



# The Range To Buy !!

## "ENTERPRISE"

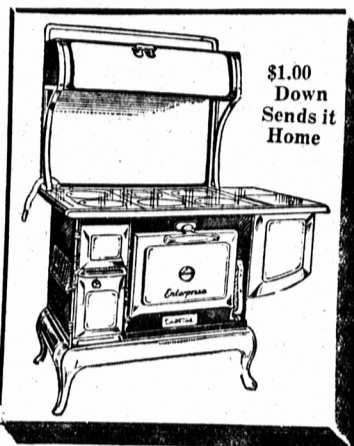
### Canada's Fastest Selling Range



# One Week Range Sale--July 17th to 24th

### Buy NOW!

There's no need to put up with that old smokey, coal wasting range any longer — save time, worry and expense... enjoy the comforts and conveniences of Canada's Finest Range... "ENTERPRISE". For one week only we offer you an unusual opportunity to procure your new Enterprise Range. A mere DOLLAR BILL delivers the Range of your choice. Balance in easy monthly payments. Order now and learn why ENTERPRISE is "Canada's Finest and Fastest Selling Range."

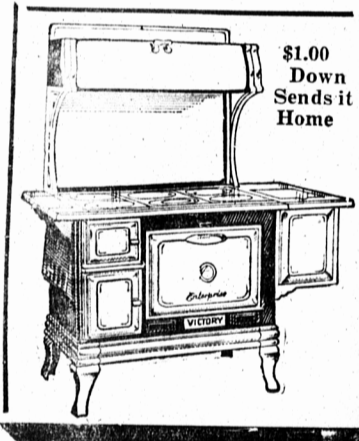


## Buy ENTERPRISE For

Dependability — Economy — Beauty  
Long Life — Satisfaction!

**QUICK HEAT** — Speedheat Streamlined Flues, gives quicker morning fires and quicker heat at all times.

**GOOD TIGHT JOINTS** — Flame Sealed Joints means more heat from less fuel.



**GREAT STRENGTH** — No twist with an Enterprise—The Anchor Tie-Up Construction makes it impossible.

**SPEEDY COOKING** — The "Intensifire" Ring on the bottom of every Enterprise cover cups the heat under the cooking vessel, creates a "hot-spot" and speeds up cooking.

**10 YEAR GUARANTEE ON COVERS** — Break or Crack one in that time and Enterprise supplies a new one, no charge.

**A GOOD OVEN** — The Magicook Oven is clean, bright and well ventilated. It is a joy to see and to use.

**ACCURATE THERMOMETER** — Clear vision style, easy to read, accurate and modernly styled.

**COOLER HANDLES** — Insulated handles ensure comfort at all times.

**EASY TO CLEAN** — Double thick enamel and smooth nickel makes cleaning simple and easy.



**DELIVERS YOUR NEW ENTERPRISE RANGE**  
BALANCE  
In Easy Monthly Payments!  
NO INTEREST — NO EXTRAS

These Terms For One Week  
Only — July 17th to July 24th

**HOLMAN'S**  
SUMMERSIDE—CHARLOTTETOWN



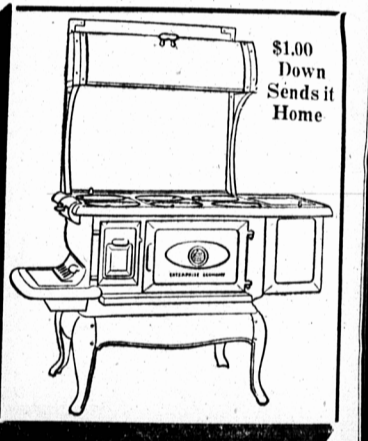
### Use The HOLMAN HOME PLAN!

"THE MODERN, EASY WAY TO BUDGET"

The right road to happiness and contentment usually means careful budgeting in buying things for the home. The Holman Home Plan does just that — It's the efficient, modern way to acquire the things that make your home more attractive and livable. Just small weekly or monthly payments out of income gives you the things you want for your home, without undue strain on the family budget. At Holman's you pay only the cash price — No Interest or other charges added for time payment privileges.

### No Need To Buy The Ordinary There's An Enterprise Range At Every Popular Price!

- The "Savoy" — 49.50
  - The "Princess" — 63.00
  - The "Bristol" — 89.50
  - The "Capital" — 74.00
  - The "Economy" — 62.50
  - The "Simplex" — 79.00
  - The "Victory" — 89.50
  - The "Iron Duke" — 110.00
  - The "Monarch" — 112.00
- "Quebec Style" 24.50  
With Oven  
"The Pioneer" 25.00



### Change To An ENTERPRISE and Save Money

### British Courts Seek Guidance On C.P.R. Case

LONDON, July 16—(CP)—Lord Atkin, Lord Thankerton, Lord MacMillan, Lord Wright and Lord Maughan have reserved judgment after a four-day hearing in the House of Lords of the appeal against a decision of the Court of Appeal—that the Canadian Pacific Railway Company, the owners of a ship rendering salvage services to another vessel that had been in collision, were not entitled to payment for those services because they were also owners of another vessel that was partly to blame for the collision.

The C. P. R.—the appellants—are also owners of the Empress of Britain, which was in collision June 16, 1935 in the Gulf of St. Lawrence with the collier Kafiristan, owned by the respondents, the Hindustan Steam Shipping Company, Limited, of Newcastle-on-Tyne, England. Three of the Kafiristan's crew were lost.

The Kafiristan was towed for 100 miles, at the request of its master, by the Beaverford, a C. P. R. vessel, and it had been held by Mr. Justice Bucknill and the Court of Appeal that, because the Empress was partly to blame for the collision, its owners should not obtain any reward for the services rendered by their ship, the Beaverford, to the Kafiristan on the rule of law that "no man can profit by his own wrong."

H. U. Willink, K. C., R. F. Hayward, K. C., and V. G. U. Hunt appeared for the Canadian company and P. A. Sellers, K. C., J. Naisbait for the English concern.

Lord MacMillan posed the question: "Suppose there is a ship in great peril of sinking and here is another vessel standing by, is the position to be that the master of the vessel standing by will say: 'I refuse to lend you a hand because

I shall not even get my expenses?' " Lord Atkin commented: "It is disastrous."

The Kafiristan was badly damaged and the Empress of Britain stood by for about six hours until the Beaverford arrived on the scene and the master of the Kafiristan requested to be towed to safety. After the Beaverford towed the Kafiristan 100 miles there was agreement made to refer her claim for salvage services to arbitration.

The master and the crew of the Beaverford were awarded \$3,000 and as to this there was no question in the present appeal. This came from the arbitrator's assessment of the amount of reward to be given to the company owner of the Beaverford at \$9,250, plus \$2,750 out of pocket expenses. If it should be held that they were legally entitled to payment for the services rendered by the Beaverford, Sir Norman Raeburn, K. C., as appeal arbitrator, held the owners of the Beaverford were not entitled to any salvage award because they also owned the Empress of Britain. Mr. Justice Bucknill and the Court of Appeal unanimously affirmed this view.

**WOULD WELCOME ADVICE**

However, in giving leave to appeal to the Lords, Justice Greer said the Court of Appeal would welcome the assistance of that house in laying down the law upon the subject finally. Mr. Justice Bucknill had expressed the view that the decided authorities did not lay down any clear principle for his guidance other than the principle that no man can profit by his own wrong.

Mr. Willink argued there was authority for paying an award for salvage services in such circumstances laid down as long ago as 1872 in the case of the Glengaber. The governing principle of salvage law was, he said, that in the interests of shipping and commerce those who undertook risks and expense of salvage should be rewarded. If this principle were to be dis-

regarded, as in the judgment of the court of Appeal, continued Mr. Willink, the result would be that the salvaging vessel was deprived of any reward for her action, while a vessel which was partly to blame for a collision obtained the benefit of salvage without paying anything for the services rendered. The performance of salvage services, he contended, ought to be encouraged with an understanding of proper rewards.

Lord Atkin followed up Lord MacMillan's point, instancing that the first vessel to reply to a distress message might be owned by one of the participant ships, and it would be disastrous if the captain of the ship that had come to help was to stand off and say: "No, one of the ships in collision is a sister ship of mine under the same ownership and I cannot afford to render this service because I may not be paid for it."

Mr. Willink said the owners of the Kafiristan said in effect to the

owners of the Beaverford: "We choose you to help because you are a sister ship of the Empress of Britain and we do that when other ships are coming up, including one of our own, because you will not be able to recover any of the expenses of your services."

Lord Thankerton: "You will bear the whole burden of the salvage?"

Mr. Willink: "Yes, although my clients are only partially to blame for the collision."

Lord Atkin said the principle of law that a vessel in fault could not recover for salvage services had not been departed from by agreement by Norway, Belgium and France.

**CASE FOR KAFIRISTAN**

Mr. Sellers, for the owners of the Kafiristan, said that for more than 50 years it had been well-settled by law that where the danger to the salvaged property had been occasioned by the negligence of those in charge of the salvaging vessel,

neither the owners, the master, nor the crew of the negligent vessel could recover salvage.

He declared that by assisting the Kafiristan the C. P. R. were conferring a benefit upon themselves by reducing the amount of the damages they would have to pay in collision action. Had the Kafiristan not been salvaged, she would have become a total loss, together with her cargo, and, in that event the damages payable by the Canadian Pacific would have been very much greater.

Or had the salvage been performed by some other vessel the C. P. R. would have been compelled to pay their proportion of the salvage award to that other vessel, and the damages payable by them would have been increased accordingly.

It was known when the arbitration began which vessel was to blame for the collision but it was only later it was agreed that the Empress of Britain was 75 per cent to blame and the Kafiristan 25.

### One Try Again For Ghost Ship

PORTSMOUTH, England, July 15—(CP)—Phantom ships are just as hard to man these days as they ever were—perhaps a little harder because the ranks of sailing men have become depleted. And that is probably why the mysterious Zebrina brought only \$250 at an auction here recently.

Her new owner showed he had a complete contempt of sea superstition by renaming the vessel Marie Celeste, whose career the Zebrina emulated.

No. 1 mystery ship of the seven seas, Marie Celeste sailed from New York on Nov. 7, 1872 for Genoa with a crew of 18 and the captain's wife and son. On Dec. 13 she was found off Gibraltar deserted, but

with all sails set, an unfinished meal in the cabin and everything "ship shape". No trace of the crew was ever found.

In 1917 the Zebrina was found off Point Zedel, France, with all sails set and her tables prepared for a meal. Her crew of five had vanished and were never found.

### Need Wide Space For This Hobby

MADISON, N. J., July 15—(CP)—Two full-sized railroad block signals, visible for blocks around, stand in the back yard of the home of Thomas T. Taber here and Taber, an insurance man, is trying to find additional types of signals to add to his collection.

Interested in railroads as long as he can remember, Taber has fil-

led his house from basement to attic with railroad models, curiosities, mementos and photographs. In the basement is an elaborate miniature electric railroad system, with various track circuits operated through a large electric switchboard.

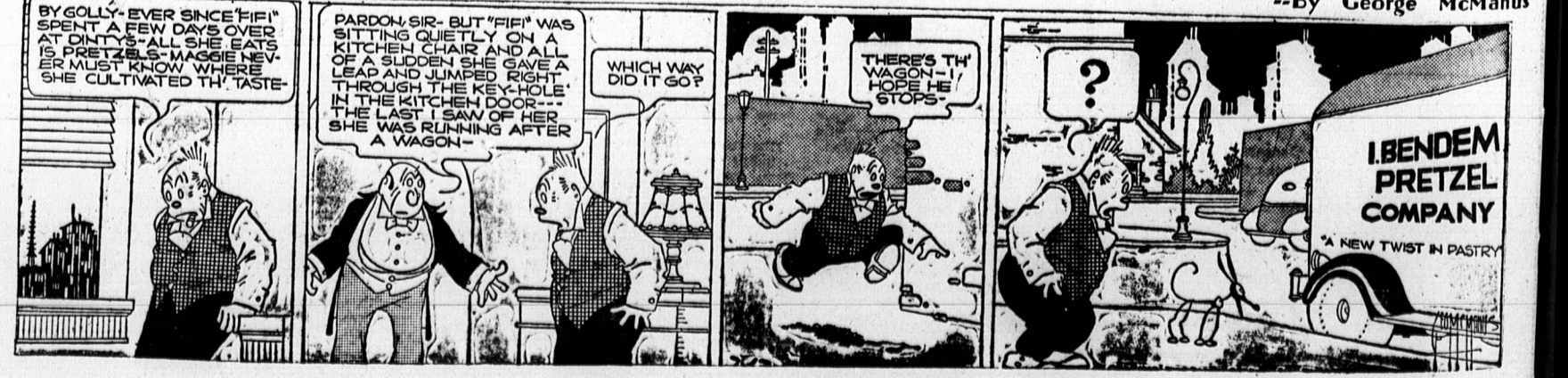
Among his models is a working scale model of Morris and Essex Locomotive No. 24, the original of which was built in 1880. A recent acquisition is an old camel-back locomotive of the type formerly used, on the New Jersey Central Railroad.

"Yes," said the stranger in the inn parlor, this hiking is a fine idea. Nothing pleases me better than to see crowds of people on the roads these days."

Do you hike yourself, sir? asked the landlord.

Oh, no, came the reply. "I'm a manufacturer of corn plaster!"

### BRINGING UP FATHER



--By George McManus