

"... She is fit for any Moslem who can take her." Sakr-el-Bahr laughed unpleasantly. "Such a Moslem," he announced, "will be nearer my sword than the Paradise of Mahomet."



The most famous characters of pirate adventure Sakr-el-Bahr, Asad, Lady Rosamund Godolphin, Jasper Leigh, Marzak and Countless Others

The greatest pirate story of romance and adventure

"The Sea Hawk"

By Rafael Sabatini, The Modern Dumas

Will be Published EXCLUSIVELY by the

GUARDIAN

In serial instalments Commencing Friday



CANADIAN NATIONAL RAILWAYS

TORONTO EXHIBITION

AUGUST 23 -TO- SEPTEMBER 6.

REDUCED FARES

Good going from August 22nd to September 5th.

Good for Return up to September 10th, 1924

For Particulars of Reduced Fares Apply to

W. K. ROGERS, City Ticket Agent. W. M. FLYNN, Station Ticket Agent.

Reduced Fares for TORONTO EXHIBITION

For the Canadian National Exhibition, Toronto, August 23rd, to September 6th, reduced fares will prevail on the Canadian National Railways, particulars of which will be furnished by all Ticket Agents. The going dates will be from August 22nd to September 5th, and the return limit is September 10th.

This is a splendid opportunity for those desiring a trip to Montreal and Toronto at a very pleasant time of year. The Toronto Exhibition is the largest annual fair in America, and this year there are many attractive features. Via the Ocean Limited and Maritime Express there is the first rail service from all Maritime Province ports, and the most convenient connections with the fast through trains of the Canadian National Railways between Montreal and Toronto.

EASTERN STEAMSHIP LINES INC.

INTERNATIONAL LINE

S. S. GOVERNOR DINGLEY will leave St. John Wednesdays at 8 a. m. and Saturdays at 7 p. m. (Atlantic Time) for Boston.

Wednesday trips are via Eastport and Lubec, due Boston about 10 a. m. Thursday.

Saturday trips to Boston direct, due Sundays at about 3 p. m.

Steamer Prince Arthur will leave St. John Fridays and Mondays at 7 p. m. for Boston direct due following day at about 1 p. m. Fare \$10.00.

A. C. CURRIE, AGENT, 9t. John, N. B.

CANADIAN NATIONAL RAILWAYS

TO MONTREAL TORONTO DETROIT CHICAGO

International Limited

Leaves Bonaventure Station, Montreal, 10.00 a. m. Daily.

Ocean Limited

Makes Daily Connection from All Maritime Province Points.

For Fares, Reservations, etc., Apply To

W. K. ROGERS, City Ticket Agent. W. M. FLYNN, Station Ticket Agent.

Rocky Point Ferry Time Table

Commencing June 1st, the steamer Hillsborough will run between Charlottetown and Rocky Point during the summer months, as follows:

DAILY (Except Sunday)

Lv. Charlottetown	7.30 a.m.	8.00 a.m.	8.30 a.m.
Lv. Rocky Point	8.30 a.m.	9.00 a.m.	9.30 a.m.
Lv. Charlottetown	11.00 a.m.	11.30 a.m.	12.00 p.m.
Lv. Rocky Point	12.00 p.m.	12.30 p.m.	1.00 p.m.
Lv. Charlottetown	2.30 p.m.	3.00 p.m.	3.30 p.m.
Lv. Rocky Point	3.30 p.m.	4.00 p.m.	4.30 p.m.
Lv. Charlottetown	4.30 p.m.	5.00 p.m.	5.30 p.m.
Lv. Rocky Point	5.30 p.m.	6.00 p.m.	6.30 p.m.

SUNDAY

Lv. Charlottetown	10.00 a.m.	11.00 a.m.
Lv. Rocky Point	11.00 a.m.	12.00 p.m.
Lv. Charlottetown	1.00 p.m.	2.00 p.m.
Lv. Rocky Point	2.00 p.m.	3.00 p.m.
Lv. Charlottetown	3.00 p.m.	4.00 p.m.
Lv. Rocky Point	4.00 p.m.	5.00 p.m.

Marriage Scales

THE HAND OF FATE

Craig Cullam awoke to another day of merciless heat. New York, even thus early in the morning, sweltered under a burnished sky with no prospect of relief in sight. Office buildings and residences were just so much brick and stone to form bake-ovens for suffering humanity. Roof tops were glazed with the heat and pavements were soft and blistering like hot sealing wax.

Cullam managed an unrelieved breakfast of fruit and coffee. He tried to buoy up his spirits with the thought that he was sailing at noon, that in a few more hours he would be far out to sea with the cooling breezes of the Atlantic driving even the memory of the heat from his tired brain.

But there was no solace in the thought. He had always before been keen to sail. He loved London. He was fond of sea voyages.

Today, he knew the futility of anticipating anything but a succession of dark, wretched days, and restless tossing nights. Days and nights in which the thought of Doris came ceaselessly to taunt him.

He didn't want to sail. Even though he knew that it was futile to remain, he couldn't bear the thought of putting the wide Atlantic between him and the girl he loved. Even though she hated and despised him, thought of him only with contempt, it was something to know that only a few hours away she lived and breathed and went about her daily duties. He could even go there unseen and watch her coming and going, serene in her loveliness.

He had been sorely tempted to watch one last farewell glimpse of her before he sailed, but told himself that it would only increase his wretchedness. He could visualize her slender and cool and lovely in some filmy summer gown, surrounded by eager cavaliers with the odious Jervis looming possessively above them all.

Just as he was about to change his light dressing gown for a street suit, his telephone rang.

"Bad news, Cullam," his manager's voice announced wearily. "That dashed boat had to spring a leak, or just a bump or something, and sailing's delayed twenty-four hours. I've never heard of such luck with this town like a fiery furnace? Another day and I'll be hughouse, or in Bellevue with D. T.'s from drinking gin rickeys to cool off."

Cullam accepted the postponement apathetically. It made very little difference to him when, or where, or how, he sailed.

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Property For Sale In Georgetown Royalty

Eight acres with house and barn, in Georgetown Royalty about two miles from Georgetown will be sold at a bargain to quick purchaser.

Apply to MacDonald & MacPhee, Solicitors, Charlottetown or to Murdoch Delorie, Pictou, N. S. 3581-8-15-61.

FOR SALE

Brick Dwelling House 281 Kent Street opposite Prince of Wales College, most ideal situation for Boarding House for College Students, could easily accommodate 15 students. Apply to J. O. Hyndman, 61 Queen Street, Charlottetown, P. E. I.—21.

He had been sacrificing his own reputation, his friendship—the wonder if it had really meant much to him—to save her sister from making a fool of herself. And in return he had not received so much as thanks—only scorn and dismissal!

She burned with shame in the darkness. Shame for Mariana, Charles, herself—that they had accepted so lightly the services of a true-hearted friend as strong as the pride which had forced her to conceal from Craig Cullam the fact that she had loved him was outraged.

The problem was no longer the problem of her great unrequited love for him, she told herself. She must put that way for ever. She must dissociate herself from the Doris who gave her proud heart unasked to a man who had never said in words that he wanted it. She must remember only the Doris who had so unflinchingly accepted Cullam's services for her charities, who had unknowingly allowed him to spy her family from scandal and disgrace—and then turned him rudely from her door!

She groped her way through the darkness to her desk, flashed on the light. Her eyes fell on the little desk calendar.

It was far out to sea by now. A letter to the Players Club would be forwarded. One day, weeks later on London, he would receive her thanks and his vindication.

She selected a pen, drew forward a sheet of notepaper.

(To be Continued)

An "Ocean of Pleasure" to EUROPE by EMPRESS or MONO-CLASS CABIN SERVICE

LARGE, speedy and luxuriously furnished ships, that represent the very highest in ship building art—while the cuisine and service leave nothing to be desired—truly a voyage of enchantment!

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Travel early.

Canadian Pacific

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Direct Service—First Class Steel Steamer

MARINA

LEAVES

HALIFAX—Tuesdays 4 P. M. BOSTON—Saturdays 2 P. M.

ARRIVES

BOSTON—Thursdays 7 A. M. HALIFAX—Mondays 6 A. M.

MAIL PASSENGERS FREIGHT FARE \$20, including Meals and Immigration examination at port or debarkation thereby avoiding customary delays at destination.

For further particulars apply to C. H. SMITH, Agent, Plant Wharf, Halifax, N. S. Telephone 306 Sackville BOSTON & HALIFAX STEAMSHIP COMPANY

W. H. Burton, Vice-Pres. & Gen. Mgr. Commercial Wharf, Boston, Mass. 3471-8-9-17.

Miss Jessie I. Sweetman, for twelve years the deaconess who gave aid to travellers at the Toronto Union Station, is going to her new duties at Simcoe Methodist Church, Hamilton, after the first holiday she has taken for many years. Her departure from Toronto was made the signal for an outburst of enthusiasm among the sob sisters of the city newspapers. She was also the subject of the leading editorial of the day in the Toronto Star, which undertook to express to her the thanks of the city.

But that is not the story of Jessie Sweetman. Her work was everything to her. She was on the job fifteen hours regularly every day. Yet she left it on the call of duty as expressed in the action of the stationing committee of the Methodist Deaconess Society. Faithful to her ordination vow, she accepted what meant complete defeat in a long fight to keep the blue uniform of her Order in the station. In future the Travellers' Aid workers wear ordinary clothes. That is the story.

Saves time and labor



Add a touch of newness all through the house

His manager was pained. "Why don't you cut loose and bust something? Where's your artistic temperament? Gosh, I could get a press story out of this—if you'd help me work it right!"

He rang off in disgust. Cullam flung himself into a chair. Twenty-four more hours in which to torture himself with the proximity of Doris!

At that moment, Doris was kissing Mariana goodbye and wishing her a happy summer.

Charles, standing beside them on the station platform beamed happily. Two porters laden with luggage, hovered patiently in the rear.

"Oh, I do wish you were coming too," declared Mariana, tearfully. "Doris, when I come back, we must arrange to see each other every day. We've drifted shamefully apart these past years. Promise me that things will be different next winter, if you don't marry Dick Jervis and go for a trip around the world?"

Doris promised. She stood on the platform, very lonely, very forlorn, very wistful of eye, looking after the train as it disappeared from view around a curve.

When she emerged from the station and climbed into her little car, the bells were striking noon.

She drew a deep tremulous breath and the hand on the wheel trembled.

Noon! The waterfront in New York! A giant liner nosing out to sea.

He had gone! Sailed away to fresh triumphs in London!

She could do now, what she had known she must do, ever since Charles had told her the truth the day before. She had gone home and spent the greater part of the night carefully reviewing the events of that disastrous house party when she had believed, so clever was Cullam's acting, that he loved Mariana and that he was the disolute, drunken cad that he pretended. She had denied herself to Jervis who had come confidently calling, and, sitting alone in the darkness of her drawing room, she had scoured herself with memories. Memories of how she had refused to see Craig Cullam after the episode of the house party; how she had leaped at conclusions without other verification than her eyes; how she had sweepingly condemned a man, who had hitherto been the soul of honesty, loyalty and good breeding.

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(To be Continued)

There are some things in life which cause us to pause. The world seems upside down, or I may be pardoned for remarking that the world seems all askew. And we do not seem to be getting any nearer to a solution of the difficulties which confront us. All this is due to the manner in which we approach things. The give and take spirit is apparently conspicuous for its absence. The spirit of greed, for instance, seems to be the paramount idea. The differences between capital and labor may be instanced as a case in point. These differences are continually obtruding themselves upon us. The workers blame the situation, whatever it may be, upon the employers of labor, and the employers blame it upon the people who actually do the work. No one cares to take the initiative in the interests of the community—which is worthy of some consideration although the public usually gets little thought. The spirit of greed, in an amiable manner—placing all their cards upon the table each giving and taking a little in the common interest—each wants the whole hog. This is not the play of the golden rule, and until such time as the policy of give and take predominates this Canada of ours will take a long time to get anywhere.

Let us try, for instance, to imagine if possible, a wealthy man sitting in his cosy library, thinking that his comforts are largely due to wealth. But is his belief warranted? Is it wealth or poverty he has to thank for the comforts which he is surrounded? I think that to poverty may be ascribed most of his comforts. By poverty I do not mean to say a state of destitution or beggary, but the condition of those who must earn their bread by the sweat of their face.

If there were no poor, it may be asked, who is there among us who would go down and dig the coal which keeps the rich man's house comfortable and warm? If there were no poor, who it may be asked, would go into the quarries and laboriously cut the stone which is needed in the erection of homes for the idle rich? If all the world were rich who would make the clothing for the wealthy man and cook his food and do the other things which he finds so necessary to have some other person do in order that his home be made more habitable.

Undoubtedly the poor have their place in the world and are entitled to every consideration. All the wealth in the world would be of little avail if there were no poor. Undoubtedly it is the efforts of the poor, which enable the rich to obtain the food and shelter for which they crave and for which they are able to pay the price. If all the world were rich there would be no merely wealthy. The only significance of wealth is that some or many are poor. The desire of the poor to advance some of the wheels of the industrial world revolves. This is what gives wealth its real power. Poverty is therefore an important asset to society, although such is not always appreciated. By poverty is meant that state in which a man finds himself when he is obliged to work or starve—or beg. But no man wishes to starve or ask for charity; the man who is too lazy to work is rare indeed. If there were no poor, who would demand for their services that soon the poor would be rich. But all the same the poor will abound so long as the world lasts. This is a fact which must always be reckoned with no matter how much we may deplore it.

But what would be the case if there were no rich and there was no capital, for one is the consequence of the other? Without capital there would be no factories or kindred institutions or no railroads. Governments may take over these things once they are established, but without capital it could not make them productive or profitable or clothe and shelter those concerned in their operation. Inevitably all must perish or become wards of the state or nation.

Capital in its origin is the surplus which remains from a man's labor after he has supplied his ordinary wants. With this surplus he is able to support others who work for him. By foresight, industry and capacity for organization he utilizes other people's labor in the meantime paying them or it and making a profit on it himself. All wealth that exists, in its origin at

The Root of The Matter

(By Bystander)

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least, may safely be looked upon as the product of a superior mind using advantageously the surplus production of some other person.

Admittedly there are at least two things necessary to do this work. In the first place the man who profits by another's work must have previously laid aside a surplus by industry and self-denial and this surplus must be used to support those who toil for him. It follows, therefore, that unless every man is to work individually or live by the soil in some other similar means it is necessary that the capital accumulated by individual industry must play a part.

But capital cannot play a part unless there are those who desire it or are forced by necessity to depend on it. A million dollars, it may be pointed out, would not be an inducement for a savage to reside in the centre of Africa previous to the introduction of desirable living conditions which were procurable by money.

Civilization on all sides creates a desire for luxuries. This stimulates everyone to work to obtain them. No one likes to be looked upon as lacking in these things. Today the motto of many people seems to be to get money anyhow, to get it honestly if one can but get it anyway. Among all there is a desire to make money, and the more fortunate become financially our superiors. The intelligent employment of labor is necessary to the success of the community. Work alone will not make any man rich. It will merely make him comfortable, but not rich. Capital, money and work are a valuable combination in this regard. But capital alone will not produce anything; it requires a combination of capital and brains under intelligent direction. It is the intelligent direction of labor and capital that make for success. The intelligent direction referred to cannot be acquired except in rare cases; it is generally a gift of nature.

The greatest genius for organization, without labor, and a sympathetic working staff to carry out his orders, would be a failure. Conversely the most promising and lucrative business has often been wrecked in spite of willing workers and huge capital because the controlling mind was not capable of handling the great responsibility.

I read the other day of a factory in the United States conducted along the lines of the golden rule where the employes and employers met together quite often and talked on mill affairs in their mutual interests. Employer and employe laid their cards upon the table and there was an intelligent discussion of affairs. The result of this get together idea was freedom from strikes, and more intelligent appreciation of each others trials and tribulations—and each met the other more than half way in the desire for advancement. Each trusted the other's word and all went well. Each employe was satisfied that their wages were all the business could stand and the employers were useless and unnecessary expenses for limousines or similar contraptions and that they were not being unfairly handled.

At the end of the 10th, four week period, pen 18 was first with 196 eggs, for the period. Pen 13 was second with 192 eggs. Hon No 116 tied with hon No. 139, with 25 eggs each for the period. Five hens have now passed the two hundred mark and are eligible for registration, and there are 10 others that are likely to qualify within the next two weeks.

Hens can only be registered that lay 200 eggs in one year in the Egg Laying Contest. Application for the 1924-25 Egg Laying Contests should be sent in at once to the Superintendent.

Mr. J. P. Hoopers' Barred Rocks tied with J. McGillivray's White Leghorns and the Experimental Farms pen of Nephorns No. 12 with 48 eggs each.

Mrs. Frank Halliday's Barred Rock tied with Samuel McPherson's White Leghorns for second place, with 46 eggs each. Mr. Everett Howatt's White Leghorns were third, with 45 eggs. Rev. A. McAnuly's Barred rocks were fourth, with 33 eggs, and A. Wisner's White Wyandottes were fifth, with 41 eggs.

The Experimental Stations pens of Nos. 13, 14, 12 and 15 were first, second, third and fifth with 1723, 1729, 1686 and 1486 respectively.

Mr. Sam McPherson's White Leghorns were fourth. Mr. Edward Bullitt's White Leghorns were fifth. Mrs. Frank Halliday's Barred Rocks tied with J. J. McGillivray's White Leghorns for seventh place, with 1474 eggs each. Mr. Everett Howatt's White Leghorns were eighth, with 1441 eggs. J. Parker Hoopers Barred Rocks were 9th, with 1379 eggs and A. Wisner's White Wyandottes were 10th, with 1377 eggs.

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Mrs. Frank Halliday's Barred Rock tied with Samuel McPherson's White Leghorns for second place, with 46 eggs each. Mr. Everett Howatt's White Leghorns were third, with 45 eggs. Rev. A. McAnuly's Barred rocks were fourth, with 33 eggs, and A. Wisner's White Wyandottes were fifth, with 41 eggs.

The Experimental Stations pens of Nos. 13, 14, 12 and 15 were first, second, third and fifth with 1723, 1729, 1686 and 1486 respectively.

Mr. Sam McPherson's White Leghorns were fourth. Mr. Edward Bullitt's White Leghorns were fifth. Mrs. Frank Halliday's Barred Rocks tied with J. J. McGillivray's White Leghorns for seventh place, with 1474 eggs each. Mr. Everett Howatt's White Leghorns were eighth, with 1441 eggs. J. Parker Hoopers Barred Rocks were 9th, with 1379 eggs and A. Wisner's White Wyandottes were 10th, with 1377 eggs.

At the end of the 10th, four week period, pen 18 was first with 196 eggs, for the period. Pen 13 was second with 192 eggs. Hon No 116 tied with hon No. 139, with 25 eggs each for the period. Five hens have now passed the two hundred mark and are eligible for registration, and there are 10 others that are likely to qualify within the next two weeks.

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