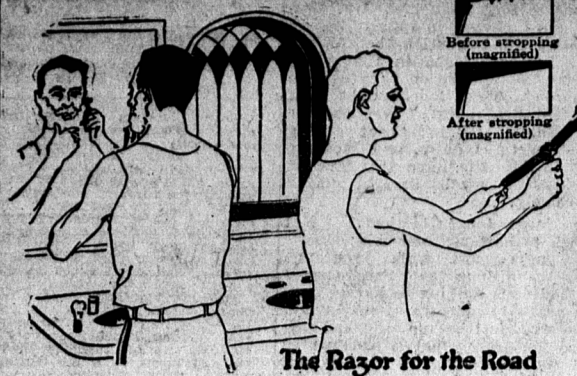


TUESDAY



The Razor for the Road

SHAVING in swaying, jerking Pullmans has taught the travelling man the value of "safety first" and so he uses an AutoStrop Razor.

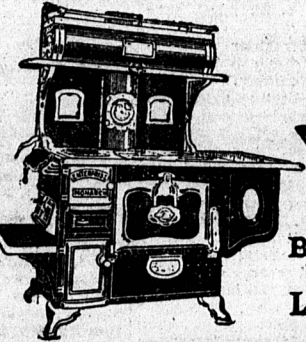
Wherever he goes he enjoys the comforting sense of cleanliness that follows the cool, satiny shave such as only a stropped blade can give.

Stropping saves his blades and keeps them in perfect condition. He is never at a loss for a keen blade for he always has one. This and the fact that the AutoStrop Razor sharpens its own blades and doesn't need to be taken apart for cleaning has led thousands of travelling men everywhere to speak highly of the AutoStrop Razor to their friends.

Any dealer will sell you an AutoStrop Razor, strop and 12 blades complete for \$5.00, on a come-back money-back basis.

AUTOSTROP SAFETY RAZOR CO., Limited  
AutoStrop Building, Toronto, Canada

AutoStrop Safety Razor



EASY ON FUEL

BUILT TO LAST

ENTERPRISE MONARCH STEEL RANGE

In thousands of homes the Enterprise Monarch is daily giving complete satisfaction as a reliable, convenient, and economical range. A stove that constantly makes good wherever used cannot fail to give you perfect service.

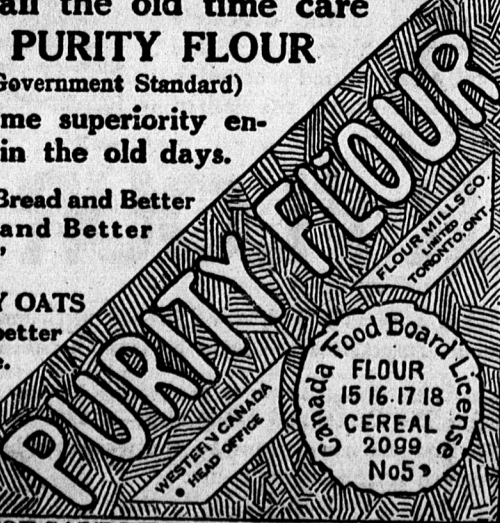
THE ENTERPRISE FOUNDRY CO. SACKVILLE N.B.

SOLD BY LEADING DEALERS EVERYWHERE  
CRABBE HARDWARE CO., LTD., CHARLOTTETOWN  
BRACE, MCKAY, & CO., LTD., SUMMERSIDE

Milling skill, special machinery plus all the old time care gives PURITY FLOUR (Government Standard) the same superiority enjoyed in the old days.

"More Bread and Better Bread and Better Pastry."

PURITY OATS makes better porridge.



FOR SALE BY CARVELL BROS.

**FORMER CHAMPION DEAD.**—Duncan C. Ross, at one time champion broadswordman of the world, was found dead the other day in a little curio shop he was running in Baltimore. Some years ago Duncan C. Ross visited Charlottetown and gave an exhibition of swordsmanship and wrestling.

**PAINFUL ACCIDENT.**—A very regrettable accident occurred at Mount Mellock one day last week when Mrs. Henry Lane an aged lady, while out in the orchard at her home slipped on the damp grass, and broke her hip. Mrs. Lane is over eighty years of age and suffered great pain which she bore very courageously. Medical aid was summoned and she is doing as well as can be expected.

The death occurred at Liverpool, England, on August 26th, 1919, of Mrs. Calm Irving (nee Miss Phoebe Wright) formerly of West River, P. E. I. in her 68th year. She leaves to mourn besides her husband, two daughters and one son in England, and one sister, Mrs. Allan McDonald, of Calgary, Alta., and four brothers, Arthur, in Strassburg, Sask., William, in North River, P. E. I., and George and Benjamin, of Lower Montague, to mourn her loss.

**ISLANDER MISSING.**—The following with a cut of the missing man, appeared in Wednesday's Herald:—"Disappeared." Any person knowing of the whereabouts of William R. Newbury, who disappeared from his home in Trenton on August 21st last, is requested to notify Mrs. Newbury or the undersigned. Mr. Newbury is a native of Prince Edward Island, but has lived in Trenton for the past nine years. Norman McDonald, Chief of Police, Trenton, Nova Scotia.

**HERRING—MacDONALD.**—The marriage took place on Wednesday, Sept. 24th at the Cardigan House, Front St., of Martin L. Herring, of Murray Harbor, P. E. I., and Bessie C. MacDonald, of Pictou Island. Rev. E. A. Kirker officiated in the presence of a number of the friends of bride and groom. Mr. Herring has returned from overseas, and has a position at the steel works in Trenton. After the marriage Mr. and Mrs. Herring left for Pictou by the steamer "Harland," and after returning will reside at Trenton.—Pictou Advocate.

**ISLAND AVIATOR'S RETURN.**—Lieut. E. F. Pineau, R. A. F. of Rustico after two years of service overseas arrived home on Friday last from England. Shortly after going to England Lt. Pineau, had the misfortune to be seized with an attack of appendicitis and was in hospital for three months. Upon his recovery while flying in England he again met with misfortune his machine crashing at a height of 150 while attempting to avoid a collision. In the fall the young Island aviator had both legs broken and the result was an enforced stay of eight more months in the hospital. It is pleasing to note that he is now fully recovered once more. He leaves this morning for Guelph, Ont. where he takes up study at the Ontario Agricultural College.

The meeting of shareholders of Charlottetown Hotel Co., Ltd. held last evening was largely attended. The report of earnings, etc. for the first week's operations were extremely satisfactory and a vote of thanks was tendered Mr. R. H. Stern for his able management during Exhibition week to which he fittingly replied. An offer from a foreign syndicate to rent the hotel property for a term of five years at \$10,000 a year was considered and declined. The election of directors resulted as follows:—President and Managing Director—W. K. Rogers; Vice President—L. E. Prowse; Secretary Treasurer—Major D. A. MacKinnon. Directors—Mayor G. D. Wright, S. A. McLeod.

After the meeting the directors met and appointed a new manager who will probably arrive next week to take charge.

After October 6th the railway timetable on the mainland will be changed so that the east-bound Ocean Limited will not make a through connection during the winter with Prince Edward Island and passengers will be held up at Sackville for twenty-two hours.

This is the transportation bombshell which has exploded in Island business circles. Superintendent Grady of the Island branch of the National Railway was interviewed by a Guardian representative yesterday morning. He stated that the autumn change of time table comes into vogue on October 6th. It is so arranged that the eastbound Ocean Limited will reach Sackville at 5.50 p.m., too late for the second trip of the car-ferry which, during the winter months has to cross at an ear-

lier hour than in summer.

"All changes in the time-table are made at Moncton," said Mr. Grady, "and we on this side simply fit in with their arrangements."

"The ferry has been working continually for nearly two years, winter and summer, and in that time there was only one trip on which difficulty was experienced. But the navigation of Fort Borden is a matter of some difficulty after dark. It is narrow and there are very awkward shoals to contend with. It is understood that plans are in the making to provide better facilities."

Not only will passengers be very inconvenienced by the new running time, but the mails from Montreal, Boston and other western points of the United States and Canada will reach the Island a day later than at present.

Energetic steps are being taken by the Charlottetown Board of Trade, the executive viewing with amazement and indignation the arrangement which is contrary to all the expectations and hopes which have been based on the construction of the broad gauge railway.

The following telegram has therefore been dispatched to Ottawa.

To Hon. J. D. Reid (Minister of Railways), D. B. Hanna (Deputy Minister), D. Nicholson, John E. Sinclair.

"The proposed time-table commencing October 6th for Prince Edward Island, will force passengers from west by Ocean Limited to remain in Sackville twenty-two hours. This is most unsatisfactory to travelling public and discriminates against our province. The same conditions existed last winter and our reputation last February protested to the Railway Board in Ottawa. The Deputy Minister suggested the only remedy was to run an Ocean Limited fast express cutting out all unnecessary stops. Pass holders would be the only reason to prevent this change. The Board of Trade recommends a continuation of the present time-table until November, then a fast express as suggested by the Deputy Minister."

Mr. R. E. Mutch, president of the Board of Trade, is out of town, but Mr. J. O. Hyndman, past president, is acting for him, and in conversation with the Guardian he strongly denounced this measure of retrogression.

"It is a step backward instead of forward," he said. "With the construction of the broad gauge railway we naturally looked forward to a realization of the fifty-year-old engagement of the federal government to arrange satisfactory communication facilities."

Mr. Hyndman referred to the interview which Mr. Arsenault and himself had with the Minister of Railways at Ottawa in February last when it was agreed, on the sound representations of the deputations, that a continual connective service would be maintained.

"The only obstacle to the institution of a fast Ocean Limited from Montreal reaching Sackville early enough to form an immediate connection is the large number of pass-holders which obliges the train to stop at unimportant points, and I want this emphasized," said Mr. Hyndman.

Rotterting, the vast disadvantages which the Island has been suffering from, and the incalculable loss sustained by the inability of producers to secure the benefits of an open market, with the consequent local glut, he stated that in their representation to the government in the present instance the Maritime Board of Trade was acutely sympathetic, and would assist in the effort to secure adjustment.

Mr. J. F. Whear, Post Office Inspector, explained to the Guardian how the mails will be seriously affected by the change.

At present there are two through trains a day from Boston, the evening one carrying by far the greater portion of mail matter from United States points. It is this last train which will fall to make the connection. The same applies to the mails from Montreal and the West, the Ocean Limited carrying over sixty per cent.

Yesterday afternoon the first official aerial mail to leave Prince Edward Island for the mainland and in fact the first aerial mail to be carried in Canada was despatched from Charlottetown to Truro.

The airplane which carried this mail—the one which arrived here from Truro on Wednesday last in charge of Capt. L. E. D. Stevens and Lieut. J. M. Stevenson—left the Exhibition grounds at 3.40 p.m. in charge of this time of Capt. Stevens and Lieut. L. E. Barnhill, chief instructor of the Devere Aviation School. Mr. Stevenson who is P. E. I. manager for the company remaining here to meet prospective investors. The mail conveyed consisted of a bag of letters consigned to Truro only. Authority for despatching this mail was granted by the Postmaster General at Ottawa.

A number of citizens were present at the Driving Park to say farewell to Capt. Stevens and Lt. Barnhill before they took their departure and Mrs. W. S. Lawson secured some interesting snapshots of the plane before and after it left the ground.

Upon rising, the airplane headed due South over the edge of the town and made a circuit across the Hillsboro skirting the Southport shore and doubled back again to the North of its starting point, gathering height as it went. It flew over the north side of the city and then headed in a straight line directly south until it disappeared from view.

A telegram to Lt. Stevenson, announced that the airplane arrived safely in Truro at 5.30 head winds causing the delay.

Lieut. I. L. Barnhill, who accompanied Captain Stevens back to Truro also belongs to that town. He was 2½ years overseas. He went over with the 2nd Construction Battalion and transferred to the Royal Air Force in the summer of 1917, and was instructor in that branch of the service for eight months. He returned to Canada last March when he entered the Devere Aviation Company.

The only Islander in the Devere Aviation Co. is Lieut. Stevenson who has a splendid overseas record. He left here in the summer of 1916 for England with a draft of Maritime



Railroad Men Must Carry a Real Timepiece

THE FAVORITE watch with railroad men, both in Canada and the United States is the Waltham "Vanguard". Its unflinching reliability has been proved by many years of experience, and is being proved again and again every day on all the leading railroads of the Continent.

The "Vanguard" is a 17 jewel movement, adjusted to temperature, Isochronism and 5 or 6 positions, cased in gold, gold filled or nickel with 12 or 24 hour dial as desired. An extra refinement of the "Vanguard" is the winding indicator which prevents the watch running down unawares.

Ask your jeweler to show you the Waltham "Vanguard" and other famous Waltham Watches. He can show you a Waltham suitable to the capacity of every purse.

WALTHAM THE WATCH FOR ALL TIME

WALTHAM WATCH COMPANY LIMITED MONTREAL

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Province officers, after being disappointed in previous attempts to get Canada in July last, and on account of his love for flying he immediately sought aviation as his civil profession and soon after was appointed Island manager for the Devere Aviation Co. This Company promises to become one of the greatest flying concerns in Canada and will practically control aviation as far as the Maritime Provinces is concerned. Charlottetown will be one of the principal bases and the headquarters of the Company's seaplanes. The way is now clear and the demonstration of last week has clearly proven to the people of this province that we of the war, and had many wonderful escapes from death. He returned to England in July last, and on account of his love for flying he immediately sought aviation as his civil profession and soon after was appointed Island manager for the Devere Aviation Co. 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