

Central Guardian

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NEEDLES! NEEDLES! A handy case of needles given with each yearly new or renewal subscription to The Guardian.

NOBODY CAN AFFORD TO MISS Prof. Harvey's lecture on Edward Whelan at the Strand Theatre on Monday next at eight p. m. 1073

HARD COAL.—The schooner "Theoline" will arrive next week with 1,000 tons high grade hard coal for A. Pickard & Co. Customers should book their orders now. 1055-3-3lead

LEAVING CERTIFICATES—Among the successful pupils winning their Public School Leaving Certificates were Hollis Jenkins and Fred Jenkins of Mt. Herbert School.

YEARLY NEW OR RENEWAL Subscriptions to The Guardian are entitled to the case of needle given free with each Subscription.

CHURCH SERVICES — Rev. George Estence of Toronto will preach at Kensington, Aug. 8th at 11.00 a. m. and 7.30 p. m. Free-town at 3 p. m.

PRESBYTERIAN SERVICES — August 8th, Murray Harbor North 10.30, Peter's Road 2.30 and 7.30 p. m. Preacher: — Rev. W. E. Davies

VERNON CIRCUIT. — Services on Sunday, Aug 8th will be as follows: Services Cherry Valley 2.30 p. m. Vernon 7 p. m. Sunday School at the usual hours. Rev. T. A. Wilson of Cove Head will preach at both services.

EDWARD WHELAN—Father of responsible government here will be dealt with in a masterly manner by Prof. Harvey in the Strand Theatre on Monday evening next at 8 p. m. Lay aside your politics and come! 1086.

MARSHFIELD BAPTIST CHURCH—Preaching service on Sunday afternoon August 8th at 3 p. m. conducted by Rev. A. A. McLeod of Summerside.

MOTOR PARTY.—Mr. and Mrs. David Jamieson, Mr. and Mrs. John Jamieson, Miss Dorothy Jamieson, Mr. Leo Jamieson and Miss Corolla Stewart of Medford, Mass., are spending their holidays in Sturgeon, the guests of Mr. and Mrs. Donald Jamieson, Miss Jamieson and Miss Stewart were formerly employed in the Advertising Department of the Guardian.

A PLEASANT VACATION.—Among the many who have returned from abroad to spend their vacation on this fair island by the sea, were Mr. and Mrs. Geo. S. Waddell, and their two daughters, Estelle and Ruth, from Somerville, Mass., a short but pleasant time was spent at the home of the former's father, Mr. Nell Waddell, Collector of Customs, Victoria, and also at the home of his brother Mr. G. E. Waddell, Kelly's Cross. Mr. Waddell, who is engaged in the automobile business has not visited his native province for over twenty years, and notes many changes in that time. Although their stay was only a week, enjoyable trips were taken through the country visiting friends and old acquaintances. On July 30th they left on return.

NORTH RUSTICO.—Miss Ida MacKenzie has returned to Rustico after spending her holidays in Summerside and Hanley River. Miss Mabel Woolner spent the weekend in New Glasgow visiting her sister Mrs. Mervyn Bulman. Mr. Hois LePage is spending his holidays in Charlottetown the guest of his aunt Mrs. Warren. Mr. Leigh Ferris was a recent visitor to North Rustico. The tonorial parlor of Mr. Edmund Gallant of North Rustico is being widely patronized which speaks highly of his profession. Mr. Arthur Woolner has been successful in obtaining Hope River School for the coming year.—Miss Janet Robertson of Summerside returned home Wednesday after visiting friends and relatives in Cavenish and Rustico. Mr. E. J. McKenzie returned home Sunday after spending a very pleasant week with his daughter Mrs. Elias Bishop, Summerside.—Mr. and Mrs. George Pursey of Boston, Mass., are spending their vacation at the Marshall Hotel, Rustico Beach and are high in their praise of Mrs. Marshall's famous cooking.—Mr. and Mrs. Lewis Warren of Ottawa, Ont., are spending their vacation on the island visiting relatives.—The North Rustico Baseball team are progressing wonderfully under the skillful management of their captain Mr. Arthur Woolner and recently won a victory over the Winsloe Huskies.—The farmers are busily engaged cutting and hauling in their hay and from all reports there is a pretty good crop.

CORNWALL COMMUNITY CLUB.—The July meeting of the Cornwall Community Club was held in Cornwall Hall with a good attendance. After the business meeting plans were made for the annual picnic which will take place after having. Further plans will be made at the August meeting which will be held in Cornwall Hall Monday the ninth. New members are cordially invited, ice cream and cake will be served.

ROOP'S Meat Market PHONE 421

BEEF Per Lb. Roasts "Shoulder" 17c Roasts "Rump" 25c Steak 25c to 28c Tripe "Cooked" 20c Corned Beef 18c to 20c Hamburg Steak 22c Cooked Lunch Loaf 35c

PORK Fresh Roasts 28c Fresh Chops 28c Fresh Sausages 25c Bacon "Shoulder" 30c Cooked Lunch Ham 40c

BIRDS Chicken and Fowl (milk fed.)

IMPORTANT

All our Beef is hung two weeks and more before being cut. This is the reason why it has that rich and delicate flavor. You are invited to give our "Shoulder" and "Rump" Roasts a trial and learn for yourself the difference. Why has our business grown to such large proportions in so short a time. "There's a Reason."

"Stall Fed" Cattle hung two weeks before cutting and Bacon and Hams from fresh killed hogs must eat better and our prices are no higher. Inspection invited. Our new market is one of the finest in Canada.

J. M. ROOP CO. PHONE 421

Miss Laura MacDougall accompanied by her friend Miss Joyce White has returned to Picton, N. S., having spent an enjoyable vacation at the former's home in Argyll Shore.

Miss Anna A. Curley, daughter of Mr. Patrick Curley, a very highly respected gentleman of Auburn is receiving a very warm welcome on her arrival home on a visit to her father. Miss Curley can be classed as one of the successful islanders abroad. She has spent the last three winters in Florida and while we were buried in snow banks, she was enjoying summer weather, with flowers and trees. But in all her travels, just at this time of year she had seen no crop so abundant or so far advanced as these on her island home. She says: "No where can the eye rest on such magnificence as on the island, the red soil and green fields, and the fruit laden trees are a sight for the eye of the artist. Miss Curley will remain on the island a couple of months visiting friends.

ISLANDER WINS SUCCESS.

No one could imagine a better setting for early training in that assiduity that is necessary to make a successful life insurance career than that of E. V. Creed of Portland who is now Oregon manager of the Sun Life of Canada. Born on a farm of Prince Edward Island and reared among the rugged laboring folk of that territory, the boy Creed learned to measure his day of toil from dawn to dark, and became accustomed, as a member of his company puts it, "to that habit of industry which is his predominant characteristic."

Edward Victor Creed was born in September, 1888, on a lonely farm that was to be his home for many years. His early work on the farm did not deprive him of his education, for he successfully completed the course of study in both the elementary and high schools in Charlottetown, P. E. I., in addition to his duties about the home-stead. Resolved to abandon his agriculture heritage for a business career, Mr. Creed entered the Charlottetown Business College, where he studied typewriting, shorthand, and business administration.

Upon completion of his college work, Mr. Creed entered the business world as an employee of the Royal Bank of Canada. He spent four years with the bank, going through various departments by promotion, and when he resigned to enter the real estate and brokerage business at Calgary, Alberta, he had gained excellent experience in financial problems. He continued another four years in real estate, and subsequently spent part of a year as claims adjuster for the Cocksfoot Plow Company at Calgary, and one year as a real estate salesman for the Wayne County Realty Company of Detroit, Mich.

His salesmanship and financial work furnished an excellent background for decision to enter life insurance. Ernest W. Owen, who had become acquainted with Mr. Creed when Calgary manager for the Sun Life, and who later was made Detroit manager for the company, succeeded in selling him the possibilities in life insurance. Mr. Creed signed a contract with the Sun Life in January, 1917, and has been connected with the company since that time, with the exception of thirteen months spent as chief storekeeper for the Air Service of the Army at Buffalo, N. Y.

In August, 1921, his work with the Detroit agency was discontinued as he was made instructor of agents, and held this position until September, 1922, when he was appointed manager of the Northern Michigan division with headquarters at Saginaw, Mich. He continued in this capacity until August, 1924, when he took up his present duties as Oregon manager of the company in that territory.

Mr. Creed's interests outside of life insurance while in Michigan was along the line of young people's work. He was for two years president of the Baptist Young People's Society at Detroit and afterwards was State president of the same organization for Michigan for two years. He was also for one year member of the board of managers of the Baptist Young People's Union.

After arriving at Portland, Mr. Creed became interested in Chamber of Commerce work and has been actively engaged in membership work for that organization. He has also taken considerable interest in the chamber's trade fairs. He is continuing his religious work at Portland and at the present time is teaching a class of about 50 young men at the White Temple Baptist Church.

What hobbies he enjoys have recently been lost in his work, he declares, as the amount of time necessary in building a new agency leaves little for any line of recreation except an occasional game of golf.

GENUINE BARBADOS Extra Fancy MOLASSES Rich in Vitamins and Mineral Salts USE IT ON THE TABLE AND IN COOKING

John Smith and His Car By FREDERICK C. RUSSELL 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 experiences for the benefit of the other twenty million or more members of the motor clan.

SMILES PER GALLON Smith was filling up with gas as I drove in to the garage one evening and it occurred to me to ask him what sort of gas mileage he was getting.

"Haven't any idea," was the reply. "Don't keep track of it. What's the use?"

I produced a little red memo book and opening it, pointed to an item at the end of expenses for the previous month. The item read: "Average miles per gallon—10." Smith's eyes followed my finger to the corresponding item for the month previous to that. The figures hardly corresponded; the car had shown 14 miles per gallon then.

"That's one way in which my accounts are useful," I said. "When my gasoline mileage drops off two points there is something wrong. Either I am getting cheated at the gasoline station or the gas is poor or the carburetor is too fat. In this case it happened to be the quality of the gas. I am trying another brand now and the mileage is getting back to normal."

"Is there such a difference in gas?" Smith asked. "The difference, in my opinion," I said, "is the proportion of air necessary to produce the best possible mixture. I can get just the same performance with one kind of gas as with another, providing I change the carburetor adjustment to suit conditions. But when it's a question of changing the carburetor adjustment or of changing gas stations I prefer the latter. The carburetor is the last thing to meddle with."

Just, 1924, when he took up his present duties as Oregon manager of the company in that territory. Mr. Creed's interests outside of life insurance while in Michigan was along the line of young people's work. He was for two years president of the Baptist Young People's Society at Detroit and afterwards was State president of the same organization for Michigan for two years. He was also for one year member of the board of managers of the Baptist Young People's Union.

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"That's why I never touch it," Smith replied. "Aren't you rather going to experience?" I asked. "In your carburetor lies the greater part of the secret of gas economy. If you're getting good mileage it's wisdom to let it alone, but if the mileage is low you can't do much by experimenting a little."

"I think I'll try keeping tabs on expenses," Smith decided. "I'll start now with this tankful of gas."

"You'll find that by checking the cost of operating the car there will be much more satisfaction in driving it. When someone comes along with the yarn that he can't afford to own a car you'll have your memo book to prove that he can't."

So Smith kept his mind on the speedometer and the gas tank for a few days, and then made a report. It was not an encouraging one. He was surprised to learn that he was only getting about twelve miles per gallon. Upon seeing with his type of car he should have been realizing about seventeen.

"I'll try making the mixture leaner," he said. "The instruction book tells how it looks simple enough."

So he tried that, too. This time he reported that he ran 75 miles on five gallons. The mileage was still below par. He was puzzled. To explain to him why the mileage was not as it should be I rode along home with him that afternoon. As I expected I found that he drove half way up the main street before remembering to push his choke all the way in. He was wasting gas and blaming it on the carburetor. For another thing, he kept the gas lever on the steering post in such a position that the throttle was much too far open when the engine was supposed to be idling. I told him to keep the throttle open only wide enough to prevent stalling when the clutch is released. When the engine warmed up he could have kept the gas lever in its closed position, and would have had less difficulty shifting gears. When he pulled up to the curb to let me off he allowed the engine to run a while instead of shutting it off and coasting to a stop.

"You are wasting gas continually," I said. "You'll never reach par until you learn to drive more economically."

"All right," he boasted. "I'll take your advice, but I'll go one better. I'll make the mixture as lean as possible and hang up a record for gas mileage."

So he tried this, too. But several days later he admitted that he had made a mistake. "I seem to be getting eighteen or nineteen on long rides," he said, "but the car won't climb hills on high and in the city I have to choke the carburetor half the time and that wastes more gas than I save."

He had solved his own economy problem then and there. When one has to sacrifice performance in order to get a few more miles per gallon that is the time to have a limit even to economy. The most smiles per gallon is somewhere around the happy medium.

"I like your uncle," exclaimed Joan to her friend. "He is such a sporty old man!"

"Yes, but he's a little too sporty at times," remarked her friend. "The other Sunday he fell asleep in church, and when I nudged him he woke up, stared at the hymn-board, and cried out so loudly that everybody must have heard him: 'Good gracious, only three starters in this race!'"

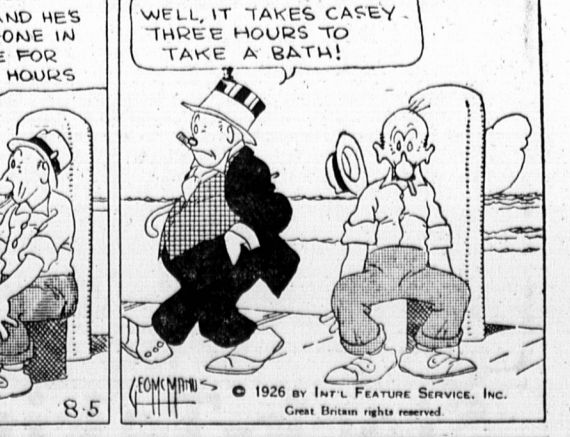


One of the appalling things in connection with Ontario's poison liquor trail is the number of women involved either as casualties or vendors. Shown above is Mrs. Fannie Shulman, of Toronto, who faces a charge of manslaughter following the death this week of Richard Atkinson, Toronto carter, and father of five children. Mrs. Shulman is shown above with her baby daughter. Police allege that Atkinson died after drinking alcohol bought from the accused woman.

PROOF Johnny had been the guest of Tommy. "Have a good time?" asked honor of a party the day before. "Did I?" answered Johnny. "I'm and his little friend, Tommy, had not hungry yet!"

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Dalhousie University HALIFAX, N. S. Arts, Science, Commerce, Music, Engineering, Pharmacy, Law, Medicine, Dentistry. VALUABLE ENTRANCE SCHOLARSHIPS: Nine of value \$200.00 to \$50.00, awarded on results of matriculation examinations, September 28th to October 1st, 1926. EQUALLY VALUABLE SCHOLARSHIPS: Awarded at end of each year of course. UNIVERSITY HALL: Residence for men, on banks of North West Arm, temporarily the home of King's College. SHERBEEF HALL: Beautiful new residence for women. REGISTRATION DAYS: September 28th to October 2nd for all Arts and Science and Engineering students, September 14th and 15th for all other students. FOR FULL INFORMATION: Apply in person or by letter to the Registrar.

FIGURE THIS OUT "How do you think a man picks up a girl in Turkey when he can't see her face till after they are married?" "Why the same as they pick her over here."

Laurier and Borden Would Not Tolerate Wrong Doing