

INTREPID

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arrival of his wife, Amy Johnson, whose name is also written in the flying book. She will cross the ocean to meet her husband, but he said on arrival here from Pennfield that she would not accompany him in the plane when he heads back over the Atlantic, intent on completing the first two-way trans-Atlantic flight ever accomplished.

Returned Hospitality

Deafened by the continual drone of the motor in his ears, Captain Mollison stepped out of his cockpit at Pennfield, a little farming-fisherman settlement 40 miles southwest of Saint John. "I am all in. Do you mind if I leave my plane here for the night?" he asked Raymond Hawkins, and Hawkins joined the select company of farmers who have been hosts to trans-Atlantic flyers, by taking Mollison to his home and giving him a cup of tea. Amelia Earhart had the same experience outside Londonderry, Ireland. It was just returning hospitality.

Too Tired To Go On

The flyer shook his head. "I thought I would be able to make New York," he said, "but I was too tired to go on." Gas, 10 gallons of it, remained in his tanks.

"I might have made it, at least as far as Portland," he said when he had been brought to Saint John to rest at a hotel here. But the high level ridge at Pennfield was inviting. He set the little Puss Moth down to a perfect landing.

Mollison's first concern was his wife. "I'm glad I justified her confidence in me," he said. Amy, in London, had declared she knew "Jim would find it easy." It was not too easy however. Captain Mollison had skipped Harbor Grace, Newfoundland, his scheduled refueling point, and arrived over Halifax at 5.05 E. S. T. This morning, hours earlier than he had been expected. But from that point he ran into fog. He spent more than five hours covering the approximately 150 air miles between the Nova Scotia capital and Saint John, where he was sighted at 10.25 E. S. T. Pennfield is only 40 miles away, yet he did not come down there until 11.45.

After Captain Mollison had got a cablegram away to his wife he had a rest, interrupted continually by long distance calls from many parts of the world. Villagers thronged around his plane, on the chance that he might continue his flight today.

But the Captain called Saint John and ordered tarpaulins sent out to protect his ship for the night. He expects to leave Saint John for New York at 8 o'clock Eastern Standard Time tomorrow. "Barley sugar and an occasional nip of brandy," sustained him throughout the hours of his aerial crusade. He took no solid food at Pennfield Ridge.

"Jolly Well All In"

Saint John newspapers soon heard of his landing at Pennfield Ridge and sent a car down to bring him to this city. He arrived here late this afternoon and will spend the night at a local hotel. Tonight he will be the guest of the N. B. Publishing Company, Limited, at dinner. He was tired out by his flight, deafening by the ceaseless roar of his motors. "Jolly well all in," he expressed himself in his broad English tone.

"Oh, but I am proud of you," were the first words of his wife, whom he reached by telephone to London soon after his arrival here. "I knew you'd make it," she called excitedly.

It was raining when he took off from Ireland. It was pouring rain when he landed in New Brunswick. All Thursday night he flew through heavy fog.

Toughest Flight

"I was lucky," he said. "For hours at a stretch last night I couldn't see the water below me and I didn't know whether or not the wind was switching and causing me to drift off my course. I allowed seven degrees for drifting and my calculations must have been just about right, because when I came over land this morning it wasn't ten minutes before I sighted Harbor Grace."

"The toughest flight I ever made," was the way he explained it.

"You are under a terrible strain on a flight of this kind," he explained. "You are under not only a physical strain, but a mental strain as well."

"Do you think," he was asked, "that a trans-Atlantic flight of this kind is now resting in Saint John?"

"I certainly do. It is an actual demonstration of what can be done and you know how skeptical people are."

Captain Mollison told reporters he would not have flown at this time if the flight had not been arranged for six months.

"I just got married three weeks ago," he pointed out. "If this hadn't been planned for so long I would have waited a while."

His wife is the former Amy Johnson of long distance flying fame, the first woman to fly from England to Australia. She was Captain Mollison's first thought as he landed.

"Do you suppose," he asked, "that she knows I'm safe?"

He expressed satisfaction when he was told that word had been flashed to England by cable as soon as he was sighted off the coast today and that the cables had brought back a newspaper account of his wife receiving a message that he had succeeded.

"Flying Gas Tank"

"I would have tried to go on to New York, although I was terribly tired, if I had had enough gas to get me there," he said. "Ten more gallons would have been sufficient, and I think I would have been able to make my destination today."

"Wouldn't the fog and rain interfere with your flying?"

"I flew through fog and rain all night. I don't think a little more of it would have hurt me."

"Were you confident when you took off that you would get across all right?" an interviewer continued.

"Yes, I was, otherwise I wouldn't have started. I knew that nothing short of engine failure—which is extremely unlikely, could stop me, and that I had gas enough to get across with plenty of range."

His plane—with a 120 horse power engine—carried 170 gallons of gas when he left Ireland. The tanks were constructed after Captain Mollison's own specifications and so heavy was the load for the size of the plane that the machine was jocularly referred to as "the flying gas tank."

"There were," he said, "people who predicted that I wouldn't be able to get off the ground with all that gas. The petrol I was carrying did prevent me from rising above the fog banks and clouds last night. The greatest altitude I obtained during the flight was 5,000 feet."

"What did you think about while you were flying over the ocean?"

"Well, mostly about getting to land."

Captain Mollison said he had no hesitancy about flying back to the Old Country.

Will Fly Back

"I'm going to fly the same machine back," he said. "The return trip, I think, will be easy. Flying eastward over the Atlantic you have favorable winds and there is absolutely nothing to worry me except the possibility of engine trouble—and that is a very faint possibility indeed. There is no reason why any good engine, properly conditioned, shouldn't run for 25 or 30 hours."

All that Captain Mollison, a pleasant Scot, of medium height, 27 years old, had to subsist on during his long journey was a few pieces of barley sugar and two miniature bottles of brandy.

No Thought of Hunger

Didn't you get hungry?" he was asked.

"You know, when I was up there I had too many other things to think about to get hungry. And when you're flying over the ocean at night you lose your appetite, anyhow."

C. D. Richards.

Will Attend Pageant

TORONTO, Aug. 19.—(By The Canadian Press)—Robert A. Loader general manager of the local plant of the DeHavilland Aircraft Corporation, announced tonight that Captain J. A. Mollison, who landed at Pennfield Ridge, N. B., today after a non-stop flight westward across the Atlantic, would go to Montreal tomorrow to attend the fourth annual Canadian air pageant and would not leave for New York until Sunday.

Too Late To Classify

GIRL WANTED FOR REFRESHMENT booth exhibition week. Apply Mrs. J. Goldie, Exhibition Grounds, Monday. 5157-11

LOST—BETWEEN BORDEN AND North River on Route 2, a gentleman's personal belongings. Finder please leave at Tourist Office, Charlottetown. 5154-8-20-31

LOST—SUM OF MONEY INCLUDING Canadian National cheque, between Royalty Junction and the Railway Yards, this city. Finder please leave at this office. Reward. 5155-24 Sunday at 2.30.

N.B. Premier Wires Congratulations

The following telegram was sent by Hon. C. D. Richards, Premier of New Brunswick, from Fredericton this afternoon to Captain A. J. Mollison, trans-Atlantic flier, now resting in Saint John:

CENTRAL GUARDIAN

CASE DISMISSED—A case of driving to the common danger came before Magistrate Donald MacKinnon yesterday and was dismissed.

SERVICES IN YORK PASTORAL CHARGE, Sunday, Aug. 21st, Central Bedeque, 11 a. m.; Pleasant Grove, 2.30 p. m.; York 7.30 p. m. Rev. S. H. Littlejohns will be the preacher at the evening service.

ENOYABLE PICNIC—Crapaud /agrican picnic last Wednesday afternoon was attended by a large crowd of people. The day being ideal for the occasion was taken advantage of for an outing. The Salvation Army band from Charlottetown furnished a fine program which was greatly appreciated and made possible through the generosity of Mr. George Fall of Crapaud and transportation being provided through the courtesy and kindness of Mr. Walter Hyndman and Mr. Hooper Horne, Charlottetown and Mr. Frank McKenzie and C. E. McKenzie, Milton. In the evening all the surplus cakes and pies were auctioned by the Hon. John H. Myers realizing good prices. Notwithstanding the general depression the 1932 picnic was voted a grand success both socially and financially.

CHILD INJURED BY CAR—An unfortunate accident occurred on Bayfield Street last evening about 6.40, when a little seven year old girl, daughter of Mr. and Mrs. Peter Leclair, sustained a compound fracture to a leg near the ankle, as a result of striking a car as she was running across the street. The child struck the rear door, and apparently was thrown to the street in such a position that a rear wheel went over one leg. It appears that the little girl had been playing with a group of other children, and in endeavor to escape a wetting from a water pistol was running across the street with her hands before her face. She was thus unable to see the approaching car. The condition of the child is reported to be fairly satisfactory, but she is under observation for internal injuries or shock.

PERSONALS

Mr. Geo. W. Gardner arrived home on Thursday from a trip to Ottawa and New York.

Mrs. Andy Mutch, Montreal, and two children, who have been spending the summer here with her parents, Mr. and Mrs. J. D. Taylor, Hillsboro St., left yesterday on return home. They were accompanied by Mrs. Taylor, who will spend a short visit.

Mrs. C. J. Whitlock, 28 Elm Ave., accompanied by her granddaughter, Miss Edith Whitlock, left yesterday morning on a short visit to the former's son, Mr. Harry H. Whitlock, Montreal.

Mrs. Robert McKenzie, and little daughter Florence, of Concord, N. H., who have been visiting Mrs. McKenzie's parents, Mr. and Mrs. John White, Murray Harbor left yesterday morning on return to their home.

Captain J. A. Mollison, Trans-Atlantic flier, Saint John, N. B.

On behalf of the government of the province of New Brunswick, I wish to tender heartfelt congratulations to you on your successful westward solo flight across the Atlantic. Your epochal flight is another crowning achievement to the credit of British aviation and a remarkable tribute to your own courage and valor.

C. D. Richards.

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TERMS

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should be of great advantage to the apple growers of Canada particularly in the Maritimes and British Columbia. Canadian canned and dried fruit are also given advantages in the United Kingdom markets.

The 15 per cent preference on butter and cheese is five per cent more than is at present in force.

The bacon situation is rather complex. Since such a small proportion of the total imports to the United Kingdom come from the dominion a preference was regarded by the British delegates as taking the bulk of the imports to help a small portion. However Britain is anxious to assist its own farmers in this regard. It is trying to increase production in high grade bacon within the United Kingdom. Accordingly the British Government proposes to put a quota on all bacon coming in.

Empire Content

OTTAWA, Aug. 19.—Empire Content, and export bounties and anti-dumping duties within the British Commonwealth, are dealt with in resolutions approved by "committee number one," of the Imperial Conference. This is the main committee dealing with promotion of trade within the commonwealth. The resolutions will come before the Conference for approval tomorrow.

As stated already, the question of Empire content is left to the various governments to decide. A greater degree of uniformity throughout the Empire is desirable, however the resolution declares. Also, standards required should not be such "as to defeat or frustrate" the intention of preferential rates conceded on any class of goods.

Canada does not extend any export bounties, so the resolution passed in regard to them does not affect this country, except insofar as it applies to special duties imposed in view of adverse exchange. The resolution expresses the hope that with rising commodity prices and stabilized exchanges means for adjusting conditions due to adverse conditions may be withdrawn.

The text of the first resolution follows: "The committee has considered the item on the agenda of the Conference on the determination of the percentage of Empire content necessary to secure preferential tariffs. The committee suggests that the Conference should draw the attention of the several governments of the Commonwealth to investigate as rapidly as possible the standard of Empire content which should be required by them for the importation under preferential rates of the different classes of goods, bearing in mind:

(a) That though it must rest with each government to decide what standard it will require, a greater degree of uniformity throughout the Commonwealth is desirable;

(b) The standard required should not be such as to defeat or frustrate the intention of the preferential rate of duty conceded on any class of goods.

The resolution dealing with export bounties and anti-dumping duties, is in the following terms: "This Conference recognizing that export bounties and exchange depreciation adversely affect the value of tariff preferences within the Commonwealth, expresses the hope that, with a rise in the level of commodity prices, and with stabilized exchanges, such bounties and special duties which have been adopted as a means of adjusting the situation so created may be withdrawn."

The moment of success is the touch stone to the human character.—Whyte Melville.

Card Of Thanks

The daughters, sister and brothers of the late Mr. James Currie wish to thank the many friends and neighbours for the kindness and sympathy extended to them in their recent bereavement. 5158-11

BIRTHS

MUTCH—At Mt. Herbert, Aug. 15, 1932, to Mr. and Mrs. J. Robert Mutch, a son.

DEATHS

BRENNAN—At St. Martha's Hospital, Antigonish, N. S., William G. Brennan, Pictou, N. S., and formerly of Charlottetown.

AITKEN—At Lower Montague, Aug. 19, 1932, Mrs. Annie Aitken, widow of Samuel B. Aitken, aged 75 years. Funeral from her late residence to the church at Lower Montague on Sunday at 2.30.

FIELD DAYS CONCLUDED THIS WEEK

The series of illustration station field days held during the past two months was concluded this week. More than 1,500 people took the opportunity of attending the thirteen field days, an increase of 500 over last year. This increase shows that the stations as source of practical information are increasing in popularity.

The field day on Tuesday was held at Iona on the farm of Mr. James E. Daly. The station is situated in a district of very light soil, and the value of limestone, manure, and fertilizer was clearly demonstrated.

A pasture building experiment proved very interesting. The Experimental Farm exhibit was shown and various plants explained by Dr. J. A. Clark and Mr. B. F. Timney. The object of the Cow Testing Association was explained by Mr. Stuart Wright, who also put on a practical milk testing demonstration. Mr. S. G. Peppin gave a talk on plant diseases.

On Wednesday approximately 175 people attended one of the most successful field days of the series on the farm of Mr. Fred MacIntyre, Montague. The entire farm and station proved a perfect example of systematic management on the part of the operator, who stressed in his welcoming address the need of system in successful farming.

Mr. R. C. Parent, Supervisor of Stations, conducted a tour of the station fields where the method of growing each crop was explained. Of special interest were fifteen fertilizer plots showing effect of varying amounts of nitrogen superphosphate, and potash on the potato crop. Mr. MacIntyre has one of the finest fields of potatoes in the province, and the field is claimed by inspectors to be remarkably free from disease. Mr. R. R. Hurst, plant pathologist, put on a spray mixing demonstration by special request. This was much appreciated. Mr. Wright again demonstrated milk testing. Addresses were also given by Dr. Clark and Mr. B. F. Timney.

The special speaker for the day was Mr. John Tucker, Ottawa, Potato inspector for the Dominion.

The concluding field day on Thursday was at Wood Islands, where the operator Mr. Alex Matheson and family, welcomed about 90 people, a record attendance for this station. Many comments were made on the improvement of this station during the past few years. This applied particularly to the growth of red clover. During the course of the day Mr. C. J. Cooke put on a milk testing demonstration, and Mr. Lou Roper, a live stock demonstration.

It is expected that a similar series of field days will be held next year and that a new program will be carried out.

OTTAWA

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first over which a Canadian Prime Minister has presided. It is the first which opened and now closes in public session. It has brought to Ottawa such numbers of industrialists, observers and newspapermen of many lands such as no Imperial Conference ever attracted to London.

Tribute To Manion

For the first time, a Canadian Cabinet Minister—Hon. Dr. Manion—acted as liaison officer between the conference and the press. Tonight, special correspondents from the United Kingdom and continental Europe, from other Dominions, from the United States and South America gathered with their Canadian colleagues to pay tribute to the unflinching fairness and courtesy with which he has done his work.

Green vegetables will keep their colour well, have a better flavor and suffer no loss in vitamins if they are boiled with a lump of sugar in the saucepan instead of the more usual pinch of soda.

Hands will not suffer from household work if they are liberally smeared beforehand with a good cold cream. In this way the hands will be soft and white after the subsequent washing with soap and water.

Medicine bottles that contain a poisonous liquid should have the label and the top of the cork painted over with luminous paint. They are thus easily distinguished in the dark.

St. Peter's Holy Name Society

At the conclusion of a very wonderful and most successful Mission conducted by Father Connolly, C. S. S. R. and Father Murphy, C. S. S. R., the St. Peter's branch of the Holy Name Society was reorganized and the following officers were elected:

President—Alex O'Hanley. Vice Presidents: Attendance at Monthly Holy Communion—John F. McIsaac. Athletics—Colin Macdonald. Social Activities—Jerome Gillis. Publicity—Louis Burdge. Recording Secretary—James Gillis.

A number of other officers, known as Captains and Group Leaders, have been appointed to aid the Executive Committee in the various activities of the Society. The parish has been divided into nine sections over each of which has been appointed a captain. Each section has been divided in groups over which have been placed Group Leaders.

The following is a list of the Captains and Group Leaders: Section I—Ambrose Steele, Captain; Joseph O'Hanley and Elmer Sutherland, Group Leaders; Section II—Harold Lewis, Captain; Herbert Sutherland and John A. Macdonald, Group Leaders; Section III—Daniel O'Hanley, Captain; Harry Walsh and Frederick O'Hanley, Group Leaders; Section IV—John Larkin, Captain; John Jas. McInnis, Exie Flynn, Group Leaders; Section V—William Leslie, Captain; Frank Jay and Hilary McInnis, Group Leaders; Section VI—John Jas. McKinnon, Captain; James Lewis and Toby Mullin, Group Leaders; Section VII—James Guilfall, Captain; Section VIII—Glen McLean, Captain; John Wilson and James J. Wilson, Group Leaders; Section IX—Francis McAulay, Captain; Frank Morrison and Albert McKinnon, Group Leaders.

MALPEQUE

Rev. Mr. MacNicol of Toronto Bible College preached very acceptably to a large congregation in Princetown United Church on Sunday evening, August 14. Mr. MacNicol and his wife are spending their holidays at Mrs. Robert MacNicol's, Darnley.

A goodly number of the residents of Darnley gathered at the home of Mr. Edward MacKay on Wednesday evening, August 10. The evening was very pleasantly spent with music and playing games. After lunch had been served, Mr. Casely Adams in a few brief remarks explained the object of their coming to Mr. MacKay's home this evening. The people of Darnley felt they could not let such a time go by and had gathered to extend a welcome and many good wishes to Mrs. Arthur MacKay who had recently come to the community as a bride. Mr. Arthur on behalf of his wife and himself thanked all for their kindness. All joined in singing "For They are Jolly Good Fellows". Among those present were Mr. and Mrs. Frank Kinsman and son Lloyd of Bangor, Maine.

Mrs. Harry Crozier and children, Darnley, have returned from a very pleasant visit spent with Mrs. Crozier's parents at Wheatley River.

Mr. Albert Simpson and little grandson, Wendell MacNutt of Darnley, were recent visitors to Mr. Alfred Simpson, St. Eleanor's.

Mrs. Ernest Callbeck and children of Linkletter, are guests of Mr. and Mrs. W. A. Woodside, Hamilton.

Mrs. Harriet MacLeod and her granddaughter of Victoria West are guests of Mrs. MacLeod's sister, Mrs. Howard Ramsay, Hamilton.

Mrs. James K. MacGougan of Malpeque, has been in Kensington for the past week visiting friends.

Mrs. S. L. Campbell was the guest recently of Mrs. Colin Donald, Sea View.

The following were July visitors at the home of Mr. and Mrs. Major Taylor, Hamilton: Mrs. R. Auld West; Covehead; Mrs. Creus and Mary Morrison, Ellerslie; Mrs. Frank Fraser, Jean Fraser, Albert, Miss Huth, Alberton; Mr. and Mrs. J. Leslie Morrison, Clifford; Helen and Esther of Ellerslie; Mr. and Mrs. F. J. Reck, Waltham, Mass.; Mr. Morris Reck, New York; Mr. and Mrs. Horace Andrews and daughter, Medford, Mass.; Mrs. MacSween, Springhill, N. S.

Mr. and Mrs. Edward MacKay of Darnley, gave a picnic and tea at Darnley Shore, Aug. 15 in honor of the 25th wedding anniversary of

Mr. and Mrs. Frank Kinsman, Bangor, Me. Mrs. Kinsman is a sister of Mrs. Edward MacKay and with her husband and son are her guests. A very pleasant afternoon was enjoyed by all. The following were present: Mr. and Mrs. Kinsman, son Lloyd of Bangor, Maine; Mr. and Mrs. David Clark and family, Kensington; Mr. and Mrs. Samuel Bernard, French River; Mr. and Mrs. Arthur Wright; Mr. and Mrs. James Cairns and daughter Margaret, also Miss Emma Clark, all of Summerside; Mr. and Mrs. Arthur McKay, Mr. and Mrs. John Clark, Darnley; Mr. Peter Colgrove, Ontario.

Miss Jessie Cousins, Burlington, was a recent visitor at Mr. and Mrs. Arthur MacKay's.

Mrs. Wm. MacKay, Freeland, Lot 11, Miss Mae Weeks, Messrs. Isaac and Albert Walker, Kensington, were recent visitors to Darnley.

The lawn party (sponsored by the W. M. S. of Darnley and Sea View) on Tuesday evening, Aug. 16 at the home of Mr. and Mrs. Edward Donald, Sea View, was a great success. It was a beautiful moonlight night and games of all kinds were enjoyed to the full by young and old on the spacious lawn. During the evening a very fine program was given, with Mr. H. L. Donald as chairman. The following is the program: His Mother's Song, Mrs. James Hickey, Duet, Bringing Them In, Misses Louise and Jean McKay, Reading, Zacheus, Miss Jean Donald, Solo, Hold Thou My Hand, Mrs. Harold Laird. Recitation, The Master's Question, Miss Phyllis Hickey, Solo, Just for Today, Mr. Harold Laird, Reading, Mrs. Brown's Change and Rest, Miss Annie Woodside, Trio, In the Garden, Mrs. Wallace MacNutt, Mrs. Harold Laird, Mr. Harold Laird, Recitation, The Master's Coming, Mrs. Frank MacKay.

A delicious lunch was served by the ladies and after singing of National Anthem, all dispersed to their homes. A vote of thanks was extended by Mrs. Colin Donald, president of the Auxiliary, to Mr. and Mrs. Harold Laird, Kensington, for their kindness in assisting in the program and to all who had helped in any way to make the affair such a success.

Mr. and Mrs. John T. MacKay entertained a number of their friends at Sea View beach on Friday afternoon. Among those present were: Dr. and Mrs. Kenneth Ellis, son David and nephew, Arlington, Mass., Mr. and Mrs. George G. Marquis and daughter Jeanne, Brighton, Mass., Mrs. W. K. MacGougan and sons, Keir and James, Summerside, Mrs. James Cousins, Miss Flo MacGougan, Mrs. George MacKay and son Kenneth, also Mr. and Mrs. Earl MacKay and Master Gerald. All enjoyed the surf bathing.

Mrs. James Cousins, Baltic, spent the week end, guest of Mr. and Mrs. George MacKay.

Mr. Gordon Rice, Charlottetown, was a recent guest of Mr. and Mrs. James Hickey, Darnley.

Miss Dorothy Duggan, Portland, Me., is the guest of Mr. and Mrs. Alex Champion, Darnley.

Mr. and Mrs. C. W. Ramsay and family motored to town, Monday and visited the Experimental Farm, enjoyed a picnic lunch, then motored to Brackley Pt., and spent the day with relatives.

Mr. and Mrs. Ralph Bearley and family motored to Montague on Wednesday and were the guests of Mr. and Mrs. Thompson.

Mr. and Mrs. Richard Hunt and Miss Georgie Hunt, St. Eleanor's, were welcome guests at the home of Mr. and Mrs. Thomas MacNutt on Saturday.

Mrs. Matilda Owen, nurse in training in Prince County Hospital, is spending a pleasant holiday at her home in Hamilton.

Miss Mattie Ramsay, Boston, Mass., is spending her annual holiday with her parents Mr. and Mrs. Fred Ramsay, Hamilton.

Miss Janet Martin is the guest of her sister Mrs. George Lockhart, Spring Valley.

Mr. and Mrs. Chester MacNutt and family of Halifax, N. S. arrived here on Saturday by motor and are guests of Mr. and Mrs. Percy MacGougan.

Messrs. Robert and Everett Donald and Mrs. James Donald, were motorists to Alberton on Sunday, guests of Mrs. Nelson Ramsay.

Miss Clara Donald and Miss Sophie Ramsay, Hamilton, are in Moncton, N. B. for a short holiday.

LOCAL FLYERS FORCED DOWN BY THICK FOG

Planes Returning From Sydney Air Pageant Run Into Heavy Weather. Mrs. Jenkins Makes Uninterrupted Flight.

The return voyage of the planes participating in the Sydney Air Pageant on Wednesday, August 17th, was not without thrills and some danger.

Junior Jones carrying Don Grant of Charlottetown as passenger in his Gipsy Moth plane A. D. B. was forced to land on account of extremely thick weather on the baseball diamond at Port Hawkesbury. Pilot Joe Folkins in his Challenger plane was also forced to land at the same place. This would seem to be enough but Claude Keating piloting the Aristocrat, a cabin ship made a forced landing two miles from Antigonish. After the weather improved they all took off for their respective airports.

C. F. P. E. I. piloted by Louis Jenkins took off from Sydney late than the above mentioned planes and was more fortunate as regards weather. However, bad weather was encountered at Grand Narrows Bras d'Or Lakes. At first it was decided to turn back but she changed her mind and flew low following the railroad tracks on the north side of the Bras d'Or Lakes to the Strait of Canso. The weather conditions encountered at this point by the first mentioned flyers had improved to some extent, but Mrs. Jenkins decided to avoid New Glasgow and shaped her course directly to the Northumberland Strait in order to fly around the fog which was coming from a south-westerly direction. Hitting the Strait at Montserrat Island, the weather was somewhat improved and Pictou Island was dimly visible. When the Island shore was reached the visibility was excellent and the ceiling unlimited.

Flying conditions such as frequently prevail on the Mainland are rarely encountered on Prince Edward Island.

Trunks and suit cases should be polished before being used. A good furniture cream is best for this purpose, but if a darker color is needed try a dark tan boot polish. Clean the very dirty places first with warm soap and water. Polish finally with a clean soft rag.

Veal may be used to supplement cold chicken in salad. Dice both veal and chicken when quite cold and mix well together.

A teaspoon ammonia in a basin of warm water will make hair brushes perfectly clean and white. Be careful not to let the back of the brush dip below the surface of the water as the ammonia spoils polished wood. Hair brushes may be dry cleaned by rubbing thoroughly with flour.

guests of Mr. and Mrs. Stanley Donald.

Dr. Ernest Ramsay, Trinity United Church, Charlottetown, occupied the pulpit of Princetown United Church on Sunday morning, Aug. 21st. The congregation are always pleased to hear Dr. Ramsay.

Mr. and Mrs. George Clark Apohqui, N. B. are guests of Mr. and Mrs. Harriell Crozier.