

Smoke
ROYAL NAVY
Cigarettes

10 for 15¢

Central Guardian
SHOP from Holman's Catalog.
DR. F. E. SMALLWOOD'S office
will be closed until Oct. 18th.
mon-wed-thri

NEW MEAT MARKET in Lyce
un, Prince Street. Your patron-
age solicited. J. B. Ferrer, Mgr.
Seit. 30-21 p.d.

KINDERGARTEN NOW OPEN
pupils should enroll at once.
30026-25-31.

GLOBE HOTEL - Exhibition
days meals start at 11 o'clock. m.
Quick service and low prices.
Mrs. Durant, Prop. 800973-30-31

CHURCH OF SCOTLAND-Rev.
D. M. Lamont will preach at
Stanchall on Tuesday, Oct. 3rd at
7 p. m. also Wednesday, 4th at 7
p. m.

POLICE COURT-For operat-
ing gambling devices on the
square, two local men were
banned for the Magistrate by Chief
of Police Cameron Saturday and
fined \$16 or 20 days. Three drunks
were fined \$10 each and a fourth
remanded.

**FINE CONCLUDING PERFORM-
ANCE**-A "Cowboy Performance"
was the concluding play of the Mae
Edwards Company at the Prince
Edward Theatre Saturday night,
which drew an appreciative audi-
ence. The Mae Edwards players
have come back this season with
a stronger cast than ever before,
and both in the quality of their
productions and in their vaude-
ville have added fresh laurels to
their reputations.

**CHARLOTTETOWN FORGOT-
TEN**-This John Telegraph in
his Saturday issue says: Harry
Ballantyne, the general secretary
of the national council of the Y.
M.C.A. of Canada, who, with
George A. Grem, industrial sec-
retary of the Y.M.C.A. in Seoul,
Korea, are touring the maritime
provinces, returned to the city from
Fredericton yesterday and were
the chief guests at the associa-
tion banquet in the evening. Spea-
king of association work in the mar-
itime provinces, Mr. Ballantyne
said yesterday that there are now
nine associations in the maritime
provinces, at Halifax, North Syd-
ney, Sydney, Glace Bay, Yarmouth,
Turro, Moncton, St. John and
Fredericton, and each association
was represented at the maritime
convention, which was attended by
sixty delegates. (Mr. Ballantyne is
evidently very much a stranger to
the maritime provinces as he for-
got to mention Charlottetown, the
oldest "Y" in Eastern Canada,
and forgot also that Mr. Pendleton,
Secretary of the Charlottetown
branch was our representative
at the Halifax Convention.

PERSONALS
Two business men from the Mag-
dalen Islands, Messrs O. Delaney
of Delaney Bros. Ryd, Grindstone
and J.C. Delaney of R. Delaney &
Sons, Ltd., Harvey Harbor, are vis-
itors to the city and are guests
at the Revere Hotel.

**CONSTANTINE IN
NO DANGER OF BEING
REDUCED TO PENURY**

PARIS, Oct. 1.-King Constantine
is in no danger of being reduced
to the penury which embittered
the last days of former Emperor
Charles of Austria-Hungary, ac-
cording to Greek circles in Paris.
It is asserted that Constantine
took precautions against this long
ago and has ten million gold
francs in safe investments, depos-
ited partly in New York, Brazil
and Switzerland. In addition, as
soon as the situation in Greece
became disquieting, the magnifi-
cent jewels of Queen Sophie and
the royal household plate were
shipped off to Zurich, Switzerland,
in charge of a trusted friend and
safely deposited in the vault of
a bank there.

**HON. MR. KENNEDY
IS CRITICALLY ILL**

MONTREAL, Oct. 1.-Hon. W.
C. Kennedy, Minister of Railways
who is at present a patient in the
Royal Victoria Hospital here, was
this morning reported as a little
better.
Mr. Kennedy recently underwent
two operations, which, it is known,
greatly sapped his strength. Hos-
pital executives declined today to
give further particulars but it was
intimated that Mr. Kennedy was crit-
ically ill, although the doctors are
in hope for his recovery. Mrs. Ken-
nedy, who is at his bedside, des-
patched a message to Windsor in
which she states that her husband
is very ill, though hope has by
no means been given up.
Intimate friends of Mr. Kennedy
affirm that the two operations
have affected him to such an ex-
tent as to make progress towards
recovery "almost impossible."

Phone 219
for your Drug Wants for quick and cour-
teous service. Our line is always open to
rush the Doctor's Prescription to the pa-
tient. Phone orders receive the same at-
tention as personal calls. Our delivery
service brings your wants to your door AT
ONCE. Phone 219 and be sure.

McKINNON DRUG CO.
THE REXALL KODAK STORE

**THE COMING FISHING
BOAT RACES**

Some Recollections of the Experiences of
the Past Contests.

(By James B. Connolly, Special
Yacht Correspondent.)
Copyright 1922 by The Charlot-
tewtown Guardian and New York
Herald.)

HALIFAX, Oct. 1.-Two years
ago, the city of Halifax, seeking
a big feature for their Carnival
week, invited the fishing vessels
of Nova Scotia to hold a race of
their harbor.

The Delawanna of Lunenburg
won the race; and she made such
an impression on Halifax that a
committee of Halifax citizens
challenged the port of Gloucester
to send down a schooner to out-
sail her. Gloucester was to say
yes or no to the challenge with-
in one week. Then came her ves-
sel and here in Halifax ready to
race within another ten days.
Now Gloucester had not in port
at that time what she rated her
fastest vessel, nor her second or
third or fourth or fifth fastest ves-
sel. Her best sailing vessels were
out on sea, and no telling when
they would be home; or, one
should happen in, whether she
could be quickly enough put in
her best trim for racing.

Many Gloucester citizens were
for declining; but there were oth-
ers who asked if Gloucester could
afford to decline the challenge;
the fame of Gloucester's fleet,
the deeds of her vessels and crews
had become an American glory,
and now to refuse to race the vic-
tory, no matter what the condi-
tions or what the wording of a
challenge would be to dim the
lustre of that glory.
Gloucester decided to race, and
then came the job of finding a
vessel. The best of the all-sail
vessels were out to sea. There
were three or four fine-lined aux-
iliaries in port, but to remove the
engines, shift the ballast and cut
a full size mainsail for any of
such before the day of the race--
that was a task for that. They
would have to take what they
could find among the all-sail ves-
sels.

They were still debating and
searching when sailing into port
came a 14-year old fishing schooner,
the Esperanto, Charles Hartly,
retired captain and sailing ex-
pert on the Gloucester committee,
squinted his eyes at her, and
shouted: "There's our vessel!"
When the Esperanto was new he
had had her for a mackerel cruise
and he had not for gotten that she
could sail when right. A sensitive
old girl--three inches down by
the beam and inches deep by the
stem--she was an old plug; but
get her right, and she could sail.
As it happened, Ben Smith was
a part owner of the Esperanto;
"You put her in trim, Charlie,
and I'll see to the rest," said Ben,
and Charlie engaged to put her
in trim.
How Charlie Hartly in what time
was left took the Esperanto, wind-
blown and seawarmer from her
three months of salt fishing on
the Grand Banks, and put her in
trim, how Ben Smith gave Hartly
all the material aid necessary,
how Captain Martin Welch was
so called her, and how he
sailed her to two straight wins
and victory is an epic in Gloucester's
annals now.

On both racedays "Marty" Welch
held the Esperanto's wheel from
the time she left her dock in the
morning until he brought her back
again in the evening; besides do-
ing that, he gave every order and
saw that every order was carried
out; he watched the compass and
all race marks, doing all this
each race day without ever once
letting go the wheel, not even to
get a cup of coffee. And that is
the Gloucester and Boston fisher-
men's notion of how a vessel
should be sailed--the skipper at
the wheel and in full command,
with knowledge of the disposi-
tion of every sheet and every hall-
iard and every sail in every elan-
t of wind, while the race is on.

Besides Marty Welch there was
six master mariners in the crew
of the Esperanto; anyone of those
six was capable of sailing a ves-
sel in a race, but there was never
a time in that race of Halifax
when one of those six ventured
even to hint that every move on
the Esperanto wasn't for the best.
"Marty" was the skipper and who-
ever knew a Gloucester bank fish-
ing crew will attest that the last
of the six was capable of sailing
to dispute the skipper's judgment. In-
deed, Marty Welch's case the Com-
mittee picked him for master because
he was one of the most capable
skippers who ever sailed out of
Gloucester. He sailed two great
races off Halifax that year.
Every one of that Esperanto
fishing crew served without pay.
From the time they signed up in
Gloucester to race until the Es-
peranto was back home again was
a month; which meant that they
gave a month of their working
year for the honor of sailing in
that international race. The own-
ers, from out of the prize money,
bought souvenir watches for the
crew; and they were pleased with
the watches because inside each
watch cover was an inscription
testifying that the bearer had
been a member of the Esperanto's
crew in the International Race.
But it was not for prizes or re-
wards that these men served in
that race. An immense big cup
set up on a high stony pedestal
was the goal and did go to the
winning vessel. All the time the
Esperanto was in Halifax that
cup was on exhibition in a big
shop window on the main street.
That shop window was within
three minutes walk of the Es-
peranto's dock, and yet all the while
they were in Halifax not one
thing of her crew ever went up
the street to have a look at the
prize cup. Members of her crew
even passed the window itself,
without bothering to look over
the heads of the crowd around
the window to see what the cup
looked like.

After the race, the Esperanto
carried that cup back to Gloucester.
With its pedestal it was
tall as a man, and it came aboard
in a big box and was carefully lo-
aded into the hold. Throughout
the passage back to Gloucester,
the box with the big prize cup
in it lay in the hold of the vessel
and no one man aboard was cur-
ious enough to ask to have the
package opened for a look at the
cup. Two-thirds of the crew never
did see that cup till it was set
up on the pedestal between the
Governor of the State and "Marty"
Welch on the night of the big
dinner in Gloucester after we got
home.

There was a smaller cup, but
a good sized cup too, given Marty
Welch as the victorious skipper
in the race. Marty came aboard
with that cup under his arm the
night before we left Halifax for
home. It was in a pasteboard box
lined up loosely with string, and
Marty brought it down into the
cabin and set it down on the lock-
er space near the lazaret. One of
the cabin gang asked him what
he had there, and Marty answered:
"Oh, they were passing out
cups and one came my way."

That box with the skipper's cup
in it lay knocking around in the
cabin of the Esperanto with no
body having the curiosity to open
it up. A man wanting to get into
a locker to windward would find
it in his way and give it a heave
down to leeward; somebody there
would find it in his way and heave
it up to windward again. The
pasteboard cover was dented in
so that the silver showed through
the breaks. Men poked their fore-
fingers through and flicked the
metal to hear it ring; but no one
took the trouble to untie the string
and have a look at it.

the first race and leading for two-
thirds of the course in the second
race. But she couldn't twin, she just
did not have the length and depth
to grip the water with the big fel-
low when it came to admit to
windward.

The Bluenose, a big, hand-
some vessel, which was also
handled, won two straight races.
The Gloucester fisherman (and
this holds for the men of the Nova
Scotia fleet too) is a professional
sea-goer if ever there was one. By
reason of a natural aptitude and
a long hard experience, he wrests
a living from rough waters; but
in matters of sport he is the real
amateur. His is not the spirit of
the professional pugilist who
trains for weeks with sparring
partners, rubbers, etc. and so
enters the ring with a razor edge
on to meet a particular adversary
on a set date for a purse. The
Gloucester fisherman in his racing
spirit can be fairly compared to
the natural fighting man who
would not for a million dollars
strike a blow to show what a bet-
ter man he is, and yet at the
same time he will fight anybody
who happens along for a moder-
ately good reason. He is more
like a man, who on being asked:
"Will you fight this man?"--ans-
wers: "I got nothing against him,
but if he wants to fight, why
sure!"

"When will you be ready?"
"Ready? Ready now."
Don't imagine that the Gloucester-
fisherman do not understand all the
points of getting a vessel in
shape for a race. Nobody knows
that game better, but they also
think it ridiculous to race a ves-
sel in any but a sea-going condi-
tion. If they are challenged to race
when not ready, why that is hard
luck, but no reason for refusing to
race. And if the other boat is a
bit bigger, why that's part of it
too.

The Esperanto when she raced
off Halifax two years, had a main-
sail four years old, a foresail that
believed scandalously, and a jib
that was too small. Also her stay-
sail could have been a lot bigger
and no harm done. The Elsie
when she raced a year ago also
had sails that didn't fit; and both
vessels carried the same spars,
the same ballast in their holds
that they would wish to have to
meet a hard gale on the Grand
Banks.

Last year when the Elsie came
to Halifax her crew, after a look
at the Bluenose, noticed that she
had no rattlines to her shrouds.
(Rattlines are the foot ropes by
which men go aloft.) On inquiry
they learned that they had been
taken out to reduce the resistance.
The Elsie's crew smiled:
"Suppose they had had to get
a man aloft in a hurry--how would
he get there, fly?" asked one of
the Elsie's crew.
They also smiled when they
heard of the Royal Navy officer
who was drilling the men at their
station work. The Gloucestermen's
notion of it was that men who had
had the benefit of being together
for two trial races and still could
not fall quickly and naturally into
stations must be a queer lot of
fishermen.

That Bluenose crew were not
queer lot of fishermen; they were
a good outfit, as was Captain
Tommie Himmelman and his crew
of the Delawanna of the year be-
fore. That removing the rattlines
to lessen the wind resistance was
an outside touch, as was the drill-
ing by a naval officer. And it was
a touch that was foreign to all
fishermen tradition, both for
Gloucester and Nova Scotia.

Outside influence, not fisher-
men's influence barred the May-
flower from racing last year; and
seems to be barring her from the
race this year. The Mayflower was
the big vessel built in Boston to
race the big Bluenose. Why she
was not allowed to race, and why
Gloucester did not build a big ves-
sel to match the Bluenose is too
long a story to tell here. The Am-
erican's Cup Race used to be a great
sporting event. Club house yachts-
men and publicity experts came
to the helm and today the Amer-
ican's Cup Race is a joke. It may
be hard to imagine this Fisher-
men's Race becoming a joke, but
plenty of us can remember the
time it would have been just as
hard to imagine that the old Am-
erican's Cup would ever become a
joke.

Minard's Liniment Lumberman's
Friend

Nothing To Equal
MINARD'S
"KING OF PAIN"
LINIMENT
For Sprains and Bruises
The first thing to do when you
have an injury is to apply Minard's
famous Liniment. It is antiseptic,

PRINCE EDWARD
Matinee 3.15, Tonight 7 and 8.45

Back Again to our Picture Program's
in a Pictured Song Story



GLADYS WALTON
in a beautiful Screen version
of the famous Song "Second Hand Rose"
Second Hand Rose
UNIVERSAL ATTRACTION

If you've ever been on good terms with a Piano,
Saxophone or Phonograph you know "Second Hand Rose."
She did want something new--and even the man she
was to marry was a second-hand husband, although he
looked hardly worn!

ROUND THREE "THE LEATHER
PUSHERS"

THE MARKETS

SUMMERSIDE MARKET.

Eggs per dozen	24
Dairy Butter	25
Wool, washed	23
Wool, unwashed	16
Calfskins, per lb	10
Hides	10
Hay, (loose, new)	12
Oats, per bush	40
Potatoes	60

SOURIS MARKETS.

Butter	28
Eggs	26
Potatoes	49
Oats	44

MONTAGUE MARKETS

Butter lb	30
Eggs	26
Oats	3

MURRAY HARBOR

Butter	30
Potatoes	26
Hay	13-15

**THOROBREAD
FLOUR** Becomes
a Habit
Milled by Hunt Bros Limited London, Canada
Of Course There are Others But Purchase Hunt Bros.

For the want of a nail
the shoe was lost.
For the want of a shoe
the horse was lost.
For the want of paint
the shingles were lost. For the
want of shingles the roof was
lost. For the want of a roof
the house was lost. Which
all goes to show that an ap-
plication of paint before the
weather and decay
get in their destruc-
tive work will save
many a big bill for
repairs.
Use Crown Diamond Liq-
uid Paint early and often.
McARTHUR, IRWIN
MONTREAL

Save the surface and
you save all--
R. E. MUTCH & CO.

"SOFCO"
SUNSHINE ONE REGISTER
PIPELESS FURNACE
Means summer warmth the
whole winter through

McCLARY'S One Register Pipeless Sys-
tem is most economical of fuel. As the reg-
ister is directly above the furnace every unit
of heat passes directly to the rooms to be
heated. The cool air is removed from the
house as the warm air enters, therefore
there is no resistance to the heat circula-
tion and no energy is wasted. The circula-
tion of the air is free throughout the house,
going away with all the friction and pockets
which help to retard the circulation of the
warm air. The furnace is insulated by the
cold air between the outside and inside
casings, therefore no heat can escape in
the basement. This is most important where a cool cellar is desired for fruit and
vegetables. It is obvious that for houses already built the One Register Pipeless Sys-
tem is the ideal installation. The minimum excavation necessary is 6 ft. square by 6 ft.
deep instead of under the whole house. It can be installed for very little more money
than the old-fashioned Base-Burner.

The "SOFCO" Sunshine Furnace burns hard or soft coal, coke, wood, or any thing
that is combustible as it has a CAST-IRON fire-pot on which the intensest heat has
little effect.

Its strength and massive construction, its generous proportions make a heating
plant for a lifetime's service.

No. 91 "SOFCO," Heating Capacity 15,000 ft. Price	\$180.00
No. 93 "SOFCO," Heating Capacity 25,000 ft. Price	\$225.00

RADIUM ONE REGISTER PIPELESS FURNACE

McCLARY'S RADIUM pipeless furnace is made to meet the demand for a moderate
priced heating plant. It is made with a steel fire-pot for the use of hard coal or wood
only, and everything that can be said of the "SOFCO" Sunshine applies equally to the
RADIUM.

No. 316 Radium, Heating Capacity 10,000 ft. Price	\$125.00
No. 419 Radium, Heating Capacity 14,000 ft. Price	\$148.00
No. 421 Radium, Heating Capacity 18,000 ft. Price	\$177.50
16B. Bungalow Radium, Heating Capacity 8,000 ft. Price	\$110.00

The Rogers Hardware Co., Ltd.
WHOLESALE AND RETAIL
QUEEN STREET GRAFTON STREET