

COMEDY THAT ROCKED A CONTINENT OPENS AT PRINCE EDWARD TODAY

"The Freshman" is still the comedy success of the season; in New York playing its eighth week at a price scale of \$150, and comes to Charlottetown preceded only by Saint John and Halifax in the Maritime Provinces, where it absolutely smashed all attendance records and at fifty cents admission: A New York and Maritime

TELLS OF NEW OIL-ELECTRIC CAR ENGINE

Invention May Bring Great Improvement in Rail Travel at Lower Cost.

(Special to The Guardian)

OTTAWA, Nov. 29.—A remarkable development of the oil-electric car in the immediate future, far greater perhaps than his hearers thought possible was predicted by the inventor of its engine, Mr. A. E. L. Chorlton of Wm. Beardmore & Works, London, Eng. in a short address at a luncheon of the Ottawa Branch of the Engineering Institute of Canada. So keen were the engineers of the capital to hear about this new development in rail travel that there was an overflow luncheon.

Mr. C. E. Brooks, Chief of Motive Power, Canadian National Railways discussed the results of tests made with the cars at present in use and also gave it as his opinion that there was a very important field for the new car in Canada.

The luncheon was presided over by Mr. A. F. MacCallum, who warmly welcomed the two men who had played such important roles in developing this new mode of transportation, and stated that engineers all over were intensely interested in the experiment.

Mr. Brooks said that in view of the hostile criticism flying around he was glad to address such a well informed gathering, which would realize probably more than the general public that they were just in the midst of an experiment. In the last few years bus and truck transportation had brought to the top a new problem. Not only were transportation companies finding their settled branch lines affected but very strange conditions they had never expected had arisen on their main lines. Railway builders were not able always to exact the most direct route or the exact spot where traffic awaited them. They were forced to follow the physical characteristics of the country. Thus small towns and villages were some times half a mile or more off the line. But up to the time of the development of the motor highways the steam railways served the entire public. Now the bus companies were picking out fat and prosperous pieces of land, and so regulating their schedules that they handled traffic to the point or place where it became unprofitable and then dumped it down for the railways. This became serious for the railways, and they commenced looking for a means of transportation particularly for passengers, cheaper than they had. Various experiments had been made. New England and Canadian railways had even gone out on the highways, not only with bus but with truck. The bus companies, some of them "wild cat concerns" became active when the railways "trespassed" on their ground and some states south of the border had passed legislation forbidding railways to cross their borders where passengers were picked up on the highways in adjoining states. Thus the steam lines were forced to go back and look for something that operated on their own right-of-way. Reduction of operation costs was a first factor. He felt that there were cases where certain of their trains with graded passenger service, were overmanned. Gradually they had worked around to oil-electric. They had carefully investigated gas electric cars, but the executive looked upon gasoline as a commodity of falling quality or rising price. Skipping the invention, he told of the construction of two large units, "articulated cars," each capable of seating 126 people and developing 400 horsepower. So far the results had been very encouraging. They also built seven cars capable of seating 57 people each.

One thing they had established in their tests was that they could cut hauling costs from the steam locomotive train unit of 1.0 down to one eighth or in the worst cases to a quarter. The celebrated trip to Vancouver from Montreal was an endurance test for an engine that had not run 120 miles. The engine was not stopped during the entire trip of 2900 miles, occupying two and a half days. The trip was made to establish in the minds of those who would operate the new units that they were foolproof, and easy to operate and to maintain. Power was developed at the rate of slightly over a cent per kilowatt. The cost was about two cents per mile. This compared with 23 to 24 cents per locomotive mile, and 13 to 14 pounds of coal per car mile. A comparison

Province record such as this should make Charlottetown picture fans sit up and take notice of the fact that something unusually attractive is being offered this week. The Freshman is available for four days only, and, notwithstanding prices elsewhere, is being offered at the regular midweek scale. Matinee daily and two shows nightly, regular hours.

son of coal turned into steam and oil turned into electricity showed as great advantages as all other possible means of comparison. There was the cost of hauling coal imported from the United States and the cost of hauling oil, the latter higher in fuel value pound for pound. They were not running away with any optimistic idea but he felt that in the near future oil-electric equipment would replace to a very great extent steam equipment rendered obsolete and fill many other requirements of the transportation world. He invited their kindly, constructive criticism but that was not the kind they always got. He hoped that the public would realize that they were trying something not undertaken before and had difficulties to overcome that they were making a sincere effort to give the public the service it should have.

Mr. Chorlton was received with applause and was applauded again when he declared that the man primarily responsible for his accomplishment, whose character and ability had made it possible, was Mr. Brooks. Possessing such a man was all in this nation's favor. The authors of disparaging criticism met Mr. Brooks he had no doubt but that they would change their tune and preach a message of hope.

Going back to the origin of the idea he gave credit Ackroyd Stewart whose engine was patented two years before the Diesel, but which did not come into its own until the latter part of the war. His engine was more of the Ackroyd Stewart type than like the Diesel thus it was more English than the Diesel. Its mode of development power was not as in the motor car engine its strength was as 14 to one compared with the five to one of the automobile engine. Their problem was to get a small engine which would burn heavy oil completely while running at a high speed. Tests over four years showed that they must burn about one drop of oil in a one hundred and forty fourth part in a second in each of the eight cylinders. In these small cylinders they developed a pressure of 5,000 to 10,000 pounds.

I am more than pleased with the results that have been achieved in the tests in this country," said Mr. Chorlton.

"So far they have exceeded my expectations."

It was not any God given greatness of mind, he said, that made the inventor of the engine, but the fact that he had had great opportunities along this line. He was on the secret committee which developed submarine engines of high speed during the war and was in charge of air engine building when they were turning out 4,000 a month in Britain.

They started out with a study of marine engines weighing 200 to 300 pounds per horsepower, although some light ones had been built almost as low as 50 pounds per horsepower. Their final engine was 10 to 12 pounds per horsepower. (Applause.) The British Government is now interested in the application of this engine to airships as well as planes. They were working on an engine of 1,000 horsepower for planes with a weight of two and three quarters pounds per horsepower. It gave a 25 percent increased range apart from the great difference in the cost of fuel, and protection from fire. (Applause.)

It was tremendously to the credit of this country that it was developing this unit. He could see it grow far faster, perhaps than they thought. They could put an engine of this type on the present rails that developed 3,000 horse power; equal to any train running. If the C. N. R. continued to have the advice and service of Mr. Brooks success was certainly assured.

Commissioner MacCallum, in thanking the speakers declared that to the engineer this experiment was the most interesting happening for many years. It was one of those things that had to come because of bus and truck competition with the bus and truck using the common highway and paying no tax commensurate that it received, and the railway building its own highway and paying taxes on it.

HE NEVER CALLED AGAIN.

"Young man," he said, as he followed him out on the steps the other evening. "I want to have a talk with you. You have been courting my daughter."

"Yes, sir."

"You think you love her?"

"I know I do."

"And you would fall bear her off to some weathered cottage?"

"That is what I would fainest, sir."

"Ah—um! What is your salary?"

"Four pounds a week, sir."

"Just so—take her. I was afraid you couldn't support us all on your wages, but it's all right. Hurry up things and get into the family in time to pay next month's rent. You don't know what a relief it will be to us old folks to have someone to support us."—Spare Moments.

EASTERN STARS HAVE WON CITY FOOTBALL LEAGUE

Were Victors Over Anchors in Saturday's Game, Which Went Ten Minutes Overtime.—Score Was 6—3.

By defeating the Anchors in a hotly contested game on Saturday afternoon the Eastern Stars carried off the honors in the City Football League, and won the championship for 1925. The game played ten minutes overtime before either side gained the decision, Kelly going over for the winning score.

Owing to the fact that the central section of the grounds usually used in other words the pebbled baseball diamond, was in such poor condition that it was almost impossible to maintain a footing, the final game of the series was played on Saturday on the old cricket grounds, before a small crowd of fans.

When the game was called the Anchors were short two players, and the Stars lent them their fullback, Raymond, who by a somewhat remarkable coincidence made the Anchors only score. Throughout the game the Stars showed their superiority in a combination play, particularly in their half line, and this brought them more than the none advantageous gain. The first score of the game in the first half, was made by McDonald, at the receiving end of a snappy combination that featured McDonald, Diamond and

Goodrich-Kansas Match Approved

NEW YORK, Nov. 29.—The State Athletic Commission today decided upon the suspension of Jimmy Goodrich, light heavyweight, of Buffalo, N.Y., from 60 days to 30 days, making him eligible to resume fighting Dec. 4.

The commission approved a title match between Jimmy Goodrich, world's lightweight champion, and Rocky Kansas at Buffalo on Dec. 7. Johnny Keyes, manager and Marty Silvers were suspended upon the request of the Connecticut State Athletic Commission. Honeyboy Finnigan, of Boston, suffered similar fate on the request of the Pennsylvania Commission. No reasons were given in either case.

Kid Roy Is Given Bout In New Jersey

MONTREAL, Nov. 29.—Kid Roy, who was in New York training for his bout here on Monday night with Redcap Wilson, has been given a bout in Jersey City with Pete Mack on Dec. 10. The bout with Wilson will be a fitting preparation for that fight, and will serve to key Roy up for better company.

Roy has shown that he can travel with the best of them, and there are many chances for such fighters in the United States.

Roy has returned to Montreal and is working out for the match Monday. Promoter Alex. Moore has arranged a good card of preliminaries to build around the fight. Roy will not have to make weight in New York, which will enable him to fight at his best weight of 128 pounds.

Pro. Sport In N. Y. Will Be Success

NEW YORK, Nov. 29.—After many trials and tribulations to get established in the east, professional football this season has been a success in New York. The owners of the team probably will do little better than break even this year but they are satisfied in that they seemed to have created an appetite for the sport.

Professional hockey is to be launched on a big scale this winter with a New York team playing at Madison Square Garden as a member of the International League.

Professional basketball also has been organized into a national league and it is certain to be a success with a good organization.

Professional swimming is also becoming so established that national amateur stars like Ethelda Bellberry, Helen Walworth, Gertrude Ederly and Alleen Riggin have found it possible to turn professional without any loss of respect.

Of all the major sports, tennis is the only one that has been able to withstand the temptation of professionalism and, even at that, the ruling body of the game has had great difficulty in getting some of the players to live up to what it considers amateur ethics.

Japs And Yankees

TOKIO, Nov. 29.—Japanese-American athletic relations always particularly pleasant since baseball became the great national game of Japan, have been additionally cemented this year by a number of international contests, with visiting Americans competing on the best of terms with the Orientals.

The latest mission from the United States is the Chicago University baseball team, touring Japan in a series of games with the leading Japanese University lines.

Chicago has found out that the Japanese play good baseball, just as good as the universally brand in the United States, on the whole.

Club Sold Catcher

NEW YORK, Nov. 29.—The first move in the re-organization of the Giants for next season was made yesterday when the club sold Catcher Mickey Devine to the Rochester club of the International League. Devine joined the Giants last year and was bought from the Newark club. With Devine and Gowdy gone, Manager McGraw has only Snyder and Hartley, but he has several backstop candidates who will be tried out at the spring training camp.

Manager McGraw is now at Saratoga making the preliminary arrangements for the Giants' trip there next spring.

In four games the Chicago team was able to score only two runs against Tokyo college teams. Three of the battles have gone to scoreless ties, one for 10 innings and another for 11. The other scoreless game was called at the end of the fifth because of rain.

FOR OTHER SPORTING NEWS SEE PAGE THREE.

Racing Values by W. H. GOCHER.

Racing values are fixed by earning capacity. There was a time when the price of a trotting bred horse was based on the standard of breeding, frequently when speed was a minus quantity, so certain blood lines. As soon as this market was overloaded with a lot of horses that could now show a forty gait the demand shifted to producing lines, the number of 2:30 performers credited to a sire or dam having considerable to do with fixing values at the auction or by private sale. This set the time record mills running and made the 2:30 list the storm center in each family of horses. A few still cling to this fabled system. It puts but very little money in the till and pays few training bills.

The demand at the present time which have either shown their calls for trotters and pacers from families that are producing winners. It was this feature which made the reputation of Peter the Great and Axworthy and while a few of their descendants carry time records, the most of them acquired their turf honors in races. The grade was never too steep for the leader when they met the battlers of the McKinney family tracing to San Francisco and Belwin.

The present sale ring values are based on what the lots offered can show and what their families have been doing in races. From year to year buyers are paying less attention to the 2:30 list or even the 2:20 list unless the lot offered carries the mark. They are now seeking prospective winners among the get of horses whose colts and aged horses get the money.

For a number of years Peter the Great led all others. He died in 1923, next year his last three year old will be seen in the futurities. This year his leading representatives were seen in the aged events. The group included Ethelinda, Peter Fellows and Peter Buskirk. The last named was raced over the half mile tracks. He won from six out of eighteen races. His winnings amounted to over \$18,000.

The Grand Circuit returns for 1924 show that the leading sires of money winners were Guy Axworthy, Belwin, San Francisco, Etawah and Justice Brooke. The last named had but one representative in the lead when they won all of her engagements, made a new race record for trotters of 1:59, and was awarded \$20,425. At the end of the season she was sold at auction for a brood mare. The price was \$18,000.

Seven trotters and two pacers by Guy Axworthy won \$57,849.25 on their trip through the Grand Circuit in 1924. The following were the amounts awarded each of them:—

Mr. McElwlyn	\$24,875.50
Margaret Spangler	17,695.00
Alleen Guy	14,210.00
Guy Richardson	11,110.00
Theodore Guy	8,098.75
Erla Guy	5,278.00
Hot Toddy	4,480.00
Guy Lightning	2,115.00
Ho Guy	1,980.00
	\$87,849.25

Mr. McElwlyn was the largest money winning trotter in 1924. He also reduced the race record for three year olds to 2:02 and the world's record in a trip against time to 1:59. Theodore Guy won all of his engagements and Margaret Spangler won the first \$25,000 race at Kalamazoo. The amount awarded Alleen Guy was also the top figure for a two year old last year.

Belwin stood second in the list of money winning sires in the Grand Circuit in 1924. He had thirteen representatives. They won \$49,783.75. The amount awarded each were as follows:—

Sumatra	\$19,260.00
Colonel Bosworth	6,931.75
Marmaduke	5,911.00
Miss Belwin	5,750.00
Belmar	5,024.00
Merriman	3,430.00
Poopy	3,113.00
Jean Claire	2,450.00
Crawford	1,874.00
Hurry Up	1,822.00
Coleman	1,243.00
Progressive	535.00
Heather	440.00
	\$49,783.75

Sumatra, the leader in the Belwin group, was unable to start in all of her engagements on account of lameness. Merriman was the only pacer to enter the two minute list in 1924.

Four trotters and two pacers by San Francisco won \$27,000 last year on the trip from Cleveland to Lexington. It was divided as follows:—

Fayette National	\$13,565.00
Hollyrood Frisco	10,740.00
Sparkie	8,390.00
Elope Frisco	2,400.00
Iskander	1,822.00
Tullip	1,102.00
	\$37,360.00

If the \$11,357.50 which Fayette won over other tracks was included it would jump the winnings of San Francisco group to \$48,717.50. Iskander made but three starts. He was stopped by lameness.

Etawah was represented by three trotters. The following amounts were awarded them:—

Etta Drullen	\$21,525.00
Trumpet	3,234.00
Dr. White	1,459.00
	\$26,218.00

Etta Drullen was one of the leaders in 1924. She won ten races and closed the season with a double victory at Lexington. Trumpet was retired after six starts.

The 1925 returns for the Grand Bay State and Orange County and Purple Volo were purchased Circuit's show that Guy Axworthy as yearlings at the New York sale

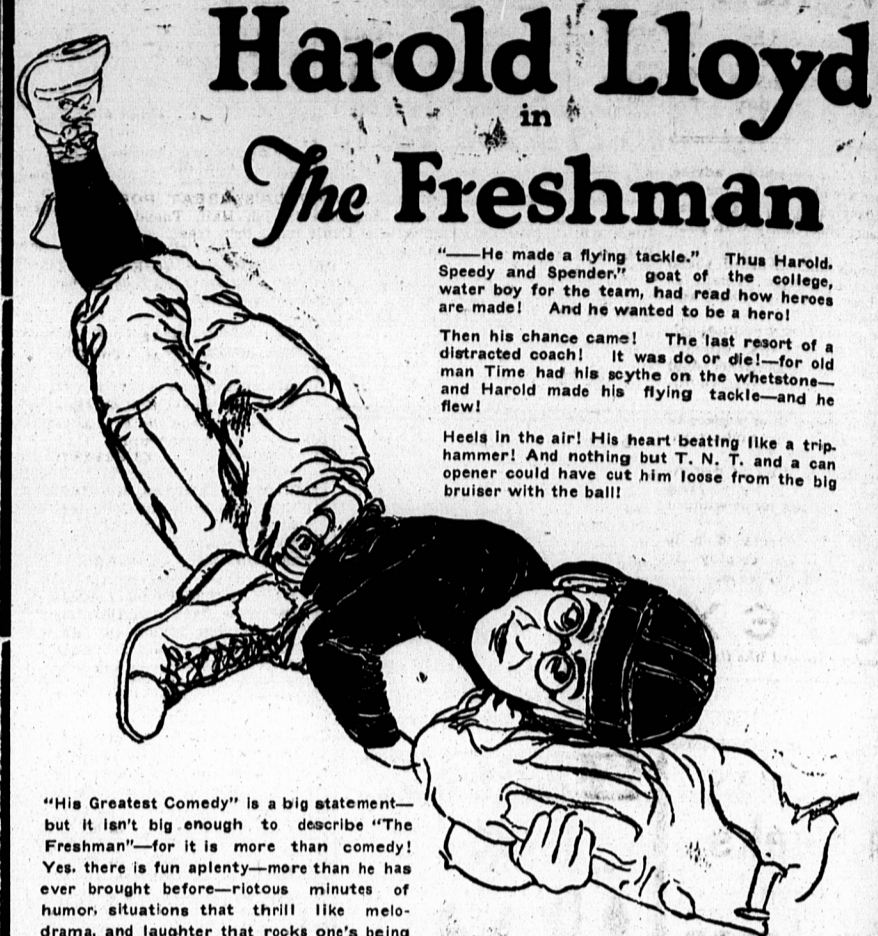
PRINCE EDWARD

Today at 3.15, 7 & 8.45
Matinee—26c, 16c.
Night—37c, 26c, 16c.

A Decade of Joy and Laughter!

Harold Lloyd

in
The Freshman



—He made a flying tackle. Thus Harold, Speedy and Spender, goat of the college, water boy for the team, had read how heroes are made! And he wanted to be a hero!

Then his chance came! The last resort of a distracted coach! It was do or die—for old man Time had his scythe on the wheatstone—and Harold made his flying tackle—and he flew!

Heels in the air! His heart beating like a trip-hammer! And nothing but T. N. T. and a can opener could have cut him loose from the big bruiser with the ball!

"His Greatest Comedy" is a big statement—but it isn't big enough to describe "The Freshman"—for it is more than comedy! Yes, there is fun aplenty—more than has ever brought before—riotous minutes of humor situations that thrill like melodrama, and laughter that rocks one's being—but through it all comes the echo from Heartbreak House where Love and Romance and Youth's Dreams dwell—and where the Jester of Life looks on and Smiles!

A Pathe Picture
It's the Brightest Twinkle of
The Screen's Biggest Star!

Gorgeous Comedy! Riotous Fun! Thrills that will run an icy finger up your spine—and a tear or two, all to leave you limp from laughing and hoarse from cheering—for "Grandma's Boy" is a "Freshie" now!

Wild Beasts of Borneo" ORCHESTRA

Francisco has had fifty-one winners reported. Belwin forty-eight. The Exponent forty-four, Etawah thirty-seven. The Harvester thirty six, Dillon Axworthy thirty-five, Guy Axworthy thirty-three, Walter Direct twenty-nine, Ortolan twenty-eight, Justice Brooke twenty-six. The Northern Man twenty-one, Justice Brooke twenty-one, Peter Scott nineteen, Atlantic Express seventeen and Malcolm Forbs thirteen. Peter Volo, Guy Axworthy and San Francisco, three of the horses in the above group, are owned at Walnut Hill Farm. One hundred and thirty-five of their get won races this year.

MONKEY ISOLATED AS EXPERIMENT.

A scientific professor, seeking to establish himself as to how much monkeys are affected by their environment, placed a monkey in a children's hospital, not allowing it to associate with other monkeys until it was four years old. This monkey, isolated from its kind, cannot laugh or cry. Even when freshly cut nails are held under his nose he will not cry. Neither can he scream, as wild monkeys do. Nevertheless, he has all the movements and gestures of the ordinary monkey, such as ringing bells, tearing things to pieces and generally making a nuisance of himself. This monkey sucks his thumb, just as many children do, and scientists say wild monkeys never have been known to do this.

WOULD ARRIVE EARLY.

Passenger (on extremely slow train): Say, conductor, aren't we ever going to go any faster?

Conductor (sarcastically): If you're not satisfied why don't you get off and walk?

Passenger: I would, but my folks are not expecting me till the train gets there.

Prison Chaplain: "Well, my man, how did you manage to get here?"

Prisoner: "Bad company, sir. You see there were four of us to one lock-tee-totaler."

Trumphet won the \$25,000 trot at Aurora and finished second to Todd Hart in the \$10,000 event at Kalamazoo. Etta Drullen had few engagements. Her last appearance was in Transylvania which she won.

Peterhoff was represented by Ribbon Cane. She won \$27,320 and was the largest money winning pacer in 1925. Tarzan Grattan is in second place with \$15,675. Skeeter W. stands third. She was awarded \$14,327.50.

The returns for 1925 show that each of the stallions named in this article had a number of other winners. Peter the Great tops the list with sixty-four. Peter Volo is in second place with fifty-two. San

Hickey & Nicholson's Black Twist

Is something better than the ordinary Chewing Tobacco. It has a flavor all its own. The man who wants a real good lasting chew, always asks for Hickey's. Beware of substitutes.

HICKEY & NICHOLSON

TOBACCO COMPANY LIMITED.
MANUFACTURERS

Peter Maltby	\$20,045.00
Hollyrood Susan	12,330.75
Voltage	4,725.00
Hollyrood Abigail	3,255.00
Tippy Volo	3,125.00
Jack de Saalies	1,290.00
Purple Volo	1,150.00
	\$45,821.75

Peter Maltby was started in nine events. He won all of them without losing a heat. Hollyrood Susan found him her most formidable competitor. She closed the season by winning the May Day Stakes at Lexington. Tippy Volo and Purple Volo were purchased Circuit's show that Guy Axworthy as yearlings at the New York sale