

Feed Oats

2 CARLOADS arriving, 4,000 bushels good, heavy round WHITE OATS. Book your orders with us now. Special prices in lots of 50 to 100 bushels.

Flour

"ROBIN HOOD" in bags all sizes. "QUEEN CITY" in bags all sizes.

Feed

CRACKED CORN, CORN MEAL, OIL CAKE, SHORTS, BRAN, SCHUMACKER FEED, CRUSHED OATS, ROLLED OATS, OATMEAL.

Poultry Supplies

of all kinds all at lowest prices. WHOLESALE and RETAIL.

Carter & Co. Ltd

H. J. MABON

Optomist

Eyes Examined

Glasses Fitted

Montague, P. E. I.

Graduate in Optometry Toronto College Exclusive Test Room Connected with Drug Store

Eye-Glasses From \$2.00 to \$10.00

From East Point to Cape Bear is a big territory, yet right across this space

Parkman Supplies the Big Majority of Eye-Glasses

Simply because PARKMAN'S EYE-GLASSES are the FINEST PROCURABLE, and he is the ONLY GRADUATE OPTICIAN (attendance courses.)

In Montague

Call and see for yourself his UP-TO-DATE OPTICAL PARLOURS.

E. E. PARKMAN

GRADUATE OPTICIAN Montague, P. E. I.

Souris Horse Races

Wednesday, July 27th, 1921

PREMIUMS \$600

The following are the classes, and conditions governing same:

1 Free for all Trot and Pace Purses \$300.
2.22 Trot, 2.25 Pace Purses \$200.
3.3 Minute Trot and Pace Purses \$100.
No. 3 only open to horses owned in King's County.

Entries close Saturday, July 23rd. Entry fee 5 per cent of Purses, must be remitted with entry. Purses divided 50 per cent to first, per cent to second, 15 per cent to third, 10 per cent to fourth.

Records made on or Since July 1st. No bar.

This meeting will be governed by the Rules of the National Trotting Association except where they conflict with the above conditions.

ALL YOUR ENTRIES EARLY EVERYBODY WELCOME

H. H. ACORN, Secretary.

EASTERN STEAMSHIP LINES, INC.

INTERNATIONAL LINE

PASSENGER AND FREIGHT SERVICE BETWEEN ST. JOHN AND BOSTON

Steamship GOVERNOR DINGLEY will leave St. John every Wednesday at 8 a. m. and every Saturday at 8 p. m. (Atlantic time) for Boston. Wednesday trips are via Eastport and Lubec, due Boston about 11 a. m. Thursday. The Saturday trips are to Boston direct due Sundays about 2 p. m.

Returns—Leave Boston Mondays and Fridays at 10 a. m. (Daylight Saving Time) for Eastport, Lubec and St. John.

Direct connections at Boston with the Metropolitan passenger and night steamers to New York via Cape Cod Canal.

For staterooms, rates and additional information apply to A. C. CURRIE, St. John, N. B.

Society
for over 75 years has relied upon Gouraud's Oriental Cream to keep the skin in perfect condition through the stress of the season's activities. Send 15¢ for 7½ oz. jar. **FRED. T. HOPKINS & SON** Montreal

Gouraud's Oriental Cream

Professional Cards

H. F. DEMPSEY
Graduate of Boston School of PIANO TUNING
171 Grafton Street
Charlottetown

McLean & McKinnon
DONALD MCKINNON
Barrister Attorney at Law
Office—Royal Bank Building
Charlottetown, P. E. Island

MacLeod & Bentley
W. E. BENTLEY, K. C.
J. A. BENTLEY
Barristers and Attorneys
MONEY TO LOAN
Office—Bank of N. & Chambers

Mark R. McGuigan, B.A.
BARRISTER, SOLICITOR, ETC.
Money to Loan
Cameron Block
Charlottetown, P. E. Island

S. S. HESSIAN
Barrister, Solicitor, Notary Public
Etc.
MONEY TO LOAN
Office—
P. E. Island

G. S. INMAN, K. C.
Barrister and Attorney-at-Law
Room No. 12 Cameron Block
VICTORIA ROW

J. A. MacDONALD
Barrister, Solicitor, Etc.
MONEY TO LOAN
Office—Riley Building
Charlottetown

Morson & Duffy
Barrister and Attorney-at-Law
MONEY TO LOAN
Solicitors for Royal Bank of Canada

Dr. C. C. Archibald
Graduate of N. Y. Post Graduate Medical School and Hospital
Practice limited to Eye, Ear, Nose and Throat
Office Bayer Building, Great George Street, opposite Guardian Office
Telephone 258
Office Hours—9 to 12 a. m. 1 to 6 p. m. May be consulted off hours at 116 Hillsboro St.

Palmer & Palmer
J. J. Palmer, K. C. H. L. Palmer
Barristers, etc.
Bank of Nova Scotia Building
Charlottetown, P. E. I.
Money to Loan

J. A. McEACHEN,
Oph. D.
Eye Specialist
Office—Prowse Block, 127 Grafton Street
Hours—9.30—12.1
Sat. 9.30—1
Evenings by Appointment.
Phone 353.

THE EASTERN GUARDIAN

TELEPHONE—The Telephone Company are metalizing the East Point Line, which was a ground-line, putting down new cedar posts, replacing the spruce posts, and establishing an exchange office at South Lake to be in charge of Miss Mammie McDonald. The wires along Ball Creek are taken down and line abandoned as there were but one phone and that to a lobster factory. The co-operative line, owned and operated by the St. Margarets Telephone Co. is of condition—wires and posts down—for about two miles on the Eastern end since April. The rest of the line is working, co-operation may be a good thing but "what's everybody's business is nobody's business."

EASTERN PERSONALS

..*Mr. Harold Matthews, Souris, is visiting Georgetown. A.

..*Mr. William Murphy, Montague, visited Georgetown this week.

..*Mrs. Harold McDonald, Georgetown is visiting in Souris. A.

..*Mr. Wade Hughes, Souris, visited Georgetown this week. A.

..*Mayor H. H. Acorn, Souris, visited Georgetown Tuesday. A.

..*Mrs. A. A. McDonald, Georgetown, is visiting friends at Mount Stewart. A.

..*Mrs. W. McLaren and Mrs. L. H. Douglas, Georgetown, motored to Souris this week. A.

..*Mr. Milford Moore who has been spending the winter at Pictou, has returned to his home at Georgetown. A.

..*Leo Neiligan of Queen Square School, Charlottetown, is spending a vacation in Georgetown visiting Capt. and Mrs. H. McPhee. A.

FAREWELL ADDRESS

A very enjoyable evening was spent at the home of Mr. and Mrs. George Stewart on Tuesday evening, June 28, when a large number of the young people of Fredericton and vicinity gathered to bid fare well to Miss Gladys Dunsford, who has been teacher of Fredericton school for the past two years. The evening was delightfully passed in music and games. After which lunch was served by the ladies an address of appreciation was read by Miss Myrtle Culliffe and Miss Lolita Weeks presented her with a beautiful Kodak.

Miss Dunsford although taken by surprise in a few well chosen words thanked the people for this

and many other expressions of kindness showed her.

Following is the address.
Dear Friend:
Having learned that you are about to leave us we cannot allow this opportunity to pass without expressing our appreciation of your efficiency as a teacher.

During the past two years your skill as a teacher has made itself plainly felt, your patience and perseverance with the pupils has made their work in the school pleasant and interesting. At our social and charitable functions you also evinced a keen interest, we therefore feel that we cannot let the opportunity go by without remembering you in some tangible way and kindly ask that you please accept this little token, of because of its intrinsic value, but as a mark of our esteem for you. Signed on behalf of the young people of Fredericton and vicinity.

STOCK QUOTATIONS

HALIFAX, July 20.—(Quotations furnished by Johnson and Ward members of the Montreal Stock Exchange.)

American Car Foundry 123 1/2
American Smelting and Refining Co. 37 3/4
Anaconda Copper 33
Canadian Pacific Railway 109
New York Central Railway 70 1/4
Cuban Can Sugar 9 1/2
Crucible Steel 55
Mexican Petroleum 104 1/4
Reading 69 1/2
Southern-Pacific 76 1/2
Studebaker Corporation 79 1/2
Union Pacific 119 1/2
United States Steel Corporation
Kelly's Springfield Tire 37 1/2
M. P. R. 43 1/2
P. R. S.
U. T. 48 1/2
Atelison 83 1/2
X. 73
International Copper 53 1/2
Olo. 82
Wheat, July, 128; Sept. 128; Dec. 131.

Corn, July 64 1/2, Sept. 62, Dec. 61 1/2.
Oats, July 40 1/2, Sept. 42, Dec. 44 1/2.
July, pork 1850.

ELECTRICAL PROPULSION FOR SHIPS

It is stated that the British Admiralty has decided to adopt electrical propulsion on several of the new battleships on its naval construction programme. With the equipment the turbines run at

constant high speed (therefore) at their highest efficiency and drives electric generators which supply current through cables and control gear to electric motors which drive propellers direct at a low and—propellers—most efficient speed. The advantage of electrical propulsion for ships, and especially for ships of war, were first pointed out by British engineers, and the earliest patents in this branch of electrical engineering were British patents. It is probable that in course of time every large ship in the world's navies will be electrically propelled and that the system will

extend to numerous lines and other vessels in the merchant service. Among the advantages of electrical propulsion are higher efficiency, absence of propeller "racing", greater space, economy in fuel, and increased care and efficiency of control. With electrical propulsion it is possible for the officer on the bridge to navigate the ship simply by moving small electric switches.

A GIANT TIMBER YARD CRANE

The fixed power type of crane—in which a long horizontal arm, balanced by a counter weight, swings round on a pivot on a steel tower—is familiar in shipbuilding yards. One British firm has built about two hundred of them for this purpose. As this crane can lift loads of five tons to a height of over fifty feet anywhere within a radius of fifty feet one can see that it will do practically all the work of a large timber yard. All the movements of hoisting, racking, and slewing are carried out by independent motors controlled from a small cabin suspended near the centre of the horizontal arm. The engine, boiler, and other

principal parts are common to all five models; only the frames, springs, tyres, and wheels, are altered to suit customers' requirements. Thus the right amount of adaptability is combined with standardization. Another point of interest is that the chief features embodied in the earlier designs remain in the latest patterns. This is not because of conservatism or too much standardization; it is due to the fact that the original designs were so good that they have proved themselves satisfactory in practical work all over the world. It is in the details that constant improvement has been carried out.

MUTT AND JEFF

MUTT, MUTT ME! I'M VICE-PRESIDENT OF A NEW MOTOR CAR COMPANY. WE'RE GONNA TURN OUT THE 'SAP SIX', THE NIFTIEST CAR YOU EVER LAID EYES ON!

WHY, YOU HAVEN'T ANY MONEY!

THE COUNT OF HOBOKEN IS PUTTING UP THE ROLL! I'M FURNISHING THE BRAINS!

WHAT'S GONNA BE THE PRICE OF YOUR 'SAP SIX'?

THREE HUNDRED AND TEN BUCKS, FULLY EQUIPPED!

YOU POOR BISH YOU CAN'T BUILD A CAR AND SELL IT FOR SUCH A LOW PRICE AND MAKE A PROFIT!

YES, BUT OUR REPAIR SHOP'S GONNA BE AS BIG AS OUR FACTORY, AND BELIEVE ME IT'LL BE A REGULAR GOLD MINE!

SAP!

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How to get the Mattress Quality you Pay for

A WOMAN never sees the inside of her own mattress. All she sees is the cross-section "sample" at her dealer's. She expects that the mattress she gets will be exactly like the sample, sanitary all the way through.

Perhaps it is—perhaps not! Many a good-looking mattress is made of material "renovated" from old, dirty mattresses, or even mattresses discarded by hospitals and homes where there has been contagious disease.

This condition worries your dealer as much as it does you. For your protection and his own he is concentrating on Simmons Mattresses.

Simmons Limited makes this Unqualified Statement to every merchant who sells Simmons Mattresses

"Cut open any Simmons Mattress that comes into your store. If you do not find it up to specifications, or better—ship back every item of Simmons merchandise and never send us another order."

These fine, sanitary Simmons Mattresses are made in four styles, distinguished by Labels of different color

Blue Label—\$35 Green Label—\$19.50
Red Label—\$25 White Label—\$12.75

Ticking of the best. Stitching and tufting close, firm, uniform. Resilient. Luxurious. Built for sleep. Sealed in a carton roll in the work-rooms, and delivered to you sealed, sweet and clean.

Canada has no Pure Bedding Laws—but Simmons Limited has!

Free Booklets on Sleep!—Write us for "What Leading Medical Journals and Health Magazines Say about Separate Beds and Sound Sleep" and "Yours for a Perfect Night's Rest."

SIMMONS LIMITED
Factories: MONTREAL TORONTO WINNIPEG CALGARY VANCOUVER

SIMMONS BEDS

Built for Sleep

constant high speed (therefore) at their highest efficiency and drives electric generators which supply current through cables and control gear to electric motors which drive propellers direct at a low and—propellers—most efficient speed. The advantage of electrical propulsion for ships, and especially for ships of war, were first pointed out by British engineers, and the earliest patents in this branch of electrical engineering were British patents. It is probable that in course of time every large ship in the world's navies will be electrically propelled and that the system will

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—By Bud Fisher