

PRINCE EDWARD NOW

MATINEE 3 P. M. 16c, 26c.
EVENING 7 & 8.45 .. 26c, 37c, 45c.

They called her SCAPEGRACE...

because she did the right things in the wrong way. A pert, pretty, irrepressible miss who scandalized a sleepy town and hypnotized the prize catch. Delightful romance!

REBECCA of SUNNY BROOK FARM

A Picture for the Whole Family

FOX PICTURE with **MARIAN NIXON** **RALPH BELLAMY**

Mae Marsh
Louise Closser Hale

Based on play by Kate Douglas Wiggin and Charlotte Thompson

2 MATINEES SATURDAY 1.45 & 3.15

OTHER TREATS

READIN' AND WRITIN'
OUR GANG COMEDY
MUSICAL FARMER
MICKEY MOUSE CARTOON

CAPITOL TO-DAY

THE OLD FAVORITE WESTERN STAR in His First Talking Picture!

TOM MIX in DESTRY RIDES AGAIN

Hear him... see him... in the most exciting picture of his brilliant career... crammed with drama, thrills and action!

(and Tony, too, of course)

"SHADOW OF THE EAGLE" SERIAL
OSWALD CARTOON

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CENTRAL GUARDIAN

THE CHARLOTTETOWN GUARDIAN can be obtained at Subway Tobacco Store, Moncton, N. B. Aug. 19-11.

CHURCH NOTICES—Mt. Stewart, 11 a. m.; Highfield, 3 p. m.; Harrington, 7.30 p. m. Rev. D. J. Donaghu.

VISITING MINISTER—Rev. Roy J. Stewart, Westville, N. S., will preach both morning and evening in Zion Presbyterian Church, Charlottetown, Sunday, August 28th.

CHURCH SERVICES August 28: United Churches of Bideford and Tyne Valley, Rev. John A. Nicholson, Minister; 11 a. m. Inverness; 3 p. m. Bideford; 7.30 p. m. Tyne Valley. Rally Service.

HAMPTON PASTORAL CHARGE—The services for August 28th are Bonshaw at 11, Desable at 3 and Victoria at 7.30. Rev. Geo. Ayers, Minister.

CHURCH OF ENGLAND services in the parish of New London on the 28th inst. will be as follows: Kensington, 10.30 a. m.; French River, School at 1.30 p. m.; Service at 2.30 p. m.; Burlington, School at 6.30 p. m.; Service at 7.30 p. m. G. T. Spriggs, Rector.

PUBLISHED POEM—The Guardian has received from Rev. Donald MacLean, 137 Hillsboro Street, a copy of his recently composed poem entitled "In Glory," based on Psalm 149:5. Let the Saints be Joyful in Glory," Mr. MacLean is distributing his verses to interested friends and any who desire them.

TO LAY CORNERSTONE—The laying of the cornerstone for the new basement Catholic Church at Corran Ban will take place on Sunday, Sept. 4th at 3 o'clock. The Rev. Father J. B. McIntyre presiding. His Lordship Bishop O'Sullivan will also be in attendance.

It's "Good-bye FLIES" when "WHIZ" is Let Loose!

WHIZ, the most powerful of sprays, absolutely destroys flies, mosquitoes, ants and all other household insect pests.

Laboratory tests prove that a whiff of WHIZ is 98% fatal to all insects.

Whiz Insect Killer

8 oz. Size 35c
16 oz. Size 60c

98% KILL POWER

For Sale by **CUDMORE BROS. TWO STORES**

For Sale by **H. L. WORTHY Druggist. Phone 271**

For Sale by **P. J. MacDONALD** Corner of Prince and Kent Sts.

U. P. E. Officials Delighted With First Visit Here

Mr. Frederick Goodwin, Halifax national president of the United Postal Employees of Canada, accompanied by Mr. William N. Duncan, national secretary treasurer, and Mr. S. J. Thomas, publicity agent for the organization, are touring the Maritime Provinces and are now visiting Prince Edward Island.

A meeting of the Charlottetown branch of the organization was held on Wednesday night which was largely attended and was addressed by the visiting officials. Particular emphasis was placed by the speakers on the need of continued co-operation between the public and the postal staff in order to maintain the service on the most satisfactory basis.

The visiting officials left Charlottetown today for Moncton and St. John. They expressed themselves as very pleased with their first visit here. After touring Canada extensively, they are of opinion that no section of the country is more fortunately situated or more attractive from a tourist and residential standpoint.

The World's Speediest Boat Miss England III

Lord Wakefield's new boat "Miss England III" in which Mr. Kaye Don will compete against Commodore Gar Wood for the British International Trophy, popularly known as the Harmsworth race, at Detroit on September 2, 3 and 5, is the fastest speed boat in the world. With Kaye Don as her pilot she established a new world's speed record of 119.81 m.p.h. at Loch Lomond, Scotland, on July 18th, this year.

This is the fourth world's record set up by Don in less than two years. At Loch Lomond he established two records of 117.43 m.p.h. and 119.81 m.p.h. both on the same day. Last year in Lord Wakefield's earlier boat "Miss England II" he secured two records—one of 103.45 m.p.h. at Buenos Aires on April 2, 1931 and another of 110.28 m.p.h. at Lake Garda, Italy, on July 9, 1931.

The new "Miss England" is the third of the series to be built by Lord Wakefield. He has spent approximately 150,000 dollars in building "Miss England III" for her present race.

She was designed and built by Thornycroft's on the Thames. She is 35 feet long, with a beam of nine feet six inches. The hull is fitted with two skins of mahogany, with plied fabric between.

"Miss England III" is equipped with two supercharged 12 cylinder Rolls-Royce aero engines, exactly like those fitted to the British Schneider Trophy seaplane in which Flight Lieutenant Stainforth of the British Royal Air Force last year established a world's air speed record of 407.5 m.p.h. These engines have a bore of 6 inches, with a stroke of 6.6 inches. At a crankshaft speed of 3,200 r.p.m. the power output of each is 2,200 brake horsepower, giving a total of 4,400. The two centrifugal type superchargers rotate at approximately 15,000 r.p.m. The weight of each engine is 1,620 lbs. so that the power weight ratio is roughly only 12 ounces per brake horsepower, compared with nine to ten pounds in an ordinary car.

Fuel consumption at full throttle is at the rate of five gallons a minute. "Miss England III" carries 160 gallons in two tanks, one on each side of the cockpit.

The drive from each engine is taken forward to separate gear-boxes in the bows, and thence downwards and sternwards to twin propellers, each 17 1/2 ins. in diameter. The engines are started up by compressed air, which is carried in 4 bottles in the boat. The gear-boxes and the transmission, as well as the engines, are water-cooled and the temperature is recorded on dials on the dashboard.

The British International Trophy first presented by the late Lord Northcliffe in 1903, has been held

by Commodore Gar Wood for America, continuously since he won it for the first time in 1920, in English waters. To win the trophy the challenger must be successful in two of three races over a distance of 35 nautical miles. This year's course is in Lake St. Claire, at Detroit. The course is 7 nautical miles around, five circuits making the race. Boats must not be longer than 40 feet, but no restriction is placed on engine size. Boats must be built entirely of material from the country they represent. Thus Mr. Wood's boat must be all American and Kaye Don's all British.

The English challenger comes to the fray with a maximum of 4,400 horsepower in his two engines, against the 6,000 to 6,400 horsepower credited to Gar Wood's four engines. Don's speed, using the fuel prescribed for his race at Detroit, will be between 117 and 118 miles an hour maximum, since racing fuel will be a bit slower than his world's record fuel. The speed of Commodore Wood's boat is not known, but theoretically it should, with its increase of power, be much greater than the English challenger's.

Kaye Don was born in Dublin, Ireland 40 years ago. During the war he served in the Royal Flying Corps.

After the War he competed with success in numerous motor-cycle reliability trials and hill climbs and later abandoned motor-cycling for motor racing. One of his first motor racing successes was the winning of the Light Car Cup at Brooklands Motor Track, England, in 1921. This was followed by wins at Brooklands and elsewhere. He has twice won the President's Gold Plate at Brooklands and twice won the Gold Star Race at the same track.

In 1928 he won the Royal Automobile Club's Tourist Trophy race in Ulster, Northern Ireland. In 1929 he set up at Brooklands a new world's record of 100.77 m.p.h. for the mile from a standing start, a world's record for a considerable time held by the Brooklands Lap Record at a speed of 137.43 m.p.h. He was British Motor Racing Champion in 1928 and again in 1929.

In January of 1931 he forsook motor racing to become the pilot of Lord Wakefield's boat and during that year on two occasions broke the World's Water Speed Record. In November 1931 he was awarded the International Medal of Honour for the best motor boating performance in the world for the year 1931.

He is the first man in the world to travel at 2 miles a minute over the water. In one of his runs at Loch Lomond his official speed was 120.5 miles an hour. In making world's speed records two runs in opposite directions are made over the same course and the average of the two becomes the world's record. His trip northward on Loch Lomond was at 120.50; southward at 119.12, for his average of 119.81 miles an hour.

In 1931 the British Speed Boat King raced "Miss England II" against Wood in the Harmsworth

Trophy Race. Don set a lap record of 93.017 miles an hour, and a course record of 89.913, defeating Wood decisively in the first race. In the second race both were disqualified for going over the starting line more than five seconds ahead of the starting gun, and later Don's boat capsized and sank, without injury to himself or his crew of two.

In the 1931 Harmsworth, Mr. Don was accompanied in the boat by two mechanics—Garner and Plattford. This year the services of one mechanic have been dispensed with and Garner alone will ride with the English speed pilot. In addition to Garner, T. Fisher, H. Green and S. Searle comprise the crew of mechanics brought over with the English challenger.

Lord Wakefield of Hythe, C.B.E., LL.D., whose sportsmanship is responsible for "Miss England III" is an outstanding patron of all forms of motor sport—land, water and air. Aviation interested him as far back as twenty years ago, when he appeared for public support of flying. He has co-operated in a number of pioneer survey flights and has also presented aeroplanes to flying clubs in many parts of the British Empire.

He was the donor of the Wakefield Gold Trophy for maximum speed in motor-cycling—an international trophy akin to the Schneider Trophy in aviation. He became interested in motor boating three years ago and has sponsored three boats, all of which have been exceedingly fast.

Lord Wakefield has had a long civic career in London. He has been a member of the City Corporation of London since 1904 and was Lord Mayor for 1915-1916 during the War, when he opened the Mansion House, the Lord Mayor's official residence, as a recruiting station and himself bore the expenses of a vigorous recruiting campaign.

He was knighted in 1908, made a baronet in 1917 and was raised to the Peerage in January 1930.

Dam Ameliorates Flood Conditions

OTTAWA, August 25.—In 1931 the City of Calgary commenced the construction of a storage dam on the Elbow river at Glenmore, Alberta, in connection with its water supply. This dam is nearing completion and it is interesting to note, according to the Dominion Water Power and Hydrometric Bureau, Department of the Interior, that it contributed substantially to the amelioration of flood conditions along the Elbow river in Calgary on the occasion of the flood at the beginning of June. At the beginning of the flood very little water was in storage above the dam but, during the flood, storage was built up by impounding a considerable proportion of the flow and thereby cutting down the quantity of water which would otherwise have passed the dam. The level of the reservoir rose nearly 31 feet between 11 p. m. on June 1 and 9 a. m. June 3 and the flow into the reservoir rose to over 25,000 cubic feet per second, but the flow past the dam at no time exceeded 11,300 cubic feet per second.

The storage provided at Glenmore undoubtedly prevented very serious flood damage in Calgary for it is calculated that without this storage the peak of the flood would have been more than five feet higher than the previous maximum of 1929 when much damage was done. With the flood height two feet lower than in 1929 the damage resulting was small.

The Torsion Balance And Prospecting

OTTAWA, August 25.—The business of prospecting for minerals has received a new impetus of late years through the application of scientific methods and instruments. One of the most important and interesting of these instruments is the Eotvos Torsion Balance, the invention of an eminent Hungarian scientist, the Baron Eotvos.

This instrument depends for its application on the fact that the various kinds of rock composing the earth's crust have different densities and these differences affect the direction and strength of the force of gravity on the earth's surface. In the vicinity of faults (and certain other geological formations) these effects are quite marked, for here the strata have been broken and one side of the fault has moved up (or down) thus making a difference in the average density of the rock above a certain depth.

The torsion balance is designed to detect just such small differences in density. It consists essentially of a very light horizontal bar about twenty inches long, suspended at the middle by means of a delicate torsion wire, and supporting at its ends two small weights, one of which is suspended from the bar by a wire. If now the instrument be set up near where there is a difference in density, the torsion wire will determine the azimuth (line of direction) in which the bar comes to rest; and by setting up the balance at various points in the vicinity the position and extent of the body of rock causing the disturbance can be determined with considerable accuracy.

The possibilities of the torsion balance as an aid in prospecting under conditions as they exist in Canada are being investigated by the Dominion Observatory, Department of the Interior, working in co-operation with the Geological Survey of Canada and with the Ontario Department of Mines and the Ontario Research Foundation. Surveys have been made at a number of faults near Ottawa, and at the lignite deposit and a deposit of iron ore in northern Ontario. The results so far obtained show that the instrument when used in a previously proven mineral area can furnish valuable information as to the position and extent of underlying ore bodies, thus materially reducing the very expensive operation of diamond drilling.

Funeral of Late Mr. Neil Smith—The funeral of the late Neil Smith of Freehold, P. E. I., was held on Tuesday from the residence to David Smith, his brother. Rev. J. A. Nicholson, his pastor, assisted by Rev. E. C. Robertson, conducted the services at the house and cemetery. A large number of people attended the funeral as the deceased was held in high respect in the community in which he lived.

Visiting Relatives—Mr. and Mrs. James E. Trainor and family, of Waterville, Maine, are at present visiting the home of Mr. Trainor's mother, Mrs. P. J. Trainor, Johnston's River. Mr. Trainor attended the Charlottetown Exhibition and spoke very highly of the exhibits and horse-racing. While in the city Mr. Trainor was the guest of Mr. and Mrs. M. Callaghan, Richmond St. Mr. Trainor expects to leave shortly for Waterville, Maine, where he holds a very responsible position.

PERSONALS

Mr. and Mrs. Edward Pendergast, Kensington, were visitors to the Exhibition yesterday.

Mrs. Sam Burns who had been visiting in Newfoundland and her sister, Mrs. Simpson, of North Sydney, were guests of Mrs. James T. Cumming at her summer cottage, Melmerby Beach for a few days, enroute to Charlottetown.—New Glasgow News.

ST. CATHERINES WOMEN'S INSTITUTION

The St. Catherines Women's Institution met at the school house on August 10th, with the president in the chair. There were 17 members present. Meeting opened by repeating the creed in unison. Roll call was answered by 10 cents. Minutes of last meeting were read and adopted. Picnic to be held this week, Aug. 23 at Rocky Point. The committees all sent in their reports for the month. The secretary read a letter from Irene McKinnis, secretary of the District Convention informing us of the public meeting at Long Creek, Aug. 15th. Two delegates were appointed viz: Mrs. James Lamont and Mrs. Will Morrow. The members were invited by Miss James Lamont for their next night of meeting, roll call to be answered by a question box. A nice lunch was served by the lunch committee, Mrs. Will Shaw and Mrs. James Sherrin assisted by Mrs. John McEachern. Meeting closed by singing God Save the King.

Plywood Market In Scotland

Imports of plywood into the United Kingdom are continually growing and have risen from 2,000 pounds in 1909 to over 2,000,000 pounds in 1931, according to G. B. Johnson, Canadian Trade Commissioner at Glasgow. In the forthcoming issue of the Commercial Intelligence Journal, The consumption is plywood of Douglas fir (Oregon pine), mahogany, and Russian and Finnish alder and birch. Shipbuilders have normally been the principal users, employing it for bulkheading (7-8 inch to 1 inch multiple ply for walls and 3-8 inch for ceilings), while another large and currently brisk outlet for plywood is in panelling the doors for housing. Douglas fir plywood is liked because of its large sizes and freedom from knots and there is no question that the trade would welcome Canadian supplies provided prices are competitive.

MUST DRINK WATER EVERY HOUR

It is said a tribe of fishermen known as the El Molo, inhabiting the desert wastes in Kenya Colony, Africa, cannot live without water more than three hours. As a rule they drink every hour during the day, even an hour and a half without water causing cracking and bleeding of the lips. They spend their days swimming in the waters of Lake Rudolf and fishing from frail rafts constructed from palm branches. Fish is almost their only diet and they have no opportunity of varying their menu, unless they are fortunate enough to spear a hippopotamus. The water of Lake Rudolf is undrinkable to any one but the El Molo, for it contains a large quantity of soda and has an objectionable taste. The proportion of soda in that lake increased yearly, and it is believed to be this fact that has caused the fishermen to become a deformed race.

Boon

A flock of sheep are to appear on a stage in a new play. What a boon to those critics who suffer from insomnia.

For Colds use Minard's Linctus.

More Stamps For Collectors

HALIFAX, N. S., Aug. 25.—(By The Canadian Press)—Her Royal Highness the Duchess of York makes her first appearance on any empire postage stamp on the new seven cent value of Newfoundland. It is lilac brown in color, an excellent likeness of the Duchess, the former Lady-Elizabeth Bowes-Lyon, and is more informal in general appearance than usual stamp portraits of the royal family.

Two other new values are now on sale in Newfoundland postage offices. An eight cent brick red shows an aerial view of pulp and paper mills at Cornerbrook. A 24 cent issue in deep blue depicts steamers loading iron ore at Bell Island.

At the same time the Newfoundland postal department change the colors of lower values in the preceding issue: The one cent codfish from green to grey; the two cent,

An Interesting Forestry Publication

OTTAWA, August 25.—Forest Service Bulletin 80, entitled "British Columbia Softwoods, their Decays and Natural Defects," has recently been issued by the Forest Products Laboratories of Canada, Department of the Interior, Ottawa. This bulletin deals with the characteristics, properties, and uses of Pacific Coast softwoods, and in language as non-technical as possible describes the various fungi to which these woods are susceptible, as well as the effects of insects and marine borers. A chapter on the anatomy and physiology of a tree assists the reader in following the descriptions of the methods of attack of these fungi, borers, and insects, and the necessary preventive measures to be taken to ensure the proper durability of the different woods. The author draws attention to the enormous waste of timber resources through the decay of wood, and lists various antisepsics and preservatives found beneficial. Sixty illustrations, many of them coloured, add to the interest of the text and

The Imports of Motor Vehicles into India, 1931-32

For the twelve months ended March 31, 1931, imports of motor cars into India were 12,601 as compared with 7,222 in the last fiscal year, writes R. T. Young, Canadian Trade Commissioner at Calcutta, in the forthcoming issue of the Commercial Intelligence Journal. Imports from the United Kingdom dropped from 2,885 cars to 2,178 cars, those from the United States from 5,098 to 3,368, and from Italy from 917 to 510. In the commercial vehicles class the United States is credited with 3,226 as against 6,197 in the previous twelve months, and Canada 598 as against 2,297; while the United Kingdom's contribution showed an increase of 177, or a total of 433.

ZAM-BUK

Marvellous For Healing Ulcers & Bad Legs

Diameter 50c. Medicine 25c. 75c.

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