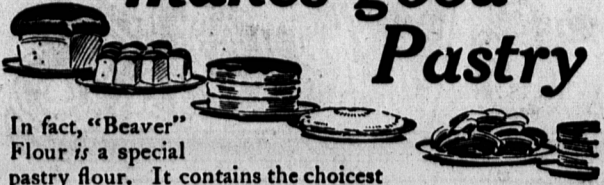


Of Course, it makes good Pastry



In fact, "Beaver" Flour is a special pastry flour. It contains the choicest Ontario fall wheat (the finest pastry wheat in the world) blended with western spring wheat to increase the strength.

BEAVER FLOUR

MILLED OF BLENDED WHEAT

makes the lightest, flakiest Pies and Tarts—the most inviting Cakes, Cookies and Doughnuts—and real homemade Bread, with the delicious, nutlike flavor.

There's no comparison between the tough Pastry and tasteless Bread, made with western wheat flour, and the "good things" made with "Beaver" Flour. Order some.

DEALERS—write us for prices on Feed, Coarse Grains and Cereals. THE T. H. TAYLOR, CO. LIMITED, CHATHAM, Ont.

New Zealand Lacks Salt.

There is a marked shortage of salt for all purposes in New Zealand, especially table and common salt. The price has been increased considerably during the last year, and the outlook does not seem bright for a sufficient supply in the near future.

Last July fine salt was selling locally for \$31.68 per ton, and by October the price had increased to \$65.69 a ton, and at the end of the year, \$80.29 a ton.

The imports for the five years from 1911 to 1915 ranged from 20,250 to 25,275 tons, averaging about 22,162 tons per annum, and for 1915 the figures jumped to 32,398 tons, but dropped to 16,101 tons for 1917.

Of the imports during 1917 the United Kingdom supplied 8,928 tons; Australia, 5,577 tons, and the United States, 574 tons.

It would seem that there is an opening for additional salt from the United States at this time, providing shipping space can be procured and prices met.—Commerce Reports.

Hun Efficiency.

It is reported that in Germany several thousand women—selected for their youth, energy and attractiveness—are learning the Russian language. Their tutors are Russian prisoners, who are compelled to give them lessons. These students are intended to pursue, after the war, the occupation of travelling saleswomen to the Russian markets.

French Are Very Proud Of the Splendid Record Of Allied Navies in War

DURING the debate in the French Chamber of Deputies on provisional appropriations recently, George Leygues, Minister of Marine, in reply to questions concerning the navy, said that the French may lead an enchanted life, and was surprising the world at large by its magnificent achievements.

The real sea peril was in 1916, said M. Leygues, but the Allied navies had checked the submarine war. Soldiers and foodstuffs were now pouring into France. The Germans had boasted that American armies would never approach the French shores and bring victuals and reinforcements to France. The Germans came near fulfilling their dream, but, thanks to the immense efforts put forward by the French navy, the German plan had ended in failure.

Admiral Bienaimé, Deputy for the Seine, also gave praise to the French and Allied navies. He said Germany's submarine war was dead. Accidents might still happen, he added, but German piracy had been vanquished.

M. Leygues has also published a statement regarding the manner in which the Allied navies have conquered the submarine peril. He mentioned the fact that Viscount Jellicoe had foretold that the U-boat campaign would be conquered by August, 1918. This prophecy has proved true. Although ships are being sunk, the Allied navies are now sinking German submarines more quickly than they can be launched. When the Germans cannot build U-boats as quickly as they are destroyed, victory must rest with the British, Americans and French in the contest against frightfulness.

Flying Through Clouds.

When flying in a cloud which obscures the horizon, says "Flight," it is very difficult for a pilot to tell whether or not his machine is on an even keel.

"It is true that he will be able to tell from his speed indicator whether he is flying level or along a sloping path, but if at the same time the machine is making a turn this is difficult to feel, as it may be very slight. The compass should, theoretically, indicate a turn, but what frequently happens is this: A machine enters a cloud, and the pilot watches his compass and speed indicator to see if he is keeping on his course. He then notices that the compass needle begins to move, and rudders in the opposite direction to check the turn.

"As he can see nothing except his machine, the horizon being invisible through the clouds, he is very apt to overcorrect, with the result that the machine begins to turn the other way. The rudder is then put over in the opposite direction, and very likely overcorrection again occurs. In this way the machine swerves from side to side each turn being accompanied by a bank. If this bank becomes steep the machine will probably get her nose down and the speed indicator will register a high velocity. As the pilot may not be aware of the amount of bank, he will instinctively pull his control lever toward him in order to pull the machine out of the nose dive. If the machine is steeply banked the elevators will not flatten out the machine, since they are in a position somewhat near the vertical and therefore act as rudders. The compass continues to swing, and before long the pilot may not have the slightest idea of what is really happening to his machine until he emerges from the cloud."

An Experience.

When you have been on patrol a long way behind the enemy lines, shooting up towns and camps and railway trains like a pack of aerial cowboys, writes a contributor to the Atlantic, when, on your way home, you have deliberately disobeyed orders and loafed a long way behind the other members of your group in order to watch the pretty sunset; and as a punishment for this aesthetic indulgence, have been overtaken by strange country, only to have your machine immediately surrounded by German soldiers; then, having taken the desperate resolve that they shall not have possession of your old battle-scarred avion as well as of your person, when you are about to touch a match to it, if the light glitters or a long French bayonet and you learn that the German soldiers have been prisoners since the battle of the Somme and have just finished their day's work of harvesting beets to be used in making sugar for French potage—ah, isn't it a grand and glorious feeling? To which the obvious reply is, "Mais ou, mon vieux! Mais ou!"

Hospitality Explained.

A. E. Clark, editor of the City Bulletin, of Columbus, Ohio, was with a friend who was campaigning for the Red Cross. The friend knocked at a door and a voice said, "Come in." His friend tried the door, then shouted, "It's locked!" "Come in," repeated the voice, and the campaigner replied: "Come in." "It's locked." "Come in." At that point a woman put her head out of a window next door and said: "There's no one at home. You're talking to the parrot."

Something Scented.

"I want some paper." "Would you like some onion-skin paper?" "Onion-skin? Horrors, no! I want this to write to a young lady."

Occasionally a man declines a nomination for office—if there is no chance for his election.

Keep Mincro's Liniment in the house

Speeding 'em up on Fry's Cocoa

The best way to get the most work out of the "human engine" is to give it the food that has the most energy in it. Of all foods, certainly this means FRY'S COCOA—the great food beverage that is all delicious nourishment. If you have to work harder these days, try a regular course of FRY'S. You will need less of other and more expensive foods. There is concentrated strength for muscle and brain in every single cup.

Truest economy—use FRY'S

HORSE RUGS

Also Stable and Harness Supplies



We Carry the Largest Assortment in the Province

- Horse Rugs**
Our Horse Rugs are the famous "Invincible" Brand, with attached circling, heavily stitched, very strong and durable.
Our prices range: \$2.60, 2.75, 3.10, 3.35, up to 4.50
- Horse Clippers**
Hand Clippers, Sargent's Make, highly nickelled. Two sizes, \$2.25, and 3.25
"STEWART" Ball Bearing Horse Clipper, \$11.25
- Halters**
Halters, all the very highest grade and made for service
Prices.....1.00, 1.35, 1.65 to 2.50

Lankford Horse Collars

The "Lankford" Collars are the best to be procured, as they keep the shoulders in every day working order. As soon as the farmer or teamster experiences the goodness of the "Lankford" Collars, he is sorry that he did not purchase one long ago.

The price is only small in comparison with the service they give..... 2.25

- Curry Combs
- Bridle Bits
- Breast Straps
- Snaps
- Hame Straps
- Harness Dressing
- Axle Washers
- Whips
- Halter Chains
- Heel Chains
- Cow Ties
- Breeching Hooks

- Horse Brushes
- Stable Brooms
- Blanket Pins
- Carriage Lamps
- Axle Grease
- Steel Hames

The Rogers Hardware Co LIMITED.

Queen Street Wholesale and Retail Grafton Street

During Exhibition Week WE WILL OFFER

30 Sample Carriages Now Set Up in Showroom at Specially Reduced Prices

as we are in need of the room. BUY NOW AND SAVE MONEY as there will be a big advance in prices for 1919.

ALSO IN STOCK A LARGE ASSORTMENT OF HARNESS, which we are still selling at the old prices although there has already been a big advance on same.

We invite you to call at our Showrooms while attending the Fair and make yourself at home. Everybody welcome.

A. HORNE & CO

September 24--28, 1918

PRINCE EDWARD ISLAND EXHIBITION At Charlottetown

Open to all Canada

Over \$10,000 In Prizes

5 - Days Racing - 5 Ten Classes

Special Attractions

The Best Acts Are Booked to Amuse the Spectators in Front of Grand Stand

Live stock entries, except Poultry, close September 13th
All others entries close the 17th September.

The Fastest Horses From all Over the Provinces Are Coming

The largest attendance in the history of Prince Edward Island Exhibitions is anticipated. Make your arrangements early.

For Prize List and all other information write the Secretary.

Frank R. Hartz President
C. R. Smallwood Sec'y Treas.