Resists HEAT in summer driving

● Because White Rose Motor Oil resists heat so effectively it is ideal for summer driving. It's fine, yet extra-strong, tough film protects motors under all conditions. Try White Rose and see for yourself why motorists say it's "the PICK of them all!"

WHITE ROSE MOTOR OIL

Made by the makers of the famous WHITE ROSE gasolines

CANADIAN OIL COMPANIES, LIMITED

Southern Atlantic Legacy

BY SYDNEY PARKMAN

(Continued from page 2)

"Sure, water," Becker affirmed. "Tell him to fetch a can of it."

"O. K." Lefty agreed; and he bellowed the request into the distance.

Diana was now kneeling beside her father's prone body, gazing anxiously down into his face. She had to admit that Becker was probably right in his diagnosis, for she had been unable to find any traces of serious injury; but in itself this afforded her little consolation. Indeed, she would have been better off with some definite injury to attend to, for she felt completely helpless in the face of this unknown factor.

She had paid no attention to what had been said between the two men, but presently she became aware that Frenchy had returned, and a few moments later, Becker came over to her carrying a petrol can in his hand.

"Here you are," he said, "water." "Try bathing his face. I guess he could do with a drink too, but go easy with it. There'll be no more when that's gone, and maybe you'll be here quite a while yet. I'll fix it for someone to come out for you when we get back to Antilla, but I can't say when they'll get here."

She took the can from him without a word, but one of the other men—it was Frenchy—uttered an exclamation.

"Antilla?" he began. "Say, what's de idea——"

He broke off short as Becker turned and scowled warningly at him, but the girl had noticed nothing. She was already busy dabbing a sodden handkerchief on her father's forehead, and after a while she tried to pour a little water between his blue lips. She was parched with thirst herself, but in her anxiety, it never occurred to her to moisten her own dry lips.

She was vaguely aware that the men were arguing about something, and presently they moved off together.

The attempt to induce the stricken man to drink was a complete failure. The only result was to produce a horrible rattling, choking sound which indicated clearly that the water had got into the windpipe, and thereafter she was forced to content herself with keping a soaked handkerchief over his forehead. She tried his pulse again after a while, and it seemed to her to be slower and feebler than before.

She stared down at him helplessly, and then it occurred to her that the hot air in the valley was probably the worse kind of atmosphere for him in his present condition. If she could only get him up on the ridge, the cool breeze might do something to revive him—but that was a task which was obviously impossible for her to accomplish alone.

She rose to her feet and began to make her way slowly up the ridge overlooking the beach.

She hated doing it, but there was nothing left but to ask Becker for assistance. He had shown some kind of consideration for her, and she felt he would hardly refuse his help.

The possibility that the men had already left the island did not occur to her, for the body of Steiner was still lying where they had left him, and she fancied they must be engaged in ferrying the gold off to the launch; but as she came in sight of the sea, she stopped dead—staring blankly out over the dancing blue water.

In the middle distance—a good mile from the shore—the launch was heading southward at full speed!

She remained gazing out after it for a full minute, while the realization of her position gradually came home to her.

They had gone—and she was left alone with a dead man and her sorely stricken father for company!

She half turned and looked down into the valley where the two prone figures lay—and her nerve broke.

The next moment she was flying down the sandy slope to the beach, waving frantically to the distant launch.

(To be Continued)

Financial Report of Uigg Shipping Club

For the benefit of many patrons of our shipping club, I wish to make public through the press a resume of our year's business.

The President report was as follows:

"Our shipping club is getting along in years. Tonight brings us to our 16th annual meeting. The reading of the minutes of our various meetings annual and otherwise shows a progressive increase in business. A historical sketch given at our 14th annual meeting showed that from the inception of our club February 24th, 1924 that 10,000 hogs, 5,000 lambs, 151 calves were sold co-operatively with a gross turnover of more than $200,000.

There are two factors that may be observed by farmers or primary producers of hogs in the marketing of their hogs through shipping clubs.

1st there is the financial benefit; a shipper is paid direct cash by personal cheque. If markets have advanced he gets the benefit of the advance. The Montreal market has been the standard market of this club from the start; we regulated the difference (which was 3 or 4 cents previous to our organization) to 2 cents per lb. By taking a delivered price at plants this differential was further reduced to 1 1-2 cents, while with the introduction of rail grading has given many shippers an extra advantage.

The second factor that presents itself is one of convenience. The outlet for marketing hogs is at our door. Both summer and winter we are open for business. Formerly we shipped monthly. Now in bi-monthly shipments we are able to take care of the marketing of our hogs when they have attained proper weight and finish. This in itself in no small measure contributed to better financial returns.

Educationally farmers should benefit in being members of a shipping club. The attendance at meetings where feeding care of brood sows and markets with all vagaries necessitate constant attention and study. Live stock marketing reports have been circulated to a large number of shippers which when read can be made use of very conveniently by children in line of scribblers. On loading days shippers congregate in groups to discuss feeds, grades etc. It is quite interesting to note how some shippers can finish their hogs in 5 months. Others are eager to know how they do it. The feeding of hogs to show profit over the cost of production is a problem that should be investigated by all hog raisers. Broadly speaking hog raising should be a desirable branch of farming in that when we feed grain or other feed produced on a farm 1-5 is sold while 4-5 goes back to the farm in the form of manure. Nevertheless shippers must have cash and consequently a substantial profit should be realized as well.

At present we are faced with a fixed price of 12 cents by the British Minister of Food Supplies. Are we able to go into hog raising to any greater extent, taking into consideration the price of mill feeds and show appreciable compensation for our labor? As Canada is asking the farmers of this country to help Britain win the war, by shipping the product of 50,000 hogs weekly without restriction of feed prices, is playing too much on patriotic sentiment.

We are glad to note that W. J. Reid, president of our Marketing Board, and a member of the Federal Bacon Board, has gone to Ottawa to discuss the feed situation in the Maritimes with the Federal government with the purpose of protecting the farmer in the matter of cheaper freight rate on feed. A provincial food emergency committee has been organized in Charlottetown to co-operate with the Federal committee. Incidentally it may be mentioned that the discussion of this meeting centered on freight differential on feeds from the West. A remarkable situation was cited by one of the members, who stated Canadian feed could be shipped to Denmark and re-shipped back to Halifax, and could be sold at a less price than could be bought locally. If the price has been fixed at 12c to the producer, and farmers grew their own feed such as barley, peas and oats, the quota would be maintained, and farmers would be making good money.

In view of the increased requirement of hogs, it is possible that many farmers will be doubling production and consequently good piggeries will be essential. Farmers should remodel or build up-to-date piggeries to avoid back-breaking work, lugging feed across muddy barn yards. Plans of model piggeries are available to shippers. Brooder houses for sows are becoming quite common. These houses have stoves where sow and litter are continually kept warm. By writing Experimental Farm, Ottawa, plans can be obtained. It is interesting to observe that some local farmers are using heating to save winter litter, with beneficial results.

Our financial report this year shows a shortage of hogs shipped over previous year, with a considerable improvement in the sale of calves. The price received for calves during the early part of 1939 was very good, due to shipments to Montreal. One shipper received as high as $16.20 for a two-month-old calf.

We have lost out badly on the handling of lambs. Until we have adopted a new method of marketing lambs, we might as well discontinue accepting the few offered. Grading has become a headache. A system of government grading has been put into operation that has become an extra burden on the primary producers and has not brought to farmers the beneficial results looked for. If the government places those restrictions in the form of several grades, thereby cutting down severely the financial return to primary producers for the protection of the consuming public without due compensation in the form of a bonus of a dollar or two paid out of the treasury, the farmers are certainly being severely exploited. In Britain government regulations have been done away with, with emphasis placed on food fit for human consumption, and as we shall have the whole of British market to ourselves after the war, why should the finances of our government be enerusted in supporting the thousands of government graders who have outlived their usefulness.

Our grade has been disappointing. Our "A' grade has been only 36% of all hogs shipped, or 52% of hogs within the weight. As regards to finish 96% of hogs shipped are over 200 pounds in weight and every care is taken to have hogs loaded with the best grading possible. In this connection, shipper should construct proper boxes with the tops removable, ensuring easy handling, and obviate any complaints re bruising of hogs.

Our relation with the 'Marketing Board' has not been so harmonious since they saw fit to deprive us of our contingency fund. With our limited reserve, we are forced to exercise economy in the matter of advertising meetings, hall rents and other expenses incidental to our club operations.

In the view of desired improvement we should have a small house erected at loading point, with a stove installed for the benefit of many shippers who come a long distance during the cold winter days. This would mean more business, but due to our limited reserves such an expense can scarcely be financed.

One might add in conclusion that local clubs form the groundwork of our co-operative endeavor, which keep close contact with the primary producer which is all important. Farmers who ship with us and are not actual members, and who take advantage of our organization, should contribute to its support and welfare. Our contingency fund very satisfactorily fulfilled these obligations. A reserve is of desirable value in maintaining the efficiency of our club.

Financial Statement, 1939

No. of shipments—36
Canada Packers—7 shipments.
Swift's—7 shipments.
Davis & Fraser—12 shipments.
Hogs shipped, 1936. Last year 133.
A's—36% of all hogs, or 52% of hogs within weight.
A's and B's—96% of all hogs.
Prices ranged from 9 low to 11.70 high. Last year prices ranged from 9 low to 14.15 high.
Total value of all shipments, $16,010.33.
This gives an average price $16.70 per hog. Last year, $16.5.
Calf market was good.
We shipped 32 calves. Prices were low $6 to $16.20 high.
We shipped 20 lambs. Price was $8.50 high to $7.50 low.
Loading expense—$196.64.
Marketing Board deductions—1½%—$306.14.
Excise stmps—$16.42.
Condemnation charges—$47.43.
Advertising—$14.00.
Freights—$734.48.
Man in charge $43.45.
Total of all expenses. $1.40 per hog.
Taking Montreal prices as standard, the following is a comparison of prices received on a few shipments:—

Shipment Feb. 27, Montreal $12.50 paid to club $11.40, dif. $2.10 cold wt.
Shipment Mar. 13, Montreal $13.15 paid to club $11.15, dif. $2.15 cold wt.
Shipment Apr. 10, Montreal $12.70 paid to club $10.75, dif. $1.75 cold wt.
Shipment May 8 Montreal $12.50 paid to club $10.30, dif. $2.00 cold wt.
Shipment June 5 Montreal $12.50 paid to club $10.60, dif. $1.90 cold wt.
Shipment July 3, Montreal $13.35 paid to club $11.60, dif. $1.75 cold wt.
Shipment Aug. 14, Montreal $11.30 paid to club $9.75, dif. $1.55 cold wt.
Shipment Sep. 11, Montreal $12.60 paid to club $10.85 dif. $1.75 cold wt.
Shipment Oct. 9, Montreal $11.65 paid to club $10.00, dif. $1.65 cold wt.
Shipment Nov. 6, Montreal $12.00 paid to club $10.45, dif. $1.55 cold wt.
Shipment Dec. 4, Montreal $12.30 paid to club $10.90, dif. $1.40 cold wt.

List of shipper selling over 20 hogs in 1939—

J. O. McLeod, 80 hogs, 33A, 35B—$1307.50, $17.47 per hog; 85% bacon.
J. A. McPherson, 20 hogs, 16A, 1[illegible]—$361.81; $17.60 per hog; 85% bacon.
Edison McLeod, 30 hogs; 10A, 18B—$524.36; $17.50 per hog; 95% bacon.
W. Dawson, 34 hogs; 19A 13B—$592.11; $17.40 per hog; 95% bacon.
J. S. Martin, 27 hogs, 12A, 14B—$449.14; $17.00 per hog; 95% bacon.
J. F. Huntley, 22 hogs, 10A, 11B—$369.87; $17.00 per hog; 55% bacon.

WALTER D. ROSS, Secty.
(Patriot please copy.)

The Central Guardian

This column is reserved for news of local interest but advertising of a newsy nature may be inserted at 5 cents a word strictly payable in advance.

CRASWELL for Photographs.

CONFEDERATION LIFE INSURANCE. L-9789-7-21-31i.

SERVICE in the Marshfield Baptist Church, Sunday evening, July 7th at 8.30 o'clock. L-218-7-6-1i.

THIS IS your last chance to buy good used cars at the old prices. New trade-ins will be higher. T. G. Ives. L-188-7-5-2i.

SERVICES FOR SUNDAY JULY 7th.—New Glasgow Church of Christ 11 A. M. Bible School 10 A.M. Fredericton 3 P. M. Bradalbane 7.30. Rev. W. G. Quigley, Minister. L-211-7-6-1i.

REV. ALEXANDER MURRAY of Sydney will preach in Brackley Church on Tuesday evening at 8 P. M. (Standard Time). Everybody come. Offering. L-199-7-6-1i.

YORK UNITED CHARGE. —Rev. J. A. Nicholson, Minister. Services July 7th. 11 A. M. Central Church. Holy Communion 2.30 P. M. Pleasant Grove. 7.30 P. M. York. L-203-7-6-1i.

WE STILL have some bargains in good used cars at the old price. '39 Ford coach, '39 Hudson sedan, '37 Studebaker sedan, '37 Dodge coupe, 37 Plymouth sedan. See them and save. at T. G. Ives. L-188-7-5-2i.

FOXMEN ! ! ! All-important seasonal questions will be dealt with by competent and practical men at the first 1940 Fox Breeders Field Day, Monday, July 8th, starting at 1.00 p. m. sharp and lasting until 4.00 P. M. Meet at ranch of George A. Callbeck, Summerside at 1.00 P. M. sharp (Standard Time.) L-137-7-4-3i.

TRYON — BONSHAW UNITED BAPTIST CHURCH SERVICES. — Albany 11 A. M. Preaching service Westmoreland: Sunday School 10 A. M. Preaching service cancelled. Tryon: Preaching service 7.30. Topic "Young Men, Who Win". Baptismal Service announced for Bonshaw at Crosby's Mills, 6.15 P. M. was an error and will be held on July 14th at the same hour. Rev. S. D. Trites, Pastor. L-194-7-6-1i.

THE BAPTIST CHURCH. — The Rev. Harvey L. Denton, B. D., at the morning service will take as his sermon subject "Giving Christ the Pre-eminence." Miss Pearl Burns will sing a selected number. At the evening service Mr. Denton's subject will be "An Umbrella For A Dry Day." Miss Mary Lawson will sing Oley Speaks' "Perfect Prayer." John Inch, Mus. Bac., Organist and Choirmaster will be in charge of the music of the day.

FOX BREEDERS' FIELD DAY AT SUMMERSIDE (Standard Time) Monday, July 8th. Hear addresses by George A. Callbeck, Lt.-Col. D. A. MacKinnon, D. O. Stewart, J. C. Jack, L. W. Hancock G. Ennis Smith. Visiting ranches of G. A. Callbeck, L. W. Hancock and Dominion Experimental Fox Ranch during afternoon. Fox Breeders welcome. L-137-7-4-3i.

Keep Minard's in the home.

W. C. T. U. NOTES

CANADA'S CALL

Loud as the voice of her deep booming waters,
Clear as the lilt of her song birds in May,
Canada calls to her sons and her daughters;
"Lift high your standards of manhood today."

Here in the dawn of a great nation's morning,
Rings the clear voce of our Country's appeal,
Calling for heroes who self-interest scorning,
Do what they know and dare what they feel.

Canada calls! Then let the response be
One that shall honor our glorious land;
Let us be all we would pray that our sons be
All that our hopes and traditions demand.

Not in the wealth of her prairies so peerless,
Not in the output of silver and gold,
But in the people, free, righteous and fearless,
Lies her supremest of treasures untold.

Pure as the gold in the heart of the mountains,
Strong as her torrents that leap to the sea,
Straight as the pine tree and clear as her fountains,
Honest and fearless, face-forward and free.

ALCOHOL QUIZ!—DRIVING AFTER DRINKING

1. Have We Any Figures For Highway Accidents?

During the last seven years, in Ontario alone there have been 5,000 men, women and children killed on the highway, and 75,000 injured by motor vehicles.

2. What Proportion of Highway Accidents are Thought to be Due to Driving After Drinking?

Accurate but incomplete records place about one-quarter of 25% of highway accidents as causeed by drinking drivers. However, many magistrates give a much higher percentage of the cases coming before them as being caused by drinking before driving, though not to the point of intoxication.

3. What Effect Has A few Drinks Of Beer On A Motorist's Efficiency?

Accurate, scientific tests of a large number of cases show that the average man with three drinks under his belt when driving at forty miles an hour, if danger pops up ahead of him, will travel from five to eight feet nearer that danger before even deciding what he will do about it, than he would have travelled if he had not taken the drinks. Any experienced driver knows how important that margin is in danger.

4. Is This Danger Generally Recognized?

Every main highway leading into the American City of Seattle is guarded by a "blockade patrol" of policemen on Saturday nights and Sunday mornings, when traffic is heaviest who halt drivers before entering the city. Drinking drivers may either turn back or go to jail. "We do not want drinking drivers in the city crashing up and endangering lives," declared Captain J. E. Prince, head of the traffic division.

5. Does The Liquor Traffic Recognize The Danger of Driving After Drinking?

Seagram's have issued the warning, "Do not drink before you drive." Also Mida's Criterion of The Wine and Liquor Industry, one of the leading liquor trade magazines of the United States declares that it is little short of criminal negligence to drive after taking ANY alcohol into the system.

6. What Conclusion Can We Draw From These Facts?

If properly enforced regulations against drinking before driving provided severe penalties for the SELLER as well as for the drinking motorist, there would be a marked decrease in accidents, both fatal and non-fatal, on the highways.

A HALF TEASPOONFUL

Ida B. Wise Smith, National President of the American W.C.T.U., estimated a half teaspoonful of beer would give her "tunnel vision."

"Tunnel vision," is a visual condition which prevents an automobile driver from seeing anywhere but straight in front of him.

"Two glasses of beer produce it in the average person. That much alcohol also cuts his reaction in half and confuses traffic light colors.

"Of course it might take three glasses for some people. Probably a half teaspoonful would get me. I've never had any.

"It's the drinking driver, not the drunken driver, who's a highway menace," she said. "The drunk's friends won't let him drive. It's the man who's had a few beers or a cocktail who's dangerous." — Ex.

TWELVE GOOD RESOLUTIONS

Take time to live. That is what time is for. Killing time is suicide.

Take time to work. It is the price of success.

Take time to think. It is the source of power.

Take time to play. It is the secret of youth.

Take time to read. It is the fountain of wisdom.

Take time to be friendly. It is the road to happiness.

Take time to dream. It is hitching your wagon to a star.

Take time to love and be loved. It is the privilege of the gods.

Take time to look around. It is too short a day to be selfish.

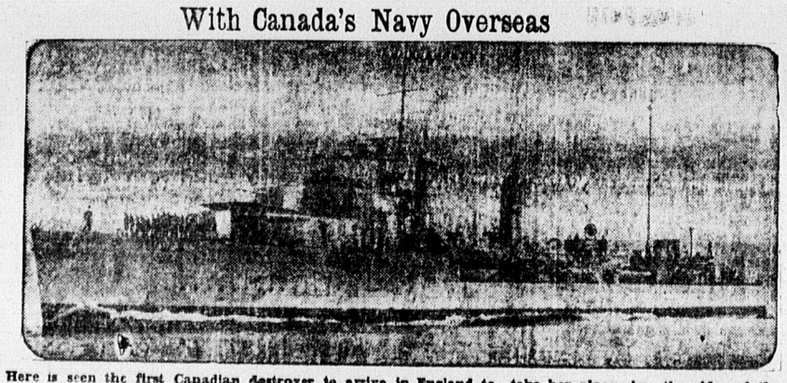
Take time to laugh. It is the music of the soul.

Take time to play with children. It is the joy of joys.

Take time to be courteous. It is the mark of gentleman. —Selected.

"A few drinks are bad for everything that is good, and good for everything that is bad. There are five major social problems and beverage alcohol adds to and complicates them all:—motor accidents, slums, health, unemployment and politics."

With Canada's Navy Overseas



Here is seen the first Canadian destroyer to arrive in England to take her place by the side of the Mother Mistress of the Seas. It is a photograph of the Skeena and arrived in Canada by Clipper mail.

Here are the commanding officers of the Dominion's first trio of destroyers to "jump into the scrap." They are (left to right): Lieut. Com. H. G. de Wolf, of the St. Laurent; Lieut. Com. Horatio Nelson Lay, of the Restigouche; and Lieut. Com. J. C. Hibbard, of the Skeena.

FROM years of experience in building tires for race track speeds comes the sensational new Firestone Champion—*a new kind* of tire that sets up entirely new standards of tire performance.

Everything in this great tire is new and different. New Safety-Lock cords have 35% greater heat protection; tread and body have a 27% stronger bond; beads are rust-proofed and safety locked; the new Gear Grip tread with hundreds of sharp-edged angles always in contact with the road, gives greater safety and 11% more non-skid mileage. Every part of the tire is locked and interlocked into one unit of amazing strength.

Firestone Champions do not cost one cent more. Have the nearest Firestone Dealer put them on your car now. When buying a new car insist that it be delivered on Firestone tires.

MOST MILES PER DOLLAR

ALLISON MacLEOD Ltd. Firestone Warehouse
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Tanton Bros.
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Reliance Garage

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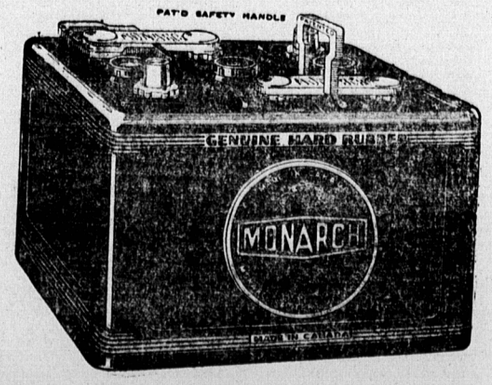
Aubrey Cutcliffe — Fredericton.
Taylor's Service Station — Summerside.
R. H. Carruthers — O'Leary
McWilliam's Service Station — Carleton.

Power AND Prestige

MONARCH
AUTOMOBILE BATTERIES



PRESTIGE—because users have learned that the terms of a most generous Monarch Guarantee are carried out immediately, and without question, at all times.

POWER—because Monarch Batteries are noted for giving quick starts under the most adverse conditions . . . and the ability to operate all accessories at top efficiency.

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