

MUST THESE LITTLE ONES SUFFER FROM FLIES?

Not only the tantalizing torment... but the danger of dread disease... and even death. Flies are the filthiest insects known. They must be killed. FLY-TOX is the scientific insecticide... easy to use... fragrant... harmless to people... guaranteed.

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DEVELOPED AT WALTON INSTITUTE OF INDUSTRIAL RESEARCH BY RESEARCH FELLOWSHIP MADE IN CANADA BY CANADA RESEARCH CO., LTD., BRIGHTON, ONTARIO

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FARM FOR SALE

I offer my farm for sale containing 100 acres of land situated on the South Melville Road, 85 acres clear, the balance covered with a nice growth of hard and softwood. This farm is well watered back and front, well situated, convenient to church, schools, blacksmith shops and mills with 8 acres of potatoes. If not sold before Sept. 20th it will be put up at Public Auction.

See handbills for stock, crop and implements later.

For further particulars apply on the premises or to the owners at the Experimental Farm, Charlottetown.

LEO MCGUIGAN.

Sept. 4, 1928.
7581-9-5, 8, 11, 14, 17, 19.

SMILES

GABBY GERTIE



"The truth will leak out if you stoop to lie."

AUCTION SALE

VALUABLE CITY PROPERTY

To be sold by Public Auction at No. 89 Upper Prince Street, City, on Friday, the 14th September, inst., at 12.30 P. M., the valuable residence and premises of the late Major Ewen MacDougall.

Property open for inspection daily.

For particulars apply to D. EDGAR SHAW, Solicitor for Estate.

BENJ. CARTER, Auctioneer.
7592-9-6-1814.

Parker House

The Parker House is now ready to take permanent and transient boarders. The house has been completely remodelled and beautifully finished. The table speaks for itself. Dinner parties and banquets a specialty. This house is located at 92 Kent Street, almost opposite City Hall.

Hours for meals: Breakfast from 6 to 8 o'clock. Dinner 12 to 2 o'clock. Supper 5.30 to 7 P. M.

Proprietress.
MRS. M. J. MacKINNON.

FOR SALE

Residence. Modern Conveniences
Apply 9 King Square
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GRIST MILLS

Will open for Grinding at Wood Islands on Monday, September 17th. Saturdays reserved for crushing Oats. Rail shipments attended to. We aim to give Efficient and Courteous Service.

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BRUCE STEWART COMPANY
AGENTS

A SUITOR TOO MANY
MILDRED BARBOUR

CHAPTER 58
THE ETERNAL QUESTION

Lila met Herbert's shocked question regarding her wedding-ring with a calm born of infinite weariness. She had been greatly tried that afternoon, and she began to understand the feelings of the meekest worm just before it turns.

So her answer to her husband was a shrug and a careless glance at the circlet of diamonds that adorned the third finger of her left hand.

"I felt like wearing this—for a change."

Herbert looked at her as though he couldn't believe his ears.

"For a change!" he echoed wrathfully. "Is it for a change that you discard your wedding-ring, after six months of marriage, and wear a ring that is not your own?"

She was so tired of the whole glibly business that, for two cents, she would have said: "It is mine. I lied when I told you that it belonged to May Varney."

But, fortunately, her common sense came to her rescue, so she sighed and murmured:

"What was it you wanted to talk to me about, Herbert, darling?"

He glared at her for a moment.

Then:

"When you have resumed your wedding-ring, I will take up the matter in question."

Lila ascended the stairs laggingly. The sight of her depleted jewel-box brought a resigned sigh. She slipped off Farquhar's ring and put on Herbert's chaste gold band and the square-cut diamond that was her engagement ring.

"I must be careful to make a quick change hereafter," she thought ruefully.

When she returned to Herbert, he was examining the ashtray that stood on the uncleaned tea-table. He poked up a cigarette that bore the name of a well-known Turkish brand.

"I have always understood that one of the few virtues of your friend, Dorothy, is her aversion to smoking," he remarked.

Lila, who wasn't noticing what he was doing, answered carelessly:

"Dot detests cigarettes."

"Then who smokes these?" Herbert fairly pounced upon her. "No woman would choose such a strong brand."

Lila should have been dismayed, when she realized what he held between his finger-tips, but she was still at the work-turning stage. So she only said airily:

"How little you know about women, Herbert, darling!"

Herbert retreated into cold silence. She had to remind him again that he hadn't yet divulged the important business that brought him up town in the middle of the afternoon. She knew only too well what it was, but she wanted to get the ordeal over with.

He displayed Irene's bill solemnly. "What does this mean, Lila?"

"She smokes with a flippancy born of resignation."

"It means, I suppose, that I owe Irene for half a dozen dresses and things."

"But I give you an ample allowance to pay such bills."

Lila yawned lightly. She was feeling annoyingly perverse.

"I spent it for—other things."

Herbert eyed her aghast.

"You mean that you deliberately took the money I gave you for this one purpose—and turned it into other channels?"

"Why not?" she countered. "It was mine, once you'd given it to me, wasn't it?"

She had to carry this off with a high hand, she reminded herself, for there were bills and bills and bills yet to come, and there mustn't be a repetition of this scene with the arrival of each one.

Herbert said angrily: "If you weren't my wife, I would term such action downright dishonest, Lila."

She answered irritably: "Don't spare me because I'm your wife."

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you can easily make the most delicious Cakes, Biscuits, Doughnuts, Cookies, etc. with

MAGIC BAKING POWDER



MADE IN CANADA CONTAINS NO ALUM

E. W. GILLET CO. LTD. TORONTO, CAN.

Men don't as a rule, I've been told, once the honeymoon is over."

Herbert stated.

"What in Heaven's name has come over you, Lila? I've never seen you in this mood before."

"I'm getting tired of being constantly called to account for every little thing," she cried, with a sharp note of hysteria in her voice.

Herbert said stily:

"Then let us end this humiliating scene."

"By all means, do," urged Lila fervently.

"But not until you tell me what you have done with the money I gave you to pay your dressmaker's bill," insisted Herbert, stubbornly.

"I threw it away," Lila made a flippant gesture with her hands, "on nothing."

It was then that Herbert lost his temper. They had their first serious quarrel, and Lila was too angry to make the effort to pour the oil of tears on the seething waters.

"You have scads of money," she flung at him. "Why do you have to insult me for the sake of a few paltry thousand dollars?"

He snapped at her: "It's not the money; it's the principle of the thing. I demand to know what my wife does with her money and my time. Good Heavens, Lila, of late you've been acting like an adventuress. Do you realize that? Do you think you haven't aroused my suspicions at every point? Do you think I've allowed you and Dorothy Cairns to do as they please with the money I have told me? No! Not in a million years! Lila, I'm going to find out the truth!"

(To Be Continued.)

HUSBAND AND WIFE

BOTH IN PARLIAMENT

LONDON, Sept. 8.—Is a husband entitled to take his wife's seat in Parliament? There is a little problem which seems likely soon to puzzle those who are concerned with political conditions in St. Ives, Cornwall, and in the Riding of Swansea, just across the water, in South Wales.

Mrs. Walter Runciman won St. Ives for the Liberals in the bye-election last March. Her husband, Walter Runciman, sits for Swansea, but before his wife's victory he had been adopted by the Liberals of St. Ives as their prospective candidate at the General Election. Mr. Runciman's present seat in Swansea is none too safe. Mrs. Runciman is happy in her seat in St. Ives.

Mr. Runciman's father, Sir Walter Runciman, the millionaire shipowner, offers the opinion that there is room for both his son and his daughter-in-law in Cornwall. Unfortunately for this idea, the remaining seats, while they are regarded as pretty safe for Liberalism, are already allocated to good Liberals.

Mr. and Mrs. Walter Runciman provide the first instance of a husband and wife being M. P.'s at the same time. A daughter of a former member for South Shields, Mrs. Runciman entered the History Tripos at Cambridge when University education for women was still in its infancy. Keenly interested in education, she was the first woman member of the Newcastle-On-Tyne School Board, and became a member of the Northumberland County Education Committee. She was on the first list of women magistrates and is President of the Free Church Women's Council having been for many years a bulwark of the temperance movement.

A past-president of the Women's National Liberal Federation, and member of the Executive Committee of the Liberal Million Fund, she has devoted a large part of her capacity for hard work to politics and the Liberal Cause.

STOP AND GO LIGHTS

"The wonderful lights in her eyes come and go at regular intervals."

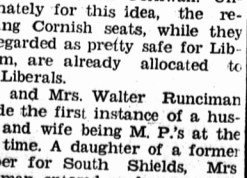
"They're stop and go lights, I guess."

SPINNING

Ship me your wool to be spun into yarn, prices twenty-five cent for single and twenty-eight double. Freight paid one way on lots of fifty pounds and both ways on a hundred.

WM. LANDRIGAN,
Souris, P. E. I.

Tablets Aspirin



Most people know this absolute antidote for pain, but are you careful to say Bayer when you buy it? And do you always give a glance to see Bayer on the box—and the word genuine printed in red? It isn't the genuine Aspirin without it! A drug store always has Bayer, with the proven directions tucked in every box.

AEROXON

with the push-pin THE HONEY FLY CATCHER

The biggest seller in the world because it is: Convenient, Reliable, Sanitary and reasonable too.

2 for 25¢

At all Groceries, Drug Stores, and Hardware Stores.

Covers the World

John Smith And His Car

John Smith is a character whom every motorist should welcome. He is not selfish, rather he is a motoring martyr, a chap willing and glad to have exploited in an interesting way, his experience for the benefit of the other twenty.

DRIVING AND EFFICIENCY

We were driving along a rather dusty road when I happened to suggest to Smith the possibility of using his driving as a sort of efficiency device. Good driving, I told him, can be an air cleaner, an oil refresher, a crankcase ventilator, and numerous other devices rolled into one.

"I don't see that at all," Smith argued as we passed through another cloud of dust. "This dust is going to get into the engine regardless of what I do."

"Suppose," I suggested, "you were to draw in your breath through your mouth at this moment. You would get a lot of dust into your throat and lungs, wouldn't you? But if you closed your mouth and took care to breathe slowly through your nose there would be very little to worry about. It's the same with your engine. If you want to spare it a quantity of dust at this moment all you have to do is take your foot off the accelerator."

Smith tried this for a moment but complained because the car started to slow down. He argued that there was no time for such delay, efficiency or no efficiency.

My reply was that he should press out the clutch and coast through the cloud of dust. This arrangement would suck the throttle so that only a very small amount of dust would be drawn into the carburetor, and at the same time coasting prevents the engine from exerting a braking effect on the car. For a few hundred feet, or the distance covered by the cloud of dust, the speed of the car in coasting could hardly be distinguished from its former speed, and there was no harm in coasting for such a short distance.

Later on we started climbing a steep hill and my thoughts naturally turned to the possibility of using the situation as a crankcase ventilator.

"Before you start this long, hard climb, Smith, suppose we try a little experiment," I suggested. "The climb up this hill is going to heat up the bearings and cylinder walls, and, in turn, the oil. Much of the oil in this oil is going to go into vapor and you start to remove the cap from the oil filler pipe this vapor will have a means of exit. This won't be quite so efficient as a crankcase ventilating system which might be built into a car and which is found in many of the newer ones. It should serve for your purpose."

On the way up the hill, in accordance with this plan, we were careful to keep the cowl ventilator wide open in order that none of the gases from the crankcase would contaminate the air in the car. At the top of the hill we stopped, raised the amount of vapor still rising out of the filler pipe. The arrangement was proving to be a very satisfactory way of eliminating much of the contaminated vapors.

"This may be efficient but it certainly is a time waster," Smith complained. "How long will it be necessary for us to wait here in order to get rid of a little dust?"

Leaving the filler pipe cap removed and lowering the hood again I motioned to him to jump into the side of the hill.

"If you want to make a real job of this scheme is to keep going," I said. "On the way down, by turning over the motor, you are providing much more efficient expulsion of vapors. We'll stop at the bottom for a moment to put the cap on the pipe again."

Smith was beginning to realize that driving has much to do with efficient operation of every part of the car. Just the other day I happened to observe an automobile salesman listening to the way his demonstrator idled. He seemed to be disturbed by a slight noise in one of the valve tappets.

"Your valves are lubricated by positive pressure so I don't see why there should be any noise by reason of a dry tappet," an observer said.

With that the salesman accelerated the engine momentarily and, getting it idle again, made it plain that the noise had vanished. His explanation was that, during the idling the oil pressure had not been sufficient to take care of all needs, increasing engine speed automatically increased pressure and took care of the situation.

The driver has control of every part of his car, but through habit he limits this control to speed, acceleration, deceleration, and the course the car takes.

Smith, from now on, is not going to continue his habit of constantly underrating his own significance.

Tablet Unveiled to Earl Haig

(Special To The Guardian)

JASPER NATIONAL PARK, Alta., Sept. 10.—For a few minutes the shade of Field Marshal Earl Haig, Commander-in-Chief of the British forces in the great war and former Captain of the Royal and Ancient Golf Club of St. Andrew's, visited the Jasper Park Lodge course which he opened officially on July 17, 1925, in the brilliant sunshine which flooded this Rocky Mountain course. A large crowd of players and friends stood silent and bareheaded while His Honor, Dr. William Egbert, Lieutenant-Governor of Alberta, drew back the flag covering the tablet which has been erected to the memory of the great little soldier of the British Army and to commemorate his connection with this now famous golf links.

In asking His Honor to perform the ceremony Mr. A. J. Hills, assistant to the operating Vice-President of the Canadian National Railways, outlined the story of the visit of the Field Marshal to Jasper three years ago and of how he opened the Jasper Park Lodge course in the traditional St. Andrew's fashion.

After unveiling the tablet the Lieutenant Governor spoke briefly of the part the late Field Marshal had played in the affairs of the Empire at the most critical period in its existence and offered the opinion that his life as a sportsman and as a citizen should be an example to all those who would read the tablet or play over the course. The tablet is of solid bronze and is fixed to the outside wall of the new club house, facing the first green upon which Earl Haig stood to drive off the official opening ball. At the top of a circle of a laurel is a replica of the Field Marshal standing beside the tee box on the first tee. The replica having been made from a photograph taken the day the course was opened. Below the circle the following inscription appears:

In honor of Field Marshal Earl Haig, K. T. G. C. B. O. M., K. C. I. E., commander-in-chief of the British forces in the great war and former captain of the Royal and Ancient Golf Club of St. Andrew's who on July 17, 1925 opening this golf course."

PEAKES ROAD SCHOOL

The following is the standing of the pupils of Peake's Road School for the month of August.

Grade VII (Sr.)—1, Helen E. Clark and Mary J. Hughes, equal; 2, Alvin R. McInnis and R. H. Clark, equal.

Grade VII (Jr.)—1, Caroline E. Grant; 2, Pearl A. Hughes and E. J. Grant, equal; 3, S. T. Grant.

Grade V.—1, B. Gladys Fisher and Daniel W. McInnis, equal; 2, Helen Hughes; 3, Edwin Crane.

Grade II.—1, Jas. A. McDonald, Mary M. McDonald, Jas. Crane and John W. Crane, equal; 2, Jas. M. McDonald.

Grade I (Sr.)—1, Agnes M. Clark and Blanche Fisher, equal.

Grade I (Jr.)—1, Bruce Martin Crane and Eileen Fisher, equal; 2, Mabel Anette McInnis, Lucille Grant and Harold Hughes, equal; 3, J. T. Valley, Teacher.

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A Perfect Luncheon

SHREDDED WHEAT

A delight for hot days, Nourishing and refreshing, Easily digested by anyone.

TRISCUIT - Serve with butter, toasted, MADE AT NIAGARA FALLS - VISITORS WELCOME

FARM FOR SALE

at Central Royalty, Queen's Co.

The undersigned offers for sale her farm of 65 acres at Central Royalty 3 1/2 miles from Charlottetown, in high state of cultivation. Large dwelling house with outbuildings in good repair. Also Fox Ranch. An excellent farm for growing Seed Potatoes. Near Church and School. Possession given 1st November.

MacKINNON & McNEILL, Solicitors.

MRS. CLARA E. GRANT, 124 Water Street.

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We have in stock, overhauled, painted and ready for immediate delivery the following used cars:

- 1 Star Sedan.
- 1 Studebaker Big Six Touring.
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- 2 Dodge Roadsters.
- 1 Baby Grand Chevrolet Roadster.
- 1 McLaughlin Light Six Touring.
- 1 McLaughlin Light Six Roadster.
- 1 1927 Dodge Deluxe Sedan.
- 1 1928 Dodge Deluxe Sedan.
- 1 1928 Dodge Leather Sedan.
- 1 1926 Overland Six Coach.
- 1 Willys-Knight four Coach.
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- 1 McLaughlin Master Six Spl. Touring.
- 1 Reo Touring.
- 1 Ford Runabout.

Also the Following Used Trucks:

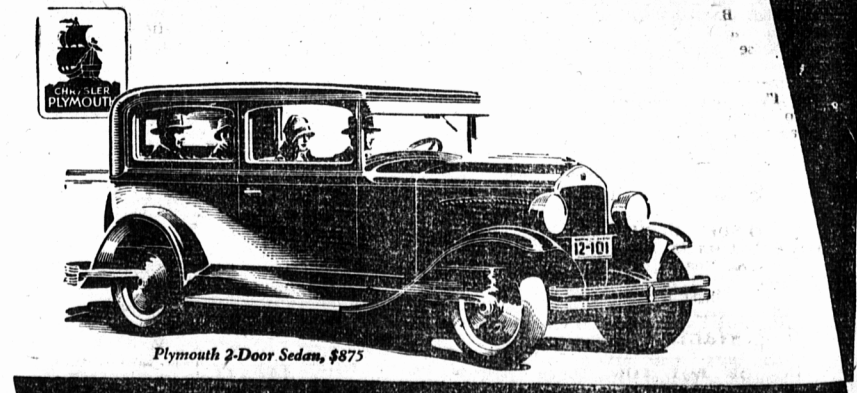
- 1 Ford 1/2 ton Truck.
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In every case the prices are placed at a figure which will move them quickly as we do not purpose to carry a single ONE through the winter, so take advantage of this ad at once for your own benefit. On cars the prices run from \$50.00 to \$1000.00. On trucks from \$20.00 to \$500.00.

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SUMMERSIDE AND CHARLOTTETOWN

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Head and shoulders above the cars of its class



CHRYSLER Plymouth

Here you find characteristic Chrysler performance from the new "Silver-Dome" high-compression engine, using any gasoline—with smoothness no other car under \$1300 can approach;

full-sized, roomy bodies, ample for adult passengers, with comfortable, deep luxurious seats and fittings you expect only in cars of far higher price;

the extraordinary safety of light action, internal-expanding hydraulic 4-wheel brakes, safe and sure in all weather—the only car at or near its price with such equipment;

absolutely new style, grace and distinction in body lines—with slender-profile chromium-plated radiator, "air-wing" fenders and arched-window silhouette.

Years of dependable service with marked freedom from mechanical trouble.

To learn for yourself the new Plymouth's greater dollar-for-dollar value over the few cars which strive to compete with it, contrast them and their results with what you get in Plymouth at \$850.

Coupe	\$850
Roadster	850
2-Door Sedan	875
4-Door Sedan	910
De Luxe Coupe	910
4-Door Sedan	915

All prices f.o.b. Windsor, Ontario, including standard factory equipment (freight and taxes extra).

Provincial Motors

Distributors, Charlottetown, P. E. I.

K. K. CLEMENTS, Montague, P. E. I.
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