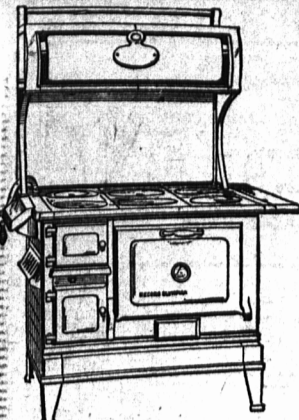


**SPECIAL !!**  
**Bargains in RANGES**



For one week, starting Saturday, October 20, any one of the following popular and reliable "Record" Ranges can be purchased at greatly reduced prices.

**Record Olympian** Regular Price 75.00 Now \$65.00  
**Paramount** Regular Price \$65.00 Now \$57.50  
**Patrician** Regular Price \$50.00 Now \$39.00  
**Record Pride** Special Price \$57.50

Also, all kinds of Stoves and Heaters.

**THE ROGERS HARDWARE CO. LIMITED**

**RELIGIOUS SERVICES**

**ST. PETERS CATHEDRAL**  
 Yesterday being the 21st Sunday after Trinity and the day set apart for the Church of England in Canada at Children's Day, there was a special choral celebration of the Holy Eucharist in St. Peter's Cathedral at 11 o'clock, during which special hymns for children were sung, and the Rev. Canon Malone gave a very appropriate address based on the text "My God will hear me." The children were assembled in the Sunday School and in the afternoon at the Cathedral. Sunday next is the Festival of Saint Simon and Saint Jude, apostles and martyrs.

**HOLY REDEEMER CHURCH**  
 Yesterday morning, Masses were at the usual hours at the Holy Redeemer Church. A letter of His Excellency, Bishop O'Sullivan, concerning foreign missions, was read at 10 o'clock.

Sunday School was held in the afternoon for all the children.

In the evening, services consisted of the Rosary, Vespers and an eloquent sermon by Rev. Father Enright, C.S.B., on the necessity of religion. The services were concluded with Benediction of The Most Blessed Sacrament, given by Rev. Father Enright.

**ST. JAMES CHURCH**  
 The preacher in St. James Church yesterday morning was the Rev. J. B. M. Armour, general secretary of the British and Foreign Bible Society in Canada and Newfoundland, who in the course of his sermon gave a graphic and interesting account of the work carried on by the organization throughout the world, and the efforts being made to carry on Christian civilization into the utmost parts.

At the evening service the Rev. Dr. Moorhead Legate conducted the service and preached an eloquent and impressive sermon on "Christ standing at the door and knocking at every one's heart." The music at both services was up to the usual high standard. There being a full choir on both occasions. The anthems were rendered with very fine effect.

**ST. DUNSTAN'S BASILICA**  
 The second renewal of the mission, preached by the Passionist Fathers two years ago, opened at St. Dunstan's Basilica last evening. It is being conducted by Rev. Father Hubert who, with Fathers Augustine and Herbert, preached the mission in 1932. Father Hubert preached at all the masses yesterday morning and opened the mission for the women of the parish last night. He preached an eloquent sermon on the dignity and beauty of a soul in sanctifying grace, and how it is disgraced by mortal sin. Benediction of the Blessed Sacrament was given by Rev. Dr. McMahon, rector of the Basilica. The men's mission will open on Wednesday evening and close on Friday, Saturday and Sunday services will be for all the congregation.

**THE BAPTIST CHURCH**  
 "Let us talk it over" was the theme of an address by the Rev. A. C. Vincent of the Baptist Church yesterday morning. Briefly recalling something of the notable record of achievement made by this Church since its establishment here almost a century ago, certain present needs and aims were set forth. The congregation was appealed to for the same support that had brought to success so many aims in the past.

It was the privilege of the Church to have as its guest speaker, at the evening service, the eloquent and efficient General Secretary of the British and Foreign Bible Society in Canada and Newfoundland, the Rev. J. B. M. Armour. Speaking in the interest of the Society he referred to the Bible as the book preoccupied with God, the book for the whole of

**CENTRAL GUARDIAN**

This column is reserved for news of local interest but advertising of a new nature may be inserted at 4 cents a word strictly payable in advance.

**CONFEDERATION LIFE INSURANCE**  
 L-6798-7-12-3121

**RECEIPT OF RARE EXCELLENCE** superb singing and unusual piano interpretation, St. Paul's Hall tonight. L-1402

**MEMBER OF 6TH SEIGE BATTERY**—The late Mr. Leith Wright served overseas with the 6th Seige Battery, commanded by Col. A. G. Peake.

**REV. J. M. MURCHISON**, Field Secretary of British and Foreign Bible Society will address a meeting in Hampshire Hall Monday night at 8, Hartsville Presbyterian Church Tuesday night at 8. L-1405

**S. S. ALANDA** is discharging a cargo of general Scotch Ammiracoal today for W. D. Gillis & Co. Parties requiring this high quality coal phone 178. L-1407

**MR. DOLAN'S VISIT**—In reply to a letter from the Charlottetown Board of Trade Mr. D. Leo Dolan, Director of the Canadian Travel Bureau, states that he will endeavour to be in Charlottetown during November for the purpose of addressing a combined meeting of the Board of Trade and Tourist Association in connection with the tourist business.

**WEEK-END ACCIDENTS**—Three accidents occurred over the weekend. Fortunately no one was seriously injured. Early Saturday a young man was hit by a car near Acorn's Mill. In attempting to avoid the young man the driver of the car swerved into the ditch where the car overturned. The occupants of the car were uninjured; the young man was somewhat shaken up. Two cars collided near Hillsboro Bridge Saturday evening. The occupants, although not seriously hurt, received a severe shaking up. The cars were badly damaged. Yesterday, near Bunbury, two cars collided. Both cars were damaged. The occupants were uninjured.

**ANNUAL COLLECTION**  
 for  
**PROTESTANT ORPHANAGE**  
 opens  
**MONDAY, NOVEMBER 5th.**  
 Home Overcrowded — All available funds exhausted.

1888-10-22-m-w-L-11, Nov. 5.

**Tells Thrilling Experience With Chinese Pirates**  
**Nova Scotia Missionary To Orient Tells Of Bold Seizure Of British Ship.**

(C. P. by Guardian's Special Wire)  
**HALLIFAX, Oct. 21**—Bokd Chinese pirates who held the British steamship Helikon for two days and took five passengers off as captives for ransom were held at bay by an Ioy star when they approached Mrs. Margaret F. Van Driest, 31-year-old Nova Scotian. That is, all but the burly gun-toting chief, whom she humored for two hours by playing a phonograph after he hammered at the door of her cabin.

About the same time two terrified passengers, a wealthy Chinese merchant and his son, jumped overboard to escape the pirates and were drowned.

The story of her thrilling experiences since leaving Hong Kong on Aug. 29 for a vacation in her native town of Mahone Bay, N. S., was told by Mrs. Van Driest, who left after her arrival here from New York in the liner Westernland.

"With Mrs. Edith C. Boynton of Sebago Lake, Maine, a missionary boarded the Helikon in Hong Kong for the trip to Saigon," she began.

"There were 387 other passengers on board, all Chinese. Among them were about 20 men, some of them dressed in white flannel trousers and sport coats."

"It was morning when we left Hong Kong and to all appearances the trip was to be uneventful. The next morning my mind was changed, however."

The 20 men who were flashily dressed turned out to be brigands. Next the captain knicked at the door of my cabin. He advised me if I had anything of value to hide it.

"I hid rings and jewels and a small amount of gold in my possession I valued at about \$3,000. I dropped my jewelry into a water tank and hid the gold behind a picture."

"Again someone knocked on my door. I opened it and before me the pirate chief came with a gun in hand. He told me he meant to search my cabin. He turned the picture inside out without finding my hidden articles."

Laughing at this stage in the story, Mrs. Van Driest described how the chief was attracted to her phonograph. He ordered her to move it into the lounge and play some records. All went well until the pirate took a violent dislike to American records, but Mrs. Van Driest met the situation by substituting Chinese records, which she said suited him only too well.

"For two hours this kept up, and it was almost unbearable," she declared.

All this time the ship was under power. At night the lights were extinguished and it was not until two days after the seizure that the pirates finally abandoned the ship after a small bay had been reached.

Small junks ran alongside and the loot was transferred along with five prisoners to be held for ransom.

Mrs. Van Driest admitted she was "pretty scared" when a group of pirates approached her. "I put on the coldest look I could muster," she said. "In fact it was so cold I thought I'd freeze myself."

They turned about and walked the other way.

After the pirates abandoned ship the dismantled wireless was restored and used to send calls for help.

"A British warship came to our rescue, and here I am—I'm glad to be back and I'm going to stay for a month. Then it's back to the Orient for me."

She closed as a curious story to tourists. A daughter of Mr. and Mrs. Ellison Whynacht of Mahone Bay, she left Nova Scotia on a trip to Germany 12 years ago. Later she travelled extensively in Europe and Asia before opening business in Hong Kong.

**Notice**  
 District meeting I. O. O. F. will be held at Charlottetown in Oddfellows Hall today, Oct. 22nd, at 8.30.

L-1406

**CENTRAL GUARDIAN**

This column is reserved for news of local interest but advertising of a new nature may be inserted at 4 cents a word strictly payable in advance.

**CONFEDERATION LIFE INSURANCE**  
 L-6798-7-12-3121

**TWO SPLENDID ARTISTS**, St. Paul's Hall tonight. L-1402

**DANCE MacMILLAN** Hotel Wednesday night, L-1403-10-22-21

**DRUNKEN DRIVER**—A car travelling at a high rate of speed in attempting to escape the police early Sunday morning, overturned on the outskirts of the City. The driver had his shoulder hurt. He was arrested by the R. C. M. P. for drunken driving. The other occupant of the car escaped uninjured.

**BOY INJURED**—Five year old Reuben Robertson of Pleasant Grove, is in the Prince Edward Island Hospital suffering from injuries received when he was caught between the bumpers of two cars on Friday last.

**CAR STOLEN**—A car was stolen late Friday night or early Saturday morning from an alley way adjoining the Ford Sales and Service premises. The car was seen later in Summerside. Gas is alleged to have been stolen from several service stations between here and Summerside.

**CAPTAIN SPLINDER INJURED**  
 Captain Cecil Splinder of the S. S. Wahoo, which is at present in port at Souris, had his leg fractured by a flying piece of rock. Captain Splinder was walking near the scene of blasting operations, which are being carried on near the dock at Souris, when he was injured.

**SING SONG**—The first students' sing song of the season was held in Hart Memorial Hall last evening. Mr. J. M. McFadyen welcomed the guests. Rev. Mr. Grant, Maritime Secretary for the S. C. M. gave a short address. This was followed by lantern slides depicting scenes in Europe having a religious significance. These slides were shown by Rev. Mr. Armour representing the British and Foreign Bible Society.

**TRINITY Y. P. S.**—The second regular meeting of the Y. P. S. of Trinity United Church was held Friday evening at eight o'clock. The meeting opened with a short devotional period led by Rev. Mr. Barbour. Following the devotional period four classes were conducted. These slides were shown by Rev. Mr. Armour representing the British and Foreign Bible Society.

**WORK IS PROGRESSING**—Captain John Read of Borden, P. E. I., master of the Canadian National railway car ferry Charlottetown was in the city for a brief stay this (Saturday) morning. He was on his way to inspect the progress of the work of reconditioning the car ferry Prince Edward Island, which is now getting its annual overhaul at the dock of the Saint John Dry Dock and Shipping Co. and Captain Read reports that the work is progressing steadily and should be completed within about a fortnight, when the ferry will be ready for its winter's work — Moncton Transcript.

**SCOTT AND BLACK**  
 (Continued from Page 1)

Mollison appeared finally to have shaken off ill-luck which dogged them around Karachi, India, and which cost them the lead in the derby. They left Karachi for the third time at 9.40 p. m. Like Scott and Black, they were flying a Comet plane.

Cathcart Jones and Ken Waller, another British entry and flying the third come plane entered the race at Karachi at 8.10 p. m. and for the time at any rate were in fifth position.

Withdrawals from the race were D. J. Asjes and G. J. Geysendorfer, a Dutch syndicate entry; Capt. Neville Stack and S. L. Turner, British flyers Jacqueline Cochran and Wesley Smith from the United States; and J. Woods and D. C. Bennett, Australians.

The Asjes plane crashed in landing at Allahabad. Repairs, it was estimated, would take at least a fortnight. The undercarriage and propellers of the machine were smashed. The Rander 84 overturned but Asjes and Geysendorfer escaped unhurt. The crash was reported caused when the machine's retractable undercarriage failed to open.

Capt. Stack and Turner quit the race at Marseille after a series of delays had handicapped them.

Miss Cochran and Smith dropped out at Bucharest. Saturday, deciding their plane was not in good enough condition for the arduous flight.

Woods and Bennett found trouble which forced them out at Alesspo

**-P. J.'s SPECIALS-**

2 lbs. Seedless Rais. 21c  
 5 lbs. O'MEAL ..... 21c  
 5 lbs. R. OATS ..... 21c  
 10 lbs. W. BEANS .. 35c  
 5 cks. PALMOLIVE 23c  
 Choice Crabapples pk. 30c

**3 qts CRANBERRIES 21c**

1 tin Lobster ..... 23c  
 7 rolls Toilet Paper. 25c  
 1 pk. good APPLES 25c  
 2 doz. Gravensteins . 25c

**1 lb. bag CHASE and SANBORN COFFEE 29c**

4 tins Tomato Soup . 25c  
 2 tins PINEAPPLE 21c  
 3 tins PEARS ..... 29c  
 3 tins CLAMS ..... 25c  
 2 tins PILCHARDS 23c  
 4 tins TOMATO Juice 25c

**EXTRA SPECIAL**  
 1 TIN PEACHES  
 1 TIN PEARS  
 1 TIN PINEAPPLE  
**ALL FOR 37c**

**MEAT SPECIALS**  
 2 lbs. SAUSAGE . 27c  
 2 lbs. HAMBURG stk. 25c  
 5 lbs. Sauer Kraut . 25c  
 Fresh FILLETS . 15c lb.

**10 Cakes**  
**P. G. SOAP 29c**

**P. J. MacDONALD**  
 Cor. Kent and Prince Streets  
 Phones 888 and 889.

early Sunday. Engine trouble and an injury to the pilot spelled the finish for them.

**Bomber Missing**  
 While the spectacular race went on, a Royal Air Force bombing machine was reported missing out of Singapore. The bomber left for Alor Star, one of the checking points for planes in the handicap section, this morning in connection with the race. When no word of its arrival there was received, a flying plane and several other bombing planes were sent in search.

(Alor Star is in the Malay Peninsula approximately 400 miles from Singapore.)

Capt. Scott and Black were apparently counting on urging their fast plane to the limit in the hope they could stay far ahead. Their determination to push on was seen in the fact they stopped only one hour and 20 minutes at Singapore.

Next control point on their route was Darwin, Australia, but they had 2,000 miles to fly to get there, including a long hop over the treacherous Timor Sea. The five intervening control points, at which all planes must stop, are Baghdad, Allahabad, Singapore, Darwin and Charleville.

**Narrow Escape**  
 Scott and his co-pilot had a narrow escape from serious trouble before they got to Baghdad Saturday night. They lost their bearings near Kirkuk and Scott had to land on a small dark flying field, a feat which called for fine manoeuvring. Scott made an excellent landing and was considered a lucky escape from disaster. An air force detachment at Kirkuk gave them 20 gallons of gasoline which enabled them to reach Baghdad 45 minutes later.

At Allahabad Scott declared he had had a splendid trip devoid of incidents since leaving Baghdad. Approaching India they encountered a head wind, he said, but after that was speeded by a following wind. Black and he were tired, he said, but determined to push on. They flew direct, he said, just avoiding crossing the prohibited area around the northwest frontiers of India.

Parmentier revealed at Calcutta he had planned to fly around to Singapore by the coast-line instead of going direct. He said they proposed to land at every important aerodrome enroute to the next control points. In spite of this adding extra mileage to that of Scott's flight, he said, the Dutch flyers hoped to overtake the leaders. Parmentier said he believed Scott was flying "all out". He added this would impose a greater strain on their engine.

**Curious Incident**  
 At Allahabad a curious incident caused Parmentier a four-minute delay. Just after taking off they found one of the passengers had been left behind and were obliged to return for him. This oversight

caused a four-minute delay. Parmentier said at Allahabad he had been the smoothest journey in his experience over the England-Australia route. The flight to that point was uneventful he said. The Dutch entrants flew their Douglas DC 2 plane powered with a Wright cyclone motor, at a normal height of 12,000 feet.

He added they had been "nursing" their engine up to that point but intended to go full out after leaving Singapore. They were confident they could overhaul Scott. A rough estimate placed the leaders some 1,300 miles distance and about seven hours' flying time ahead.

Col. Turner and Pangborn lost valuable ground in the early morning darkness over India. They messaged to Allahabad saying they were lost and looking for the aerodrome there but turned up finally at 10.30 p. m.

The United States pair, like Scott and Black, had a narrow escape from disaster. They provided the greatest sensation of the night as they landed at Baghdad early Sunday. They circled around the airport, apparently uncertain how to land. Then landing with the wind behind them instead of against them, they just cleared a road and embankment and missed some telegraph wires by inches. Officials held their breath, fearing a calamity at any moment and ambulances actually started their engines.

However, no damage was done. Turner said they had been delayed by bad weather, mist over Europe and sand in the air over Iraq. The Mollisons were last reported leaving Karachi for Allahabad tonight. They lost the leadership between Baghdad and Allahabad at trouble interrupted the swift flight of their comet. Twice they took off from Karachi, only to return. The first time it was engine trouble; the second time Mollison said the flying marks they were given were unsuitable for night flying.

They landed first at Karachi at 4:45 a. m. Sunday but it was 9.10 p. m. before they got away for the third time.

Amy Mollison during the halt at Karachi told Reuters she halted there owing to doubts whether they had sufficient gasoline to reach Allahabad without a stop. The machine, she said, had behaved marvelously. The night was very misty but apart from headwinds they had an uneventful trip. However, mechanics found the engine required adjusting and it took two hours to set the fault right. By then there was insufficient daylight to reach Allahabad (time in India is approximately five hours faster than Greenwich mean time, which would make it 2:10 a. m. today (Monday) local time when the Mollisons finally got away.

Mollison was interviewed at Baghdad, to which they flew non-stop and said there he anticipated no difficulty in completing the race. At that time the Mollisons were leading.

**"Here's Mamma's Cheque"**  
**"It always comes on the first of the month. Now Mamma can pay the bills."**

The children know the postman's step and the appearance of the welcome envelope.

For, thanks to a husband's love and foresight, here is another home protected by an Imperial Monthly Income Policy.

There is a widow who will breathe a prayer of thankfulness each time the Imperial Life cheque comes, a pledge of safety amid a changing world.

To ensure your wife and children an income of \$50, \$75, \$100 or more per month, should you pass on, might you not consider this?

SEND THE COUPON TODAY FOR COMPLETE INFORMATION The Imperial Life Assurance Co., Head Office, Toronto, Ont. 41.

Please send me by mail particulars of the Imperial Monthly Income Policy, without obligating me in any way.

Name .....

Address .....

Age .....

**BIRTHS**  
**WOODINGTON**—At Long River, October 13, 1934, to Mr. and Mrs. Claude Woodington, a son, Claude Leighton.

**DEATHS**  
**MONAGHAN**—At Kelly's Cross, Oct. 20, 1934 Mathias Monaghan, aged 28. Funeral Monday morning at 9.30 to Kelly's Cross Church.

**McINNIS**—At China Point, Oct. 21, 1934, John A. McInnis, aged 80. Funeral from his late residence Tuesday afternoon at 2 p. m. to Christ's Church, Cherry Valley.

**KENNY**—Died suddenly in this City, Oct. 20th, Frederick Kenny, aged 31. Funeral will take place from his late residence, 101 Sydney Street, Tuesday morning at 9 o'clock.

**TAYLOR**—At Bedeque, Oct. 20, 1934, Mrs. George Taylor, aged 67. Funeral Monday at 2 p. m. from her late residence. Service will be held at Central Bedeque Baptist Church at 2.30.

**GALLANT**—In the Prince County Hospital, Oct. 20, 1934, Mrs. Maxine Gallant, aged 73. Funeral from her late residence in Summerside Tuesday at 9 o'clock to St. Paul's Church.

**MILLER**—On Saturday, Oct. 20, 1934, Mrs. Louise Bertha Miller, widow of late Cape. William A. Miller, aged 70 years. Funeral leaving from McLean Funeral Home at 12 o'clock noon today (Monday) for Stanley Bridge Church for funeral services at 2 o'clock. Interment French River Cemetery.

**In Loving Memory**

There passed peacefully away to his eternal rest, Sept. 22, 1934, Lauchlin McLean, Ocean View, P. E. I. He leaves to mourn a sorrowing wife and seven children of whom are—Angus L. McLean, P. E. I. Mrs. D. J. Holmes, Brighton Mass. H. Woodwood McLean, F. E. I., Mrs. Silas Cuddy, F. E. I., Mrs. Cassie Jenkins, Medford, Mass., Mrs. Harry Murray, Roxbury, Mass., Miss Margaret McLean, X-Ray Technician, Mattapan, Mass.

One family we dwell in Him; At the church above beneath; Though now divided by the stream—The narrow stream of death.

One army of the living God, To His commands we bow; Part of His host has crossed the flood, And part is crossing now. L-1394-10-22-11

**Priest Held As Virtual Prisoner**

**KENOSHA, Wis., Oct. 21**—The Rev. O. G. Krusing, held a virtual prisoner by parishioners to prevent his reported transfer, today conducted the regular Sunday services before a congregation that packed Our Lady of Mount Carmel Catholic Church. The priest was escorted to and from the church by a delegation of his flock.

A small group of his parishioners took possession of the parsonage last Thursday night when it was reported the church would be put under the direction of the Jesuits instead of the Augustinian Fathers. Such a change was taken to mean a shift in pastors.

**IN MEMORIAM**

**REEVES**—In loving memory of my dear mother, Mrs. Jos. T. Reeves, who passed away at her home, October 17, 1928, in Lower Freeport.

Death often comes to let us know, We love more dearly than we show; But love in death should make us see.

What love in life should always be, Inserted by (Jennie) Mrs. S. H. Stowell, Fairhaven, Mass., formerly of Lower Freeport, Prince Edward Island, Canada.

L-1395-10-22-11

**N. D. MacLean**  
 UNDERTAKER  
 EMBALMER  
 Charlottetown and North Westville  
 Phone 148

**FARMERS!**

I will demonstrate the combination seeder, cultivator and turnip puller at the Frank Sanderson farm, North River, P. E. I., at 10 o'clock a.m. Tuesday, Oct. 23, 1934.

J. M. JOHNSON,  
 R. R. 3, New Glasgow, N.S.  
 L-1400

**Widow's Benefit**

Withdrawals from the race were D. J. Asjes and G. J. Geysendorfer, a Dutch syndicate entry; Capt. Neville Stack and S. L. Turner, British flyers Jacqueline Cochran and Wesley Smith from the United States; and J. Woods and D. C. Bennett, Australians.

The Asjes plane crashed in landing at Allahabad. Repairs, it was estimated, would take at least a fortnight. The undercarriage and propellers of the machine were smashed. The Rander 84 overturned but Asjes and Geysendorfer escaped unhurt. The crash was reported caused when the machine's retractable undercarriage failed to open.

Capt. Stack and Turner quit the race at Marseille after a series of delays had handicapped them.

Miss Cochran and Smith dropped out at Bucharest. Saturday, deciding their plane was not in good enough condition for the arduous flight.

Woods and Bennett found trouble which forced them out at Alesspo