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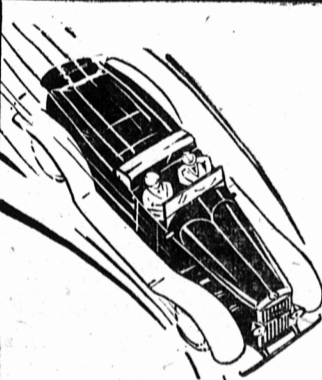
FOR NICKEL—Use Whiz Nickel Polish—it removes rainspots.

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Because tepid water produces steam when admitted to a partial vacuum a Frenchman has suggested obtaining power from deep ocean water on artificial islands.

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THE last nightmare is removed from motoring. Over 200 Garages in the Maritime Provinces alone offer you free road service—free repairs within half an hour, free towing if repairs cannot be effected on the road.

Thousands of other garages, everywhere you go, all over America, extend similar service. This is your right as an A. L. A. Member. As one member says:

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The Public Forum

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

THOSE "MONUMENTS"

Sir,—A few days ago, as reported in both papers, a Chevrolet car was forced into a ditch by a Ford, resulting in a broken wheel in the Chevrolet, and in sending a very estimable lady to the hospital.

Now you put that car and limb smashing ditch there, and why was it done? And this is not the only one. There are dozens of them in every quarter of the Province. Auto drivers, who are not out for adventure and danger thrills, are often obliged to hold their breath in fear when compelled to swerve to one side to escape passing cars.

Cars, especially the cheaper ones, are not built with wheels and wheelspears strong enough with a load of humans inside, to run sideways along a steep embankment with safety, and to keep it up indefinitely. The designers and builders never intended them for this form of abuse and destructive usage.

And why those deep treacherous ditches? By whom were they conceived? Never before in our provincial history was there any person or government so imbecile as to impose them upon us. Graves are usually dug for a decent interment of the dead. These are dug for the living, not for their immediate burial, but to kill and insure burial. There have been repeated protests against these break-neck "Monuments." Why are they allowed to exist in a practical and civilized country? Our people are truly long-suffering, but these are conditions beyond endurance. I am not speaking at random. I have sat in a car with an oncoming speed artist hogging the centre of the road on my right, with those government constructed canyons on my left, and women screaming with terror at what appeared to be a choice of dangers—collision with a recklessly driven car on the right, or a smash up in the deep gaping ditch at my left.

That Chevrolet car is badly damaged. Hospital expenses have been incurred, and irreparable injury inflicted upon an innocent and highly respectable lady. Who will pay those bills? The government that contrived the trap should do it. I am, Sir, etc.,

HIDING ONE SIDE NOT TRUE HISTORY

Should Tell Why British and Americans Are Building Submarines

Historians.

A Halifax Journal, which is widely circulated, rises in its might to rebuke the Governments of Great Britain and the United States for building submarines, at present, we presume, and in doing so quotes an extract from a French writer as follows:

"War Mangers Ruin the World. A French writer, illustrating the futility of conquest and the stupidity of heaping glorification upon conquerors, reviews the life story and ignominious end of Napoleon, concluding as follows:

"Such was the fate of the prodigious man for whom posterity has shown a singular clemency. It is necessary that you should know well that through his pride he brought disasters unheard of to France and to Europe. Through him the freemen of the Revolution wished to give the world, was set back sixty years. By him, Europe, forced to think of nothing but War, adopted a military regime, so stupid that today she is crushed by monstrous taxes and by armies yet more monstrous.

"By this the evolution of nations, instead of moving towards Peace, brotherhood and independence, has tended toward War, hate and servitude. By War, in fifteen years ten millions of young men, the most vigorous of the most generous, have perished in the flower of life, and the human race has been degraded."

We shall not stop here to dispute his statements, in re military events of over a century ago, as they take it for granted that this writer gives correct account of the history of that period. The question is what are the nations of Europe now doing in naval and aviation matters. Before attacking the British and American Governments we should have been informed as to what Germany, Russia, Turkey and others are doing just now. Is it not probable that this alleged activity is not a case of cause and effect. Are the other nations of the world doing nothing to protect themselves. Keep up our shipbuilding and furnish employment for their builders and men who depend on those yards for employment. If not, they are all leaving themselves open to suspicion.

There are also the lessons of the Great War to be considered. Which country "let loose the dogs of war" she was fully equipped for the conflict, whilst Britain and the United States were sound asleep—to use a common phrase. Who has not heard of President Wilson's campaign of "Unpreparedness," which these two nations so much more than if grappled with in times of peace. And who has not heard, or will ever forget the fabulous price they had to pay for everything they had to purchase—even to the present date?

ROD AND GUN

The August issue of Rod and Gun and Canadian Silver Fox News, which is just published, contains a highly interesting collection of yarns and stories of outdoor Canada and hunting and fishing. In the list there is a very good story of more unusual humorous type in "So this is Moose Hunting" by John Richmond. The contents also include several articles of a conversational note, as well as useful information for hunters, fishermen and campers.

NOTED SURGEON DIES

(Canadian Press)
DUBLIN, July 27.—Sir Arthur Chance noted Irish surgeon, is dead at the age of 69 after a long illness.

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POULTRY NOTES
POULTRY NOTES. Submitted by the POULTRY SECTION, DOMINION LIVE STOCK BRANCH. This information given in the interests of better farm flocks. All inquiries to be addressed to Box 200, Charlottetown.

GOOD ADVICE FOR THE NOVICE ENTERING THE POULTRY BUSINESS

By O. Smith, Lindsay, Ontario.

There is probably no business in which there are more failures than in the poultry business. This is not because the poultry business is not a real paying proposition, as evidenced by the many successful living who are making a handsome living out of it. It is because the poultry business is one which perhaps presents itself in a very appealing way to some who are not ready to count the cost of making a real success of the job.

Another reason for the failures in the business may possibly be the fact that many enter into it on a much larger scale than they should at first start. They are not aware of the pitfalls prepared for the unwary, and before they know what has happened, they have been let in for some very heavy losses in the most unexpected way, because they have not yet had sufficient experience to learn that the unexpected very often happens. And when it happens, the inexperienced are very apt to go down with a bump. It reminds one of what an elderly preacher said to a student who supplied his pulpit on one occasion. The student may have had some of the pulpit in great spirits, but when he came from the pulpit he was crestfallen. He had made a miserable failure of the service. He had been too cocksure of his ability and preparedness. He came to the elderly man for consolation whose only comment was: "If you had gone up the way you came down you would have come down as you went up." And it is this cocksureness of the simplicity and the ease with one can succeed in the poultry business that makes it a veritable trap for the unenlightened.

The writer has been a chicken enthusiast from childhood, and has always had a hankering after a poultry business. But we have heard of so many disappointments in the game that we have never gone very far into it until recently, when our enthusiasm became white hot. We had many, many times heard the advice to go carefully, as the man who jumps in too steep pays too much for his lessons. We once heard a man suggest that the best and safest way to commence in the poultry business was to start with a hen and a setting of eggs. But alas! the writer became so enthusiastic as to forget all the splendid advice he had received and even passed on to others who were contemplating "going into chickens." Some three or four years ago we built a hen-house and gathered up a nice little flock of Rock pullets in the Fall. Then someone came along with an offer of some Leghorn hens. Those Leghorns and Rocks laid so well that winter that we believed we were launched in the poultry business for sure.

But here is where we made the blunder that put us in the soup. Next Spring, instead of quietly developing what we had, we sold the Rock pullets for more than we paid in the Fall. We went in for Leghorns. We bought baby chicks and eight weeks old pullets. For the latter we paid as high as \$3.00 each to a highly advertised concern across the line, but to our amazement the stock we imported at such fabulous prices did not measure up in any way like what we obtained from a local breeder, and before a year was over we were putting into the pot and even into the furnace, and selling to the Jew for fifty cents apiece hens for which we had paid six times that amount at eight weeks old.

To-day, after a loss of some hundreds of dollars we are down to rock bottom with a flock consisting of three of last year's pullets and three hens, some three or four years old, the residue of our flock after most rigid and necessary culling. This fine pen is headed by a cockerel from one of our well-known Canadian breeders, and we are looking for some splendid results. But our "better nine-tenths" has

Mount Robson's Top Is Reached

(Special to the Guardian)
JASPER PARK LODGE, Alta., July 26.—Having concluded several conferences here with Hon. Charles Stewart, Minister of the Interior, on the development programme of Jasper National Park, Sir Henry Thornton, Chairman and President of the Canadian National Railways, resumed his western inspection trip this evening. He will visit North Battleford and Prince Albert Thursday and Melford Tisdale and Swan River on Friday, reaching Winnipeg on Saturday.

The head of the National system will visit the large pulp and paper plant at Pinefalls and the railways summer resort at Grandbeach. He will leave Winnipeg for Toronto during the week-end.

For the first time in four years Mount Robson has been climbed. On Monday at noon three members of the Sierra Club of California which is now in camp at Robson, after a week in the Tonquin Valley of Jasper National Park, reached the summit. They were M. Olyde of Independence, California, a well known Alpinist; Marion Montgomery of Chicago, who conquered the Matterhorn, and Don Woods of Spokane, Washington. With them were two guides Hans and Heine Fokker of Jasper Park Lodge. Many attempts have been made in the past four years to reach the top of Robson but none have been successful until this week.

The peak, whose vast bulk towers up 12,972 feet is the highest in the Canadian Rockies and it remained free for many years before finally succumbed to the ingenuity and endurance of men. The climbing time from the High Camp which was established on an altitude of 9,000 feet, was 22 hours. At 9,500 feet Hans Fokker scaled an almost perpendicular ice wall to anchor the rope and permit the rest of the party to ascend. The Sierra Club members will leave Mount Robson Park on August 3 and will go to Vancouver, B. C., by way of Prince Rupert and the inside passage by Canadian National Steamship.

Frisco Becoming More Intemperate

SAN FRANCISCO, Calif., July 27.—(A. P.)—Arrests for drunkenness in San Francisco during the last fiscal year, broke all records since 1910. Records of the police department made public today show 13,236 persons were held for intoxication in 1927 was 3,497. There has been an annual increase since then.

NEW TARIFF TREATY

WASHINGTON, July 27.—A new tariff treaty with China making effective "complete national tariff autonomy" on January 1, 1929 if ratified by that time was signed at Peking July 25.

insisted all along that we made a huge mistake in selling those Rock pullets, so in order to console her we bought a nice pen of seven yearling hens from a well-known Canadian breeder, and to our amazement those seven hens, since we got them in February, have been shelling out eggs in a way the like of which we never saw in all the Leghorns we ever had. So we are back about where we began, with a nice little flock of Leghorns and a pen of Rocks, to start all over again.

So our advice to the fellow going into the chicken business is, start on a small scale. We have been through the mill and got our fingers burnt. But we still believe that the fellow who is game to go slowly and develop the business and stick to it can succeed.

"Marlatt's Treatment"
Do you suffer from sour stomach, heartburn, chronic dyspepsia, pains around the waistline or in right shoulder blades, biliousness or colic? If you do, your liver is probably to blame. Keep the bile in a fluid state by Marlatt's. It tones up the liver, prevents bile stagnation, strengthens the stomach functions and keeps the intestines active and normal.

Five Dollars (\$5.00) per treatment
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J. W. MARLATT & Co. Ltd. Laboratories, Toronto
Write for unaltered testimonials 21

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FOR health keep a jar in the bathroom. "Vaseline" Petroleum Jelly is a quick home remedy for cuts, wounds, burns and scalds, blisters, sores, windburn, chafing. Easy to apply, safe and pure.

Address Dept. 13 Chesbrough Manufacturing Company, 5520 Chabot Avenue, Montreal, Canada. And remember, when you buy, that the trade mark "Vaseline" on the package is your assurance that you are getting the genuine product of the Chesbrough Manufacturing Company, Cons'd.



There's no end to the things it can do for you. Write for free booklet of uses.
Italians have built a 24,000 ton steamship with the lower parts composed of the usual metals and the upper of a special steel having high elastic qualities.
Elevators have been built inside tall smokestacks of a New York power plant for inspection purposes, being lowered beneath the smoke intakes when not in use.

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ANNOUNCEMENT

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Will begin a service to the port commencing August 16th next.

This steamer will leave Montreal on August 13th, arriving here on 16th, taking cargo for St. Pierre and St. John's, Newfoundland.

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SOMEBODY TOLD HER THAT WET BATTERIES WERE BETTER THAN DRY BATTERIES— YES! SO SHE TOOK OUR DRY BATTERIES AND SOAKED THEM IN THE BATH TUB!
GABBYGRAMS IF MY NEW CAR IS A FALL MODEL SHOULD I CALL IT AN AUTOMOBILE? —B.P.W., Montreal City
YEAH, THIRTEEN AT A TABLE IS VERY UNLUCKY—FOR THE FELLOW THAT GETS THE CHECK! R.H. Baker, C.M.B., Ohio
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By Barrie Payne
German scientists have succeeded in obtaining electric current from storm clouds on a Swiss mountain and controlling the sparks produced.
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