

Fish, Seals And Aeroplanes Meet At Harbor Grace

HARBOR GRACE, Nfld., Dec. 14.—(C.P.)—It was the early summer of 1927: everyone was talking of young Charles Lindbergh—the "flying fool" and "Lucky Lindy" the headlines said—who had hopped off at Long Island and dropped down in Paris. And of Clarence Chamberlain, who had ferried Charles Levine across the Atlantic in the Columbia.

Citizens of Harbor Grace, a town which had played an important part in Newfoundland's great sealing and fishing industries, began to look ahead. They had a vision of craft built on lines different from the sturdy sealers and coastal vessels which found haven here on the western shore of Conception Bay. They remembered that Hawker and Greive, Alcock and Brown, had hopped off from Newfoundland as the pioneers of trans-Atlantic flying. Now, after a lapse of eight years, the Lindberghs and Chamberlains were at it.

Harbor Grace decided to build an airport.

Above the town was a plateau ideal for the purpose. They swamped out brush, tore up roots and levelled off the surface. Early in August it was complete—3,800 feet long by 200 feet wide with a gravel surface. For one third of its length the field had a four percent grade, two thirds were perfectly level.

The long field runs east and west; its surroundings are free from buildings, poles, wires or obstructions of any kind. On the northern side is Lady Lake, and at the eastern end a high bluff, both excellent landmarks for any puzzled flyer.

The field was there, and the flyers came. Look over the record of Harbor Grace airport. You will find that seven successful trans-Atlantic planes flying eastward took the long hop from Harbor Grace; that five tried the skyways with this field as their starting point, and failed somewhere over the sea; that one craft flying westward dropped down here before going on to the lights of New York.

The first trans-Atlantic plane was the "Prude of Detroit," with William Brock and Edward Schlee at the controls. They came to Harbor Grace on Aug. 16, 1927 hopped the same day, and made a successful crossing on the start of a proposed round the world flight, abandoned at Tokyo, Japan.

Then came the era of all-starred attempts to fly the Atlantic in the airwake of the first carefully planned and prepared flights. Captain T. B. Tully and Lieutenant J. D. Medcalf, attempting to fly from London, Ont., to Lond. Eng., refueled here on Sept. 7, 1927, hopped off, and were never heard of.

A year later Lieut-Commander H. C. MacDonald attempted to make the crossing in a Gipsy moth. His plane was brought out from England by steamer, and he left on Oct. 17, 1928. His name was added to the list recorded under "Fate Unknown."

Still another year later, U. P. Dittman of Billings, Montana, arrived from Fredericton, N. B., on Oct. 22, 1929, in his "Golden Hind," and left for an unknown destination on the same day. A note disclosed that he intended to try the Atlantic. He was never seen again.

On August 2, 1930, John Henry Mears and Pilot H. J. Brown arrived from New York on the first leg of a proposed round-the-world flight. Their plane went out of control and was completely wrecked as it over-ran the runway. The airmen escaped, but did not try it again.

Next month Captain Errol Boyd, first Canadian to make a successful crossing and Navigator Harry Connor brought the old "Columbia," veteran of one such journey to this port. On Oct. 9 they took the air, and came down in the Selly Islands.

Holger Holtriss and Otto Hillig left Harbor Grace on June 22, 1931, and

eventually reached Copenhagen in their plane "Liberty."

Only a day later the airport played its part in the great round-the-world feat of Stanley Post and Harold Gatty. They took only two hours to refuel the "Winnie Mae" and get going.

The "Justice for Hungary" was Harbor Grace's next guest. George Endres and Alexander Magyar spent two days here, and left on their successful flight on July 15.

Another "Liberty" followed—Lou Rechters in Bernarr MacPadden's high speed plane. He came down off Fastnet light, Ireland, on May 13, 1932, and was rescued by the liner President Roosevelt.

Making her first crossing in 1928 with Wilmer Stultz and Lou Gordon, Amelia Earhart had taken off from Trepassey Bay. This year she tried it alone, and Harbor Grace was the starting point. She left the field on May 20, and came down the next day at Londonderry, Ireland.

Jimmy Mattern and Bennet Griffin visited Harbor Grace in their "Century of Progress" on July 4. They left for Europe on the same day and made a successful flight, later abandoning their round-the-world project.

The last eastward ocean attempt from this field ended in death. Clyde Lee and John Bohken brought the Green Mountain Boy here Aug. 24 of this year, after landing near Burgeo and spending the previous night on a tiny sand-pit. They took off the next day and were never heard of.

Harbor Grace proved a happy haven for one of the most remarkable flights on record, that of Captain Charles Kingsford-Smith, E. Van Dyke, J. S. Paul and John Stanvage from Dublin to New York; meeting fog, and battling with falling navigational instruments the airmen brought the "Southern Cross" down on this field on June 25, 1930.

Several flights were planned with Harbor Grace as the take-off point, but did not materialize. Duke S-hiller and Phil Wood flew the "Royal Windsor" down Sept. 27, 1927, but later returned to the Canadian Windsor instead of heading for England.

The veteran "Columbia" was flown with Mabel Boll—the Queen of Diamonds—by Oliver LeBoutillier and Arthur Argles in June, 1923, but plans for the crossing were cancelled.

In July, 1929, Harbor Grace was the eastern terminus of a leisurely flight by Vernon Dorell, in the Bluebon.

It has figured as the ultimate starting point of more trans-Atlantic flights than any other airfield in the world.

HARTSVILLE SCHOOL

Honor Roll for November.
Grade X—1 Dorothy MacKenzie, 2 Mary MacKenzie, 3 Mamie Nicholson, 4 Russell Murray.
Grade IX—Borden MacLeod.
Grade VIII: Joseph Murray.
Grade VII: John MacLeod, Spurgeon MacLennan.
Grade VI: Jennie Murray, Lloyd Nicholson, Mary Callaghan.
Grade V: Joseph Murray, Elva Bryanton, Alma MacLeod.
Grade IV: Leslie Nicholson, Annie Bryanton, Vernon MacLeod.
Grade III: Mairford Nicholson, Oliver MacLeod, Alexander Frizzell.
Grade I (Sp) Mary MacLeod, John MacKenzie, Desmond Clarkin.
Grade I (Jr) Norman MacLeod, Jennie Nicholson, Sheldon Nicholson.

CALL THE WOODPECKER

Grade one was having a lesson on birds.
After some discussion the fact was established that birds eat fruit.
One little girl, however, was unconvinced.
"But, teacher," she asked, raising her hand, "how can the birds open the cans?"

Heavy Grain Deliveries At Saint John

SAINT JOHN, Dec. 14.—Grain deliveries from the Canadian Pacific elevator in West Saint John have passed the half-million bushel mark to date this month and probably will touch the million bushel mark in the next week, it was learned today.

Yesterday a total of 510,386 bushels had been delivered to ships for overseas export since December 1. In the elevator and on track in West Saint John 1,797,959 bushels remained, including 601 carloads of between 1,800 and 2,000 bushels each.

When the steamer Manchester Brigade of the Manchester Line and the C. P. S. Duchess of Atholl sail Thursday they will take 215,000 bushels.

Grain-laden trains have been rolling into Saint John daily by both railway systems, the Canadian National Railways now having 380,000 bushels of wheat and rye on track and 195,000 bushels in the C. N. R. elevator. There are also 110,000 bushels of South African corn in the elevator.

Many of the train and yard crews laid off by the railways throughout eastern Canada during the summer have now been re-employed due to the volume of grain shipments, while, with the first heavy snow fall, others will be taken on to clear lines and run plow trains.

Between 50 and 60 men went to work yesterday unloading the steamer Marie Bakke, which brought a cargo of Scotch anthracite coal to port over the week-end destined for Quebec and Ontario.

This was the first of coal cargoes totalling more than 50,000 tons expected to go through Saint John during the winter months.

ENYVALE SCHOOL

Honor roll for November:
Grade X: 1 Leo Murray.
Grade IX: 1 Annie Cusack; 2 Teresa Cusack; 3 Leo Cusack, 4 Lawrence Murray, 5 Mary McQuaid, 6 Helen Hogan.
Grade VIII: 1 Clara Clarkin, 2 Louise Woods, 3 Mary Hogan, 4 Aeneas Ooady, 5 Kathleen Woods.
Grade VII: 1 Leonard Cusack, 2 Vincent Murray, 3 Mary Coady.
Grade IV: 1 Clara McDonald, 2 Linus Trainor, 3 Joseph Hogan, 4 George McDonald, 5 Damlan Trainor.
Grade III: 1 Cecil Murray, 2 Grade II: 1 Eileen Clarkin; 2 Joseph Coady, 3 Jean McDonald; 4 Genevieve Trainor; 5 Teresa Hogan.
Grade I: 1 Myrtle Costello; 2 Norman Trainor, 3 Leo Clarkin, 4 Louis McDonald, 5 Bernice Coady.
L. P. Berrigan, Teacher.

WRITES FAREWELL POEM BEFORE FATAL FALL

BOSTON, Dec. 15.—Shortly before she was fatally injured in a fall from a saddle horse, Miss Persis Greely Anderson of the Back Bay, wrote the following poem, entitled, "Will and Testament."

I leave a little silver smile
To shine for all the world to see;
Who deemed my friendship worth his while
May have it as a legacy.
I give my hand to anyone
If such with frankness he can take;
I will my eyes to look upon
All Beauty for the Spirit's sake;
I wish my speech distributed
To whosoever craves a word,
My song to be inherited
By any pulse it may have stirred.
My Self is all I have to give,
And I bequeath it while I live.

Piles Go Quick

No Salves—No Cutting
Thousands who have itching, bleeding or protruding piles have not yet learned that quick and lasting relief can only be accomplished with an internal medicine. Neither salves nor suppositories remove the cause.
Bad circulation of blood in the lower bowel causes piles. The hemorrhoidal veins are flabby, the bowel walls weak—the parts almost dead. To get rid of Piles an internal medicine must be used to stimulate the circulation, drive out the thick impure blood, heal and restore the affected parts.
Dr. J. S. Leonard, after years of study, found a real internal Pile remedy. He called his discovery HEM-ROID, and prescribed it for 1000 patients with success in over 900 cases, and then decided every Pile sufferer, no matter how stubborn their case, might try his prescription with a money back guarantee.
HEM-ROID tablets have such a wonderful record of success in this city that Hughes Drug Co., Ltd., and all good druggists invite you to try HEM-ROID and guarantee money refunded if it does not end your Pile misery.

LIQUOR SALES DECLINE IN NOVA SCOTIA

Plebiscite On Liquor Question In Near Future, Says Premier.

(Canadian Press)
HALIFAX, Dec. 14.—Sales of the Nova Scotia Liquor Commission for this year decreased by approximately \$1,200,000 from last year's intake, according to a statement issued today by Premier Gordon S. Harrington. Gross sales amounted to \$3,765,000 as against \$4,965,000 in the previous year, and the net surplus fell to \$492,700 from \$729,900. The surplus had been estimated as \$630,000, so that the return to the Provincial Treasury is about \$137,000 below the estimate.

The Premier's statement dispelled any idea that the question of Government sale might be submitted to the people soon again. "The question of the sale and use of alcoholic beverages is of course a highly controversial one," it said. "Many people are satisfied that the present method is an improvement over the system of sale that existed under prohibition. The present year is only the second full year of operation of the Act, and a substantial period of trial will be necessary before a decision can be reached concerning the desirability of taking the verdict of the citizens of the Province again upon the subject. There are too many commendatory reports to conclude otherwise than that the Act has brought substantial improvement. The records clearly indicate that one people of Nova Scotia are not abusing the privilege they have acquired."

In addition to the general reduction in drinking, consumption of spirits declined most markedly, the value of spirits sold reaching only about one half that of beer and wines dispensed.

Islands Of The Black Pearls

At the apex of prosperity, the single article most sought by the world of fashion was the black pearl, of which the finest specimens came from the Paumotu Archipelago.

Twenty fathoms deep in the South Pacific, brown skinned divers searched amid the coral for the black-lipped shells that house the great prize.

Annually there was a "pearl rush" from Papeete to the hidden atolls whence the mother of pearl shells for distant button factories offered a certain income, while a chance lucky find of a big black pearl means fabulous wealth. Millionaire yachtsmen chartered their course to the sun kissed atolls, first familiarized by bride's pendant, or black pearl earrings.

Ten years ago one could learn of the Paumotu Islands—known also as the Tuamotu Archipelago—only from pilots' charts and half-recondite books of South Sea lore. Now there are a dozen books, which tell of their palms, pearls and soft trade breezes.

The Paumotu, or Tuamotu Archipelago, is situated about 4500 miles southwest of Panama. It comprises about 100 islands and islets, in total area 330 square miles, scattered over a thousand miles of ocean expanse. The population is variously estimated from 3500 to 5000, chiefly Polynesians, but in the black pearl days including also numerous Europeans, Americans and Asiatics.

The islands were discovered in 1601 by the Spanish navigator Pedro Fernandez Quiros, and after centuries of indeterminate status, were occupied by France in the middle of the 19th century, and annexed in 1881. They are administered with other French possessions in the Eastern Pacific, as a dependency, with administrative headquarters at Papeete, Tahiti.

As the valuable black pearls are rarely discovered, the more certain income depends on commercial lots of small pearls and cargoes of mother-of-pearl shell. Prosperity, therefore, depends to a considerable extent upon the status of the button trade.

In olden days the shells of the black-lipped pearl oyster were sold at from \$250 to \$500 per ton. In the booming years before the recent depression, the price "kited" to \$1000.

SAINT JOHN, N. B., Dec. 14.—(C.P.)—New Brunswick's sinking beneath the sea level, allowing ocean waves to encroach upon the



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CANDY LAND



land and wear it away. This process of subsidence, while rapid in a geographical sense, should not be construed as alarming, according to physiography authorities, who say that if the action continues it will be thousands of years before it need arouse any great concern. As a matter of fact, it is said, the whole of eastern North America and other parts of the world are changing in this manner.

Returning from trips along the Bay of Fundy and Northumberland Strait shores, Dr. William McIntosh, naturalist and director of the New Brunswick Museum, said he had seen surprising indications of the sea's conquest.

When Fort Monckton was built in 1751, the waters of Bale Verte were a short distance from the fortification. Now they have wash

ed away one corner of the old fort and its eventual destruction seems assured unless humans engage in a fight against nature.

Tests conducted at one point of New Brunswick's coast showed that during six years the sea had eaten horizontally into the coast for a distance of one foot and eleven inches, or at the rate of almost four inches a year and 33 feet a century. These figures were said to be probably conservative for application to the coast as a whole, because the tests were made at a point more sheltered than many other parts of the shore.

The subsidence is particularly affecting central New Brunswick, said Dr. McIntosh. As one instance, the southern end of Grand Lake is falling in, taking with it earth and trees. The tide in Saint John river

reaches a point farther than it ever has during the present lifetime of old inhabitants. A gradual sinking of the ground was given as the main reason for this.

Another example of inroads made by the sea may be seen at Courtenay Bay, merging into Saint John harbor from the east, where the teeth of strong Fundy tides are gradually gnawing away the great red clay bank known as Red Head. Inch by inch, the headland is being washed away. During the past few years, it is estimated, thousands of tons of earth with shrubs and trees have collapsed into the sea as a result of breakers undermining the clay embankment during heavy weather.

Although not in the lifetime of anyone now living, the day is coming when the headland will be com-

pletely erased, predicted Dr. McIntosh. "But, it is a perfectly natural happening and it has been going on all over the world since the beginning of time," he added.

Almost from week to week, of the northeast flank of Red Head large portions of the plateau crumble and fall into the sea. On the other side of a field topping the headland, a farmer finds that each year he has a smaller field. Dr. McIntosh believed the amount of earth eaten away each year depended largely upon the intensity of southwest gales.

Fortifications built at Red Head many years ago to guard the eastern side of Courtenay Bay appear doomed to destruction. Each year as the clay bank crumbles, the earthworks approach nearer the brink.

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- Shoulder Roast Pork, lb. 9c
- Chuck Roast Beef, lb. 8c
- Pork Chops lb. 12c
- Corn Beef, lb. 9c
- Sausages, ... 2 lbs. 23c
- Bacon sliced 2 lbs. 35c
- Boneless Cod, 2 lbs. 23c
- Shortening, .. 2 lbs. 23c
- Robin Hood Flour 98's \$2.45
- 24's 09c
- Victor Flour 98's \$2.25
- 24's 65c
- toll'd Oats .. 5 lbs. 19c
- Beans, 5 lbs. 19c

- Dates, 3 lbs. 19c
- Prunes, 3 lbs. 25c
- Raisins, bulk, .. 2 lbs. 23c
- Raisins, seedless 2 lbs. 25c
- Mixed Nuts lb. 19c
- Oranges, doz. 29c
- Oranges, doz. 36c
- Figs, lb. 10c
- Apples, Bethel, .. doz. 25c
- Apples, McIntosh doz. 29c
- Apples, Russets, peck 40c
- Cooking Apples, peck 30c
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