

**FLIT**

KILLS FLIES  
MOSQUITOES  
BED BUGS ANTS  
ROACHES MOTHS

**BLUE MURDER**

A thrilling serial

by Edmund Snell

A suspense-laden story of a young Secret Service man who is commissioned to destroy a fiendish invention dealing death by a blue ray.

How he trails down the master criminal, into whose hands the weapon has fallen, and rescues his sweetheart from "The Lizard," is thrillingly told in this new serial, guaranteed to excite and baffle the most expert reader-detective.

Watch for "BLUE MURDER" beginning—BEGINNING IN THE GUARDIAN THIS MONTH.

**EYES TESTED**  
and  
**GLASSES FITTED**  
E. W. TAYLOR  
J. S. TAYLOR  
Optometrists  
142 Richmond Street

**Insidious Eye Strain**

We use this adjective advisedly. Sufferers from eye strain may have perfect vision and therefore do not suspect the presence of any eye defect. The motive power of the entire human organism is Nerve Energy.

Normal eyes, it is computed utilize about 20% of this Nerve Energy, but when eye strain is present, a much larger proportion is required. Hence defective eyes, through their consumption of an excessive amount of Nerve Energy may seriously affect the functioning of other organs of the body and produce ill health.

**G.F. Hutchison**  
OPTOMETRIST

**SIR HENRY THORNTON SEES GREAT FUTURE CONFRONTING CANADA**

LIVERPOOL, Sept. 10.—"Canada is a daughter who has never lost her affections for the Motherland, and, although separated by 3,000 miles of sea her heart beats in unison with England," said Sir Henry Thornton, President of the Canadian National Railways, speaking at a luncheon preceding the launching today of the Lady Drake steamer constructed by the Cammell Laird Steamships West Indies service. The ship was launched by Lady Thornton, and was the third of five such vessels for the same service.

Record Grain Crop  
Sir Henry declared that Canada was this year expecting the greatest grain crop ever produced, and said that Canadian agriculture, minerals and water power, when properly developed, would make Canada as financially important as the United States. He predicted that Canada,

**Central Guardian**

**SHINGLES:** We have now very large stock of Brantford Asphalt Shingles, Fennell & Chandler. 7600-9-6-61

**JUST RECEIVED:** Two car-loads Brantford Roofings and shingles, Fennell & Chandler. 7600-9-6-61

**IF YOU NEED** a new roof or dwelling, or barn ask us to show you some of the many roofs done with Brantford shingles, Fennell & Chandler. 7600-9-6-61

**BRANTFORD ASPHALT SHINGLES:** Complete stock always on hand, Fennell & Chandler. 7600-9-6-61

**BAPTIST CHURCH SERVICES:** North River Field, Sunday, September 16, Fairview, 11 a. m., North River, 3 p. m., Long Creek, 7:30 p. m. W. R. MacWalker, Minister.

**TO RESUME CLASSES:** Miss Roberts Spencer will resume classes in Piano and organ, September 14th. All pupils please register at once. 7687-9-11-71

**POLICE COURT:** A man charged with having liquor in possession was convicted, served a fine and sentenced to six months in jail. One drunk was put on parade for a week pending a "check-up." Two speeders were awarded \$5.00 and \$10.00 respectively and a third was dismissed.

**VISITORS RETURN HOME:** Dr. and Mrs. J. G. W. Werner of Brookline, Mass., leave on return home tomorrow after spending a most enjoyable vacation of two months in the Province. They thoroughly enjoyed their visit and think the climatic conditions just perfect. While its scenic beauty is hard to beat, the doctor himself regrets, however, that so little brown bread is eaten, and that white flour has practically ousted the wholesome and unrefined cereals. This should not be served to growing children as it is to ensure a speedier and more careful handling of fish.

**PERSONALS**

Miss Gwyneth F. Coombs has reopened her studio at 40 Victory Ave. See card.

Mr. and Mrs. J. S. Ray, Alston, Mass., motored to Pleasant Grove Sunday. They are guests of Amb. and Mrs. Doyle.

Mr. and Mrs. John McDonald, Lynn, Mass., left Saturday on a motor trip to Pleasant Grove.

Miss Bernice Connick, left yesterday morning for Fredericton, N. B., on a visit to her aunt, Mrs. Louis McGinn. Miss Connick is studying nursing at the Charlottetown Hospital.

Mr. and Mrs. Russell MacDonald, Carleton, have returned from a visit to Toronto where they attended the Canadian National Exhibition. They also visited Niagara Falls, Ottawa, Montreal and Quebec.

**How Britain May Help.**

The C.N.R. President called on Britain to send help toward development in the form of brain and brawn of selected immigrants, but warned that Canada was no place for those who were not willing to work hard to support themselves and their families, and thus the nation itself.

Among those attending the luncheon were: W. L. Hickens, Chairman of the Cammell Laird firm; P. A. Pauline, Agent-General in London for British Columbia; Hon. George S. Henry, Ontario Minister of Public Works; S. W. Pitt, President of the Trinidad Chamber of Commerce; S. H. Bayley, Manager Director of the Government transport of British Guiana, and H. E. Greenfield, Agent-General for Alberta.

A master scale installed at Chicago for use of railroads by the United States Bureau of Standards has a capacity of 150,000 pounds, but is so sensitive it records differences of a tenth of a pound.

In the General Cold Storage Building, there will be facilities for handling products such as butter, cheese, eggs, fruits and vegetables of various classes, meat products and all storage of a general nature. This building will be equipped with rooms of various temperatures necessary for the carrying of different products. As in the case of fish, apples and potatoes, the business of our province in the items above mentioned will be made increasingly satisfactory by the use of this plant,

**Baby's Colds**

Best treated without dosing—Just rub on VICKS VapoRub FOR COLDS OF ALL THE FAMILY

**Cold Storage Facilities in Halifax**

(The Maritime Merchant)

Our friends of the trade last week found us a bit off the beaten track. We thought we should like to see something of the progress being made on the new cold storage plant, and accordingly turned our steps in the direction of the Ocean Terminal where the plant is being constructed. There we not only saw what we went to see, but also found the manager, Mr. B. O. Moxon, whom last week we had been accustomed to see in the Manager's chair at the George Street office of the Royal Bank.

We suppose that details of the plant and construction of the Halifax plant are no of primary interest, and besides we were more interested in discussing with Mr. Moxon the business programme of the Nova Scotia Public Cold Storage Co., Limited, and the ways in which its undertaking will serve the interests of the Maritime Provinces producers. Accordingly to begin with the plant in its relation to the fishing industry, we were told that with the existing quay wall marginal pier which will be constructed, there will be between eight hundred and nine hundred feet of wharfage, which will be sufficient to take care of say three steam trawlers and a large number of sailing vessels, all of which can be discharging their cargoes at the same time, while the latest equipment for unloading and conveying to the fish landing house and the cold storage plant will be provided to ensure a speedier and more careful handling of fish.

"You will understand," said Mr. Moxon, "that we do not wish to have the dealers in fresh fish concentrate their handling operations on our pier, using our facilities. Our building for the storage of fresh fish will have a department for processing, including the latest method of brine freezing, in this building we shall be prepared to either 'brine freeze' or 'sharp freeze' all grades of fish and hold them in storage." What it will mean to the dealer in fresh fish to be able to handle their fish direct from the boat to cold storage, and then direct to train, is a point which will readily be appreciated in these days when it is so important to eliminate handling operations as much as possible.

"We asked Mr. Moxon about the way in which the plant would serve our apple growers. "In the apple warehouse," he said "our chief interest will be in landing the highest grades only. We endeavor to have the producer, Carleton, have their best grades on the trees until they are fully ripened, Canadian National Exhibition. They ship them to our warehouse with-out delay when picked, and with the least amount of handling. On arrival at our warehouse, twenty-four hours after being gathered, the apples will be pre-cooled, after which they will be sorted, wrapped, placed in standard containers for the final market and then placed in dry storage and even temperature, where they will keep for months. Thus, instead of unloading these apples at low prices on the market when the crop is pressing on it, the producer will be able to hold the fruit until the market conditions in Europe or New York or other centres are most favorable, at Christmas time and in the early winter. It is easy to conceive that the producer, by paying what is really a small carrying charge, will be able to obtain double the price he would secure under other conditions. If we can handle ten or fifteen per cent of the Nova Scotia apple crop we shall be doing a large business in the city and the benefit to the province will be substantial."

With regard to the handling of potatoes, another very important set of producers will be favorably affected by the operations of this plant. Questioned on this point Mr. Moxon said:

"At present a very large percentage of the seed potatoes for the southern market is shipped out in the early fall and stored in warehouses in the South, the producer selling his product just at the time when the crop is pressing on the market. Our plant will be able to receive these potatoes in the Fall and place them in dry storage, from which they can be shipped in vessels alongside at the time when they will be urgently required in the southern markets. These potatoes go to Bermuda, Cuba, and the Atlantic coast states at present, but the market is beginning to extend to inland parts of the United States. The seed potato industry, especially in Prince Edward Island and those parts of New Brunswick and Nova Scotia bordering on the Northumberland Strait, should show a steady growth each year, and by using our facilities the producer should be able to hold for more favorable markets and thus obtain a better price for a percentage of his potatoes."

**Local Market**

**in Live Stock**

The hog market is holding steady with a strong undertone. The price paid by the Maritime packers to Shipping Clubs on a delivered basis was 13¢ per lb. for Selects. It is regrettable that there is not a greater number of hogs to ship at this time of year when prices are always comparatively high. More hogs should be bred in the month of September in order that we may have more mid-summer hog shipments.

According to all available evidence the next year or more will be highly profitable to the hog producers. Prospects point to an abundant crop of cheap feed and at the same time the hog market promises to remain strong. No doubt many breeders are regretting that they neglected to breed their sows for fall litters. This is only another repetition of our old policy. We cannot get away from that "jump in, and jump out" policy. Farmers who were short-sighted to leave themselves without fall litters can cover up their potato crop by breeding their sows to farrow in January.

The lamb market has weakened materially during the past two weeks, yet prices are good enough to warrant the early shipping of heavy and of buck lambs. All bucks should be shipped before Sept. 15th, a cut of, at least, two cents will be made.

The attention of all lamb shippers should be drawn to the matter of tying the lambs feet when handling to shipping points. Lambs handled in such a cruel manner shrink heavily and are not fit to stand a railway journey after such treatment.

During the past week a shipping club was organized at Bloomfield, 13 ever fourteen school districts. This Club promises to be one of the largest in the province. To date thirty-two Clubs have been organized, covering every district, with the exception of that around West Devon and Coleman.

As the heavy shipping season is approaching it is timely to remind all farmers that they must give the secretary of their club sufficient notice when booking their stock. One of the greatest difficulties experienced by club secretaries is that some parties will bring their stock to the station on loading day without taking the time to notify the secretary in advance. The Secretary which is placed so conveniently for receiving and shipping. Being in a sense part of the development of the Halifax Ocean Terminal, with six sidings serving it on the land side and the piers on the other, the plant ought in time to become a very important factor in promoting the sale of many perishable products.

**British Consols**

**BLENDS**

SMOOTHER, MORE SATISFYING TASTE

BLENDS in the Yellow package

EXPORT in the Green package

**EXPORT**

CHOICEST VIRGINIA

**MACDONALD'S**

BRITISH CONSOLS

CIGARETTES

ESTD 1850

TRADE MARK REGISTERED

1850

MACDONALD'S

BRITISH CONSOLS

CIGARETTES

EXPORT

"A Cigarette for Every Taste"

FOR SALE BY  
**JOHNSON & JOHNSON**  
CORNER KENT AND PRINCE STREETS

should be notified not later than the usual number of sows were bred Saturday evening previous to date for all litters.

Another nuisance is the party who books his stock in advance, and then fails to ship. These practices must be discontinued, as carloads lots cannot be assembled when no one can estimate the volume expected at each shipping point.

Farmers who have been in the habit of buying all their suckler pigs should protect themselves in the participation of the great shortage this fall and winter. Bear owners report that only one-third of the known, and the farmer was compelled to hammer away with a flail or spread the grain on the barn floor to be trampled out by horses. His muscular arm was the principle machine he had to rely upon and it succeeded in doing its work well, and provided for his humble wants. His day began with the morning light, and continued as long as he could see.—Sent by Francis Marlay, aged 11.

The implements then in use were very rough, and with compared with those of today were clumsy. Threshing machines were un-movies for a week.



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**THE closed body you see on the lowest priced General Motors car is the equal in every fundamental factor to the body of the finest, costliest car ever built. For the body of that lowest priced car—like the closed bodies of all General Motors cars—is a Body by Fisher—and Fisher employs a single standard of craftsmanship. In the building of all Fisher Bodies only that construction and engineering recognized as the best are employed. Fisher always serves quality and value first.**

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- 1926 Truck, Starter and Ruckstell.

All the above in First Class order and priced right.

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