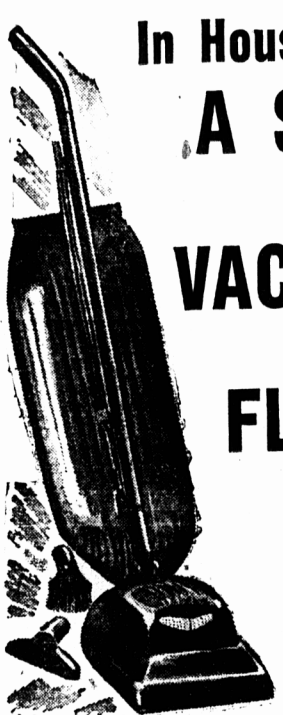




'38 MORRIS MINOR — A new overhead valve engine powers the '38 Morris Minor 4-door sedan that will be on sale in Canada early this spring. The new engine, similar in principle to all racing car engines, is the first major engineering development of the combined Nuffield-Austin laboratories since their amalgamation 2 years ago.

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**A SPECIAL SALE**  
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AND  
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March 21st Thru March 28th  
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### "Duplex" Vacuum Cleaner

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You Save all of \$30.50 when you purchase a Premier "Duplex" Vacuum Cleaner during the week of March 21st to 28th inclusive! The Premier "Duplex" is an upright type Cleaner featuring a revolving brush of special design that loosens embedded dust and grit. Your rugs and floors will live longer, cleaner lives with a Premier "Duplex".

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### "Aire-Matic" Vacuum Cleaner

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You Save all of \$34.52 when you purchase a Premier "Aire-Matic" Vacuum Cleaner during the week of March 21st to 28th inclusive! The "Aire-Matic" is a Tank type Cleaner featuring a streamlined design, suction regulator and "Throw-away" bags. This is the newest Premier model. It is a positive time and work saver.

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- |  |   |  |
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| FURNITURE POLISHES—Woodbrite, Old English Cream, Johnson Pride, Simoniz. | DIC-A-DOO PAINT CLEANER—put it on and wipe it off—each 25c.                               | GLASS CLEANER—Aeromist, 6 ounce—15c, 16 ounce—35c, Wizard, 16 ounce 45c, 32 ounce—85c. |
| LEPAGE WALLPAPER REMOVER—"Sav-A-Lot"—85c.                                | DIC-A-DOO BRUSH BATH—cleans and restores Paint Brushes, liquid—62c each; powder—10c each. | SQUEEGEE WINDOW CLEANERS—12 inch size—1.45, 14 inch size—1.65.                         |
| CINCY WALLPAPER CLEANER—Noncrumbly, 12 ounce—25c, 40 ounce—75c.          |   |  |

Shop In The Hardware Dept. For Cleaning Needs

**HOLMAN'S**  
S' SIDE and CH'TOWN

### Forty Days

Continued from page 9

rangements to get his passengers to shore at Pictou Island.  
February 24th—Both ships in apparently same position. Captain of Minto reported that passengers had been put ashore as planned (report from Summerside reported Straits clear of ice to within a short distance of lighthouse).  
February 25th—Minto reported clear of ice and within one mile of Stanley and sending coal. Both steamers near Merigomish.  
February 26th—Minto reported that after reaching to within three quarters of a mile of Stanley, left 45 tons coal on ice and proceeded to Georgetown; the Stanley was then in about same position as previous day and about 6 miles from shore.  
February 28th—Minto left Georgetown with 100 tons coal for Stanley which had apparently not changed position.  
March 1st—Pictou harbour reported clear of ice, but no further word of either steamer that day.  
March 3rd—Both steamers reported off Pictou Island; Minto by working backwards had reached to within 300 yards of Stanley but in so doing had damaged her propellers and was helpless and could do nothing more until Stanley could clear or some other steamer could get to her and tow her to Pictou.  
March 5th—Both ships about 200 yards apart and crews of both ships were endeavoring to clear the Stanley; ships about 20 miles north east of Pictou. The sealing steamer Newfoundland, waiting at Mulgrave to get to sealing grounds was ordered to try and reach the imprisoned ships. Owing to the Straits of Canso being reported full of ice on Island side it was necessary for Newfoundland to go around Cape North and two days later was reported fast in ice off St. Paul's Island.  
March 6th—Report from Cape George lighthouse said that both ships were still fast in ice about 5 miles to westward.  
March 8th—Both ships still in about same position about 3 miles from shore in miles west of George's light.  
March 9th—No report as to position of either ship.  
March 10th—Agent at Pictou reported that both ships could be seen from there, apparently still fast in ice 10 miles west of Arisaig.  
March 11th—Both ships reported about 6 miles off Cape Bear. Arrangements were being made to make another effort to free the Stanley with dynamite.  
March 12th—Steamers still fast in ice off Murray Harbour and arrangements were being made to send a diver from Charlottetown to Murray Harbour to try and get to Minto and make examination as to damage to propellers.  
March 14th—Steamers east of Pictou Island; Stanley was reported as moving back and forth in lane about 100 ft. long in middle of ice field endeavoring to break through ice over 20 ft. thick.  
March 15th—Both steamers drifting eastward off Pictou Island. Captain of Minto reported his ship helpless at edge of ice pan with open water to south of him. Captain of Stanley reported that ship still in middle of ice pan and had 80 men working with dynamite but did not expect to get clear for some days.  
March 16th—Agent at Pictou reported that steamers were about 200 yards apart about 2 miles off Little Entry and 7 miles from Pictou wharf; also that Stanley had succeeded in making some headway towards Minto.  
March 17th—Stanley broke clear of ice pan in which she was held since January 13th and succeeded in reaching Minto at 8:30 A. M. taking her in tow, and both ships arrived in Pictou at 3:30 P. M.  
The Stanley immediately started loading freight and left for Georgetown the following morning.  
As the slip at Pictou would require about ten days before it could be made ready for the Minto, divers were ordered from Halifax and started work the next day on making repairs. The broken blades were removed two days later and new ones installed and ship was able to leave for Georgetown three days later.  
During the time the steamers were tied up, or Minto having trouble late in January, the ice boats were placed in service and continued until March 23rd, giving the only communication between the Island and mainland for the longest period in their history of service up to that time.  
Both ships were operated on the Pictou-Georgetown route for about a week, after which they were transferred to the Charlottetown-Pictou route.  
During the time the Minto was helpless she had several close calls from grounding. On March 15th she had at one time only 6 inches of water between her keel and the bottom.

### BURGESS BEDTIME

(Continued from page 10)

ing for fresh meat for those growing youngsters. It was very still up above. This was one reason why Mrs. Grouse had forgotten all about those Hawks. Thunderer knew nothing about them. He was so sure that there was no danger in the neighborhood that he was devoting all his attention to hunting for food. It was the 'only thing on his mind then.  
A slight noise, from up above reminded Mrs. Grouse and suddenly she was afraid. She was terribly afraid. It wasn't for herself that she was afraid. It was for Thunderer. Supposing Redtail, or Mrs. Redtail, should come back and see him there. They would be almost certain to see him should they come back, and she knew that if they did they would try their best to catch him. There was no one they would rather catch for a dinner than a Grouse.  
Should she call to him and warn him? That would tell him just where she and her nest were. Moreover, he might not heed a

### CENTRAL GUARDIAN

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

JIMMY'S TAXI—Phone 529.

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CHARLOTTETOWN HOTEL SUNDAY Special, five course Chicken Dinner, \$1.50. Served from 12.30 to 2.30 P. M.

warning of this sort. Should she quietly slip off the nest and join him from another direction? Even then he might not heed her warning. He would be sure to guess that the nest was somewhere near. And even if he did leave, he would be sure to come back again. If she did nothing at all he might leave before one of those Hawks came back. On the other hand, he might not. What should she do? Just then one of the young Hawks up above began to scream. It meant that he saw father or mother coming. What could or should Mrs. Grouse do?

### IN MEMORIAM

In loving memory of my dear brother Alvin T. Chapman, who passed away March 20th, 1932.

There comes a time to each of us When with loved ones we must part. But precious memories linger on, Forever in our hearts.

It's not the tears shed at the moment, That tells of a heart that is torn. But the secret tears, in the after years

And the grief that is silently borne. God knew just how much I would miss him,

How bitter the parting would be, But right thro' it all God is loving And He knows so much better than we.

'Tis sweet to remember my brother so dear. Unseen by the world he stands by my side, And whispers, "Dear sister, death cannot divide."

Loved and Remembered by Sister (Phyllis), Mrs. Louis Harris, Jr. Murray Harbour, P. E. I.

SPARKLING new Chrome Sultes arriving daily. Simpsons—Sears.

EVANGELICAL Bible Lectures by Rev. H. F. MacEwen, Sons of England Hall, Sunday evenings at 7:30.

AGAIN the Windmill Restaurant is featuring fried chicken from Island produced broilers. Served in our new steak room or put up to take out. Phone 1240.

CAKE SALE at S. A. MacDonalld's at 2.30. Group Two, Trinity Church.

PROVINCIAL DRAMA FESTIVAL closing date for entries is April 1st.

TOWN TAXI—Phone 1600—322. MacDONALD RADIO SERVICE Radio repairing, Amplifiers and sound systems. Disc and tape recording. 180 Kent St. Phone 1207

RUMMAGE SALE.—Baptist Church Hall, Saturday, 21st, 2.45 P. M.

LITTLE THEATRE GUILD TRY-OUTS for "Aladdin" at the Y. M. C. A. Banquet Room, Saturday, March 21st, at 7.00 P. M.

RUMMAGE SALE.—Seaton's Auction Room, Saturday, March 21st at 2.30. Group 5 Trinity Junior W. A.

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Remember the FASHION SHOW, Monday, March 23rd