

# Easy Terms

THE NEW 1936  
**HOSTESS**  
ELECTRIC REFRIGERATOR

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"Controlled Humidity"—"Automatic Self-Defrosting"

These are the most modern advancements in electric refrigeration . . . and exclusive to Hostess. Along with twenty other features they make Hostess the finest value in 1936. We will gladly demonstrate Hostess for you.

**T. G. IVES**  
Distributor for P. E. Island.  
219 Great George Street, Phone 1117.

**DUMPLINGS**

2 cups flour  
1 1/2 teaspoons baking powder  
1/2 teaspoon salt  
2 cups milk, about

Method: Sift the dry ingredients. Add the milk slowly and beat until smooth. Mixture should be just stiff enough to drop from the end of a spoon. Steam for about 10 minutes, tightly covered.

**WE DRIVERS**  
A Series of Brief Discussions on Driving, Dedicated to the Safety, Comfort and Pleasure of the Motoring Public. Prepared by General Motors

**No. 7—SLIPPERY WEATHER**

ICE AND SNOW always bring problems for drivers. These problems are the result of less friction. And that is interesting, because usually we are trying to reduce friction all we can. We use ball and roller bearings to overcome friction. We smooth and polish parts to reduce friction. We put oil in our cars to avoid friction. But we can't get along without friction, just the same.

For, after all, we couldn't start a car, we couldn't stop a car, we couldn't turn a corner, if it weren't for friction. The friction between the road and our rubber tires is what gives us traction.

Most of the time we have plenty of traction. But in certain climates every year, winter comes blowing and blustering down from the North, and the first thing we know he has spread ice and snow over our roads, and our whole traction condition is changed.

But automobiles are pretty well prepared these days to meet any conditions. All we have to do is to adjust ourselves to these changed circumstances.

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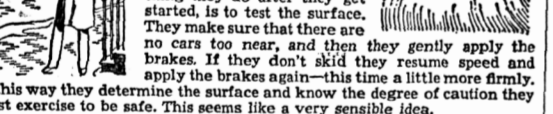
For instance, many skillful drivers start their cars in high gear on very slippery, icy streets. Ordinarily this would be a bad thing to do. But when our tires have to start us going on slippery ice or snow, starting in second or "high" is harmless and it does help to avoid spinning wheels, side slipping and difficulty in getting under way. If you haven't tried this after stopping at intersections, you may be surprised to find out how much more quickly you get started again. Only remember to engage the clutch very slowly.

This business of starting in slippery weather can be quite a problem. But stopping is even more so. However, most good drivers agree on one method that they find quite satisfactory. First of all they begin to slow their cars down at quite a distance from where they want to stop. They press the brake lightly at first and release it almost at once. Then they press again and release quickly. By a series of brief, moderate brake actions, instead of one continuous pressure, they gradually reduce speed and can usually stop without skidding.

Many of the best drivers always make it a point not to disengage the clutch as soon as they apply their brakes, but to wait until the car has almost stopped. While this is their general practice, they say it is especially important on slippery roads, as they claim it reduces the chances of skidding. But if we use this method there is one thing we must look out for. We have to remember that on a slippery surface it is very easy to stall our engine by using our brakes when the clutch is still engaged.

Outside of starting and stopping, most winter skidding is at turns and curves. Many good drivers tell us that they treat every slippery curve or turn as though it were going to be a stop. In other words, they approach curves using the very same system of short, moderate brake actions. The result is that when they reach the curve they are going so slowly that they can actually give the engine a little gas and put some power in the wheels. With power turning the wheels, we are not so likely to skid.

After all, the main thing to do about driving in slippery weather is just what we do about walking in slippery weather. We are all pretty careful about that. The first thing most of us do when we go out on a slippery morning is to put on one foot cautiously to see how careful we have to be. The best drivers we know do practically the same thing with their cars. The first thing they do after they get started, is to test the surface. They make sure that there are no cars too near, and then they gently apply the brakes. If they don't skid they resume speed and apply the brakes again—this time a little more firmly. In this way they determine the surface and know the degree of caution they must exercise to be safe. This seems like a very sensible idea.



**TIMELY NOTES ON TOPICS CONNECTED WITH Silver Fox Farming**

Good success with a small fox herd is the story we hear concerning fox activities of J. Andrew Brown and sons (Roy and Chester), Graham's Road near Clifton, who from ten females have 49 living pups.

A nearby neighbor, Jack Burgoyne, Fountain Road near Clifton, has a litter of ten pups all sturdy, strong and doing well. Bernie Hynes, Fountain Road, has exceptional luck with three pairs that have given him 17 living pups.

A meeting of the registration committee of the Canadian National S.F.E.A. was held at Summerside last Wednesday evening and it was decided to continue the policy of sending out fox inspectors to all provinces in Canada. Ten or twelve well qualified men will comprise the staff and their duties will commence on or about June 22nd. They will visit registered ranches and also non-registered ranches if desired and give advice regarding feeding, sanitation, proper mating methods, skinning and preparation of pelts. Fred Burke of Charlottetown and Jimmie Williams of Summerside will take care of this Province.

Marshall Reynolds, Manager of the Imperial Fox Ranch at Montague, has another pleasing report to make to his Directors. He has counted 206 pups from 50 females. A good showing and one that stamps him as a successful breeder-manager.

F. G. Kennedy, ex-President of the Silver Fox Exhibitors Association of Prince Edward Island and a Director of the Canadian National Silver Fox Breeders Association, is one of our most enthusiastic foxmen, always ready to discuss anything for the improvement of himself and other breeders. Recently he had a talk with Messrs. George A. Calbeck and P. G. Clark, Summerside, with reference to the approximate average loss suffered by our ranchers through improper methods of pelting, stretching and drying silver fox skins. The conclusion arrived at is that the sum of three dollars per skin would be about right. Mr. Kennedy advocates the appointment of an inspector by the Department of Agriculture, whose duty it would be to instruct ranchers in proper technique that would cut out the loss.

The articles which appeared in this section the past two weeks on the use of fish for foxes has stimulated great interest, and applications for copies of the Guardian containing them have been numerous. It seems strange that we have had this commodity in plenty at our doors for years and have not realized its value. It remained for the silver foxmen on the south-east shore of Nova Scotia to demonstrate that by using fish in plenty, large, strong, good breeding foxes would result at very much less cost than with a strictly meat and cereal diet. Now motor truck services running from Souris, Tracadie, Rustico and no doubt from many points in the western part of the province are bringing many thousands of pounds of fish daily to the ranchers' door.

Monday will be an auspicious day in London for us and our thoughts will be turned there very frequently within the next week. It is the opening day of the June silver fox auctions and the scene will be the Hudson's Bay Company's sales theatre, Great Trinity Lane, London, England, where 8,500 silvers will be offered. This is part of a magnificent emporium erected by the oldest and most successful trading company in the world, whose charter dates back to 1670, and whose first Governor was Prince Rupert, brother of the ill-fated Charles the First of England, and known as the greatest cavalry leader of his day, but ultimately having to take a back seat to that iron-sided, iron-willed Puritan, Oliver Cromwell.

To digress for a minute from the auctions I may say that the old company is full of history. Its first meeting of shareholders was held in a London coffee house in 1670 during the reign of Charles the Second, a nephew of Prince Rupert. The Company of Adventurers as they were known received a charter to trade into Hudson's Bay and other parts of the North American continent. Among the first subscribers to shares was John, Duke of Marlborough, victor of the famous Battle of Blenheim and with-

out doubt one of the greatest military tacticians the world has ever known, certainly the greatest British general of all time. John Churchill was a man of extraordinary personal appearance and ability and these attributes have descended through a long line to the present head of the Churchill family, Winston Churchill, M.P., First Lord of the Admiralty at the outbreak of the Great War.

Shortly after the Charter was issued two vessels were sent out and made the hazardous journey into Hudson's Bay. They picked up large quantities of furs of surpassing quality which were brought back and sold by auction in London. The old original sales catalogue with prices fetched is still among the priceless records in the archives of the Hudson's Bay Company.

Today, where a modest structure stood in Great Trinity Lane centuries ago, there is instead a magnificent building of brick, stone and cement as modern as can be made, with air circulatory system which changes the atmosphere every hour and keeps it at a constant temperature of 58 degrees. Cold storage vaults capable of holding many millions of dollars worth of peltries are there. Magnificent show rooms with a perfect lighting system, offices for the most expeditious despatch of business, and last but not least, a beautiful sales theatre capable of accommodating 1,200 buyers, with acoustic properties so wonderful that the voice of the auctioneer can be heard with perfect clarity in its most remote parts.

As our readers are probably aware this same theatre is used by nearly all the other auction houses for sales purposes. The method used at the auctions is to advertise in the catalogue which is sent out to prospective buyers and through advertising in trade papers the dates of sale together with the view dates on which the furs are exposed for pricing and examination by the buyers. The view dates for Monday's sale would probably be Wednesday, Thursday, Friday and Saturday and the scene on Friday and Saturday would be one of great interest to us if demand is keen, for there would be anywhere from 50 to 200 busy from ten o'clock in the morning when the light is sufficiently good, until four o'clock, going through the offerings of silver fox.

White coated attendants are present and one of these is allotted to each prospective buyer. All the buyer has to do is to mention the numbers in the catalogue that he wants to see and the assistant quickly brings them to him and places them on long tables which are provided for easier appraisal. It is perhaps difficult to realize, but nevertheless it is a fact, that even though the offering of pelts will run as high as 25,000—which is no unusual with the Hudson's Bay the past two years—yet among that great number there will be a few that will stand out like files in the proverbial dish of milk.

The news quickly circulates among the buyers and one will say, "Have you seen lot number so-and-so?" "Yes." And then they will comment. After all it is the same with the human race. Of the billion or so that are in the world no two are exactly alike and in crowds of these there will be magnificent men and beautiful women who will be from the crowd apart, their personality and physical attributes giving them a perspective that is striking to the eye and captivating to the mind.

The absence of shakings of the mailed fist and lessening of jingoistic utterances of Mussolini and Hitler has calmed the state of nerves in Europe considerably the past few weeks and as a result there has been a steady demand at private sale for silver fox pelts, particularly three-quarter and full silvers. The United States market which has had a most surprising demand and practically depleted its own supply, are buyers in London and their takings together with the home demand has left a big gap between the March unsold offering and what will be placed on sale Monday and succeeding days.

The writer looks for a firm sale next week with a possibility of a rise of from five to fifteen per cent for certain varieties, particularly good, clear skins, and it is my prediction that before the month of October is reached when the first fall sale will be held, that London and Paris will duplicate New York in practical bareness of skins.

**Second Drowning In B. C. Floods**

(C. P. by Guardian's Special Wire) VANCOUVER, June 4—The ram-paging Fraser River claimed one life today as it overflowed its dike and burst through fortified dykes. It was the second death in a week of floods and storms.

From Prince George, at the confluence of the Fraser, came word that Andisko River, came word that Andisko River, Canadian National Railways lineman, had fallen into the swirling, flood-swollen waters and drowned. The body was not recovered. The fatality occurred several miles from the northern interior town.

Previously 15-year-old Keith Kerkeley, son of a miner at Colletville, near Merritt, 125 miles northeast of here, died when struck by lightning while on his way to bring in his father's small herd of cattle.

Scores of towns and settlements between Prince George and the mouth of the flooding stream were

Psychology of Success is Told by Woman Doctor

It is very difficult to define the meaning of success, because different types of people desire such different things from life, writes Dr. Elizabeth Sloan Chesser in the Glasgow Herald. Is success the capacity to make money while we are still young enough to enjoy life? Is success power, the sense of achieving what we want and bending others to our will? Is social position, the ability to win a higher social status than the majority of our fellows?

These three things matter to many millions of human beings all over the restless planet we call the world. There are men who will sell their health and happiness for power; women who would barter their souls for money.

They do it every day when they marry without the biological imperative, when they marry for any reason but love. But with the emancipation of women and their economic freedom, love marriages ought to be the rule.

There are people who also desire the success of standing well with the world. The tyrant to whom they enslave themselves is called Public Opinion. Does it matter what others about us? many people think it does, so let us consider first of all the psychology of the success which signifies getting on in the world, making a position, a name, making a fair amount of money. What special qualities are essential, what particular attitude of life is likely to give us success?

I think perhaps the first essential is to know one's work very well, better than the majority of people doing the same work as oneself. One may be a business woman or business man, a housewife; a doctor, shopkeeper, or lawyer; in all these careers honest work is necessary to success. And that is to the good. It means concentration, the power of giving attention before we can learn anything really well. Many people have vague and woolly minds. They are easily distracted; they find it difficult to concentrate on definite work.

Capacity can only be acquired by sustained effort. Supposing that you want to learn a language, you can do so by giving a definite time, say, half an hour to begin with every day, week after week, month after month.

Make a habit of work. Determine to concentrate and be prepared to let nothing interfere with work. It means cutting down recreation, but I think it pays in the end, and there is wonderful satisfaction in achievement.

If you study the lives of successful people you will find that at least three-quarters of them possessed grit. The capacity to work harder, to endure more than the average man, to keep going in spite of disappointment, to ignore the temporary failure are valuable aids to achievement. As the old saying teaches us, we must try and try

ent for certain varieties, particularly good, clear skins, and it is my prediction that before the month of October is reached when the first fall sale will be held, that London and Paris will duplicate New York in practical bareness of skins.

**There is Gold in Silver Foxes**

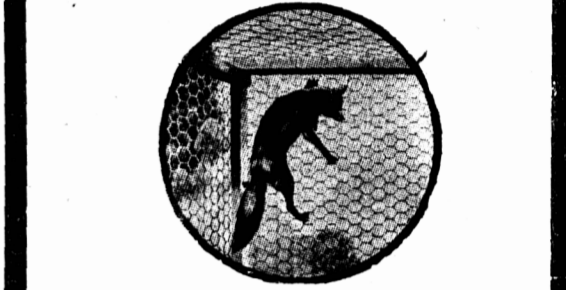
April 28, 1936.  
Silver Tip Biscuit Co., Ltd.,  
Moncton, N. B.

It may be interesting for fox ranchers to know that W. T. Chapman & Son received over \$100.00 for a silver fox pelt auctioned at Montreal April 22nd. This was the highest price for a ranch raised fox sold that day. Chapman's are large users of Silver Tip Fox Feeds and our pellets are always well up in the sales.

(Sgd.) GEO. CHAPMAN,  
Salisbury, N. B.

Photo shows W. T. Chapman with a pup from a litter of 7. The mother has had 30 pups in three years and raised them 7, 6, 7. Picture taken June 1st. The mother saved 46 in 7 litters. G. W. C.

**PROTECT YOUR FOXES**



When enlarging your range to take care of this year's pups, use

**"PEERLESS" Fox Netting**  
made in England

Heavily galvanized before and after being woven, "Peerless" will not rust. Lays "Dead Flat"—Easily handled.

We carry a large stock at all times.

**THE ROGERS HARDWARE CO., LTD.**  
Charlottetown

and try and determine to succeed in the particular work we have chosen to do.

It is very important to choose, in the first instance, the kind of work we enjoy. To hate one's work is fatal, and the best thing under such circumstances is, if possible, to change the work when that is impossible. When it isn't then we should endeavor to alter our attitude, to reorganize our work and our life, in a word, to adjust ourselves to a situation that cannot be altered. So by making a success of work one may come to like it after all.

The second point of importance I would call tact. Cultivate the power of getting on with people if you want to succeed in life. Cure yourself of any tendency to quarrel, to get up against people, the quarrelsome person usually, suffers from a sense of discouragement and inferiority. The sense of inferiority began in the nursery days perhaps from the dominant attitude of a parent or nurse or teacher. A bullying father makes an arrogant, boasting, quarrelsome son who asserts himself because he subconsciously feels inadequate. Thus it may be said that the successful man or woman is made or married in the nursery.

At the same time, we all have the power of developing ourselves along certain lines, in spite of the limitations imposed upon us by heredity and early environment. We train ourselves to be gregarious, to like other human beings, to be tolerant and friendly. Social gifts help considerably the man or woman who wants to get on in life. Courtesy, a genuine desire to make the best of people and not to criticize harshly—in a word, the cultivation of the gregarious instinct—such qualities are valuable in any campaign of success.

We must not forget good health; health of mind especially. Most people could be 50 per cent healthier and happier and more successful. Of vast importance is the quality of courage and cheerfulness

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FOR BEST QUALITY FUR FEED A REGULAR RATION OF FISH

We offer a supply of Herring fresh frozen from our trap especially put up for Fox Food. This will be found for quality and freshness superior to anything on the market.

Orders will be booked as received until present supply is exhausted.  
MATTHEW & MCLEAN LIMITED,  
Souris, P. E. I.  
L-5114-5-30-86-61.

**International Fox & Animal Foods Ltd.**

**ATTENTION MR. FOXMAN**

Just arrived, shipment of Muffets and Puffed Wheat fox food. Rush your order today for this exceptional puppy food to

**P. E. Island Fur Traders**

182 Queen St. Wholesale. Retail.

**OUR BOARDING HOUSE**

HAIL, GENTLEMEN! BEAT A GET-TOGETHER RUMBLE ON A BEER BARREL, AND SUMMON THE OWLS TO ATTEND A BARBECUE PICNIC AT MCLAUSEN'S POINT—MIRTH, MELODY AND FOOD ARE ON ME, EGAD! THE TUG BOAT "MAYOR MCGUFFY" WILL TOW US OVER!

YOU'RE GOING TO FURNISH THE RED PAINT? EH? HOO-RAH FOR HOOP! WHEN WE GET THROUGH SHELLACKING TH' POINT, IT'LL LOOK LIKE FLAG DAY IN RUSSIA!

THAT'S A GIANT ORDER, MAJOR! IT'LL TAKE A LOT OF BUNG-STARTING TO MAKE THE SWARM OF OWLS FLY HIGH!

WHY, YOU'VE THROWN IT RIGHT IN MY FLOWERS—IT'LL BURN THE BARN-DOWN—WE'VE GOT TO PUT THAT OUT!

WELL YOU WAIT TILL WE SAVE OUR HOUSE! WHO'S GOT A TELEPHONE NEAR HERE? WHERE'S THE NEAREST FIRE BOX? GOO—THERE GOES MY MUSTACHE—AND EYEBROWS!

WHO'S GOING TO TOW 'EM BACK?

**OUT OUR WAY**

By WILLIAMS

BORN THIRTY YEARS TOO SOON.