Mrs.
James Batchelder, Georgetown.—A

*Mr. and Mrs. Robert Jeffrey
who has been visiting friends in
Rustico returned to their home at
Georgetown.—A

*Mr. Patrick McIntyre, New-
port was a passenger to George-
town.—A

*Mr. Augustive Arsenault,
Summerside is visiting friends in
Georgetown.—A

*Miss Mary E. Scully, Boston
is visiting her brother, Mr. P. A.
Scully, Georgetown.—A

*Mrs. Roberts and daughter,
Mary of Boston are visiting
friends at Georgetown.—A

*Mrs. William McLeod who
has been visiting her brother Mr.
Michael Keenan, Georgetown left
Monday for Boston.—A

*Mr. Bernard Foster who has
been visiting his uncle, Mr. George
Foster, Georgetown, left Monday
for his home in St. John.—A

Swiss Balloonist

Made Long Flight

GENEVA, Aug. 10.—Major Paul
Arnbruster, of Switzerland, winner
of last year's Gordon Bennett
balloon race, has traversed the
longest distance of all the balloons
heard from, it was announced to-
night. The Swiss pilot landed in
the village of Karshlag, in lower
Austria.

A spectacular descent was made
by Major Valle, pilot of the Ita-
lian balloon. He descended 20,000
feet in nine minutes, landing in a
wood near Wiener Neustadt, fif-
teen miles west of Vienna without
accident.

The Swiss pilot Lieut. Anzer-
mayer, landed in a forest in Upper
Bavaria. The Spaniard, Martinez
Sanz, landed at midnight in a
storm at Sempah, near Lucerne.
There is as yet no news of the
Americans.

NOT GOOD-LOOKING ENOUGH.

When the Hon. Mr. Justice Lu-
gis was the officer commanding
No. 2 district, and had charge of
the training of the troops at Camp
Borden in the summer of 1916, the
following incident occurred, which
the general himself might or might
not consider amusing:

During the latter part of the
summer trenches had been dug
over part of the area, so as to
train the troops in trench war-
fare. The layout of the trenches
was as nearly like the real thing
as could be devised, and the sys-
tem of taking over by one unit
from another was put in practice.

Among the first troops to go in-
to the trenches for a 24-hour turn
was the 122nd of Muskoka. The
system of going in, of course, was
from a considerable distance in
the rear, and the sentries were
keyed up to the highest pitch of
excitement during the night turn.

About midnight, the general and
his staff arrived, to inspect what
was going on, and were stopped
by Pte. Cane, of A Company,
who was a very large man, prob-
ably weighing 205 or 210 pounds.

The general explained who he
was, and that it would be all right
to let him pass, but Pte. Cane
scrutinized him closely for a minute
and finally said: "That won't
do here; the general is a good-
looking man."

The incident caused consider-
able amusement in the camp when
it became known.

How Life is Safe-

guarded on British

Railway Systems

It is a noteworthy fact that
Great Britain, with her wonder-
ful and intricate surface and un-
derground railway systems, still
has fewer accidents than any
other country in the world.

There are many who are inclin-
ed to look upon the old land as
slow and poky, but the fact re-
mains that her railway systems
and the ingenious devices for
public safety lead the world.

Automatic train control, recom-
mended by the Ministry of Trans-
port's expert committee as a
means of obtaining greater rail-
way safety, is already in use on
many sections of lines, including
the London Underground rail-
ways.

The great effort of the trans-
portation companies is to elimi-
nate, as far as possible the "hu-
man element." Electricity is the
power or agent being brought in-
to use, although the system is
equally capable of application to
steam operated lines. The method
adopted is the so-called "track
circuit," which eliminates error
to an extent impossible with the
"human element," and is yet of
extraordinary simplicity.

In this system the running
rails are linked up with wire
"bonds," which enable a contin-
uous electrical circuit to be main-
tained throughout the section of
track equipped. As used on the
London electric railways, the sig-
nals are normally in the "safety"
position, but the moment a train
passes a signal the electrical cur-
rent set up between the wheels
and the rails automatically dis-
plays a danger signal and main-
tains it at that position until the
train has passed into the next
block section.

Simultaneously a trigger link-
ed up with the signal projects
above rail level. In event of a
driver overrunning a signal this
trigger engages with a valve on
the underside of the motor-coach
and automatically applies the
brakes. " foolproof" electricity thus
outwitting the human element
which is the cause of most rail-
way accidents.

Careful tests show that the me-
chanism brought into action in
this manner will not deviate once
in every two million signal move-
ments. Even should it fail to re-
spond the signal would be still at
the side of safety, as the indica-
tor would register "danger," even
though the line might be perfect-
ly clear.

Wonderful Fog Signal.

A most wonderful and inge-
nious safety device is the "whis-
tling fog signal," which entirely
replaces the old time "fog man."
An adequate supply of the de-
tectors is placed in a case re-
sembling the narrow vertical
"troughs" in which matches and
rum are packed in slot machines.

On the signal going to "danger,"
one of the detonators drops down
into a holder which swivels it
across the rail. Should a train
run past the signal the detonator
is exploded by its passage, but if
the signal returns to "safety" be-
fore the passing of a train, the
holder moves round until it is
clear of the track again.

Directly a given proportion of
the detonators in the magazine
is used up an electric pneumatic
appliance operates a siren, which
voes on sounding until the maga-
zine is filled up again.

Human beings still have to be
used in signal boxes since no one
has yet devised a method where-
by a train can, without human
aid select out of a number of run-
ning tracks the one it is neces-
sary to take. Electricity has, how-
ever, done much to aid the opera-
tor of the modern signal box.

In the modern signal box there
hangs an illuminated glass chart
on which the movement and posi-
tion of every train in his section
is shown by the lighting and ex-
tinguishing of electric lamps. In
case of doubt, he can talk to an
adjacent box without lifting a
finger or a loud-speaking
"ringer" or moving away from his
signals by means of a loud-speak-
ing telephone which will transmit
and receive while the speaker is
many feet away and has his
back turned.

Finally, to spare him muscular
effort, the signalman is not called
on to manipulate heavy point
and signal levers. All he has to
do is to touch a tiny metal bar
about the size of a signal lever
in a model railway, which elec-
trically pulls over the points for
him.

By such devices as these, and
especially by eliminating the lev-
el crossing the British railroads
reduced the risks of railway traf-
fic to a minimum.

MAX NOT THERE

Aboard the S.S. Majestic, Cher-
bourg, Aug. 9.—No lovers' meet-
ing marked the landing of Math-
ilde McCormick in France—her
fiance, Max Oser, wasn't at the
loc.

"Where is Mr. Oser?" I asked
the baby granddaughter of John
D. Rockefeller as we jauntily dis-
cussed the gang-plank of the
Majestic.

"Mr. Oser?" parried Miss Mc-
Cormick, in her best "nothing to
say" manner. "Why, really, I
don't think this is the place to
discuss Mr. Oser. I am saying
nothing regarding my plans to
sue anybody."

Mathilde seemed a bit cross-
ed and had all the appearance of be-
ing perplexed at the non-appear-
ance of her fiance.

STOCK QUOTATIONS

HALIFAX, Aug. 10.—Quotations
furnished by Johnson and Ward,
members of the Montreal Stock
Exchange.

Brompton	33 1/2
Bell Telephone	113 1/2
Abitibi	60 1/4
Shawinigan	108
Laurentide Pulp	91 1/2
Canadian General Electric	81
Canadian Steamship Com.	—
Asbestos Co.	62
Dominion Bridge	84 1/2
Montreal Power	95 1/2
Winnipeg Electric	36
National Breweries	52 1/2
Atlantic Sugar	—
Atchison & Foundry	102 1/2
Am. Locomotive	119 1/2
Am. Smelting & Refining	—
Anaconda Copper	53 1/2
Canadian Pacific Railway	141 1/2
New York Central	98 1/2
Cuba Cane Sugar	—
Crucible Steel	91
International Paper	53 1/2
Kelly Springfield	43
Mex Petroleum	171
International Mer. Marine	—
Press Steel Car	—
Reading	76 1/2
Southern Pacific	72 1/2
Studebaker	124 1/2
Union Pacific	145
Utah Copper	—
U. S. Steel	100 1/2

MONTREAL EXCHANGE

1934 Victory	100.00
1933 Victory	102.80
1922 Victory	100
1937 Victory	—

BANKS

Bank Royal	—
Bank Montreal	—
Bank Nova Scotia	—
Wheat, Sept. 105%. Dec. 105%.	—
May 110%.	—
Corn, Sept. 58%. Dec. 54%. May	—
57.	—
Oats, Sept. 31%. Dec. 34%. May	—
38.	—

BLOOD INDIANS HAPPY

CALGARY, Aug. 9.—Hon. Charles
Stewart, Minister of the In-
terior, who has been on a tour of
southern Alberta during the past
few days, will return to Calgary
on Friday for a short stay before
starting for Ottawa on Thursday
last the minister, accompanied by
D. C. Scott, Deputy Minister of In-
dian Affairs, and W. M. Graham,
Indian agent for the three prairie
provinces, held a conference with
chief of the Blood Indians on
their reservation, south of here.

Mr. Scott declared today that
the Blood Indians were in most
contented mood, having excellent
crops, and they received their min-
ister most cordially.

GOVERNMENT READY FOR APPOINTMENTS

OTTAWA, Aug. 9.—The situa-
tion with regard to the ap-
pointment of a new board of
management of the Canadian Na-
tional Railways remains unchang-
ed, though it is thought likely
that Cabinet action in the matter
of appointments will come with-
in the week. Cabinet resumes sit-
ting tomorrow, when the Prime
Minister and other Ministers
will be back from the week-end
jaunts out of town. The Govern-
ment is understood to be about
ready to make its appointments
to the board, but it is also claim-
ed that there is no immediate
hurry for the appointment of the
managing body. Requests have
been received from the West
and from other sections of the
Dominion for more adequate re-
presentation on the board of man-
agement than they have pre-
viously enjoyed, and these re-
quests are understood to be re-
ceiving considerable attention,
and efforts are being made, it is
understood, to have the incoming
body as representative as possi-
ble of the different sections of
the country and the different
classes in the Dominion.

PRINCE GIVES CONTRACT TO BLINDED TOBACCONIST.

LONDON, Aug. 10.—The Prince
of Wales has ordered gold mono-
grammed cigarettes from a Ciren-
cester tobacconist blinded in the
war.

During a polo tournament the
Prince capied the sightless man
asked about conditions, and when
told his occupation, and how he
was blinded he decided to replen-
ish his cigarette stock from him.
Unable to obtain the special brand
of finest Turkish tobacco which
the Prince uses, the tobacconist
had to contract for an order through
a Piccadilly concern.

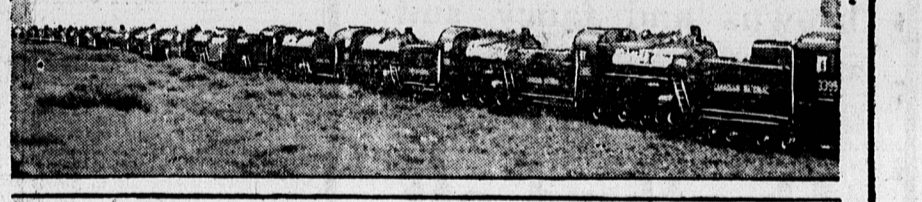
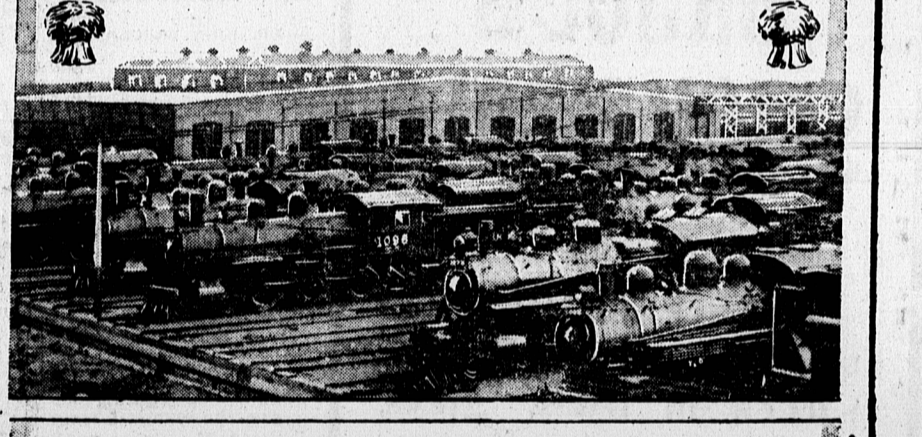
HAD NEST IN MAIL BOX.

MILFERSVILLE, Pa., Aug. 10.—
John Seigler, a mail carrier here
for two weeks was putting letter
into the mail box of a local resi-
dent without knowing that he
had sheltered a family of wrens. A few
days ago he was putting a large
package in the box and when he
opened the cover two wrens flew
out. Seigler investigated further
and found six baby wrens in it.
The parents had built a nest in
the corner of the box and hatched
their brood.

The main event of the boxing now 195 pounds, and will start prelimi-
nary training here next week.
The Canadian National Council
of Child Welfare has just announ-
ced its Annual Conference for To-
morrow, August 12th, at the
Hotel Victoria, Charlottetown.
The conference will be held in
the afternoon.

The boys who gave the cham-
pion the hardest bout since he
won the heavyweight crown from
Jess Willard, appears in great con-
dition. He asserted he has been
cutting timber in the north woods
something unique in its line in
Michigan all summer, and is Cana-
dian. Co-operative with the
as hard as nails. He weighs about
Council are the Mothers' Allow-
ance Commissioners of the Prov-
inces, the Canadian Association of
Child Protection officers; while the
Religious Education Council of
Canada, the Canadian National
Committee on Mental Hygiene and
the Canadian Association for the
Prevention of Tuberculosis are
each taking responsibility for cer-
tain sessions, in which phases of
their work contiguous to child
welfare generally will receive spe-
cial attention.

Engines and Cars await Grain Rush



Preparations upon a monumental scale for the
marketward movement of Western Canada's 1922
grain crop have been made by the Canadian
National Railways. Hundreds of giant locomotives
and tens of thousands of freight cars have been
put through the Railway's shops at Winnipeg and
made fit and ready for the greatest traction effort
of the year—and of many years.

This mobilization of equipment has been in
progress since the beginning of the year, with the
result that Canadian National Railways are now
fully prepared, waiting, and even eager to get
to the business of hauling grain. If all the engines
ready for service were placed end to end, they
would stretch out for a distance of more than ten
miles; while if all the cars prepared since the first
of the year for the movement of grain were placed
end to end, they would stretch out approximately
350 miles.

The history of the preparation starts with the
desire on the part of the Management to ease the
unemployment situation last Winter, and at the
same time accomplish some useful purpose. The
Management conceived the idea of putting into the
maximum of efficiency all of the bad-order equip-
ment on western lines. Full staffs of men were set
to work in the two great shops and yards, and all
locomotives and freight cars headed in for
treatment.

The locomotives ready to move this crop have
an average length of 65 feet. Some conception
of the enormous power represented in these iron
steeds may be gleaned from the statement of fact
that assuming them to be equal to the Mikado,
capable of drawing 4,940 tons; the hauling capacity
of these locomotives would be 121,520,339 bushels
of wheat if all the engines were hauling capacity
trains at the same time. In other words, the
 motive-power prepared by the Canadian National
for moving the crop, is equal to the task of hauling
about one-third of the total crop of Alberta, Sask-
atchewan and Manitoba at once.

Are You Handicapped

By Defective Sight?
Perhaps your eyes may be
defective, although you are
not aware of the fact.
If you have difficulty in do-
ing what other do easily, or
if you have trouble in seeing
what others see clearly, it is
time to have your eyes exam-
ined.
Do not delay, for delay is
dangerous where your eyes
are concerned.
We will give you expert ad-
vice.

G.F. HUTCHESON

Optometrist
Eyes Examined
Glasses Fitted
Montague, P. E. I.
Graduate in Optometry
Toronto College
Exclusive Test Room Con-
nected with Drug Store

H. J. MABON

Optometrist
Eyes Examined
Glasses Fitted
Montague, P. E. I.
Graduate in Optometry
Toronto College
Exclusive Test Room Con-
nected with Drug Store

Eye-Glasses From

\$2.00 to \$10.00

From East Point to Cape
Bear is a big territory, yet
right across this space

Parkman Supplies the Big Majority of Eye-Glasses

Simply because PARK-
MAN'S EYE-GLASSES are
the FINEST PROCURABLE,
and he is the ONLY GRAD-
UATE OPTICIAN (attend-
ance courses.)

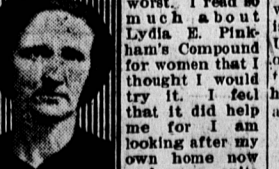
In Montague

Call and see for yourself
his UP-TO-DATE OPTICAL
PARLOURS.
E. E. PARKMAN
Montague, P. E. I.

SO WEAK COULD HARDLY DO ANYTHING

Now Looks After Home,
Thanks to Lydia E. Pink-
ham's Vegetable
Compound

Meaford, Ontario.—"I was so
weak I could hardly do anything
and my back seemed the
worst. I read so much about
Lydia E. Pinkham's Compound
for women that I thought I would
try it. I feel that it did help
me for I am looking after my
own home now and seem quite
strong again. I have recommended
your Vegetable Compound to quite
a few friends and you can use my
name if you wish to do so."—Mrs.
E. F. FOSTER, Box 440, Meaford, Ont.



In your own neighborhood there
are doubtless women who know of
the great value of Lydia E. Pink-
ham's Vegetable Compound. Women
everywhere, either by word of
mouth or by letter, recommend
this splendid medicine for female
weakness, change of life, and simi-
lar troubles.