PRINCE EDWARD—Today and Wednesday

HOW WOULD YOU LIKE TO WALK INTO THE BOSS' OFFICE AND SOCK HIM ON THE NOSE?

Could you tolerate a yacht and a million bucks? Would you like to make your girl love you?—or maybe you wouldn't! THEN SEE

2.30 7.00 8.45

ROLAND YOUNG

H. G. WELLS' COMEDY

The man who could work Miracles

an ALEXANDER KORDA PRODUCTION

Also LATEST FOX MOVIETONE NEWS

Another Wells Masterpiece Screened

OPENED AT PRINCE EDWARD YESTERDAY

The brilliant Alexander Korda-H. G. Wells partnership has now turned its attention to comedy. The result can be seen at the Prince Edward Theatre where "The Man Who Could Work Miracles" is showing this week.

Everyone will receive a pleasant surprise at The Man Who Could Work Miracles which ranks as one of the funniest and most spectacular comedies ever produced. Roland Young in the leading role gives a grand performance in the light, whimsical vein for which he is famous.

George M. Whitter Fotheringay is a humble draper's assistant, who suddenly finds himself possessed of the power to work miracles. He starts in a small way by producing rabbits and commanding tables and chairs to float in space. But he becomes more ambitious, Failing foul of the local constable, he banishes the worthy to Hades.

Tiger on Hearth !

Various people try to exploit Fotheringay's remarkable gift. His employer sees great business opportunities by exploiting him; the vicar has his scepticism shaken when Fotheringay produces a raging tiger upon his drawing-room hearthrug, is fired with a zealots enthusiasm to reform the world. Fotheringay becomes embarrassed and confused, and after the Squire tries unsuccessfully to shoot him, he decides to take a hand in his own destiny. With a sweep of his hand he conjures up a magnificent palace to which he summons all the ruling powers of the world. He becomes intoxicated with power and in a thrilling climax calls upon the earth to stop rotating. That is the end of Fotheringay's reign, for the gods take away his miraculous power, and he is left as he was before—an insignificant nobody.

This picture is, of course, a great technical triumph, and full credit must go to Ned Mann, who contrived the "miracles" and the amazing trick photography. Roland Young dominates the film as Fotheringay, but excellent studies are given by Ralph Richardson, Ernest Thesiger, Joan Gardner, Sophie Stewart and Lady Tree.

At times pencil marks are left on unfinished furniture and these must be removed before the finish is put on or they will show through. Moisten the stains with clear water and then rub with a fine grade of sandpaper. A few strokes will remove the marks.

Minard's Liniment removes stains.

Georgetown — Charlottetown Bus Service

STARTING MONDAY, MAY 10th

Leave	Georgetown	8.00 A.M.
	Cardigan	8.30 A.M.
	48 Station	8.40 A.M.
	St. Theresas	8.50 A.M.
	Peakes	9.00 A.M.
	Pisquid	9.10 A.M.
	Fort Augustus	9.30 A.M.
	Webster's Corner	9.35 A.M.
Arrive	Charlottetown	10.00 A.M.
Leave	Charlottetown	4.00 P.M.
	Peakes	5.00 P.M.
	Cardigan	5.30 P.M.
Arrive	Georgetown	6.00 P.M.

Passengers are fully protected by Insurance for any accident that may happen while driving in this Bus.

Stops at

NOBANA TEA ROOMS

Great George St.

ALLISON HUESTIS

PARTY PLANNING

Knowing how to be a gracious host or hostess, how to be the sought-for guest, marks one as cultured and is a requisite for a successful social or business life. This knowledge is rightly one of the food student's objectives, since the sharing of food has from the beginning of human relationships been a pledge of friendship and food accompanies most social functions. School and home festivities are excellent food class projects.

The successful party begins with a well thought out plan. Write this down using the following as a guide:

1. Determine type of entertainment—tea, luncheon, dinner, evening party. Will it celebrate a special event, such as a school game or a holiday?

2. Determine color scheme and decorations. These should accord with type of entertainment. Make a list of decorations to be purchased, estimating cost.

3. Work out plans for program including games or other entertainment. Make a list of materials needed for games, estimating cost.

4. Determine how many are to be invited and whom. List names of guests and write invitations, seeing that these are formal or informal in keeping with occasion. Keep a record of acceptances to aid in planning food service.

Lastly, plan menu following these rules:

1. Plan table decoration to harmonize with other decorations. Foods may carry out the chosen color scheme.

2. Plan menu to fit occasion, formal or informal. Popular favor now inclines toward simpler foods as smart and in good taste. Rich and elaborate foods should be confined to the most formal entertainments.

3. Do not serve too many foods or courses.

4. Plan menu to fit season.

5. Balance menus for correct dietetic food combinations, as well as appetizing ones.

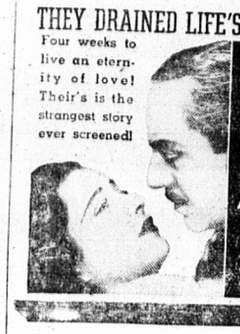
6. With the menu selected, list foods needed. From this make a marketing list for foods not on hand, estimating cost. Be sure to put down exact amounts to avoid waste in purchase.

7. Write out a plan for order of work. List what should be done in preparation of foods, getting dishes linen and silver ready; arrangement of table including decorations; and finally in serving foods. Do everything possible the day before the party. Keep these lists together with a file of dependable special refreshment recipes and menus for future party use.

CAPITOL — Today and Wed. 2.30 7.00 8.45

THEY DRAINED LIFE'S CUP TO CHEAT A JEALOUS FATE!

Four weeks to live an eternity of love! Their's is the strangest story ever screened!



Wm. POWELL Kay FRANCIS

in a return engagement of their immortal success

"ONE WAY PASSAGE"

ALSO A MUSICAL REVUE VARIETY REEL AND A MERRIE MELODY CRTOON

SQUARE DEAL FOR PLANTS MEANS A SQUARE MEAL

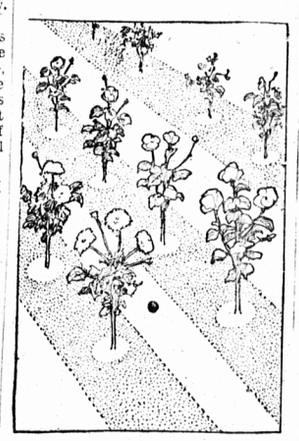
Plant Food Works Marvels in producing Best Flowers and Vegetables. Feed Your Garden Now.

Plants are living things, that's way they need a square meal. Like other forms of life, plants breathe, reproduce and require food. There is one big difference between plants and other living things in that plants cannot pick-up and go if food is not plentiful in the soil which supports them.

Under natural conditions you will only find flowers, grass and other vegetation in places where the soil is fertile. But though we love a garden with beautiful lawns, flowers, shrubs and trees few of us consider the fertility of the soil in determining where to locate our homes. The result is that most of the homes in cities and towns are surrounded by soil which is deficient in many of the elements plants require for finest growth. Only through proper plant feeding can these soils be made to produce beautiful gardens.

There is another factor of the home garden which makes plant feeding at regular intervals necessary. Whereas in the natural forests dead vegetation is permitted to decay and return to the soil, custom demands that we keep our gardens free from such wastes. As a substitute many of us have compost piles and while they are good sources of organic matter much of the plant food has leached away before the material can be used. Proper plant feeding keeps fertile soils in a highly productive state.

The surest way to assure all of your growing things a square meal is to feed them with a plant food that contains all of the elements



they require from the soil. Your gardening supply dealer has them for sale at reasonable prices, and only 4 pounds of complete plant food is necessary to properly feed 100 square feet of lawn or garden area.

Another feature of these scientific plant foods is that they are clean and odorless. Try complete plant food this year, using it according to the directions which come with every package.

WOMAN ARTIST GUIDED BY A MYSTIC POWER

A woman whose hands are so crippled with arthritis that she cannot hold a paintbrush creates pictures of Christ and the Madonna—by what she describes as a strange mystic power.

For hours Mrs. E. Vernon Walker sits alone in the quiet, shadowy emptiness of the Church of the Annunciation in Bryanston street, London, England.

Suddenly she will hurry from the church to her home to do the picture in pastels—with a piece of chalk held between two fingers, then "smudged" into the final results.

"There seems to be an inner ray of light in my brain," she says. "Soon the mistiness clears, and I see a vision face, crystal clear and undeniably beautiful.

"My first vision picture came to me after a heart specialist had given me not long to live.

"Shortly before the vision I saw a head of Christ by Epstein. It horrified me.

"After that a wish to give people a study of Christ as He really was with love, strength, and compassion shining from His eyes grew with me every day. Then the vision came."

Hundreds of copies of Mrs. Walker's religious pictures have been circulated by her in prisons and institutions through Great Britain. Others she has sent to schools, and many are hung in churches.

People have written from Holland, France, India, and Japan asking for copies.

WHO WOULDN'T BE IN THE DOGHOUSE NOW IT'S A CLUB?

An athletic club for dogs has just opened its doors in New York City, proving that pet owners are willing to go to any lengths to provide for their animals. There is an outdoor swimming pool, declared to be the first in the city, in a backyard landscaped with a rustic fence and a real tree. On the roof of the club are running tracks. Here, in warm weather, owners may sit in deck chairs under a canvas umbrella while their pets exercise. The club also boasts vita-glass solariums where dogs may bask in the sun, and a drying room with controlled temperature where freshly washed animals are taken to safeguard them against catching colds. One can leave a dog in need of a bath at the club in the morning, and pick him up clean as a whistle on the way home from the office. Or the dog can be called for and delivered in a private car. A veterinary presides over the establishment, which is open to all animal owners.

for SPRAINS

Rub Minard's in gently. It penetrates sore ligaments, allays inflammation, soothes, heals.

17 Puts you on your feet!

MINARD'S "KING OF PAIN" LINIMENT

The Central Guardian

GULLISON'S for better Permanent Waves. L-901-5-28-tf.

CONFEDERATION LIFE INSURANCE L-6798-7-12-312

ANNUAL MEETING Little Theatre Guild, Canadian National Hotel, tonight at 8 P. M. L-35-7-6.

GROCERS AND HOUSEWIVES Buy Robin Hood Flour now you will not regret it. L-2035-6-28-2wks.

SUMMER COTTAGE FOR RENT. Furnished Cottage at Brighton Shore. Apply A. Pickard & Co., Coal Dealer. L-2321-7-3-31.

WEDNESDAY is Dance night at the Highlands. L-1355-6-Tues-Wed-tf.

CHURCH SERVICES.—Cavendish Charge, Sunday, July 11th. New Glasgow 11 A. M. Cavendish 7.30 P. M. Geo. W. Tilley, Minister. L-58-7-6-11.

FOR FUMIGATING, telephone 1075 Work Guaranteed. Reliable Fumigating Co. 145 Great George St. L-1995-6-24-s-t-tf

SALE TODAY.—The residential property of the late Mrs. John Richards, Grafton Street, will be sold at public auction this afternoon at 2 o'clock. The Eastern Trust Company, Executors. L-2166-7-6-1i.

THE STEAMER "MAURITA" with 2500 tons soft coal from Scotland is unloading all week for H. R. Large & Co. Order your coal today. L-66-7-6-3i.

Heavy Rains Retard Crops In Maritimes

(C.P. By Guardian's Special Wire)

MONTREAL, July 2—Excessive rains and overcast skies generally have retarded crops in the Maritime Provinces, the Bank of Montreal's telegraphic crop report said today.

Continued dry weather had caused serious damage to crops over wide areas in Saskatchewan and parts of Alberta, the report said. Moisture in these areas has not been sufficient to promote satisfactory growth and heavy rains are needed immediately to check further deterioration.

In British Columbia a spell of warmer weather has followed heavy rains, and the prospect of satisfactory yields is more promising for all crops except strawberries, cherries and the early cut of alfalfa. The stand of wheat in Manitoba is heavy and even, the report continued, with crops continuing to make good progress under favorable growing conditions.

The report stated crop prospects are promising in Quebec while heavy rains have delayed cultivation of field crops in Ontario.

HEALTH

A HEALTH SERVICE OF THE CANADIAN MEDICAL ASSOCIATION AND LIFE INSURANCE COMPANIES IN CANADA

CRIPPLING OF CHILDREN (NO. 2)

The main causes of crippling in children, as indicated in a former article, are tuberculosis (either human or bovine), infantile paralysis and rickets. A limited number of cases are due to accidents.

Infantile paralysis causes crippling because of the injury done to the muscles involved in the paralysis. In some cases the paralysis is extensive; in others it is moderate and confined to a small group of muscles. In others again, the initial paralysis may completely clear up under treatment and the crippling be absent or both temporary.

In the prevention of crippling from this affection much depends on the early treatment. This should be limited to securing the comfort of the child, to the maintenance of good position of the limb involved, and to the prevention of deformity. Active treatment by massage, exercise, manipulation or electric should be withheld as long as any soreness of the surface remains. Soreness of muscles means that the inflamed spinal cord, the real seat of the affection, is still susceptible of irritation. Rest is the real need of the victim of paralysis in the early stage. Active treatment belongs to the more convalescent period when swimming, or underwater movements, electricity, massage, occupational therapy and manipulation by the trained surgeon have their place.

Rickets still claims a place in the crippling of children but the affection is disappearing in the face of public health education. The causes of rickets are improper feeding of the pregnant mother, lack of essentials in the feeding of infants and too little sunshine.

In addition to a good standard diet, the mother should have cod-liver oil during pregnancy. It will help if she also has sea fish twice a week. The use of cod-liver oil in pregnancy is now a routine practice.

The rickety child improves wonderfully if given two to four teaspoonfuls of cod-liver oil or its equivalent of viosterol, daily, in the fall, winter and spring months. The ultra-violet rays of the sun take the place of cod-liver oil and viosterol in the interval from May to September. These remedies prevent the loss from the body of the calcium and phosphorus which serve to build up good bones and enduring teeth.

Accidents are due to lack of care, the taking of chances and in some instances to over-indulgence in alcoholics. The results of accidents are minimized to a high degree by skilful surgery.

Questions concerning Health, addressed to the Canadian Medical Association, 184 College Street, Toronto, will be answered personally by letter.

Answers Attacks On C.N.R. System

Vigorous Reply To Criticism Is Given By C. N. R. Director Fairweather At Club Function

KINGSTON, July 5th —"The recurring attacks upon the Canadian National System, with the accompanying flood of half-truths, distorted statements and worse, have bred a feeling of resentment in the personnel of the Railway. The desire of the employees is only that the public shall have a fair and true picture of the situation." This was one of the declarations made today by S. W. Fairweather, Director of the Bureau of Economics, Canadian National Railways, in an address delivered to representatives of service clubs here.

It was hard to escape the conviction, the speaker said, that there was a campaign to break down the confidence of the people of Canada in the Canadian National Railways. It was interesting to note that most of the critics produced the same plan to meet the alleged desperate condition, namely, that the Canadian National as a publicly owned and controlled railway system should cease to exist.

The property which it was hoped to submerge was largest railway organization on the North American continent. It afforded the shortest rail routes between eastern and western Canada with lower gradients than any other rail line in the United States or the Dominion. In the Prairie Provinces it served the most productive part of the country. It crossed the Rocky Mountains at the lowest elevation of any transcontinental line, its mountain gradients being as favorable as those on the prairie. It had a double-track main line running like a backbone through Ontario, Quebec and the United States as far west as Chicago and afforded the only all-Canadian route between the Maritime Provinces and the rest of the Dominion. It served directly ninety per cent of the people of Canada and to one quarter of them was the only railway available. It linked the Dominion with many of Canada's best markets in the United States. Sixty per cent of the coal produced in Canada depended upon the Canadian National for rail transport. Development of base and precious metal mining in recent years had been largely along its lines. It was the greatest factor in serving the forest industries in Canada, originating more newsprint and pulp tonnage than any other railway on the continent. It was difficult, the speaker said, to find any justification for the view expressed by some of the critics that this was a "dead horse" property.

Trade Development

"Balance sheets of a national enterprise tell only part of the story," continued Mr. Fairweather, "the rest is to be found in the development of trade and industry brought about by the construction and operation of the facilities. The people of this country have 770 millions of dollars invested in improvements to water transport, such as canals and harbours, most of which is non-revenue producing. No sensible man, however, would say that the decision to improve our waterways was unsound. By reason of these improved waterways, the development of natural resources of our country has been facilitated, adding to the national wealth. Just so it is with the Canadian National Railways, for railways have been a much more potent factor in the development of Canada than waterways could ever hope to be.

"We also hear a great deal of Canada being over-railroaded. It seems to me that this is an example of those half truths which becloud the Canadian railway issue. It passes my comprehension how a country can go through a development stage without a low population per mile of railway. The railway must go in advance to the population, but if the railway taps country which has natural resources, whether it be agricultural, lumbering or mining, population will come and the development of wealth will take place which will more than justify the railway.

"The latest available figures show that the railway freight traffic per capita in Canada and the United States is from four to five times as great as in such countries as Great Britain, France, Germany, Australia and the Argentine; so that although we have a low population per mile of railway, each person, so far as railway traffic is concerned, counts as four. This is simply another way of saying that the per capita wealth production in Canada is high and that in that wealth production railways play a very important part. The history of the development of capital wealth in Canada parallels the growth in railways, but at a much greater rate. For every dollar of railway capital Canada has increased her capital wealth twelve dollars.

Great Potentialities

"I am old enough to remember the time when the construction of the National Transcontinental in Northern Quebec and Ontario and of the Canadian Northern Railway in the Prairie Provinces was looked upon as a colessal folly. Today we know that the furture wealth of Canada will be drawn in no small measure from the territory served by these lines. Consider too that in the highly industrialized section of the country, which will draw its stimulus from the development of the hinterland, the Canadian National Railways is pre-eminent in serving every industrial centre, and you get a picture of the potentialities of the system which is far different from that painted by our detractors.

"But pioneering development is expensive. It is a safe generalization that no railway system can be built and operated for development purposes and in the earlier years pay interest on the cost of construction under a set of rates which are dictated by the necessity of encouraging development. A curious situation arises that while the nation gets rich as a result of the development, the railway shows deficits, unless subsidized. We, in Canada, have pursued both policies. We have paid huge subsidies in cash and land for development purposes, and quite wisely so. We have also absorbed deficits for development purposes, and quite wisely so. I can see no difference between the two, but it is a curious quirk, in the minds of some of our critics that subsidies to privately owned enterprises are examples of wise and statesmanlike policy, but a deficit incurred by a nationally owned enterprise, for the same purpose is a veritable threat to our national existance."

It was easy, the speaker continued, for the general public to overestimate the importance of the economics to be secured by the elimination of existing railway lines. We should, however avoid uneconomic duplication of railway facilities in the future.

"You will all recall that when the National Transcontinental was built, it struck a course through the northern wilderness. The territory did not look very promising and private interests shunned it, a policy which was pursued until actual industrial development became important. The interests which developed the Noranda Mine could not induce private railway interests to build into their prospects and turned to the Canadian National Railways. The National Railways had faith in the mineral resources of that country and built a branch line to serve Noranda. It now appears that this territory is highly attractive and private railway interests have sought to invade the field. That sort of competition should be restrained. It is an economic crime."

A Record Of Progress

Instances were given by the speaker where statistics that afforded no basis of comparison had been used in an effort to prove that the Canadian National was inefficiently operated. The fact was, he said, that the operating performance of the Canadian National Railways was a record of progress.

"If you take the year 1923 as 100, the operating efficiency of the property has increased steadily, even during the period of the depression, and it now stands at 117. This means that given an equal volume of traffic to be moved it would cost in material and labor one-seventh less today than it would have in 1923.

"The Canadian National is frequently attacked because its operating ratio is relatively high and this is assumed to be evidence of inefficient operation. It is no such thing. With a relatively small volume of business per mile the operating ratio will be high and as the amount of business done per mile increases the operating ratio should drop very rapidly at first and thereafter at a slower rate. One of the most striking tests of the efficiency of the Canadian National has been the manner in which the operating ratio has reacted to increase business per mile of line.

"Consider too the condition of the properties when they were acquired by the Dominion Government, how they were run down and how some of what are now our main lines were derisively referred to as 'turkey trails'. Having these things in mind the wonder is that the operating ratio has been kept as low as it has been. Remember the properties now comprised in the Canadian National had an operating deficit of $35,000,000 in the year 1920. This was changed to such an extent that the properties had an operating surplus of $56,000,000 for the year 1928—an improvement of $91,000,000.

"Do you realize that this property which is so subject to attack by hostile critics stood fifth among all the railway systems of the North American continent in the year 1928 in net available for interest and dividends? You can't travel in company like that and be grossly inefficient.

"After paying operating expenses, the property from 1923 to date has earned applicable to interest and insurance reserved a total of $243,000,000. With the onslaught of the depression it was a desperately hard problem to avoid an operating ratio of 100 or more simply due to a reduction in volume of traffic per mile, which was cut in two. With increasing traffic our operating ratio is again declining and our revenue from railway operations is increased, so that the efficiency evidenced in past performance is shown to be no mere flash in the pan.

CORNS

LIFT RIGHT OUT NO PAIN!

QUICK RELIEF

PUTNAM'S CORN EXTRACTOR

Favourable Position

"If you examine all the countries of the world and list them in order of their unit cost of transportation, you will find that Canada stands in an extraordinary favourable position. No other country with a transportation problem at all comparable, hauls an average ton of freight one mile for less charge than two cents—the charge in Canada is roughly one cent. It has always struck me as a curious situation that we in Canada should have achieved this position and to be still held as suffering from a terribly disastrous railway problem. It may be true that we elect to pay our railway bills partly directly and partly in the form of subsidies and deficits, but when you review the whole situation in the perspective of the national wealth production and find, even in depression times, that the amount by which we fail to pay our railway bill by direct charges amounts to one cent per dollar of our annual national wealth production, it is hard to view it as something which is crushing our national existence.

"As long as depressed trade and disturbed international conditions exist, the property cannot be expected to earn in full the interest charges which are assessed against it. The management, under such conditions, is doing its very best to keep costs to a minimum and has been steadily increasing the efficiency of the property. Keep in mind the essential public services which are being carried on and also the really great potential earning power of the property.

"To be a defeatist on the Canadian National Railways as a great publicly owned enterprise, "concluded Mr. Fairweather, "one needs to be a defeatist on Canada itself."

ORANGE BREAD

This bread possesses a light and cake-like texture. The flavor is delicious.

2 cups bread flour, sifted before measuring
3 teaspoons baking powder
1-2 teaspoon salt
3-4 cup milk
1 egg
1-2 cup sugar
Juice and grated rind of one medium-sized orange
1-4 teaspoon baking soda dissolved in the orange juice.

Sift the flour baking powder and salt. Beat egg, add sugar, milk, orange juice and orange rind. Combine liquids with dry ingredients. Pour into well-greased bread pan of moderate size. Stand mixture in a warm place for 20 minutes, then bake in a moderate oven for about one hour. (Temperature 350 deg. F.)

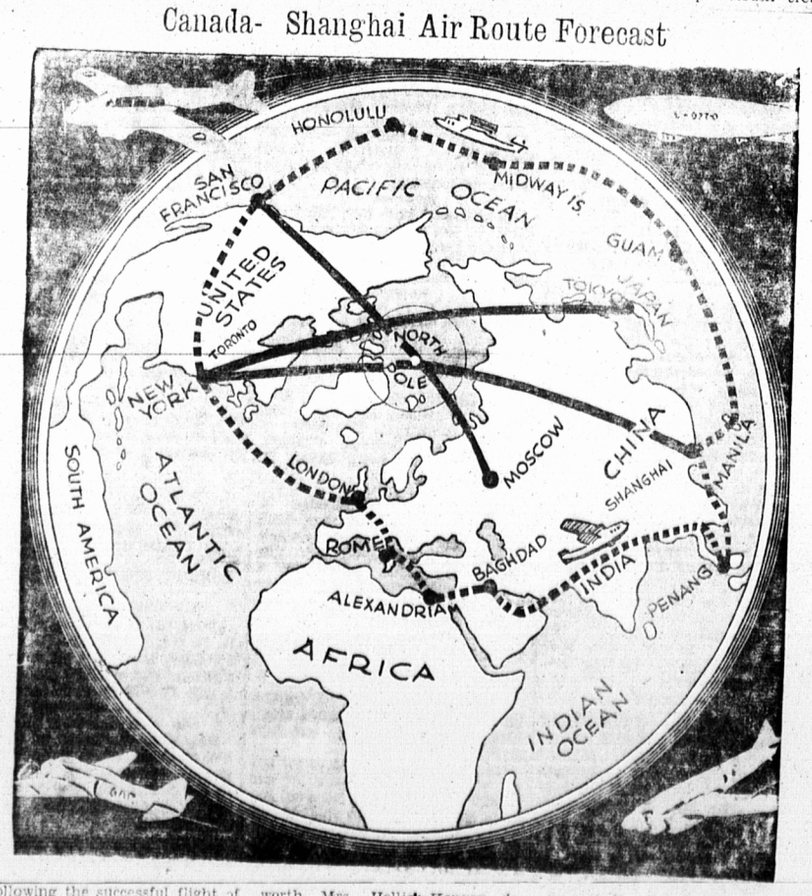
BANANA BRAN BREAD

1-4 cup shortening
1-2 cup sugar
1 egg (well beaten)
1 1-2 cups mashed bananas
2 tablespoons water
1 cup bran
1 1-2 cups flour
2 teaspoons baking powder
1-2 teaspoon salt
1-2 teaspoon soda
1-2 cup chopped nut meats
1 teaspoon vanilla extract

Cream shortening and sugar well. Add egg, mashed bananas, water and bran. Sift flour with baking powder, salt, and soda. Mix nuts with flour and add gradually to the first mixture. Stir in vanilla. Pour into greased loaf tin. Let stand 30 minutes and bake in a moderate oven (375 degrees F.) one hour. Let cool before cutting.

Use Minard's for Bites.

Canada- Shanghai Air Route Forecast



Following the successful flight of the three Soviet fliers across the North Pole, a short route from Canada to the orient is forecast by H. Hollick-Kenyon, who flew across the South Pole with Lincoln Ellsworth. Mrs. Hollick-Kenyon declared that the present air route from Canada to Shanghai via the China Clipper would have miles lopped off it by zooming over the roof of the world. The map drawn by a staff artist shows several possible polar routes drawn in solid black lines, including Canada to Shanghai. The dotted line shows the present round-the-world air route taken by most aeroplanes.

New Improved Schedules Monday

For Economical Transportation.

Commencing next Monday bus service for all the Island—Tignish, O'Leary, Summerside, Borden, Victoria, Kensington, Hunter River, St. Peters, Souris, Charlottetown and connecting with Murray River services.

For further information ask IMT agents or drivers.

ISLAND MOTOR TRANSPORT LTD.