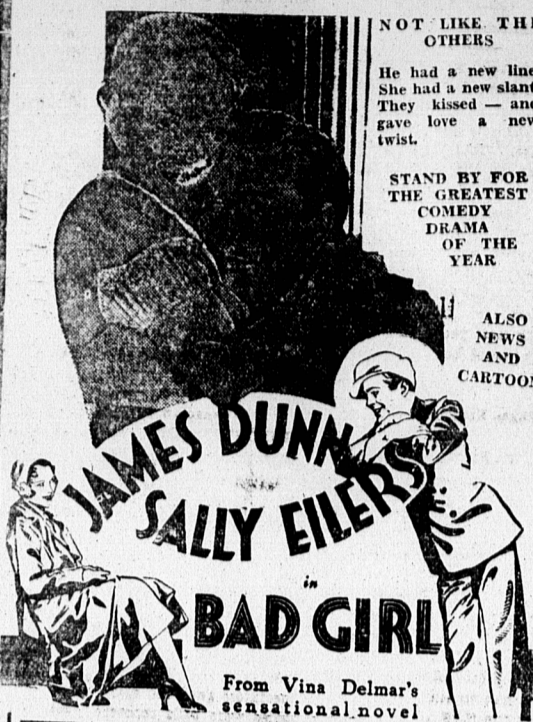


VIEWS SHOWING AFTERMATH OF TRAIN WRECK

PRINCE EDWARD TO-DAY

Matinee 3.15, Adults 35c, Govt. Tax 2c-37c. Children 15c. Govt. Tax 1c-16c. Night 7 & 8.45. Orchestra 50c, Govt. Tax 2c-32c. Balcony 40c, Govt. Tax 2c-42c. Children 25c, Govt. Tax 1c-26c.

THERE'S A LITTLE BIT OF BAD IN EVERY GOOD LITTLE GIRL



NOT LIKE THE OTHERS

He had a new line. She had a new slant. They loved — and gave love a new twist.

STAND BY FOR THE GREATEST COMEDY DRAMA OF THE YEAR

ALSO NEWS AND CARTOON

JAMES DUNN SALLY EILERS

BAD GIRL

From Vina Delmar's sensational novel

FIRST MOVING PICTURES OF THE CHINA-JAPANESE WAR TODAY

CAPITOL TO-DAY

Matinee 3.15, Adults 35c, Govt. Tax 1c-26c. Children 15c, Govt. Tax 1c-16c. Night 7 & 8.45. Adults 40c, Govt. Tax 2c-42c. Children 25c, Govt. Tax 1c-26c.

GIRLS! YOU'RE HIS WEAKNESS NOW!

You laughed at and loved him so much you've made him a star! That's why he's wild about you!



THE STAR OF CHARLEY'S AUNT IN

"THE GIRL HABIT" A Paramount Picture

STARRING CHARLIE RUGGLES

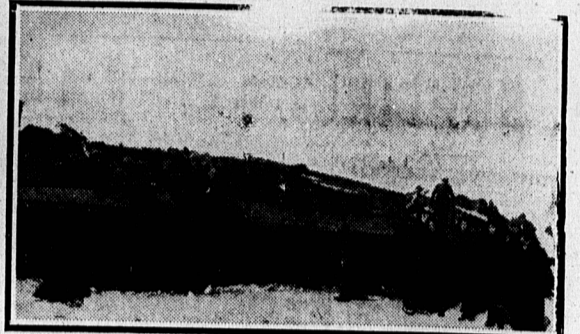
"SCARED STIFF" COMEDY "STRANGE AS IT SEEMS" Technicolor Novelty



Scene showing how box-car on Freight No. 211 was lifted clear of track by Express Snow Plough after passing through Coach. On right shows Engine of Express train in the background.



Scene showing how rear Coach and Baggage Car of the Freight Train No. 211 in which were about 27 men at the time of the impact, was completely demolished. Shows roof of car in foreground and two Engines of Express No. 35 after they passed through car. It was between first engine and snowplough that body of Leo J. Murphy was pinned and could not be extricated. He lived for 2 or 3 hours.



Scene showing how the combined Coach and Baggage Car of the Freight Train No. 211 in which were about 27 men at the time of the impact, was completely demolished. Shows roof of car in foreground and two Engines of Express No. 35 after they passed through car. It was between first engine and snowplough that body of Leo J. Murphy was pinned and could not be extricated. He lived for 2 or 3 hours.

Text Of Evidence At Tignish Inquiry By Coroner & Jury

(Copy of proceedings at Inquest at C. M. B. A. Hall, Tignish, on Tuesday, Feb. 23, before Coroner C. F. Morrissey, into circumstances of the deaths of Leo J. Murphy, Benjamin J. Richard and Elliot Gavin. Continued from Saturday's Guardian.)

Inquest resumed at 8.30 p. m., Feb. 22nd.

Evidence of Austin MacDonald— (Continued)—

Q. (J. A. Bernard) Was your time going on when you were home?

A. Yes it was.

Q. You heard them talking about order No. 31, did you know how the order read?

A. No I did not see the order.

Q. Did you know they had orders to stop at the tank?

A. Yes I knew they had orders to look out for us.

Q. Who told you that?

A. Murray gave me that information. He felt that the train would stop at the tank.

Q. (A. Bernard): Did you think the torpedoes were sufficient to protect the train in that storm?

A. Yes.

Q. Wouldn't fuses, if they burned 10 minutes have been a better protection?

A. Yes.

Q. How long was the cutting No. 211 was caught in?

A. 300 yards.

Q. As a rule do you not disconnect the train?

A. No not in all cases. If we could get through without it we don't do it. With a light train we do not. The train was light that night.

Q. (J. A. Bernard): In your statement you said you were preparing to put out torpedoes, you did not mention that you put out torpedoes yesterday, but you did actually put out torpedoes?

A. Yes they were put out all right.

Q. (Mr. McCarthy): Who else was there when you put out torpedoes?

A. Nobody else was around.

Q. Did anybody see you?

A. They were all outside at the time. They were shovelling ahead of the train.

Q. Where was the Conductor?

A. He was out too.

Q. Is there an account taken of the fuses and torpedoes when the train returns.

A. Yes, they are checked up upon a requisition.

Verdict Of Jury

The evidence being all submitted, Coroner Morrissey addressed the Jury, instructing them to retire and deliberate upon a verdict. After about three quarters of an hour—at 11.45 p. m.—the Jury returned and advised the Coroner that they had arrived at a Verdict. Mr. J. A. Bernard (Foreman), then read the following verdict, duly signed by the seven jurors:

"After having heard the evidence at the inquest presided over by Coroner C. F. Morrissey in the C. M. B. A. Hall in Tignish, to enquire into the cause of the deaths of Elliot Gavin, Leo J. Murphy and Benjamin J. Richard, all snow shovellers of the Canadian National Railways, we find that all three deaths were caused as a result of train No. 53 of the C. N. Railways crashing into the rear of train No. 211 of the C. N. Railways at Handrahan's Cutting, west of the Tignish water tank, on the main line of the C. N. Railway, about one mile out of Tignish, on Sunday morning, Feb. 21st, about 2 o'clock.

"The evidence taken at this inquest shows that train No. 211, proceeding to Tignish, stalled in a snow bank at this point at about 7.20 p. m. Saturday, Feb. 20, 1932. The three men Elliot Gavin, Leo J. Murphy and Benjamin J. Richard with many others were snowed out of their train and after working for a while went into the rear car of the train No. 211 to wait until the storm had abated. The crew on this train knew that train No. 53 was following them. The evidence also shows that railway order No. 31 was in the possession of the crew of train No. 53, it read: "Look out carefully for train No. 211 stalled about 200 yards west of Tignish tank." Evidence also shows that train despatcher wired agent McTague at Tignish that train No. 53 had orders to come to the tank. Train No. 53 came to the tank, took water, but the crew could not see any

sign of train No. 211 ahead, and proceeded, and about 700 yards along crashed into the rear of train No. 211 subsequently causing the deaths of the said three men.

"The evidence further shows that the tragedy could have been prevented by the crew of either train No. 211 or train No. 53, or that it could also have been averted if the Railway agents were kept on duty at the different telegraph stations until all trains had safely arrived at the next station forward.

"On account of this evidence we find that the Canadian National Railways did not use proper precautions to protect the lives of these workmen, and that the said Canadian National Railway is guilty of negligence which resulted in the death of the said, Elliot Gavin, Leo J. Murphy and Benjamin J. Richard."

(Sgd.)
J. A. Bernard (Foreman),
J. A. Hackett,
J. B. Morrissey,
Alex MacDonald,
Augustine A. McInnis,
Arthur Bernard,
James McGrath.

The Jury was then discharged by Coroner Morrissey, who thanked them for patient and conscientious attention to the duties assigned to them and who referred in feeling terms to the tragedy and the heroic work of the rescuers, making special mention of the efforts of Gratian McHugh, Thomas Handrahan, Henry Handrahan and Albert Bernard, who, in the face of great hardship and at grave risk to their lives, released the body of Leo J. Murphy from the wreck.

Salmon Get Elevator Service

WASHINGTON, D. C., March 5—Salmon get "elevator service" when they want to get over the 353 foot dam in the Baker River, state of Washington.

Each year in the spawning season the fish must come in from the ocean to Baker Lake behind the dam to lay their eggs. Fish "ladders", a series of pools each higher than the next, help the fish around ordinary dams but the Baker River dam is too high.

The fish climb a ladder to rise the first 100 feet at the Baker dam, then swim into a steel tank mounted on wheels. When the tank becomes full of fish it is drawn up to the top of the dam where the fish are released into the lake. The 100 foot "ladder" has guards to keep fish from being carried back downstream by the current when they become tired while leaping from pool to pool.

"Is she upset about her broken engagement?"— "Completely un-manned!"

Periodic— Eye Examinations

Don't wear your glasses for five or ten years, as some do, without re-examination, for in that time serious changes are vitally important, whether one's eyes are good or otherwise.

may take place, which if not discovered, may work permanent injury to the most precious sense you possess.

Guard your eyes.

G. F. HUTCHESON OPTOMETRIST

CENTRAL GUARDIAN

TURNIPS loading daily at Charlottetown in bulk. Henry Smallwood. 1287-3-4-31

DR. H.D. JOHNSON'S office closed March 5th, to 14th. 1305-3-5-21

POLICE COURT — Saturday morning at the Police Court, a man charged with unlawful possession of liquor was fined \$200 and costs or three months.

PLAY IN SACKVILLE — The Mount Allison Little Theatre presented three one-act plays Saturday in the Charles Fawcett Memorial Hall before a record audience. Members of the cast and directors included: Laura MacCurdy, Truro; Mary Chisholm, New Glasgow; Dorothy Hannington, Bridgetown; Wallace Roy, North Sydney; Mrs. Florence Stewart Walls, Alberton; P. E. I. Margaret Coffin, Montserrat; P. E. I. and John Robbins, Yarmouth.

TEACHERS STUDY GROUP — The Teachers Study Group held their regular meeting in Clyde River School on February 23 at 1.30. Supervisor MacPhail conducted an interesting discussion dealing with the Laws of Learning. The next meeting is to be on March 31 at 1.30, the topic being Language work in Grades VII and VIII. Questions were given, which are to be prepared for next meeting.

WEDDING BELLS — A very pretty wedding took place on the 26th of February, at the home of the bride, when Muriel Alice Buell, daughter of Lorne J. and Mrs. Buell of Murray Harbor, became the bride of Harris Jordan, son of Charles Jordan of Guernsey Cove. The bride, tastefully dressed, entered the parlor on the arm of her father as the wedding march was played by Mrs. Albert McLeod, and the couple stood under a decorated arch where hung a large white bell. They were attended by Miss Edna Senebaugh of Guernsey Cove and Mr. George Fraser of Montague. A number of other guests were present. The ceremony was performed by Rev. T. R. Goudge, and a sumptuous supper was served afterward. A little later there was a very noisy celebration outside the house by the young men of the village in the usual manner. The bride received a large number of very useful presents at a shower held a few evenings before the marriage.

REGISTERED DRUGGIST — Mr. George R. Morrison of Mt. Stewart is receiving the congratulations of his numerous friends on his splendid success in the examinations for Druggists recently held in Charlottetown, having received his diploma and now being a Registered Druggist. Mr. Morrison is a son of Mr. and Mrs. Alan Morrison of Savage Harbour and will no doubt be remembered by many people of Eastern Kings, as he occupied the position of clerk in Dr. A. A. MacDonald's Drug Store for a number of years. He has also been employed in one of the

largest Drug Stores of Boston for several years, so with Mr. Morrison's long experience, natural ability and genial disposition, his friends predict a great measure of success for him in the drug business. Mr. Morrison has recently opened a Drug Store in Mt. Stewart.

PERSONALS

Mrs. F. J. Greenan, has returned to her home in Newton after spending a month, visiting her daughter, Mrs. James E. McIsaac, Hope River.

Mrs. Helen Greenan of Newton is visiting her sister, Mrs. James E. McIsaac, Hope River.

Manchuria Has Rich Resources

NEW YORK, N. Y., March 5 — The hybrid flag of Manchuria, born at Mukden recently, would flutter feebly if it waited for real Manchuria to wave it.

Nurhachi, the real founder of the power of the Manchu dynasty, settled all that back in the 17th century when he undertook to rule all of the vast China empire.

Although immigration of Chinese into Manchuria was forbidden until 1776, the Manchus could not stand the pressure of a numerically greater race and gradually relaxed the law until a wave of Chinese immigrants had swept over the fertile southern plains.

The rapid economic development of South Manchuria under Japanese auspices after 1905 offered Chinese all the more safety from their own civil wars, and the influx proceeded rapidly. In the summer of 1929 Chinese immigration was at the rate of 40,000 a week and the present population of nearly 30,000,000 is composed of Celestials, almost to the extent of 90 per cent.

The real Manchus, whose present pure descendant ruler is the same Pu Yi who is the president dictator of the new Manchurian state, probably had their origin as much in the western world as in the east. Even their language is Tartar and their beginnings are to be found in the dim racial lines of Mongolia.

Despite the uncertain origin of its natives and the fact that it has in modern times acquired the reputation of a frontier country Manchuria has all the virgin prospects of a promised land. It was this fertility and richness which led in part to the Russo-Japanese war of the early twentieth century, and the continual economic rivalry among China, Russia and Japan in recent years.

Very hot in summer and just as cold in winter, the Manchurian plains and mountains cover a large area. The fertility of the plains is comparable to that of the prairie provinces of Canada, and its lands raise a great variety of crops and fruits.

Manchuria's foremost crops are wheat and soy beans, and its principal resources coal, iron and lumber, the latter mostly in the mount-

ains of the northeastern province. The country's coal reserves are about equal to those of Japan, 4,000,000,000 tons, and its iron reserves about 40,000,000,000 tons.

Naturally, modern development hinged on railways and the Japanese, Chinese and Russians built various tongues of steel rails into the plain provinces. As it finally developed the Chinese and Russians controlled the Chinese Eastern trunk, and the Japanese the South Manchuria. The latter road led to their own territory at the tip of the Manchurian peninsula, Liaotung.

The Japanese established the port of Dairen and the Chinese attempted to parallel the Japanese rail line in various ways, further promoting the development of the country's resources through economic rivalry.

Thus the new Manchurian state is ripe for development.

Hog Grading In P. E. Island

During the year 1931 Prince Edward Island continued to hold the lead in marketing a higher percentage of Select Bacon Hogs than any other equal area in Canada. In 1930 P. E. Island hogs averaged 33% Selects. In 1931, this average was raised to 37%. This improvement, in the face of low prices, is good evidence that our farmers are doing their part to maintain the quality of our hogs.

A study of the percentage of Selects shipped from our chief hog producing centres shows that there is still room for improvement in some districts. The figures are as follows:

District	1930	1931
Miscouche	34.5	43.5
Windsloe	41.9	42.
Cardigan	24.4	39.0
Hunter River	31.2	38.6
Millview	37.9	36.5
Uigg	35	36.1
North Wiltshire	33.4	34.9
Montague	31.4	32.9
Belfast	29.1	32.8
Kensington	27.9	32.6
St. Peter's	36.3	31.9
Souris	27	31.7
Albany	28.2	31.6
Sou. Queen's	25.3	31.5
Murray River	24.1	30.9
Morell	28.3	29.1
Banner	27.7	28.4
Emerald	29.1	28
Covehead	28.6	21.9
Mt. Stewart	18.5	19.6

The most outstanding feature of these figures is the wide difference between Miscouche with 43.5% Selects and Mt. Stewart with 19.6%. This difference did not occur by accident. During the past 8 years Miscouche has been paying special attention to the breeding stock used in the district. Only the best boars obtainable have been used. Sows carrying Chester and Berkshire blood have been eliminated. On the other hand, Mt. Stewart has been using boars of questionable merit. There is considerable mixed breeding in the brood sows. A few years ago many Mt. Stewart farmers were using an English Black

boar and traces of this blood are still in evidence in many of the hogs marketed.

Another interesting comparison is Winsloe and Covehead. The former district has 42% Selects, the latter 21.9%. The fact that these two districts are adjacent emphasizes the great difference in the quality of the hogs marketed. Winsloe, during the past number of years, has taken special care in selecting only boars of high merit. Practically all the brood sows are pure Yorkshire from our best blood lines. Covehead has used boars of lower merit than Winsloe. A few years ago an English Black boar was used in this district with the result that Selects decreased, and Butchers increased. The fact that Covehead decreased the percentage of Selects from 28.6 to 21.9 in other districts showed an increase, is a matter which deserves serious consideration from the swine growers of this district.

St. Peter's is another district where an indifferent breeding policy is followed. The boars used have been of very ordinary merit, while some brood sows carry Chester or Berkshire blood. Greater care in the selection of boars would improve the hogs in this district.

As evidence of what can be accomplished in one year we have the area for which Cardigan is the shipping station. This district increased the percentage of Selects from 24.4% to 39%. Hunter River also showed a creditable increase from 31.2 to 38.6. Here again good breeding stock is responsible.

In order that our percentage of Selects may continue to increase the swine growers should take special care that they market all their hogs at the most desired weights. No hog should leave the farm under 200 lbs live weight. It would be better if nothing was shipped under 210 lbs. at loading point. With all our hogs marketed over 210 lbs, our percentage of Selects could be increased at least 50 per cent.

The chew for you

A better tobacco and a better cure—that accounts for the popularity of our

"BLACK TWIST" CHEWING

HICKEY & NICHOLSON