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DOMINION OF CANADA
PROVINCE OF
PRINCE EDWARD ISLAND
 In the Probate Court 2nd George VI. A. D. 1938.
 IN RE ESTATE OF George Frederick Younker late of Kingston in Queens County in the said Province, Farmer, deceased, testate, and for the Honorable HAROLD LEONARD PALMER, Surrogate, Judge of Probate, &c., &c.
 To the Sheriff of the County of Queens County or any Constable or literate person within said County.

GREETINGS:
 WHEREAS upon reading the petition on file of William Younker and Elmer Younker both of Kingston aforesaid, Farmers, the executors of the above named estate praying that a citation may be issued for the purpose hereinafter set forth: you are therefore hereby required to cite all persons interested in the said Estate to be and appear before me at a Probate Court to be held in the Court House in Charlottetown in Queen's County, in the said Province on Thursday the twenty-eighth day of April next coming at the hour of one o'clock forenoon of the same day to show cause if any they can why the Accounts of the said Estate should not be passed and the Estate closed as prayed for in said petition and on motion of M. Alban Farmer, Esq., Proctor for said Petitioners.

And I do hereby order that a copy hereof be forthwith published in some newspaper published in Charlottetown aforesaid once in each week for at least four consecutive weeks from the date hereof and that a true copy hereof be forthwith posted in the following public places respectively, namely, in the hall of the Court House in Charlottetown aforesaid, at the store of Malcolm McSwain, in Kingston aforesaid and in front of the Hall in Kingston aforesaid so that all persons interested in the said Estate as aforesaid may have due notice thereof.
 GIVEN under my hand and the Seal of the said Court, this 16th day of March A. D. 1938, and in the second year of His Majesty's said Majesty's (L.S.)
 (Sgd.) H. L. PALMER
 Judge of Probate.
 L-906-3-18-25-4-1-8

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STOCK QUOTATIONS

N. Y. Stock Exchange

(Canadian Press)

Stocks	Close
Am Car	16
Am For Pr	9
Am Radiator	10 1/2
Am Tel Tel	123 1/2
Am Water	17 1/2
Auconada	24 1/2
Atchafalpa	25 1/2
Atl Refin	18 1/2
Auburn	3 1/2
Bald Ohio	5 1/2
Bad Loco	11 1/2
Bendix Av	9 1/2
Beth Steel	43
Ches Ohio	26 1/2
Chrysler	40 1/2
Clare Auto	14 1/2
Con Can	40 1/2
Con Edison	18 1/2
Corn Products	57 1/2
Curtiss Wright	14 1/2
Elec Auto	14 1/2
Elec Pr Lite	7 1/2
Gen Eec	30 1/2
Gen Foods	24 1/2
Gen Motors	28 1/2
Goodrich	11 1/2
Goodyear	16 1/2
Grt Nor Pfd	47 3/4
Hudson Motor	6 1/2
Int Harvester	6 1/2
Int Tel Tel	6 1/2
Kennecott	30 1/2
Mont Ward	27 1/2
Murray Corp	5 1/2
N Y Central	12 1/2
New York N H	1 1/2
Nor Am Co	15 1/2
Nor Pacific	7 1/2
Pack Motor	4 1/2
Paramount	6 1/2
Pen R R	16 1/2
Phil Morris	8 1/2
Pub Pet Co	24 1/2
Pub Pet N J	28 1/2
Pure Oil Corp	29 1/2
Radio Corp	5 1/2
Radio Korp	5 1/2
Sears Roe Co	52 1/2
Shell Unif Oil	12 1/2
South Pacific	10 1/2
Std Oil N J	43
Studebaker	4 1/2
Texas Corp	35 1/2
United Corp	6 1/2
United Drug	9 1/2
United Gas Imp	5 1/2
U S Ind A	41 1/2
U S Steel A	15 1/2
Vanadium	13 1/2
Warner Bros	4 1/2
West Air	19 1/2
West Air Brake	19 1/2
West Elec	68
Woolworth	39

Banks

(Canadian Press)

Stocks	Close
Canada	—
Commerce	—
Montreal	200
Nova Scotia	—
Royal BK	171 1/2

Live Stock

WINNIPEG, April 7 (CP)—
 Grain quotations: Wheat close—
 May 124 5-8; July 111 3-8-3-8;
 Oct 87 3-8-8; oats—May 47 3-4;
 July 43 1-8-8; Oct 38 1/2; barley—
 58; July 55 7-8-8; Oct 51 3-8-8.
 Cash prices: Wheatless—No. 1 nor
 146 5-8; No. 2 nor 134 5-8; No. 3
 nor 118 5-8; No. 4 nor 106 5-8;
 No. 5 wheat 82 3-8; No. 1 garnet
 118 5-8; No. 2 garnet 115 5-8; No.
 1 durum 86 3-8; No. 4 special 101
 5-8; No. 5 special 79 3-8; No. 6
 special 79 3-8; No. 6 special 70
 3-8; track 142 5-8; screenings 150.
 Oats—No. 2 cw 52 3-4; No. 3 cw
 47 3-4; ex 1 feed 48 1-4; No. 1
 feed 46 1-4; No. 2 feed 42 3-4; No. 3
 feed 39 3-4; track 50 3-4. Barley—
 No. 3 cw 55 1-2; No. 4 cw 54;
 No. 5 cw 53; No. 6 cw 52; track
 58.

Montreal Stock Exchange

(Canadian Press)

Stocks	Close
Bell Tel	154 1/2
Bradlian	8 1/2
Can Cement	8 1/2
Can Nor Pow	17 1/2
Can Car Pfd	8 1/2
Can Car Pfd	20 1/2
Can Ind Al A	2 1/2
Can Pacific	18 1/2
Celanese	5 1/2
Cons Smelt	5 1/2
Dist Seag	13 1/2
Dom Coal Pfd	16 1/2
Dom Bridge	24 1/2
Dom Steel B	10 1/2
Massey Harris	5 1/2
Gypsum Wares	5 1/2
Imp Tob	14 1/2
Int Nickel	42 1/2
Lake Woods	11 1/2
McCormick	12 1/2
McL Power	28 1/2
Nat Brew	36 1/2
Nat Steel Car	52 1/2
Creole Pet	14 1/2
Quebec Power	14 1/2
Shawinigan	16 1/2
St Law Pfd	27 1/2
St Law Pfd	3 1/2
Steele Pfd	27 1/2
Steel of Can	60 1/2
St Can Pfd	58 1/2
Win Elec A	—
Win Elec B	—

Conditioned Air For Automobiles

(By N. E. WAHLBERG)
 Vice-President of Engineering,
 Nash Motors

Conditioning of the air in motor cars has long been an important problem. So long as this difficulty has been present that the public has come to accept as more or less inevitable the discomforts of winter driving. Then, too, there is the matter of health. There is no better place in which to catch cold than in a conventionally heated and, hence, poorly ventilated car. Occupants of the front seat "bake" and freeze on the other—side away from the heater. Passengers riding in the rear compartment, of course, receive little, if any, benefit from the conventional heater, and are subjected to even more cold drafts than the driver and his companion in the front seat.

To enjoy the benefits of the conventional heater, the occupants of the car must keep the windows closed. The result is that besides being subjected to the conventional car through window and door crevices, the passengers must cope with stale air which is inimical to good health. Stale air also constitutes a hazard to safe driving. Every winter there are recorded countless accidents caused by drowsiness on the part of drivers, induced by the factor of winter driving. The poor visibility that grows out of the steaming of windows and windshields. The passengers, themselves, of course, are responsible for but cannot help this dangerous condition. Because windows and doors must be closed to insure warmth, the moisture in their breath accumulates on the windows, fogs it and freezes over if outside temperatures are sufficiently low. Because of the presence of these factors, which have worked against the achievement of complete comfort while motoring, more healthful conditions, and greater safety, it was originally decided several years ago to develop a highly modern system based upon entirely new principles of car ventilation and heating. Long and discouraging periods of experimentation with conventional types of car heaters resulted in that beyond a doubt existing concepts of car ventilating and heating were entirely wrong in principle. It soon became apparent to us that heaters which brought their warmth from car manifolds brought danger of carbon monoxide poisoning and besides were at times malodorous. The vast majority of this type were largely replaced by hot water heaters, these two objections, of course, were eliminated, but the fact remained that the air within the car was simply recirculated—not ventilated—and the drafts remained. To get fresh air, it was necessary to open a window. These conditions, it must be emphasized and drafts increased to a point that they brought extreme discomfort.

Our experiments showed us that peculiar things which every driver is in motion. A partial vacuum is formed inside the passenger compartment. No matter if dusty, cold air or hot air, it will not fulfill one within the car unless it is recirculated—not ventilated—and the drafts remained. To get fresh air, it was necessary to open a window. These conditions, it must be emphasized and drafts increased to a point that they brought extreme discomfort.

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CANADIAN NATIONAL

is evident, the air has been both overworked and passed from passenger to passenger, each of whom adds his share of moisture. Comparable to a tightly closed, conventionally heated car, loaded with passengers, is a community tub, in which every one bathes. Certainly, such a tub is no more healthful than a closed car in which the passengers are crowded together, and the air, externally and internally, sometimes for hours.

Before embarking upon a detailed description of the workings of the new system, it must be emphasized that the development is still referred to as "conditioned air for winter driving." To call it a through-circulation system would be incorrect, for it does not fulfill one important function of true air conditioning, that of reducing temperature, or cooling. The name is misleading, but the system, as described in the main what it accomplishes. To describe the system, we enter the interior of the car through the open cow ventilator at a rate greater than that required by ventilation codes governing public buildings. This rate, in most cases, is 25 cubic feet per minute per person. For example, when the car is traveling at 30 miles an hour, the rate of air intake, conservatively, is 250 cubic feet per minute for the car. This is at the rate of more than 40 cubic feet per minute per person. What is most important, the air being expelled from the car interior at the same rate, after a slight pressure has been built up inside. This alone, it is believed, would be considered an outstanding achievement in automobile ventilation. Rates of air intake at various car speeds, are interesting. For example, when a car equipped with the system is standing still, the fan will deliver 100 cubic feet of fresh, cleaned, warmed air per minute. When the car is in motion, the fresh air intake increases with increasing speed as indicated by the following table:
 Car Speed Air Intake
 0 100 cubic feet per minute (no fan)
 10 250 cubic feet per minute (no fan)
 20 450 cubic feet per minute (no fan)
 30 650 cubic feet per minute (no fan)
 40 850 cubic feet per minute (no fan)
 50 1050 cubic feet per minute (no fan)
 60 1250 cubic feet per minute (no fan)
 70 1450 cubic feet per minute (no fan)

The conditioning system consists of a unit containing an air filter, the aforementioned motor-driven fan and a hot water radiator with a very deep core of adequate capacity. This assembly is connected with the cow ventilator by means of a "stack" arrangement which, of course, is completely out of sight, behind the instrument panel. Within the "stack" is a chamber in which the air moves in a curved path, which action removes water or wet snow. As explained before, when the system is in operation, air is forced in through the cow ventilator at a rate dependent upon car speed. After the water or snow has been "spun" out and carried off through a drain pipe, the air is introduced into the conditioning unit through an oil-impregnated filter, which removes dust, dirt and grime. From the filter, the air travels under pressure past the motor-driven fan, through the hot water heating element and out into the interior of the car. The fan, of course, is there to maintain the "forced" air into the car when it is standing still or traveling at slow rates of speed. Greater capacity is provided by the new system because the large volume of cold air which enters the car under pressure is heated to the desired temperature in a single passage through the core. Although it long has been generally known that an automobile engine gives off sufficient heat to warm a small house comfortably, practically all present-day car heaters fail to take advantage of this condition.

In summary, the new conditioned air system for winter driving makes possible the following advantages: It provides so much heat capacity that it is possible for occupants of the car, in front seat and back, to drive without winter wraps in winter weather. All passengers ride in utmost comfort without being exposed to drafts, a strong health factor for winter driving. It is no longer necessary to open windows in winter for adequate ventilation. Filtered, conditioned air is evenly distributed to all parts of the car, under pressure, and the outward flow of air overcomes the chilling drafts which formerly entered through door and window margins. The system furnishes more than adequate ventilation, even though the windows are tightly closed. Thus, headaches and drowsiness due to lack of oxygen are avoided, and motoring in winter becomes not only healthier, but safer. The system provides clean, fresh, filtered air no matter what the weather outside. It is possible for occupants to wear in winter the same clothes as in summer. Repeated tests have shown to ride through a dust storm without getting clothes soiled. The conditioner provides still another safety factor that of eliminating window and windshield steaming and fogging, always a winter driving hazard. Air entering the car in winter is generally dry, and this, in addition to the high circulation rate within the car, eliminates the moisture which otherwise would condense on the glass and, in cold weather freeze there.

Finance
 NEW YORK, April 7 (AP)—Foreign exchange: Great Britain demand 4.96 1-2, 4.96 3-16, 4.99 1-4. Belgium 16 84 1-2; Germany 16 84 1-2; Canada 99 11-32.

Suffer Severe Burns In South Boston Fire
 BOSTON, April 6 (AP)—Two girls and a man were severely burned today as fire of undetermined origin broke out in the raw wool department of the General Wool Repairing Company in South Boston.
 First reports that an explosion preceded the fire proved unfounded. The injured: Mary Cahill, 21, and Anna Clougherty, 21, both of South Boston, and James Jackson, 19, of the Dorchester district. All were removed to City Hospital after being given first aid at the scene.

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(Canadian Press)

Stocks	Close
Abitibi Com	140
Abitibi Pfd	100
Asbestos	50 1/2
B A Oil	18 1/2
Beauharnois	18 1/2
Bathurst A	8
D M Tar	6 1/2
Don A	11 1/2
Fraser V T O	4 1/2
Hir Walker	36
Home Oil	107 1/2
Imp Oil	15 1/2
Int Paper	175
Melchers A	17 1/2
Price Com	9 1/2
Price Pfd	36
Wolsey C	4 1/2
Wood Cad	25
Wri Harg	695
Ymri Y G	—

UNLISTED

Brett Tr	4
Dal Oil	43
End Ox	145
Temisk	13 1/2

TORONTO, April 7 (CP)—
 A few of the cheap goods flivvered along merrily today on the Toronto curb but the general tone was dull and the close was lower all round.
 A trade of 270,000 shares developed in Gillies Lake on reported new ore discoveries and the price advanced 9 cents to close at 17 1-2. Bidgood-Kirkland changed hands up to 50,500 shares on a gain of 4 3-4 cents and other penny issues showing heavy volume included Jellco, down 1-2 cents and Augite, down 1-2 cents.
 Senior golds were steady and slow while the close was up 4 to 7 cents for Canadian Malartic, Moneta, and Wright-4th-creeves. O'Brien swung into action in the last half hour and pushed up to 3.45 for a gain of 35. Little Long Lac lost 20 cents.
 In the base metals Noranda and Hudson Bay posted fractional declines. Read Oreille, White-Amulet, Sudbury Basin and Sherritt were down narrowly. Eldorado a gain traded in volume and closed unchanged at 2.45.
 The western oil trade was light and price changes narrow. Royalle closed unchanged and Daville, mercury and Calgary-Eldmonton were down 1 to 3 cents.

Produce Prices


MONTREAL, April 7 (CP)—
 Prices ruled steady in light trading on the produce section of the Canadian commodity exchange today.
 Butter spot—New Zealand finest 35a; Que fresh 34 1-2-35.
 Cheese spot—Ont A-large 21 1-2-2a; A-medium 20 1-2a; A-pulleys 19 1-2a.
 MONTREAL, April 7 (CP)—
 Butter ruled firm on Montreal open produce markets today with cheese and eggs steady.
 Butcher showed no quotation for No. 1 in car lots or less, but lots to retailers were 36-36 1-2 cents a pound for solids and 36 1-2-37 for prints.
 Graded egg shipments in car lots less were 21 1-2 cents a dozen for A-large, A-medium 20 1-2, A-pulleys 19 1-2, B grade 20, and C grade 19.
 Cheese was 15 1-2-3-4 cents a pound for current western makes. Potatoes: Que whites No. 1 80's 55-57; No. B mts No. 1 80's 62-68; P. E. I. mts No. 1 90's 78-82; New B. W. I. No. 1 60's 1.50; F.A. bushel 2.25.

Currencies

MONTREAL, April 7 (CP)—
 The Pound Sterling declined 1-8 of a cent to \$4.99 3-8 on Montreal foreign exchanges today while the French franc held about even at 3.08 1-2 cents. The United States dollar was unchanged at 21-32 per cent premium.

MARKETS AT A GLANCE

(By The Canadian Press)
 Toronto—Stocks closed lower
 Montreal—Stocks irregularly higher
 New York—Stocks closed lower
 Winnipeg—Wheat 1 1-2 to 1-2 cent higher
 New York—Cotton and coffee lower; rubber higher; sugar unchanged.

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