



Use Purity Flour for all your baking—bread, pies, cakes, biscuits, cookies—whatever you bake. When you ask for flour insist on getting

PURITY FLOUR

"More Bread and Better Bread"

BIRTHS

BAGNALL—At Hazel Grove on the 9th inst. to Mr. and Mrs. Harold Bagnall, a son, Elmer Harold.

WONNACOTT—At P. E. Island Hospital on Friday, June 10th to Mr. and Mrs. Lloyd Wonnacott, a son.

MARRIAGES

SQUIER-BLENKHORN: At the residence of the bride's mother, June 1, by Rev. G. W. F. Glendenning, Bertrand W. Squier, of Mapleton, N. J., to Margaret Frances Blenkhorn, Charlottetown.

WATKINS-BINNS—At the Rectory, Milton, June 10th, by the Rev. G. W. B. Jones, Helen Inez Binns, daughter of Mr. and Mrs. Walter Binns, 18 Grattan St., to Thomas Hamlyn Watkins, both of this city.

DEATHS

MACDONALD—At her home George town on Sunday, Mrs. Archibald J. Macdonald, funeral from her late residence on Tuesday morning at 9.30 a. m.

ESSORY—At Charlottetown Hospital on Sunday, June 13th, Brenton Essory, aged 44 years, funeral Tuesday at 2.30 p. m. from Wright's Undertaking Rooms to People's Cemetery.

THE OLD GARDENER SAYS

Gardeners have hesitated to use lime on their potatoes for fear of causing scab. A new practice is now coming into vogue, and it seems like a good one. It has been found that if lime is applied to the potato patch when the plants are six or eight inches high, no harm will be done, but on the other hand the ground will be nicely sweetened and potato bugs will be kept in subjection at least for a time. If you live in a section where the soil is naturally sour, this plan may be well worth trying.



NOTICE

Rev. J. C. Martin will lecture in Belfast Presbyterian Church Wednesday, June 16th, at 8 o'clock. Under the auspices of the Eldon W. M. S. Silver collection. Special music.

HORSE NOTES

Intending breeders are requested to call at the stables of William Kearney's, Souris East and see Happy George 22014 before mating their mares, as he is a producer of first class stock. Terms \$5.00 cash at first service and \$5.00 more when mare proves in foal.

Sire Baron Triumph Pure Bred Clydesdale

Will travel for season leaving Charlottetown May 2nd via St. Peters Road to Mt. Stewart for Tuesday night, Cardigan Road to St. Theresa, Baldwin Road and Georgetown Road to Georgetown for Friday night, through Lower Montague to Montague for Saturday night, May 9th will travel via Whitby Road Cross; Heatherdale; Grandview; Newtown Cross; Orwell; Eldon; Vernon Bridge; Cherry Valley; Pownall; Alexandria; Southport to Charlottetown for Thursday night and remaining until following Monday. This trip will be duplicated every two weeks. Fee twelve dollars, cash or note. 10th return privileges. Owned by Agent of Agriculture, Robert Wood in charge.

EARLY CLOSING

We, the following merchants of Hunter River do agree to close our places of business every evening except Saturdays at 7 o'clock from Monday June 14th until Sept. 16th.

D. M. McLEOD, P. J. NOY & CO., CUTLIFFE & CUTLIFFE, LEMUEL SILPHANT, TAYLOR BROS.

AUCTION SALE

There will be sold at the premises of Mrs. A. C. Connick at 21 Douglas Street on Thursday the 16th day of June at the hour of two o'clock in the afternoon her five roomed cottage with barn and garden connected therewith and also at the same time and place all the household furniture of the said Mrs. Connick, including new kitchen range, improved Quebec Heater, dining room stove, also washing machine, wringer, linoleum, oilcloths, carpets and etc. For further particulars apply to MARK R. MCGUIGAN, Solicitor.

PUBLIC AUCTION

On premises of James Garland, Fairville on Wednesday, June 15th of stock, crop, farm implements and household furniture. For particulars see handbills. Sale positive. No reserve. J. A. MACDONALD, Auctioneer

FARM FOR SALE

The undersigned having decided to dispose of his farm consisting of two hundred and fifty acres—two hundred acres thereof in an excellent state of cultivation with up-to-date buildings and fifty acres thereof being woodland—situated at Preetown, in Prince County, will receive tenders therefor, either for the whole or for parcels thereof specified by the tender until twelve o'clock noon on the 30th day of June, A. D. 1921. The undersigned does not bind himself to accept the highest or any tender. Further particulars regarding the tenders, will be given by the undersigned. W. JAMES CAIRNS, Freetown

Auction Sale

There will be sold by public auction on the premises at Pleasant Grove, Queens County on Thursday, the 9th day of June, A. D. 1921 at the hour of one o'clock in the afternoon the farm of James Hayes—consisting of eighty-one acres of land with dwelling and barns situated thereon. Numerous articles of household furniture will also be sold at the same time. J. A. McDONALD, Barrister, Riley Building, Charlottetown.

NOTICE

The annual meeting of the Bankers Amalgamated Silver Black Fox Company will be held in the Y. M. C. A. rooms here on Thursday the 16th day of June instant at 8 o'clock p. m. F. E. MUZZY, President.

MAIL CONTRACT

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 15th July 1921 for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week on the route Bonshaw Rural Mail Route No. 2 from the 1st October 1921 next. Printer notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Bonshaw and at the office of the Post Office Inspector. JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Charlottetown, 28th May 1921.

THE OUTLAW

The Story of a Girl Who Didn't Want to Marry By ETHEL LLOYD PATT.

Chapter XII

I cried hard for about ten minutes. Then I began to feel better. I raised my head from the strange young man's shoulder. He gave me a little pat to encourage me. I mopped my eyes with his handkerchief.

"That's right," he said. "Feel any better now?" I managed to make him understand that I did.

"Now," he said, "I'll tell you what we're going to do. You're going to stay still for a few minutes, then you're going to take my arm and we'll walk out of the park. We'll find a nice quiet little place where you can go in the dressing room and wash your face with nice, cold water and straighten your hair then we'll have some ice cream, or something like that that little girls like, and then you are going to tell me all about it. And I will give you a good scolding and take you home—and you will promise never, never to do it again."

"Yes," I said childishly, "I will." "All right!" said the strange young man, "come on. Let's get under way. My name is Hugh Trotter."

"Mine is Nell Birney," I said in a very meek voice.

"Well, Miss Nell Birney," said Mr. Trotter, "you just come right along with me and mind everything I say, as though I were your big brother. Because, believe me, I know something of this world, and I think I can guess what you've been doing!"

"How?" I asked.

"Well, for one thing," Mr. Trotter told me, "I'm more than twenty-one. And for another I'm a reporter on the Daily Sphere. Being a reporter, if you are on your job, does not allow you to dally long in the outer darkness, otherwise ignorance of the World. I am one of these sophisticated and hard young men who smokes and drinks Blue Law beer—the kind you read about. But, strange as it may seem, I am utterly rotten to the core. So I will, on occasion, behave quite decently towards young ladies in distress—particularly," he added beneath his breath, "when they have a pair of eyes and are only babies, anyhow."

I put my little bandaged hand upon his arm and pattered along obediently at his side. Once as we walked, he looked down at me somewhat quizzically.

"You're a good little thing," she suggested, "when you're not bad—aren't you?"

"I'm not bad! I declared, with the first show of spirit I had been able to muster. "I did something naughty but I never going to do it again."

"Of course not!" said Mr. Trotter. "Where have I heard them words before?"

He led me through the darkened paths of the park and out into the side streets again. At the end of two or three blocks we turned into a very quiet little restaurant which he seemed to know. It was after

BEAUTY HINTS

By Louise Glaum

That beautiful actress Louise Glaum says: "A girl or woman who is passed by without a glance of admiration has only herself to blame. No matter how irregular the features anybody who possesses a beautiful complexion will attract attention anywhere. It is now possible through the use of Derwillo for anyone to have a beautiful rose-white complexion." If you would have a beautiful skin, soft, smooth and velvety, just follow Miss Glaum's advice. You can get Derwillo from the toilet counter of any up-to-date drug or department store. It is famous for the instant results it gives. Put it on one side of your face and compare it with the other you will need no further argument to convince you that it is away ahead of face powder or other beautifiers. Be sure to read large article by Miss Glaum on the care of the skin soon to appear in this paper. In the meantime get Derwillo and try it today you will be astonished at the quick results. J. G. Jamieson, Geo. E. Hughes.

Wool Grading

The P.E.I. Sheep Breeders' Association will receive wool at the Grading Station, Arena Rink, Charlottetown, from June 28th to July 15th. Name and address of shipper should be on both the inside and outside of the sack. Do not pay the freight. Several small lots should be included in one shipment to save expenses. Address communications to W. Boulter, Charlottetown, Charlottetown, P.E.I.

S. S. HARLAND

For your pleasure and health a trip on the "Harland" is unsurpassed. You are offered the opportunity any Tuesday, Thursday, Friday and Saturday at 3 p. m.



Perfect Shoulders and Arms Nothing equals the beautiful, soft, pearl white appearance of the Oriental Cream rendered to the shoulders and arms. Covers skin blemishes. Will not rub off. Far superior to powders. Send 15c for Trial Size. HERRI, HOPKINS & SON Montreal

Oriental Cream

the dinner hour and before theatre time. The place seemed deserted. Mr. Trotter waved his hand to the right.

"Over there," he said, "is a dressing room. Go on now and scrub your face. You're a sight! And brush your hair and you'll see. I'll have something nice for you when you come out!"

I retired behind the door he had indicated. Viewed in the white light of electricity the rent in my gown was not as bad as I feared I was able to pin it into folds so that it scarcely showed. Then I unwrapped Mr. Trotter's impromptu bandages from my palms. They had ceased to bleed. I scrubbed myself clean, as he had directed. I took off my hat and adjusted my hair. Then I saw some powder on a little dressing table. It was something I seldom used. I had had no time in my short labor-ridden life for toilet artifices. Now, however, I brushed my face lightly with a bit of cotton dipped the powder then I bit my lips and pinched my cheeks to bring back some color.

I stared in a mirror at myself. What I saw was a slip of a girl about five feet three inches tall who weighed about one hundred and fifteen pounds. I would have called myself unnoticeable. As a matter of fact, though, I was not utterly plain. My eyes were very large and dark, and my mouth was full and curved and would have smiled had there ever been anything in my life thus far to smile about. I had quantities of black hair which I wore brushed back quite plainly from my face and in a huge, heavy, shining knot at the back of my neck. My hat was a plain black ball. My shoes were shabby and my gloves were gone for good.

"I'm simply a horrid looking little thing!" I told myself and turned from the mirror with a shrug.

LACY LINGERIE FOR THE BRIDE

Silk and Fine Linen Used for Trousseaus—Not Substantial But Beautiful

Formerly garments for brides were made of cotton but today the most exclusive and aristocratic lingerie is made of cobwebby linen and these are especially comfortable in summer times when there is nothing so gratifying as cool as linen next the skin. But there are plenty of georgettes which is a sheer silk crepe. Batiste is used less than it used to be for lingerie garments. Linen has taken its place and the cost of really fine batiste is now so high that one might just as well have the more fashionable silk.

This year's bride has a good deal of lace on her under things. In fact, some garments are honey-combed with lace, and lace and fabric are set together with hemstitching so that the whole texture is bewildering airy and exquisite. Of course, these beautiful garments do not stand strenuous laundering—how could they. But they are very, very lovely to look upon and there is always the dry cleanser. If one can afford it. The average bride, however, has only one or two of these gauzy, lacy sets of lingerie and supplies of everyday use garments of sheer linen or silk that are trimmed in more simple style—with narrow, cluny Irish or filet edging, hand run tucks or embroidered scalloping. At least a dozen of each sort of garment will be necessary and it is better to have a full number in simple style than half the number of elaborate and expensive type.

Notice Re Government Mussel Mud

It is the intention of the Provincial Government to put their Mud Dredge into operation this season at the earliest possible date. Parties desirous of obtaining mud from them will please make application at once to the Secretary of Public Works, Charlottetown. The price of mud will be \$12.00 per car of 25,000 lbs., f. o. b. Midgell, payable in advance and all freight on mud shipped to way stations must be paid in advance. Mud must be unloaded within 48 hours from the time of its arrival at its destination. Should it be found that the mud can be produced at a lower rate than the amount charged, namely \$12.00 per car, the difference in the cost and the amount paid will be rebated to the parties obtaining same. Following are the freight rates: To all Stations within 25 miles of Midgell \$7.50 per car. To all Stations within 35 miles of Midgell \$10.00 per car. To all Stations within 45 miles of Midgell \$12.75 per car. To all Stations within 45 miles of Midgell \$15.00 per car. To all Stations within 70 miles of Midgell \$17.50 per car. L. B. MCGILLAN, Secretary of Public Works, Charlottetown, May 7, 1921.

District Meeting

The annual meeting of the Charlottetown district of the Methodist Church convened in The Princetown Road Church on Wednesday with all the ministers present except Rev. S. D. Webster, excused because of illness. The laymen representing the pastoral charges brought excellent reports of work accomplished and added much interest to the discussions which were of a most helpful nature.

The afternoon session related only to Ministerial matters related Rev. Henry Pierce, B. A., chairman, Mr. Arthur G. Haberlin, who has spent two years at Mt. Allison University, was unanimously accepted as a candidate for the Methodist Ministry. His application was forwarded by the Murray Harbor Church and his examination was very satisfactory.

The following delegates were elected to attend the sessions of the N. B. and P. E. I. Conference which meets in Sackville on Wednesday evening next: Col. F. S. Moore, Charlottetown; Frank Howard and George Crews of West Hill, Charlottetown; B. R. Brown, York, Wilshire; Richard Creed, Montague, Edgar Giddings and Mrs. E. S. Weeks, Murray Harbor.

Alternates—C. Hardy, E. T. Higgs and Fred Dollar. Rev. G. W. F. Glendenning was elected as member of the Stationing Committee, with Rev. H. A. Brown, alternate.

During the year just closed the District reports showed in full membership of 2062 a net gain of 64. There is also 180 baptisms reported. Contributions to the Methodist National Campaign during the year amounted to \$11,500.00 and the total amount paid for all purposes was \$47,295.00.

The Sunday School report read by Rev. O. H. Peters showed a total membership of 2100. Money raised for local and general Sunday School work \$2,535.00. It was voted to hold the next Annual meeting of the district at Brackley point.

BEAUTY HALLS TO BE ESTABLISHED

LONDON, June 11—Preliminary arrangements for the foundation of an international academy of beauty culture under the direction of Fanny Ward and uniting all of the world's most famous beauties as advisers have been made here. The organization meeting was held Friday night at Miss Ward's home, 3 Berkeley square. Just as men of all nations unite for the promotion of science, literature and art, so Miss Ward plans that all women shall get together for the worldwide promotion of feminine charm and beauty.

The "academy" contemplates the installation of "beauty halls" in every city in America and in the world's principal capitals, to which women will be invited for "cosmetic matinees." At these functions how to find the fountain of feminine youth is to be demonstrated.

The spring rains are apt to make the pantry damp. Keep a small box of lime on the shelf and the air will be dry and pure. The lime should be renewed occasionally.

WARNING

TO WHOM IT MAY CONCERN

I Daniel McRae, formerly of Little Sande, King's County, but at present residing in Gravelly, Butte County, Cal., warn any party who may be intending to purchase the old homestead occupied by my mother late Mrs. Mary McRae to delay doing so until communicating with me. I intend visiting P. E. I. at an early date. DANIEL McRAE

Trans-Canada Limited

The Trans-Canada Limited—the popular Canadian Pacific train from Montreal and Toronto to West ern Canada and Pacific Coast—now leaves Montreal at 5.00 p. m. daily, making the fastest time between terminals of any train in America.

Reaches Fort William in thirty hours—Winnipeg in forty-two hours—Regina in fifty-three hours—Calgary in ninety-two hours. Passengers from the Maritime Provinces, via St. John, have choice of two train connections, the early train leaving at 9.45 p. m. Eastern time, daily except Sunday, and later train at 6.25 p. m. every day.

The Trans-Canada is an all sleeping car train, carrying sleeping car passengers only, except between Montreal and Ottawa, where a limited amount of parlor car accommodation is available. All the equipment used is of the finest type, which includes through sleeping cars, dining car and compartment observation car.

This train affords the biggest travel treat that it is possible for a trans-continental trip to contain. Passengers are able to see practically every major point of interest by daylight, including Banff and lovely Lake Louise. Whether on business or pleasure, this train combines every comfort and convenience possible.

For information, and the purchase of sleeping car accommodations, apply to local agent of the Canadian Pacific Railway, or communicate with Mr. N. R. DesBrisay, District Passenger Agent at St. John N. B.

WANTED

TEAMSTER

J. A. Farquharson & Co.

Lefebvre Eats

Anything Now

IT ONLY TOOK THREE BOTTLES OF TANLAC TO RESTORE HIM SAYS QUEBEC CITIZEN

"My advice to anybody who needs an all round building up is to give Tanlac a trial, said Ernest Lefebvre, 159 St. Denis Street, Quebec, recently.

"Three bottles of Tanlac is all it took to fix me up and I have been feeling fine ever since. But I had been in a pretty bad shape and was all run-down. I couldn't eat much of anything, wasn't able to work to any satisfaction and just felt bad and no account all the time. My stomach gave me so much trouble that nothing seemed to set well with me and I would blot all up with gas and have the worst sort of pains and cramps. I was bothered greatly with shortness of breath and was so nervous and restless all the time I couldn't half sleep. In fact, I went to bed tired, got up tired and felt weak and tired all through the day.

"But it's right the other way round with me now for Tanlac has put new life and strength in me and I am feeling just like I have been wanting to feel. My appetite is the finest kind and I eat anything. Nothing I eat hurts me and I sleep good and sound. To put it in a few words I'm in the best of health and am glad to give this statement and tell others of my experience with Tanlac."

HAD HIM GUESSING

Marcus looked at his chum Tony. Tony's face was as long as a fiddle, and Tony had just become engaged to beautiful Marcelle Lennox.

"For a man engaged to such a lovely girl as Marcelle, you seem a bit gloomy," Marcus ventured at last.

Tony woke from his reverie with a start, "Mark old boy," he said, "I'm worried. You know, Marcelle is an enthusiast always. Once it was for horses, once for dogs, once prize poultry, once Angora cats. Now, am I a regular sweet-heart, or is she just taking up another pet animal fad?"

Care with fire in the woods is a first principle with good woodsmen.

Smoke T&B

Smoke a pipe and enjoy T & B

Hints for the Motorist

By Albert L. Clough Editor Motor Service Review of Reviews

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Improving The Accelerator

WHILE NEARLY ALL CARS provide for both hand and foot control of the throttle, the foot throttle or accelerator is generally recommended as the regular means of speed control and very properly so. Nevertheless, smooth and convenient speed regulation is not obtainable unless the accelerator pedal and its connections are properly designed and located in good order. For instance, if there is lost motion in the connections or if they work stiffly from lack of oil or other reason, it will prove next to impossible to feed the gas in any but a jerky, uncomfortable and inefficient manner. Accelerators are too often so arranged that it is hardly possible to keep the foot from moving involuntarily and producing a jerky variation in speed, when the car encounters a bad "bump." Arranging the pedal to be operated by a horizontal sidewise motion instead of an up and down motion sometimes overcomes this trouble. On some cars the pedal position is such as to tire the foot unduly on long drives and the addition of a suitable footrest—even a block of wood properly shaped and located—may make for much more comfortable operation. Some accelerators are too sensitive and call for a delicate foot movement of which few operators are capable and, in such instances, by shortening the pedal leverage and increasing pedal movement smoother driving results are obtainable.

PREVENTING CARBON DEPOSITS



F. S. asks: Will putting a little coal-oil (kerosene) into the cylinders, through the priming-cocks, when the engine is warm and leaving it there until the car is next used, prevent carbon deposits from forming?

Answer: Many car manufacturers recommend this procedure and it probably does some good if repeated frequently enough, but we have never found its effect very pronounced. Treatment of the cylinders with one of the proprietary carbon removers, according to directions, each 500 miles, and then running the car briskly for quite a distance soon after the treatment has given better results with us.

METHOD OF "KILLING" GENERATOR



W. H. L. writes: The battery on my car has given out entirely and I do not wish to replace it now. As this car is magneto equipped, I propose to install dry-cells for operating the horn and for running the lights on rare occasions, using the oil lamps most of the time. Can I prevent the generator from producing current by removing the brushes and fastening the brush-holders away from the commutator?

Answer: It is probably not in the car's best interest to disconnect the generator and, if the plugs of the two defective cylinders spark properly when they are laid on the engine and it is cranked over, it is unlikely that ignition is at fault. The most likely cause of your trouble is that there is no compression in the two rear cylinders and quite probably this is due to failure of their exhaust valves to seat, thus preventing their getting charged. It may be that their piston rings do not fit at all, but this would hardly prevent their firing. Try the compression with the crank and see if it is not almost absent in the two rear cylinders. Very likely their exhaust valves have too little clearance and hold open.

Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

Back to Pre-War Prices

Charlottetown Guardian

By Mail \$3.00 City Delivery \$5.00

Notwithstanding that we are still paying \$80.00 per ton more for white paper than we did before the war, and 200 per cent more for postage, the CHARLOTTETOWN GUARDIAN has determined FOR A PERIOD OF FIVE WEEKS to cut the loss and reduce its price to

THREE DOLLARS BY MAIL AND FIVE DOLLARS FOR CITY DELIVERY

This makes the CHARLOTTETOWN GUARDIAN the CHEAPEST, FIRST-CLASS MORNING NEWS-PAPER IN THE COUNTRY.

We recognize that the farmer is receiving reduced prices for his products and is entitled to a corresponding cut in what he requires to buy. He requires an up-to-date morning newspaper, more than anything else. So to those who take advantage of this offer the CHARLOTTE-TOWN GUARDIAN will be delivered to them AT THE PRE-WAR RATE OF \$3.00 PER ANNUM OR \$1.65 FOR SIX MONTHS BY MAIL, OR \$5.00 PER ANNUM DELIVERED IN THE CITY.

FORM FOR TAKING ADVANTAGE OF SPECIAL OFFER

MAY 16TH—JUNE 18TH

To the CHARLOTTETOWN GUARDIAN, CHARLOTTETOWN

Enclosed please find \$..... Subscription for one year (or six months) according to the terms of your special offer.

Name

Address