

Is Inducted



Impressive Ceremony

(Continued from Page 1)

until the beginning of the 17th century as Cartier, you will remember, thought it was the north shore of the Acadian mainland and mistook the Strait of Northumberland for a bay. Nor was the island readily accessible to the fishermen who frequented the Grand Banks after the voyages of the Cabots in 1497 and 1498. Though nameless fishermen may have blown into the Gulf of St. Lawrence, prior to Cartier, it was he who made known to the world the two entrances to this Gulf, the Strait of Belle Isle on the north and Cabot Strait on the south. Moreover, so far as the fishermen were concerned, there was no need to wander inside the Gulf of St. Lawrence during the first century, when that industry was a summer industry in which the cod were sailed green on the ships and carried to an immediate market in Europe. But in the 17th and 18th centuries there was a gradual but more or less complete change from the green fishery to the dry or sedentary fishery, in which it was necessary to find suitable beaches for drying and curing the fish before taking them to market. As a result of this change convenient sites were sought out both inside and outside of the Gulf, attempts were made to establish small settlements on these sites for protection of the fishing equipment and to open up trade or barter with the natives. In due time Prince Edward Island became involved in this far-reaching industry; and, after being occupied temporarily by various unauthorized groups or individuals, became the subject of specific grants for fishing, trade or settlement.

Champlain's Description

"In Champlain's Des Sauvages, published in 1603, he spoke of Isle St. Jean as an island thirty or thirty-five leagues long and some six leagues distant from the land to the south. In his Voyages of 1632, speaking of the year 1623, he reports that the pilot Doublet, who was fishing off Isle St. Jean and Miscou, informed him that some Basques were fishing in the Gulf and making the island their headquarters. On this occasion he says, 'In it there are good harbours and good fishing grounds for cod; the Basques go there quite frequently, and it is covered with wood like other islands.' The pilot Doublet whom I just mentioned was the father of Jean Doublet who later received a monopoly of fishing rights in the island and came into conflict with Nicolas Denis who claimed prior right to the fisheries.

BIRTHS

ROBERTSON - At Kingsboro on Sept. 1, 1936, to Mr. and Mrs. John W. Robertson, a daughter, Lynn Marilyn. BERNARD - At Hunter River, to Mr. and Mrs. Raymond Bernard, a son, John Gordon. CUDMORE - At the P. E. I. Hospital on Sunday, Sept. 6, 1936 to Mr. and Mrs. Howard Cudmore a daughter, (Stillborn).

DEATHS

CLARK - In Brookline, Mass., on Aug. 31, 1936, Alice M. (Rogers), wife of Robert H. M. Clark. Services at First Presbyterian Church, Harvard St., Sept. 2. MACKINNON - At Providence, R. I., on Sunday, Sept. 6, 1936, Mrs. John N. MacKinnon, Funeral from the MacLean Funeral Home, King Square on Thursday, Sept. 10th, services starting at 2 o'clock, funeral leaving at 2:30. Interment People's Cemetery. TAHWEL - At the P. E. I. Hospital on Monday, Sept. 7, 1936, Martha Tahwel, age 4 months, daughter of Mr. and Mrs. Nakkid Tahwel, Queen Street. Funeral this Tuesday morning at 9:30. Interment St. Peter's Cemetery. MACKINNON - At the residence of his daughter, Mrs. E. W. MacKinnon, 2 Grafton St., on Monday, Sept. 7th, Charles J. MacKinnon in his 91st year. Remains forwarded to New Glasgow, N. S., this morning for interment on Wednesday.

IN MEMORIAM

In loving memory of my dear husband William Mahar, who died September 7th, 1935. Do not ask me if I miss him Oh there's such a vacant place Oft times I think I hear his footsteps And I see his smiling face, Swift and sudden was the parting Taken from home without a sigh I did not think his life was ended For I had no chance to say good-bye. Insterted by Wife and Daughters Montague.

N. D. MacLean

UNDERTAKER EMBALMER Charlottetown and North Wiltshire Phone 149

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"At the time of Holland's survey Brudenell Point was deserted; but Montague was an establishment that was to have a brief career as St. Andrews Town. Holland himself chose what is now George town as the county town and said that it had 'great advantage from its situation as having inland communication by Montague, Cardigan and Brudenell Rivers,' and that in respect to trade and shipping 'no place can be more convenient.'

"It is interesting to note that Holland, the Surveyor General of North America north of the Potomac, the British mercantile men who came to Prince Edward Island after the Treaty of Paris, and the French under Roma all agreed on the value and importance of this harbor as a base for control of the fisheries of the Gulf of St. Lawrence and as an emporium for trade. Roma's judgment in this respect had therefore much to support it, despite the ill-fortunes that dogged his efforts. For his purposes, with one eye on the European market and the other on trade between Quebec and the West Indies, this site was much more convenient than Port La Joye, which also had a good harbour, and much safer than St. Peters, which perhaps gave immediate access to a large fishing area. Had Roma not come into conflict with Louisburg, and after its fall, with the New Englanders, it is not improbable that his dreams would have been realized in a great fishing and trading centre of permanent significance. For his principles were sound in his day and generation, and his establishment might have lasted until the present century forestalling both the St. Andrews Town and the Georgetown of the British occupation.

"In any event for thirteen years he strove against adversity to plant a colony, contribute to a national industry and build up a three-cornered commerce. To his industry and enthusiasm in pursuit of these objects we pay tribute today in recognition of his good judgment in choosing this site where he erected a monument to mark the site and to perpetuate the memory of his activities here.

Women today are wearing larger wedding rings—larger gloves. Rings that fitted the Victorian

"Though the other members of the company were interested only in the trade and fisheries, Roma was anxious to make a settlement that in time would be a colony as distinct from a plantation entirely subordinate to the interests of the sedentary fishery. He commenced by levelling off the cape. He then erected nine buildings, two 80 feet long, one 62, three 50 and three 40; a cellar 120 feet by 20 by 1-2; and a pier 45 1-2 feet by 10 with a stage 40 feet by 12 to facilitate loading and unloading of vessels. He also had about 400 acres of land cleared. From the cleared land he hoped in time not only to feed his men and the colonists but also to have a surplus for export to Louisburg and the West Indies.

Roma As Road-Builders "He prosecuted the fisheries not

only at Three Rivers but at St. Peters. At St. Peters he had a magnificent establishment entirely devoted to the fisheries. But to make possible internal communication he made several rough roads; to Cardigan from Sturgeon River, to gain access to the meadows; to St. Peters, so as to keep in touch with his establishment there when the water route was difficult, and to Port La Joye, the capital of the Island.

"For both trade and fisheries he both built and bought boats. The first two years he records building at Three Rivers: 2 flat boats, 2 canoes, and 6 shallops; and, at St. Peters, he completed the construction of a vessel of 70 tons, which he purchased in process of construction.

"Altogether he had five vessels—Le Michel, St. Jean Le Pastillon, L'Antiquite and La Belle Faucon—which he employed in the transportation of fish to France and of commodities to Isle St. Jean; in trade between Quebec and Isle St. Jean; and in trade between Quebec and the West Indies. To the West Indies he shipped cod and planks in exchange for molasses, sugar and coffee, part of which he sent to Quebec in exchange for sugar for Isle St. Jean, when it was suffering from the various plagues that beset it in the early years of its existence.

"Having difficulty with his partners who criticized him for paying too much attention to his settlement, he went home to France in 1736, and bought out their interest, returning to Isle St. Jean as sole proprietor in 1737. Unfortunately his crops were eaten by field mice in 1738; Le Michel was lost at sea with all her cargo in 1747; and the New Englanders raided and plundered his establishment in 1745, after the capture of Louisburg. For nearly ten years his colony was uninhabited; but in 1755, 101 refugees from Acadia took up residence there, only to be threatened with expulsion again in 1758, after the second conquest of Louisburg. Those who did not escape to St. Pierre and Miquelon were transported to France.

Captain Holland's Survey

"In 1765 Captain Samuel Holland, in the course of his survey of the Island, visited Three Rivers and named the point on which Roma had settled and one of the three rivers, Brudenell, after George Brudenell, fourth Earl of Cardigan and Duke of Montague. Brudenell's other titles gave names for the other two rivers, Cardigan and Montague.

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GORDON FIFE, Soldier of Fortune



WHERE WALTERS IS AWAITING THEM IN A PANIC OF TERROR.

ENGLISH WOMAN FLIER COMPLETES EAST-WEST FLIGHT

(Continued from Page 1)

The youngsters, highly excited, started across the swamp and were overtaken by Burke and two other associates, all five eventually reaching the harassed woman, who was kneed deep in the slime and muck of the melancholy swamp land.

"On the verge of collapse, when they reached her, she was aided back to the home of Burke where she was revived and from there taken to the home of Pirie where telephone communication was established with Louisburg.

"It seemed like hours before anyone came to me, and I must have walked three miles in that bog," she remarked later.

"The Markham landing was the biggest event to occur in the vicinity of Baleine Cove since the historic capture of Louisburg, and tonight the little hamlet was agog over the fast moving incidents of the day, and sleep was completely forgotten as they gathered in groups at one another's homes.

"Evidence of the expert flying ability of Mrs. Markham was disclosed in her log which revealed that during the 1800 miles journey she had veered from her course just 25 miles.

"The plane, a low-wing mono of the Vega Gull type made by the Percival Aircraft company, nosed over twenty yards after the wheels first touched the soft morass, after the aviatrix had circled the spot.

"The left wheel carriage buckled and the plane, travelling at full landing speed, buried her nose three feet in the soft ground, sending the occupant of the cockpit crashing onto the instrument dash.

"Powered with a Gypsy six cylinder 200 horsepower engine, the mono had a cruising range of 27 hours, but adverse head winds, experienced shortly after the coast of England was left behind, cut the cruising speed of 156 miles per hour to little more than 125.

"The engine which functioned perfectly, burned about 10 gallons per hour, but nearly 20 hours reaching the coast of Newfoundland cut the cruising range considerably—by about five hours, the aviatrix figured.

"Realizing then that there might be a possible fuel shortage, she decided on reaching Newfoundland to fly down to Harbor Grace, but heavy banks of fog which enveloped the coastline to a height of 3,000 feet made this impossible and she continued on her course, planning to reach Sydney for an intermediate landing spot.

"A very pretty wedding was solemnized on Monday morning at the home of Mr. and Mrs. William MacDougall, Hunter River, when their daughter, Miss Ruby, became the bride of Roy M. Smallman, son of Mr. and Mrs. Josephus Smallman, of Summerside.

Excited Children

"I was so glad to see land it was thrilling to know I had crossed the ocean though I didn't reach New York. The injuries were really nothing. I was lucky, you know," she said in high spirits.

"In Captain Lewis' cheery home here last night, she told a crowd that packed its best parlor of her flight, in between answering long-distance calls from London and New York and scores of other places, after she had taken a three-hours' sleep earlier in the evening.

"She made Baleine Cove in the nick of time, she said, after fighting headwinds almost all the way across the ocean her fuel supply was about exhausted.

"At first she had planned to land at Harbor Grace, Nfld., which she thought she passed after about 20 hours flying—her fuel supply was only enough for a 27-hour flight. But a fog bank rising 3,000 feet above the ground prevented that.

"I reconsidered and decided to carry on for a while longer, quite aware that my petrol was slowly ebbing away, and when I noticed land out there (meaning the Balmine Cove district) I took the first opportunity and landed," she recounted.

"I thought I was in Lapland," she smiled as she told of her sensations after alighting from "The Messenger." "And when I trudged around in that bog up to my knees for what seemed hours, I thought I was going to perish for sure."

"Three fishermen came upon her, however, and guided her to the nearest home, that of Alfred Pirie, who was one of the men from a house nearby a phone call for assistance was put in to Sydney which resulted in Captain Lewis being dispatched in his car from Louisburg to the little village.

"It was a terrible trip," she shuddered, "and the weather was abominable. I flew entirely by instrument all the way."

"The population of Baleine Cove—four families, numbering 20 persons in all—witnessed the Markham plane coming in from the sea, but its presence, caused little excitement among the inhabitants of this tiny fishing hamlet.

"We thought it was just another plane," one of the natives remarked.

"The bride, accompanied by her father, entered the drawing room to the strains of Lohengrin's Bridal Chorus, and looked radiant in a wedding dress of beige silk lace over tulle, with lace turban to match. She carried a bouquet of pink and yellow gladioli and fern. The bridesmaid, Miss Bessie L. Smallman, sister of the groom, wore a dress of russet flat crepe with brown hat and shoes and carried an arm bouquet of garden flowers and fern. Mr. Kaye J. Hansen of Summerside acted as groomsmen. Rev. W. A. MacQuarrie performed the wedding ceremony and Mrs. W. A. MacQuarrie played the wedding march.

NEW TRAFFIC REGULATIONS IN EFFECT

Charlottetown's new system of traffic regulations went into effect Saturday evening in an auspicious manner with motorists and pedestrians co-operating to the utmost. At many of the busy intersections police officers were on duty smartly directing the steady flow of traffic with a minimum of confusion and congestion.

"Motorists and other vehicle drivers need no longer be timid in traversing the city Saturday nights," stated Captain Leggett, head of the department of traffic in Montreal, here to establish the new system in vogue in other larger centres. Captain Leggett also declared that "motorists need have no fear of being embarrassed during the early stages of the enforcement of the new regulations."

"At the corner of Queen and Grafton Streets, one of the busiest sections, large numbers of people gathered to watch Captain Leggett and members of the local police force smoothly execute orders that kept traffic circulating freely. Complete satisfaction in the manner in which the public collaborated with officials in the launching of the new system was expressed by His Worship Mayor Turner, Dr. Heath MacIntyre, chairman of the Police Board, Chief of Police Birtwistle, and Captain Leggett.

Mayor Turner, however, announced last night that the new system affecting running traffic was but the first step towards the complete re-organization of traffic regulations in the city. Plans are now being formulated for zoning the city; designating "through" and "stop" streets. Stricter enforcement of parking rules will be invoked with a "ticket system" for violators.

This evening at 8 o'clock in the Board room of the City Building Captain Leggett, by the means of films will demonstrate the new regulations. The public is cordially invited to attend.

Women's Institute Executive Meeting

A meeting of the Provincial Executive of the Prince Edward Island Women's Institute was held in the Institute Board Room on Friday, September 4, 1936. This meeting was well attended and was presided over by Mrs. Allison MacMillan, provincial president. Miss Ings, District Nurse for the new Tuberculosis League was also present.

The meeting dealt with resolutions passed at the recent Annual and District conventions. A letter received by the president from the A. C. W. W., London, England, was read and it was decided to appoint a representative living in England to attend the meetings of the A. C. W. W. and act as proxy for the P. E. I. W. I.

A short discussion took place on the subjects of the questionnaires and the best means of presenting these as interesting material for Institute programmes.

The observance of International Peace Day was also discussed. The importance of the observance of this day by all branches was emphasized and each branch will be urged to plan and carry through suitable programmes for their November meeting.

Two committees were appointed—one to select prizes for the Girls' Achievement Day to be held in Charlottetown and another to make arrangements for the literary and entertainment of Miss Byrne of New South Wales, Australia. Miss Byrne is coming to Canada to study the work done amongst women in the rural communities of the various provinces and is expected to arrive here in November.

Observe 25th Wedding Anniversary

A very pleasant event took place at the beautiful new home of Mr. and Mrs. S. G. Peppin, Upper Prince Street on the evening of Friday, the 4th inst., when the Dominion Seed Inspection staff, of which Mr. Peppin is Senior Inspector, along with the staff of the Laboratory of Plant Pathology at Charlottetown, waited on Mr. and Mrs. Peppin to wish them many happy returns on the occasion of their twenty-fifth anniversary of their wedding day.

The evening slipped by almost unnoticed, with contacts and social games to the delight of all. A dainty lunch was served by Mrs. Peppin after which Mr. F. W. Coffrey was called to the chair, and in a few well-chosen remarks explained the object of invading their homes on that occasion and then called on Mr. R. R. Hurst, Plant Pathologist and officer in charge of the Laboratory at Charlottetown, who came forward and read a very neat and attractive address. He congratulated them on having passed the twenty-fifth milestone of their wedding journey.

Mr. F. M. Cannon then came forward and on behalf of the staff, presented Mr. and Mrs. Peppin with a beautiful silver tea service. Mr. Peppin, who was completely taken by surprise, quickly talked to the occasion, and in a neat and snappy speech full of wit and humor, thanked the staffs for their beautiful gift.

Short and snappy speeches were then delivered in order named by Messrs. R. R. Hurst, H. L. McLaren, R. F. McLean, A. Raynor, Ivan Linkletter, G. C. Ramsay and Gordon MacQuarrie, all of whom are present, and the singing of "For They Are Jolly Good Fellows," a very pleasant evening was brought to a close.

NEW DOMINION LOAN ISSUE ANNOUNCED

OTTAWA, Sept. 7.—Finance Minister Dunning announced tonight a new \$100,000,000 issue of Dominion bonds will go on the market Thursday subscription books opening at the Bank of Canada.

The loan will take the form of 4 1/2 year, one-per-cent notes due March 15, 1941, offered at 98.25, to yield 1.40 per cent to maturity and three per cent perpetual bonds callable after Sept. 15, 1936, priced at 98.50 to yield 3.11 per cent.

Proceeds of the issue will be used for refunding Dominion obligations totalling \$73,168,200 and for general purposes of government.

The two maturing issues to be refunded are as follows: \$16,989,000, two per cent bonds, due Oct. 15, 1936 and \$56,179,200 five per cent bonds, due Nov. 15, 1936.

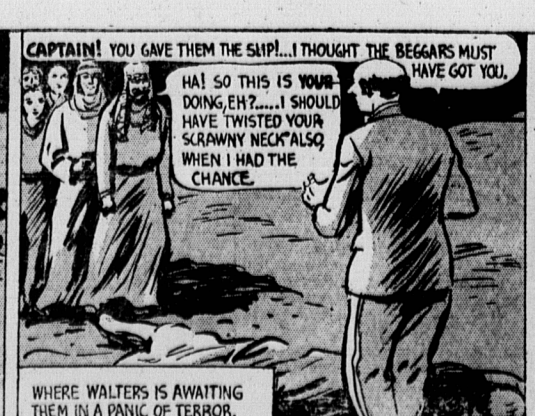
It will be the first perpetual bonds issued by the Dominion, the feature being no stated maturity date. They are common in other money markets, particularly London. The bonds will be callable anytime after Sept. 15, 1936 on 60 days' notice.

The Finance Minister also announced "as soon as the state of the national finances will permit" to establish a general sinking fund "in order to provide for the gradual amortization of the national debt on a scientific basis."

Holders of bonds of the two maturing issues may detain and retain the final coupon and turn in the maturing bonds at par in payment of allotments. Cash adjustments, where necessary, will be made at the time of delivery.

The official offering will be made through the Bank of Canada. Subscriptions by the public whether paid for in cash or by surrendering maturing bonds, will be received through any branch in Canada of any chartered bank or through any recognized bond dealer. All subscriptions will be subject to allotment. Payment for the new notes and bonds is to be made in full against delivery of interim certificates on or about Sept. 15.

Surprise for Muhammed?



WHERE WALTERS IS AWAITING THEM IN A PANIC OF TERROR.

By Bob Moore and John Hales

for BRUISES This's nothing to sneeze at! Minard's "take hold" Antiseptic, soothing, healing! Gives quick relief!

MINARD'S "KING OF PAIN" LINIMENT

CAPTAIN! YOU GAVE THEM THE SHIP!... I THOUGHT THE BEGGARS MUST HAVE GOT YOU! HA! SO THIS IS YOUR DOING, EH?... I SHOULD HAVE TWISTED YOUR SCRRAWY NECK! ALSO WHEN I HAD THE CHANCE.

COME, TIE ME UP EFFEND!... YOU HAVE BEEN VERY CLEVER!... BUT WHEN I OVERTAKE YOU LATER I SHALL REPAY YOU IN A WAY THAT YOU WILL NEVER FORGET. YOU DON'T KNOW ANYTHING YET, MY FRIEND!... YOU SEE, I'VE GROWN SO FOND OF YOU THAT I CAN'T BEAR TO LEAVE YOU GOING WITH US.