

TODAY
Mat. 3.15 ... 11c, 26c.
Eve. 7 & 8.45, 21c, 37c.

100% TALKIE

BUCK JONES

The screen's dare-devil cowboy in a thrilling breath-taking ALL-TALKING WESTERN

"The LONE RIDER"

with **VERA REYNOLDS**

ALSO
Cartoon—"FIRE FIGHTERS"
Comedy—"WHAT A TRIP"
AND HODGE FODGE

COMING—NEXT MONDAY
TO THE

PRINCE EDWARD

JOAN CRAWFORD'S
Greatest Sensation

"Our Blushing Brides"

REASON
NUMBER THREE

MAXIMUM MILEAGE!

Marathon and Cyclo gas is rich and volatile. This is Reason Number 3 why you should use it regularly, and gain maximum amount of mileage per gallon with your car.

"Be Ready With Reddy Power"

ISLAND OILS Ltd.
RED INDIAN SERVICE STATION
PHONE 1234
COR. GREAT GEORGE & FITZROY STS.
CHARLOTTETOWN, P.E.I.

Central Guardian

A CHARMING STORY—David Lyall is an unflinching favorite story writer. Read "The Old Order Changes" which is to run as a serial in the Guardian starting next week.

MAIL DELAYED—Delay in making connections on the mainland held up the mail train last evening, which did not reach Charlottetown until 7:45 p. m.

COMPETITIONS—Daughters of the Empire Short Story Competition, prize \$200; and one act play prize \$100. Particulars provincial Educational Secy. Box 478, Charlottetown. 9042-11-7-21.

ENGAGEMENT ANNOUNCED—Mr. and Mrs. W. J. Scott, Marsfield announce the engagement of their daughter Emma Louise to Mr. Arthur Leith Brown, York. Marriage to take place in November. 9040-11-7

COMMENDS ISLAND FARMS—The Southern Agriculturist, an American farm journal, publishes in its October issue an interesting sketch of Prince Edward Island, which is described as "a Paradise of well kept farms, small in size but great in efficiency and fertility." The article is by Mr. James Speed, one of the agricultural journalists to visit the Province last spring.

Notice—Malpeque Road Closed

Malpeque Road from the cross road at the Waterworks to St. Dunstan's University will be closed until further notice.

By order,
J. J. BROWN, Secretary

PRINCE EDWARD TODAY

The screen's most famous "Buddies" in a thrilling drama of the famous French Foreign Legion and the dreaded penal colony—Hell's Island! Truly the greatest roles of their career!

HELL'S ISLAND
with **JACK HOLT** and **RALPH GRAVES**
DOROTHY SEBASTIAN

SHOWS AT 3.15, 7 AND 9
Mat. 16c, 37c.
Eve. 26c, 42c, 52c.

ALSO MACK SENNETT TALKIE COMEDY HIT **"GOOD-BY LEGS"**

CLYDE RIVER—On Sunday, Nov. 9th the service in the Presbyterian Church, Clyde River, will be at 7 p. m. This will be the Annual Rally Day service. A good programme is being prepared. All are cordially invited.

BROOKFIELD—The services in the Brookfield Congregation on Sunday, Nov. 9th, will be as follows: Brookfield, 2 p. m.; Hartsville, 3.15 p. m. Kindly note the change of the hours at Brookfield and at Hartsville.

STORE CLOSED THIS (FRIDAY) AFTERNOON FROM 2 TILL 3 P.M. to allow the staff to attend the funeral of the late Miss Doris Adams daughter of Mr. Fulton Adams of our staff. 9044-11-7

PROWSE BROS. STORE CLOSED THIS (FRIDAY) AFTERNOON FROM 2 TO 3 O'CLOCK to allow the staff to attend the funeral of the late Miss Doris Adams daughter of Mr. Fulton Adams of our staff. 9044-11-7

PLEASANTLY SURPRISED—Mrs. Fred W. Shaw, of this city, received a pleasant surprise, on the evening of Oct. 24th, when the girls of her Sunday School class and a few young friends, assembled at her home and showered her with birthday gifts. The evening was pleasantly spent in games and music. Lunch was served by the hostess and a brilliantly lighted birthday cake, was distributed to all present. After wishing Mrs. Shaw many happy returns of the day, a merry bunch of girls returned to their homes.

BRINGING BACK FAST ONES—Mr. Willard Kelly, well-known Island horseman, recently visited the Readville and Topsfield sales, where he was one of the largest purchasers. The many prominent Boston horsemen who frequent those sales marvelled at his judgment in the selection of equine flesh. For a stock horse he has secured Kalmuck 2.15 1/2 by Peter the Great, Don Esther, Harry Scott who was raced by Wm. Flemming in 2.14, Haste, a three year old filly by Peter Volo, Ina Guy by Guy Axworthy, Emma Aszoff, the sire of Peter Manning, who was successfully raced as a two-year-old by Dr. F. W. Christopher, Earl Wilks 2.11 1/4, Ruth S. 2.15 1/4, Cecilia the Great, 2.14 1/4, Hastings Echo, 2.10 1-2. According to a correspondent those fast ones will be brought to the Island in the near future.

Y'S MEN'S CLUB—A business meeting was held following the weekly dinner of the Y's Men's Club at the Y.M.C.A. Parlours last evening. The president, Mr. Jack McNair, presided. Twenty six members were present. Mr. W. R. Lepage reported a very successful Halloween dance at Dixons. Five new members were initiated, Professor Kendall, Osborne Lefurgey, Gordon Hutcheson, Hugh McKay, Claude Smith. Joined by the Y's Menettes after the meeting the members descended to the bowling alleys, where several hotly contested matches were rolled.

FUNERAL SERVICES—The funeral of the late Peter McKenna Newton Cross, who died Nov. 3rd in his 85th year took place to St. Michaels Church, Iona, on Wednesday, Nov. 5 where Solemn Requiem Mass was celebrated by his grandson Rev. P. McKenna of Tignish, assisted by Rev. J. C. McDonald, St. George's, as deacon and Rev. M. J. Rooney, Cardigan, as subdeacon. Rev. J. A. Sullivan, St. Dunstan's University, as Master of Ceremonies. Also present were Rev. P. D. McGuigan, Vernon River, Rev. Jos. Rooney, Morell, Rev. M. J. Smith, Kinkora, Rev. J. A. Gaudet, Bloomfield, Rev. P. S. Duffy, P. P., Iona. The late Mr. McKenna is survived by one brother Patrick McKenna, Cornwall, and one sister Mrs. Philip Rooney, Cherry Valley; five sons, Rev. Wm. T. Burchard, Nebr., John, Boston, Frank Lethbridge, Alta, James and Charles at home. Three daughters Mrs. John Power, Elliotvale, Mrs. P. J. McKenna and Mrs. Wm. Noddy, Greenfield. (Patriot Please Copy.)

Abegweit Meeting

The Annual General Meeting of the Charlottetown Abegweit Amateur Athletic Association will be held in the Board of Trade Rooms on Friday evening, November 7th, 1930, at 8 o'clock.

W. A. SMITH, Secretary

Recommendations for county and provincial awards.

PERSONALS

Friends and relatives of Mr. Roderick Nicholson, City, will regret to learn of his very serious illness.

Mrs. F. W. Shaw, City, was a recent visitor to Earncliffe, the guest of Miss Laura I. Young.

Miss Annie Shaw, Montague, has returned to her home, after a pleasant visit to Charlottetown.

Mrs. H. A. Compton of Summerside is visiting in the city, the guest of Mrs. R. S. Duchemin, Cumberland St.

The many friends of Mrs. R. G. McLure, Fitzroy Street, will be pleased to know that she is recovering, after her recent severe illness.

The many friends of Mrs. J. W. McEwen, Bristol, will be pleased to hear that she is improving, after her recent operation in the P. E. I. Hospital.

New Telephone Cable Is Laid

A four conductor submarine cable of special design double armored known as the "continuous loaded" type, latest product of electrical science in this field of communication, now connects Prince Edward Island with the mainland of New Brunswick.

The cable ship, "Cambria" Captain Cole in command, owned by the International Telegraph Company of England, laid the cable between morning and dusk of the one day. At daylight on Tuesday, just off Cape Traverse, the end of the cable was lighted ashore from the Cambria as she lay to, three quarters of a mile out on the edge of the shoal water. On the beach, a heavy hawser was attached to the end of the cable, and then by means of a tractor, was hauled ashore and anchored. The lighter then returned to the parent ship and a start was made in a direct line for the New Brunswick coast, to a point east of where the other cables from the Island enter the mainland.

At a speed of four knots per hour the Cambria, proceeded steadily on her course, paying the cable out over her bow through a special winch equipped with a series of brakes, to regulate the speed or to stop the work in an emergency. Before reaching the water, the cable came out of a cable tank where it lay coiled. No hitch occurred the trip across, and continuous telephone communication was maintained from the ship to Cape Traverse shore, where Mr. George Brady was located with testing instruments. Starting in four fathoms of water, the depths encountered varied to as high as ten or twelve until on the farther side shoal water was again met.

To guide her in her course the Cambria had previously placed a marker on the New Brunswick side and she shaped her course directly on this buoy. Arriving within one mile of the objective the procedure gone through on the Island was again followed. A launch towed the lighter shorewards, until it grounded, and from there a hawser was one more attached to the

him to go to the scene of the accident at Mount Edward Road crossing. He went out at once and found Cyril Wood lying on a settee, suffering from shock and abrasions. Mr. Mutch was suffering from shock and obvious injuries to the arm and leg. He was made comfortable, and morphine was administered to him and Wood. Lying beside the track near the engine, covered up, were the bodies of four girls. The witness was told that they were dead. He examined them and assured himself that they were. The victims were removed to the city on the train and the two men were taken to the hospital.

Miss Higgins had sustained a severe fracture of both legs, a puncture wound to the scalp, and internal injuries.

Miss Bruce had a large laceration on the right thigh, a puncture wound of the spleen and probably internal hemorrhage.

Miss Stewart sustained a fractured jaw, fractured ribs on the left side over the heart, and internal injuries.

Miss Adams had a fracture on the right thigh, and fractured pelvis.

Hemorrhage and shock was the cause of death in each case. The deaths were practically instantaneous. The injuries caused the shock, they were very seriously injured.

Conductor Edward Moynagh stated that he was conductor on No. 55, which left Charlottetown on time on Wednesday. When approaching the Mount Edward crossing witness was in the baggage car sorting tickets. On feeling the brakes being applied, witness looked out the door and saw the fireman descending from the engine and the fireman informed him that three or four had been killed. On seeing the situation, the conductor ordered baggage master Cox to phone for assistance to the railway authorities. The brakeman was ordered to flag the train, and the witness asked some passengers for assistance. Difficulty was experienced

by means of cranks was located ashore and hauled inland by a tractor. It was almost dark when this stage of the work was completed, and under these circumstances it is not usual to continue work. However, moonlight aided operations and Captain Cole decided to complete the job. Even while completing the last lap of the journey, officials of the Cambria, including Mr. Grant and Mr. G. A. Edwards representing the Dominion Government Telegraph Service, continued to test and talked frequently with Mr. Brady on the Island side. The actual run itself was made in two hours. Within a short time, new cable houses will be erected on both shores. No definite electrical tests beyond the simplest have yet been made, but apparatus to ascertain the definite quality of the transmission will be made in the near future. This progressive move improves telephonic communication to distant points from the Island to a point far above anything ever initiated before.

Inquest Into Fatal Accident

(Continued from Page 1)

in removing the bodies from the wreck. The first girl removed was gasping, but died before she was laid on the ground. Mr. Mutch, in the car, was conscious. He was placed in the baggage car. The doctor and ambulance arrived shortly after. Witness was not aware at that time that Wood had been injured, as he was able to walk to the baggage car. After some delay due to accident to the engine resulting from striking the car, they returned to the city. The last three girls were dead, the first taken out was under the steering wheel of the automobile. Witness could not remember whether whistle was sounded or not. When occupied, such a thing would not register in his mind. Witness could see the fireman quite distinctly when he got out. He considered the crossing dangerous for motorists on account of the sudden dip of the road. There is also a fringe in bushes. Witness has been on the Souris train, in some capacity, for some fifteen years, but had never known of an accident on that crossing during that time. There was only one young lady in the front seat, and four passengers in the back. Apparently the young man who was thrown out was in the front seat.

Thomas Renton, engineer, boarding in Charlottetown, stated he was engineer in the locomotive at the time of the accident. When approaching the Mt. Edward Road crossing, struck an auto, which apparently tried to pass in front of the engine. It approached from the left side, and it was therefore impossible for him to have seen the car, as he had no view of the left side of the crossing. He saw the radiator of the car after the crash. Witness applied the emergency brake. The train was brought to a stop. Witness saw several girls and one boy. All seemed unconscious. Witness went back to the engine and asked the fireman if he saw the car approaching. He stated that he had not. Witness thought the distance between crossing and where the train stopped was about 150 yards. The train was travelling between 25 and 30 miles an hour. The usual signals were given; the whistle was blown, and the air bell was ringing. The crossing, witness thought, was dangerous. It would be necessary to travel at considerable speed. There is a sharp grade on one side and an incline on the other. The fireman is usually very busy about his duties, although it is customary for him to do his shovelling between the crossings. He has 3 or 4 tons of coal to shovel on the trip between Charlottetown and Elmira. The tanks and building on the right side of the Mt. Edward crossing obstructed the view. Cars are a source of worry to engine drivers. He thought that it would be almost impossible for the fireman to have seen a car before the engine. It would take more than one hundred yards to stop the train when travelling at 25 miles an hour.

Allan O'Brien, fireman, stated that at the time of the accident he had been tending the fire, had stood up, heard a hum, looked through a front window and saw the rear of the car. It is not possible to see a car when approaching that crossing. Witness

"The Lone Rider" With Buck Jones Action Picture

DASHING DISPLAY OF SUPERB HORSEMANSHIP AMONG THRILLS OF FILMS

Buck Jones, famed as an excellent actor as well as the greatest of dare-devil riders, thrilled an enthusiastic audience at the Capitol Theatre yesterday in "The Lone Rider," his first starring all-talking vehicle for Columbia Pictures.

The action centers about Jim Lanning, a bandit who quits his evil ways when he meets pretty Mary Stevens. Jim had set out to rob the very stage coach in which Mary was travelling West. Because of a split with his old gang he sets out to do it alone. The gang beat him to it and in the mix-up that followed Jim rescued the girl. Impressed by Mary's confidence in him, Jim took her to her father, Judge Stevens, in Gold City. As a reward for his chivalry, the Judge made him a member of the Vigilantes, a committee formed to abolish outlawry. Jim's battles with his former gang, who plan a big robbery in Gold City, supply the rest of the action for this thrilling yarn.

thought that the car must have been travelling fast, as the rear of the car disappeared almost as soon as he saw it. Witness stated that he watched crossings as much as possible. He did not think that it was necessary according to rules, for him to watch the crossings. The bodies were all removed from the car before it was disengaged from the engine.

Mr. F. C. Wilkins, division engineer for the province, stated that crossing came under his supervision. Last fall he sent to Moncton a report of six crossings in the province. The report required to show vision lines to show any obstruction to view within certain distances. The report in the case in point, stated that the view was obstructed by trees along the highway. The removal of obstructions, and the cutting down of trees would be the direct way of eliminating the danger. In order to turn it would be necessary to run the approach up the hill for such a distance as to interfere with Mr. Roper's property. There are several dangerous crossings on the system, where the view was obstructed by trees both of the highway and on private property. The railway could remove all trees of its right of way, and the trees on the highway could also be removed. If individuals would not agree to have their trees cut, an order could be issued by the Board of Railway Commissioners.

The fussy woman was arguing with the shopkeeper over the purchase of a rabbit. After inspecting several, she said she could not eat one that had been shot or trapped. Puzzled as to what she did require, the shopkeeper lost his temper, picked up another and said: "Here, missus, have this one—it's been frightened to death."

France now has 325,000 motor cyclists, and the number is growing.

Stearns Liniment refreshes the scalp.

Looking The "Beauties" Over On The Judging Table



Judging at the World's Greatest Fox Show, held at Charlottetown last week.