

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

A MASTERPIECE OF A MASTER PRODUCER

CIL B. DE MILLE'S PRODUCTION

The VOLGA BOATMAN

By LENORE J. COFFEE Adapted from Konrad Bercovici's novel with WILLIAM BOYD, ELINOR FAIR, VICTOR VARCONI, JULIA FAYE, and THEODORE KOSLOFF



A Tremendous Picture

of modern Russia, romantic yet more than a romance, melodramatic, yet vastly bigger and finer than mere melodrama—a human story of the love of a Princess and a plebeian boatman, filled with tragedy, appeal, humor, remarkably gripping, swift-moving, fascinating, absorbing. Incomparably the greatest film achievement of the decade—Cecil B. De Mille's screen masterpiece.

An absorbing theme, exquisitely developed against the super-dramatic background of the revolt of an oppressed Nation—a tremendous photoplay of storm-tossed Russia which none can see and ever forget.

Fox News—Aesop's Fables—Augmented Orchestra

Dalhousie and St. F. X. Coming

The Dalhousie Football Syndicate coming to Charlottetown to play the St. Dunstan's University on Saturday and the Abegweits on Monday, "Thanksgiving day."

This will be good news to the football fans of the City and should be the means of bringing out a big crowd to view both games.

The Dalhousie team H.R.R. exact production to the followers of football in the city and have a bang up team this year.

The local teams were never in better condition or better prepared to meet teams from the other Provinces.

Both St. Dunstan's and the Abegweits have good football squads this year and teams that will make a good game for the Dalhousie.

In fact it is confidently expected that the home teams will come through with a win, they have heavy forwards heavy quarters and fast halves and are prepared to meet their rivals, the Dalhousie team in either open or close work.

On the following Thursday St. Francis Xavier team will arrive in town to meet the Abegweits and on Friday the St. Dunstan's.

Football is again coming into its own in Charlottetown and the above game should have a telling effect in stimulating the interest of the fans.

MARIE KNOWS OF NO PLANS FOR MARRIAGE OF HER DAUGHTER

WINNIPEG, Man., Nov. 2.—Queen Marie knows of no plans for the marriage of her daughter, Princess Ileana to Prince Humbert of Italy. The royal Rumanian party to-day officially denied reports from Bucharest that the marriage would be arranged when an Italian delegation arrives at King Ferdinand's palace.

MILLIONAIRE DIVORCES WIFE AND MARRIES WINNER OF BEAUTY CONTEST

LOS ANGELES, Nov. 2.—Eugene V. Brewster, millionaire publisher of motion picture magazines, yesterday announced his marriage last Wednesday to Corliss Palmer, winner of a beauty contest conducted by one of his magazines several years ago. The ceremony took place in Ensenada, Mexico, within twenty-four hours after Brewster had been granted a divorce from his wife by a Mexican court.

Brewster and his bride returned to Hollywood and will spend their honeymoon there.

she replied, "In the hospital."

They are a very devoted pair, and are wrapped up in each other and their three children, two daughters and a son, the eldest of whom is five years and the youngest, Andrew, two, in every sense of the Scotch term, they are "home bodies."

Had they the children with them? "Oh, dear no," replied Lady Elgin in obvious alarm at such a suggestion. "We couldn't drag the children with us all over the continent! That kind of thing may be done here but it doesn't fit into a healthy Scotch bringing up."

Discussing with Lord Elgin his address at the Canadian luncheon on "Elgin and the Early Days of Canada." The Star enquired if he had any personal recollection of his famous grandfather. "He died in 1853," he replied, "long before I was born."

But Canada is a great tradition in their home. His house is the house in which his grandfather lived and it contains many, interesting relics of Canada. One of the most interesting is the high-chair of Canadian manufacture, in which his father sat as an infant, for he was born in Montreal.

John Smith and His Car

By FREDERICK G. RUSSELL

John Smith is a character whom every motorist should welcome. He is not selfish, rather he is a motoring martyr, a chap willing and glad to have exploited, in an interesting way, his experiences for the benefit of the other twenty million or more members of the motor class.

No. 35: Tackling the Transmission

Smith and I were spending a rainy Saturday afternoon giving our cars a generous greasing. Having run out of our grease I decided to step over to the stock room, but in passing Smith discovered that he was meditating over the transmission. He had removed the cap of the filler pipe and had a grease gun load of transmission oil which he seemed anxious to pump into the gears.

"I can't understand why I can't put any oil in here," he said "From the way the oil is running out of here it looks as though the oil in the transmission had been multiplying itself."

"The overflowing," I explained, "is due to the fact that you haven't waited for the oil to settle back into the base of the transmission. A lot of it is carried up to the top with the teeth of the gears, so that when you remove the cap of the filler pipe some of this oil starts running out. If you wait a while the gears will real clean with fresh grease and then pack them with fresh grease why don't you remove the cover?"

Smith gaped at me as though I had suggested taking apart a jeweled watch. "You must think I'm a mechanic," he said. "I started then and there to convince him that the transmission is not nearly as complicated as most motorists imagine. I agreed to do the job for him, and so after removing the emergency brake handle and placing it to one side, I unscrewed the cover nuts and raised up the cover and the gear shift lever in one operation. In a bath of grease the gears were revealed below.

Next I sat at the wheel, threw out the clutch and cranked the engine. Since the car was stationary and the clutch disengaged none of the gears in the transmission were moving. This gave Smith a chance to note that the transmission is really composed of two-gear-carrying shafts, one directly on a line with the shaft of the engine and the clutch, and the other directly beneath it. Allowing the engine to run as slowly as possible I let in the clutch and told Smith to watch the gear nearest the clutch. The moment the clutch started following the fly-wheel the "clutch gear" began turning. And at the same time the counter shaft below with all its gears started revolving. I explained that these counter gears turned because the clutch gear was in constant mesh with the gear at the front end of the counter shaft.

"The gears are now in 'neutral,'" I added. "To put the car in motion it is only necessary to mesh one of these two gears on the upper, or splined, shaft with the corresponding gear on the lower shaft."

I pointed to the grooves on the inner sides of these two top gears and then to the forks at the lower end of the gear shift lever in order to explain how the gears were shifted by the driver.

"This rear top gear, being a large one of the mesh, is a small gear on the lower shaft and therefore gives the engine a mechanical advantage when starting or when pulling up a steep hill. When this 'low' gear is pushed all the way back on its shaft it meshes with a third gear to one side called the 'reverse idler gear.' This combination simply reverses the motion imparted to the propeller shaft and makes the car go backwards. The front gear on the upper shaft is used for 'second' and 'high.' You will note that it is smaller than the 'low' gear. The engine in this case does not have such an advantage because when this combination is used the car is supposed to have a fair amount of speed. When this same gear is locked into the 'clutch gear,' thus giving a direct drive straight through the transmission to the propeller shaft and thence to the rear wheels. This is the combination used for 'high' gear."

This actual demonstration enabled Smith to see why gears cannot be shifted without first throwing out the clutch and without equalizing the speeds of the gears to be meshed.

"And how are you going to put on the cover?" he asked. "Simple enough," I replied. "Set the two sliding gears of the upper shaft in such a position that they are not in mesh or contact with any of the other gears. In this position the transmission is in 'neutral.' When I replace the cover the shifter forks should just slip over the grooves of these two gears. But if ever you do this work yourself don't forget to see that the gasket is in place between the case and the cover, for if dirt gets in to the gears they will wear out as prematurely as though they were not properly lubricated."

DOUBLE DOLLAR DAYS Friday and Saturday 5th and 6th of November WHOLESALE PRICES IN ALL DEPARTMENTS WITH MANY SPECIALS 50 Young Men's Overcoats, Blues and Tweeds. \$15 Worth to \$22.00 for ... 50 Young Men's Suits in Tweeds for ... \$15 SPECIALS Men's Black Rubber raincoats to clear ... \$4 50 Men's Tweed Raincoats Grey, Brown and Olive special \$6 50 Men's Leatherette Raincoats special ... \$5 40 Men's white Flannelette night shirts worth \$2.35 for ... \$1 69 Men's colored Flannelette night shirts to clear ... \$1 25 Men's grey evening shirts with collar good weight special \$1 35 Big range of Men's fancy Shirts, worth to \$2.00 Dollar Days 99c Men's heavy weight Khaki breeches, special ... \$2 37 Few pairs of Men's cottonade pants to clear ... \$1 40 Men's Merino Shirts and drawers Dollar Days ... 99c Men's Merino Combinations suits ... \$1 69 100 Men's Velour Hats worth to \$5.00 for ... \$1 00 VERY SPECIAL HUNDRED BOYS' SUITS TO CLEAR AT COST REMEMBER THIS STORE IS OPEN UNTIL 8 P. M. J. W. Robblee 135 GREAT GEORGE ST. PHONE 141 SEE OUR WINDOWS FOR MORE SPECIALS

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GOVERNMENT MUNICIPAL AND PUBLIC UTILITY BONDS J. M. ROBINSON AND SONS, LTD. Investment Bankers P.O. BOX 464 CHARLOTTETOWN, P. E. I., PHONE 291-L 2453-11-3-tst-61.

The Story of Canada's Money BY PAUL MONTGOMERY Will be given serially in the Charlottetown Guardian beginning Saturday, November 6th as follows: 1 The Card Money of New France. 2 The Coins of Frontenac. 3 Some interesting French Canadian Coins. 4 The Coins of the Conquest. 5 How a Governor was Insulted by a Coin. 6 How the early Canadian Bank Bills were protected from the forger. 7 The Holy Dollar of Prince Edward Island. 8 The Coins of the North West Company. 9 The Broken Coins of Nova Scotia. 10 The Army Bills of 1812. 11 The famous Leslie Tokens. 12 The Bank of Montreal Coins. 13 The Quebec Bank Coins. 14 The Coins of the Bank of Upper Canada. 15 The Coins of the Hudson Bay Co. 16 When an invading King found Money in Canada. 17 The Early Coins of Newfoundland. 18 When Canadian Railways issued their own Money. 19 The Mackenzie Notes of 1837. 20 The British Columbia Gold Coins. BE SURE AND GET YOUR COPY OF THE GUARDIAN

10¢ well invested Good to the last puff BEN BEY CIGARS Protect your Foxes with "Peerless" Brand Fox Netting. "Dead Flat" galvanized before and after woven. Specially made for us. We have sold this Netting for the past twenty-five years to the largest P.E.I. Ranchers, and are the largest Dealers in America. Write for Prices. THE ROGERS HARDWARE CO. LTD. CHARLOTTETOWN, P.E.I.

COATS AND CAPES MEET The majority of the fur coats this season are made with little or no flare. But some furriers are here combining the essential features of the coat and the cape into one garment which has much more room in it. It is really a cape with sleeves. This is usually rimmed with fur of a different character than that forming the body of the garment.

Miller's Worm Powders destroy worms without any inconvenience to the child, and so effectually that they pass from the body unperceived. They thoroughly cleanse the stomach and bowels and leave them in a condition not favorable to worms, and there will be no revival of the pests.

Minard's Lintment for Sore Feet.

KANTLEEK THE MOST POPULAR HOT WATER BOTTLE SOLD BECAUSE FIRST It has wide side walls which prevent bulging or buckling. SECOND It has a wide neck which makes it easy to fill. THIRD Stopper is chained to bottle and cannot become lost or mislaid. FOURTH Stopper socket is moulded into rubber, no wires or cement used to hold it in place. FIFTH Pure Para Rubber. SIXTH It is moulded in one piece. No seams or bindings to become loosened. SEVENTH Guaranteed for two years. SOLD ONLY BY MacKinnon Drug Co. Phone THE REXALL 9080 319 KODAK STORE 33

CANADA IS TRADITION IN LORD ELGIN HOME TORONTO, Nov. 2.—Lord and Lady Elgin arrived to-day from their trip to Western Canada and are guests at government house.

"I did not see as much of the west as I should have liked," said Lord Elgin. "I spent ten days in the hospital in Winnipeg with an attack of tonsillitis."

The Star asked Lady Elgin how she had spent those ten days and

The Charlottetown Starr VOLUME 1 CHARLOTTETOWN, WEDNESDAY, NOVEMBER 3, 1926 NUMBER WORLD'S CHAMP CHOOSES STARRS HOW MUCH OF A TIRE TOUCHES? A TROPHY FOR CANADA CANADIANS can be proud that one of their products is of such superlative quality that it won the world in receiving the approval of the Spanish Royal Court. Among many appointments and world medals, Starrs put well to the forefront the fact that they have the official appointment of Skat Makers to the Royal House of Spain, as shown by the crest below. STARR SIXTY-TWO YEARS YOUNG The Starr Manufacturing Company will this year celebrate its sixty-second birthday. The Company was established in 1864 by the late John Starr, Esq., for the purpose of manufacturing skates. Since that time many other lines have been added, but none in which the concern takes greater pride than the original line—Starr Skates. STARR EXPERT TUBE HOCKEY The last word in hockey skates—Hand made throughout. Runner of selected grade of chrome nickel steel, tempered glass hard, and curved to just the right radius. Tube curved to radius of runner. All parts electrically welded, giving one piece strength throughout. Like all Starr Skates (regardless of price) fully guaranteed. At your dealer's. Aluminum Finish, \$5; Satin, \$6

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Charlie Gorman, Speed King, Says They're Supreme

SAINT JOHN, Oct. 9, 1926. "After skating for a number of years, and winning the world's championship, I'm convinced that there are no better skates than those made by the Starr Manufacturing Co. Ltd."

"I believe greater time can be made on the 1926 model Starr Racing Skates than on any other make and am using them exclusively." Thus speaks the holder of the world's record for the 75 yards, 440 yards and the winner of the World's Senior Championship.

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