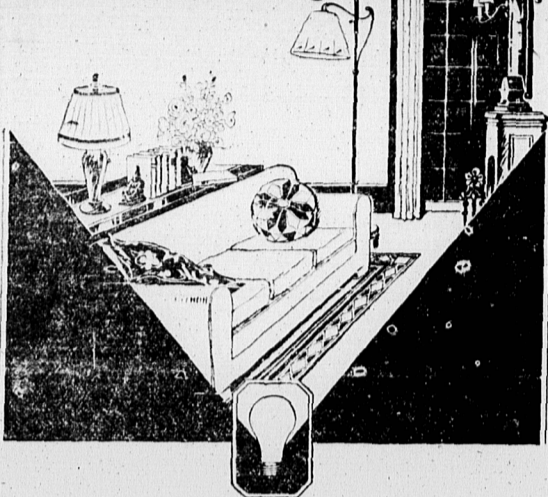




No one ever tasted a cup of this Tea but wanted to have it again. The unusual flavor is what makes the strong appeal

The Quebec Chronicle-Telegraph lately safeguarded against unfair foreign competition in the home market; when it says: "The main thing is that the very legitimate established industry in the country, whether manufacturing or agricultural, shall be adequately safeguarded against unfair foreign competition in the home market; while the Government sees to it that the same time that the Canadian consumer is not subjected to imposition and exploitation in the process."

Modern Home Lighting



Do friends admire your rooms? Modern lighting offers scores of decorative possibilities to modern home-makers. There are Edison Mazda incandescent lamps for every socket and every purpose. Their restful, glare-free light lends charm that can transform even the dullest room, and add wonderfully to your comfort.

EDISON MAZDA LAMPS

A CANADIAN GENERAL ELECTRIC PRODUCT

MORE THAN A CHOCOLATE BAR



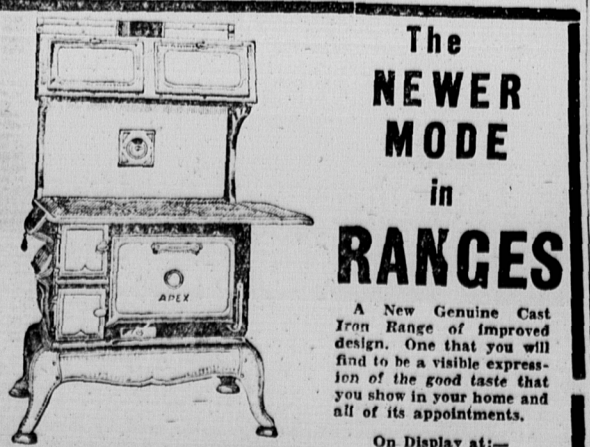
fresh COCONUT "toasted" with chocolate



CEDAR SHINGLES

We have on hand the following Cedar Shingles viz:— 500 M. EXTRAS. 700 M. 2nd CLEARS. 300 M. CLEARS. 400 M. CLEAR WALLS. 200 M. X NO. 1's.

PRICES LOW— L. M. POOLE & CO. PAUL'S WHARVES



The NEWER MODE in RANGES

A New Genuine Cast Iron Range of Improved design. One that you will find to be a visible expression of the good taste that you show in your home and all of its appointments.

Bethune Hardware Co. Ltd. 123 Queen Street Phone 757. THE FRIENDLY HARDWARE STORE

Western Guardian

—TAKE NO CHANCES on ordinary fox wire. Protect your foxes by buying "Brayco English Wire, at Brace's, Summerside. 6099-8-27-31.

—SMELT GILL nets in both Sea Island Cotton and Scotch Linen, complete stock at Brace's, Summerside. 6099-8-27-31.

—GET BRACE'S prices on Smelt Gill Nets, both cotton and linen. 6099-8-27-31.

—6 DOZEN ladies' full fashioned first quality, Silk Hose, odd lines, good shades, all sizes in lot. Regular value \$2.00, clearing at \$1.39. At Sincleurs. 6102-8-27-21.

—10 DOZEN full fashioned, first quality, Silk Hose, good autumn shades, sizes 8 1/2 to 10. Regular \$1.50 clearing at \$1.19. At Sincleurs. 6102-8-27-21.

Eastern Guardian

—PURCHASES NEW HORSE — Many friends congratulate Mr. Alex McLeod, of Valleyfield, for purchasing a new trotter from Sydney, C.B., which is to be shipped to him the last of this week to be fitted up for Kings County Exhibition. Boys, look out for dust that day. Mr. McLeod spent the week in Charlottetown at the Exhibition looking them all over and he also was caretaker of the popular pacer Dixie Marque, owned by James Murphy.

AUGUSTINE COVE AND VICINITY

Mr. and Mrs. Gordon Harvey, and family, Bradford, were motorists to Charlottetown on Wednesday.

Mr. and Mrs. W. J. Howatt, Bradford, were visitors to Cape Traverse and vicinity on Friday evening.

Mr. Fraser Thompson, Augustine Cove, made a business trip to Tryon Thursday of this week.

Miss Lillian Milligan, Augustine Cove, is spending her holidays in Charlottetown.

Mrs. May Milligan, Augustine Cove, was the guest of Mrs. Frank Muttart last Friday.

The Messrs. John Thompson and John O'Holloran, Augustine Cove, made a business trip to Summerside Monday morning.

The "stork" visited the Prince County Hospital, and left Mr. and Mrs. Lorne Carruthers, Augustine Cove, a young son on August 23. Congratulations.

Mrs. Peter Peters, and little son Ralph, Augustine Cove, spent last week the guest of her sister, Mrs. Fred Reeves, Foxton, P.E.I.

OPTOMETRY

is a specialized science, concentrating all its resources to the end that

Defective Vision may be restored.

Eye Strain relieved and Muscle imbalances corrected.

Any one of these defects may be, and nearly always is, the cause of

Severe Headaches

If troubled with headaches, we will be glad to investigate the condition of your eyes, and if necessary, furnish you with properly fitted corrective glasses.

G. F. Hutcheson

OPTOMETRIST

Welland Canal

Opens September 1

(By The Canadian Press)

WELLAND, Ont., August 25.—After years of heart-breaking toil, with a complete cessation of work during the Great War years, the Welland Ship Canal, one of man's most monumental undertakings, will be officially opened Sept. 1, among fitting scenes of jubilation on the part of those who had participated in the construction of the "Big Ditch."

The Welland Ship Canal is one of the principal links in the great chain of navigation extending from the Straits of Belle Isle up the St. Lawrence river, and through the Great Lakes to Duluth at the western end of Lake Superior, a distance of 2,339 miles. The canal connects Lake Erie with Lake Ontario, whose difference in level is 326 1-2 feet, and crosses the Niagara Peninsula about ten miles west of Niagara Falls.

Construction of this latest, of four detours around the huge falls of the Niagara river has an unusual background. The constantly increasing demands of navigation has caused three canals to be completely outdated, but the new ship canal embodies the last word in improvements.

Previous to the construction of the first canal, all freight had to be transported overland from Queenston on the Niagara river to Chippawa Creek, and it was due to the foresight and energy of the late Honorable William Hamilton Merritt, after whom Merritt branch was built at this time, and this route, or second canal, was opened to traffic in 1845. The section of the canal between the feeders junction, Welland, and Port Colborne was then enlarged and opened for navigation in 1850. This canal remained in operation after the present canal was completed, being used for power purposes, and all its locks are still in existence.

The farmers are busy again cutting down the golden grain, which makes things look early toward fall.

Mrs. Jessie MacMillan and little daughter Louise, of Folly Lake, N.S., is spending their vacation the guest of Mrs. Ritchie Cameron, Augustine Cove.

MMr. John O'Holloran, Bradford, was a recent visitor to Summerside.

Mrs. Austin Cameron and charming daughter Marie, were motorists to Cape Traverse and vicinity Friday evening.—B.

Persian Balm—the one toilet requisite for the dainty woman. Delightful to use. Leave no stickiness. Swiftly absorbed by the tissues. Delicately fragrant. Imparts a velvety loveliness to the complexion. Tones to the skin. Soothes and banishes all unpleasant roughness or chafing caused by wind and other weather conditions. Makes hands soft and white. Creates an elusive, essential feminine charm. Persian Balm is indispensable to women of refinement.

FILLERS

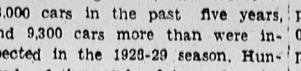
CANADIAN FRUIT INSPECTION

The shipping point inspection service of the Fruit Branch of the Dominion Department of Agriculture last year handled 25,760 cars of fruits and vegetables, an increase of 23,000 cars in the past five years, and 9,300 cars more than were inspected in the 1928-29 season. Hundreds of thousands of tons of perishable fruits and vegetables now pass from producer to consumer through this new system of established quality marketing and the government certificate of inspection has placed trading on a basis of confidence.

SUMMER COMPLAINT

CAUSES MANY DEATHS AMONG INFANTS

Thousands of mothers throughout Canada have used



during the past 80 years it has been on the market, and their child's life no doubt saved by its timely use. Price, 50c. a bottle at all druggists or dealers; put up only by The T. Millburn Co., Limited, Toronto, Ont.

Six years ago, a cairn commemorating this event was unveiled at Allanburg.

The first canal was built as a private enterprise by the company formed by the late Mr. Merrit, and was completed in 1829, when two schooners, one British and the other American, were taken through the waterway. It was built via the Twelve Mile Creek from Port Dalhousie, on Lake Ontario, to Port Robinson on the Chippawa Creek. At port Robinson, boats descended the creek to the Niagara River and thence to Lake Erie. It had 40 wooden locks, each 110 feet long, 22 feet wide, with eight feet depth of water on the sills. It was connected by a feeder canal to the Grand River at Dunville and later was extended from Port Robinson to Port Colborne, on Lake Erie. This section was opened to navigation in 1833 and was located on what is now the site of the present canal, between Port Colborne and Allanburg, the summit level, but was fed from the Grand river. This canal was 27 1-2 miles long from lake to lake.

In 1841, the legislature of Upper Canada purchased the canal and decided to enlarge it to 9 foot navigation and to complete the St. Lawrence Canals, which were necessary to avoid the various rapids between Lake Ontario and Montreal. The 40 wooden locks were, by increasing the lifts, reduced to 27 locks, which were built of cut stone, each 150 foot long, 26 1-2 foot wide, with 9 foot depth on the sills. The Port Maitland, Dunville branch was built at this time, and this route, or second canal, was opened to traffic in 1845. The section of the canal between the feeders junction, Welland, and Port Colborne was then enlarged and opened for navigation in 1850. This canal remained in operation after the present canal was completed, being used for power purposes, and all its locks are still in existence.

In 1853 the navigable depth was increased to 10 feet by raising the banks, and the walls of the locks, but it was not until 1881 that the Canal was fed from Lake Erie at Port Colborne.

The original cost of construction, including the first enlargement, or total expenditure prior to Confederation on July 1, was \$7,838,239. That portion of the second or old canal, as it is now called, between Allanburg and Port Dalhousie, ceased to be used for navigation about 1890.

Twenty-two years after Upper and Lower Canada had completed the nine foot navigation between Lake Erie and Montreal, the Dominion government took up the question of inland navigation, and the commission of 1870 recommended a uniform scale of navigation for the St. Lawrence route, and the work of enlarging the Welland Canal was carried on. Locks were enlarged to 270 feet in length, 45 feet in width, and with 12 feet of water on the sills. This third canal, 26 3-4 miles long, was opened to traffic for 14 foot navigation in 1887, and the St. Lawrence River Canals in 1901 when the Northwestern Steamship Company of Chicago placed a fleet of 4 steamers of 2,000 tons capacity, in commission between Chicago and Europe.

The third Canal up to March 31, 1928, cost for capital construction and permanent improvement, \$33,322,061 and 13,815,859 for repairs and maintenance. These amounts include the cost and maintenance of the grain elevator at Port Colborne, but not of the Port Colborne breakwaters. The St. Lawrence and Welland Canals, up to March 31, 1928, cost Canada \$82,675,084 on capital construction and permanent improvements, and \$31,989,925 for repairs and maintenance. These amounts do not include the aids to navigation between Port Colborne and Montreal, nor the expenditure to date on the Welland Ship Canal and the Montreal-Quebec Channel.

In 1910, the total tonnage passing through the Welland Canal was only about 620,000 tons. In 1914, it had increased to 3,860,000 tons, indicating that since the completion of the 14 foot navigation system in 1901, the St. Lawrence route had gradually drawn more heavily, year by year upon the Great Lakes-Atlantic seaboard trade.

As a result of the Great War taking many lake vessels into service on the high seas, traffic through the Welland Canal fell off from 3,860,000

SO... BACK TO SCHOOL



For Big, Medium Small and Tiny Brothers

CERTAINLY, you want Bill and Jim or Tommy to look just as well as the other boys in their class—and likely enough you don't want to blow in your last penny either. That's where "The Boy's Store" can help you. "The Boy's Store" offers you splendid, well tailored suits, with snap and style in every line, sturdy and durable at prices that do not strain your pocket book.

Some of the new things are: 60 Boy's Suits, in Fawn and Grey Tweeds, single and double breasted, all sizes worth up to \$12.00. \$7.50 Special for school opening... 50 Boy's Fawn and Grey Tweed Suits, single and double breasted models, long pants and vest, all sizes, worth to \$18.00. Special for school opening \$10.00

Handsome New Models \$15.00, \$16.50, \$20.00

Boy's Bloomer Pants 98c to \$2.50
Boy's Long Pants \$1.75 to \$3.00
Boy's Bags \$1.00
Boy's Sweaters, polo collars 69c to \$2.50
Boy's Sweaters V and Crew necks \$1.25 to \$3.00
Boy's Shirts, plain and fancy broadcloths 85c to \$2.00
Boy's Blouse plain and fancy broadcloths 50c to \$1.35
Boy's Golf Hose 39c to \$1.15

Moore & McLeod Limited

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tons in 1914 to 2,200,000 tons in 1918-19, but since this latter time, traffic has grown rapidly, with a new maximum annual tonnage record of 7,247,459 tons recorded in 1927. The short-sighted policy of 1870 left the Welland Canal as much out of date in 1887 as it was when the improvements were begun in 1873, whereas a moderate increase in the length of the locks alone would have enabled a large part of the fleet of 1910 to descend to Montreal, instead of being confined to the Upper Lakes. These Canals, locks and river channels are entirely inadequate for use by the Great Lakes steamers of to-day, and can now be considered as little more than barge size. The improvement of the Welland and the St. Lawrence Canals to such dimensions as would accommodate ships of at least 25 foot draught has been contemplated for many years. During the past quarter of a century, exhaustive surveys have been made to determine the feasibility and cost of such a waterway, and another has been carried out recently by the International Joint Commission. Following the opening of the St. Lawrence route in 1901 for vessels drawing 14 feet of water, the Canadian government began improvements to the Port Colborne entrance to the canal, these consisting of deepening the harbor to 22 feet, constructing a million bushels modern concrete elevator, completed in 1908, and building large breakwaters. The execution of these works and public agitation for the building of a Canadian deep

waterway via the Welland Canal and a straight line throughout. The difference in level between lakes is overcome by seven locks of 46 1-2 feet lift each. The canal is 200 feet wide on the bottom and the sections of the work let by contract in 1921 have been excavated to a depth of 27 1-2 feet. All structures, however, will be built for 20 foot draught, so that the canal, at any future date, can be deepened by simply dredging the prism and the harbor entrances.

The Ship or New Canal, as located, follows the valley of the Ten Mile Creek, between its mouth, Port Welland on Lake Ontario, level of both canals will be at Elevation 332.0 above mean sea level. The Ship Canal again crosses the old Canal below Lock south of Thorold, where the water levels of the two again coincide at 568.0. From Port Robinson to Welland the new canal takes a much straighter and more direct course to the old canal. The adequate under canal for the Chippawa Creek been replaced with a much larger concrete structure under the new canal, just north of Welland. The total length of the new canal is 25 miles, or 27 1/2 miles between the utmost ends of Port Welland and Port Colborne harbors, and for practical purposes as navigation it is a

straight line throughout. The difference in level between lakes is overcome by seven locks of 46 1-2 feet lift each. The canal is 200 feet wide on the bottom and the sections of the work let by contract in 1921 have been excavated to a depth of 27 1-2 feet. All structures, however, will be built for 20 foot draught, so that the canal, at any future date, can be deepened by simply dredging the prism and the harbor entrances.

—By George McManus

BRINGING UP FATHER

