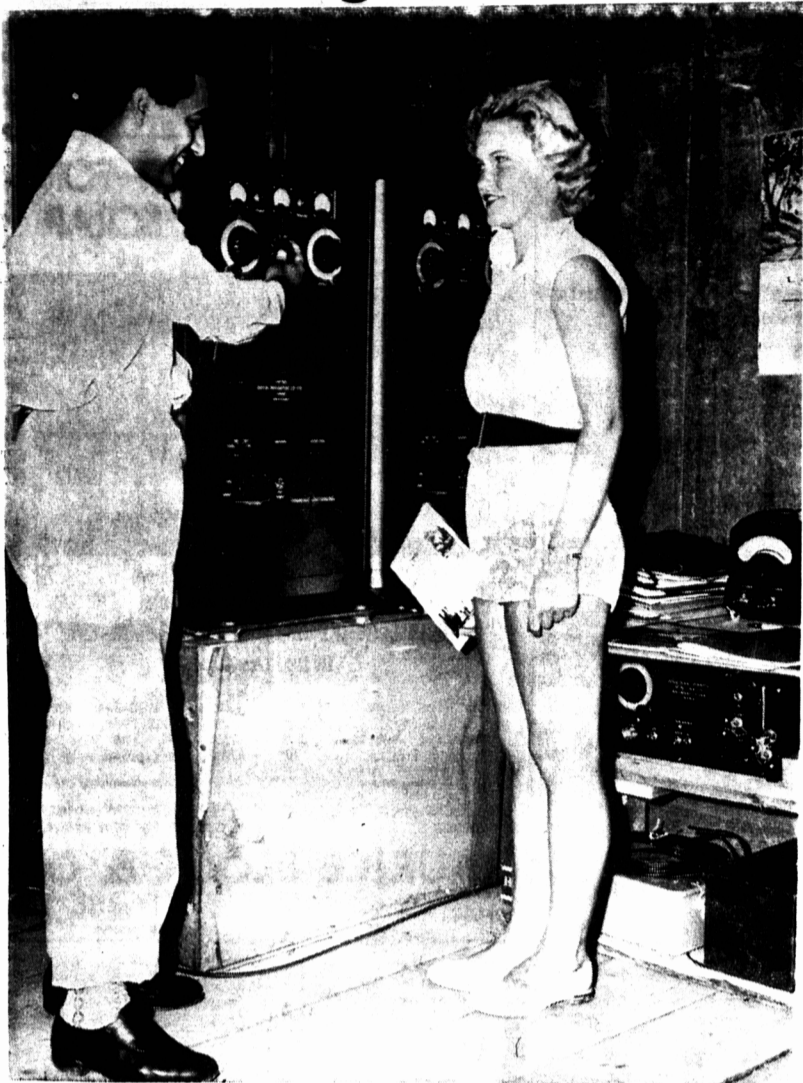


Decca Navigator Used Here First Time In No. America



A small steel building in the lee of a lovely white sand dune close beside the beautiful shore at Park Corner, Prince Edward Island, contains a wonder working device that revolutionizes navigation at sea and in the air.

This miracle device, called the Decca Navigator, is being used here for the first time in North America, as an aid in surveying the waters of the Gulf of St. Lawrence, and Janak R. Aurora, senior engineer with the Decca Navigation Co. of London, England, is seen above explaining the operation of part of this electronic equipment to blond, 18-year-old Marlene Huestis, of Summerside.

Mr. Aurora, whose home is in New Delhi, India, specialized in electronic navigation in London, England, before joining the Decca Navigation Company, and early this summer he flew to Canada, together with the equipment presently being used at the three stations which form the unit being used by the Canadian Hydrographic Survey Department.

Two of the stations are located at Park Corner, P. E. I., and on the Magdalen Islands, while the third station, which forms the third point in the electronic triangle, is located aboard the Canadian Government steamship "Kapuskasung".

The function of the Decca Navigator is to provide ships and aircraft with automatic and instant plotting of their position. With this new invention, instead of requiring up to several minutes to ascertain their definite location, this information is instantly available.

How it all came about forms one of the most enthralling chapters of recent scientific history.

The story began in the year 1939, a few months before the outbreak of war, when William J. O'Brien, a resourceful young engineer was being treated at a Chicago sanatorium for tuberculosis.

As he lay there, his active brain, impatient of the sickness that afflicted his body, turned over new ideas for radio communications, his specialty. Remote from workshop and laboratory, he figured out on his sick bed, a complete scheme for using a pattern of continuous radio signals to help navigate ships and aircraft.

Perhaps the excitement he felt over his brain wave helped him to get better. At any rate, his recovery from then on was rapid. As soon as he got out of the sanatorium, O'Brien wrote to his old friend Harvey Schwarz, an American working with Decca Gramophone Company, in London; he got an enthusiastic response. It was then, O'Brien and Schwarz began to work on developing the idea.

THE TRIAL

By 1941, the idea was proved practical on miniature scale and in 1942 O'Brien came to Britain to prepare for the first big trial. It was to have been a three months' visit, but O'Brien is still there.

He has settled with his wife Cathryn and his family, in a cottage in Surrey. There his navigator has been perfected. This is how the most modern version works. Four radio transmitters, like small broadcasting stations, transmit low frequency waves 24 hours a day. The center transmitter is known as the master station and the others which are sited some 70 miles or more away in different directions, as the red, green, and purple "slaves".

In a ship the Decca receiver picks up combinations of the master signals with those of the slave stations. These give a reading on red, green and purple clocks. It's simple.

A ship's officer has before him an Admiralty chart specially overprinted with red, green and purple lines—which are really plots of the constant pattern formed by the radio signals.

All the officer has to do to fix his position at sea is to read

the clocks and then refer to the correspondingly numbered lines in each color. In practice, the two of the three readings are enough to give a navigational fix.

Fixing a plane's position is even simpler. In the pilot's cockpit the clocks are read electronically and the position is shown on the chart by a pen. It actually records the pilot's course right before his eyes! Recently, a marine automatic track plotter has also been developed for use on ships.

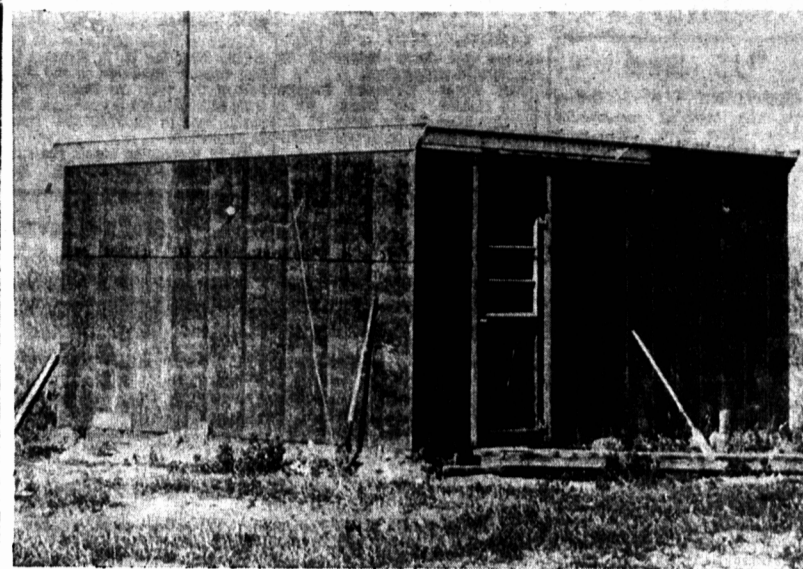
Never before in the history of navigation, has it been possible for a plane or ship to fix its position at once and with complete accuracy when it is traveling "blind". Even through fogs and storms, ships and aircraft can now navigate without ever going off their course.

That is why the Decca navigator was used by ships heading the D-day invasion of Normandy, and why, in 1947, it was officially approved for use in merchant ships by the British Ministry of Transport.

The same year, at the International Meeting on Radio Aids to Marine Navigation held in New York, the Decca System was given official blessings.

Decca chains of transmitters have been going up fast in Europe. There are now three in Britain, one each in Denmark, Germany and France, and new chains are going up in India, Sweden, Italy, France, Spain, and Scotland.

More than 2,000 vessels from fishing trawlers to the biggest liners, including the two Queens, and the most modern American passenger boat in United States are fitted with Decca.



Decca Navigator was adapted for aerial navigation too, by using the Decca Flight Log, the machine that plots the pilot's course for him.

This device works off the same radio signals that are transmitted to ships. So at once aircraft had navigational coverage over most of Europe—without a single new station having to be erected. The British European Airways, the biggest airline operators in Europe, have their entire fleet fitted with the Decca Navigator.

In Canada too, there is a proposal to build Decca radio stations on the Gulf of St. Lawrence. The new navigator will be usable on planes flying over the north-eastern areas of America and on American coastal ships.

In the near future the world will soon be covered by a chain of transmitters that will enable all ships and aircraft to navigate with complete safety and accuracy.

In the last six weeks more than 300 miles of survey work has been completed by the C.G.S. Kapuskasing through the use of the Decca Navigation System, and it has proved so successful that all ships in the hydrographic service will be equipped with these units which will continuously record both the position of the ship and the depth of the water at that point.

Its use in the making of marine charts of this area brings up to date a survey that has not been made for about a century, and will include areas of the gulf that have never been previously sounded.

The revised charts when completed will be an aid primarily to navigation but also to fisheries.

Working with Mr. Aurora are Mr. N. Ward, of the C.G.S. Kapuskasing, and Mr. Eamon Walsh at the Magdalen Islands Station. All of these men are from the Decca Navigation Company, and are training personnel of the Canadian Hydrographic Survey Department in the use and operation of the equipment.

Photo by Wotton.

Singer Carmen Miranda Dies

BEVERLY HILLS, Calif. (AP)—Carmen Miranda, singer, dancer and actress famous for her fruit salad headgear, died Friday at her home.

The actress, born in Portugal in 1914, suffered a heart attack after finishing a television film with Jimmy Durante Thursday night.

Her husband, film producer David Sebastian, said she apparently was feeling well after a late supper following her TV performance. She collapsed as she was going to bed, he said.

MOVIE STAR IN 1940'S

Miss Miranda, a star during the early 1940s, had made only infrequent appearances on the screen in recent years. Her last picture was "Scared Stiff" with Dean Martin and Jerry Lewis. Most of her recent engagements were in night clubs.

The diminutive singer and dancer, five feet two inches tall, was known for her sultry gyrations, Latin rhythms and some of the most exotic head gear ever to escape from the land of the pampas.

Tignish

Mr. Alan Palmer, Prince County Fieldman with the Department of Agriculture, was a business visitor to Tignish on Tuesday.

Mr. Fred Arsenault, Toronto, is vacationing at his home in Tignish, guest of his parents, Mr. and Mrs. Joseph A. Arsenault.

Mr. George Handrahan, Maine who has come to Tignish to visit his Mother, Mrs. James Handrahan, is the guest of his brothers, Mr. and Mrs. John M. Handrahan and Mr. and Mrs. Joseph Handrahan, Ascension.

Mr. and Mrs. Clarence Ellsworth of Boston, Mass. is visiting Mr. Ellsworth's father Mr. Michael Ellsworth, Skinners Pond.

Mr. and Mrs. Arthur Arsenault and son, Rev. Raymond Arsenault of Massachusetts, are visiting relatives and friends in Tignish. While here they are the guests of Mr. Arsenault's parents, Mr. and Mrs. Peter B. Arsenault, and his brother-in-law and sister Mr. and Mrs. Harold Cormier, Tignish.

Miss Anne Gavin, R.N. of New York is visiting with her sister, Miss Elizabeth Gavin, Tignish.

Mrs. Thomas Doucette, Summerside came to Tignish on Tuesday and plans to spend several days in this vicinity visiting relatives and friends.

Mr. and Mrs. Frederick Conroy and family have as their guest Mr. Conroy's brother, Mr. James Conroy of Philadelphia.

Mr. and Mrs. Thomas Richard and family of Central Canada are visiting their parents Mr. Joseph A. Richard and Mr. and Mrs. Joseph M. Doucette, Tignish.

Funeral services for the late Mr. Peter M. Chaisson, Tignish were held on Saturday morning, July 30 with Solemn Requiem High Mass celebrated in the Church of St. Simon and St. Jude by Mr. Chaisson's grandson, Rev. Raymond Arsenault of Massachusetts, Deacon of the Mass was Rev. Joseph LeClair, sub-deacon of the Mass Rev. Fr. Gallant, and master of ceremonies, Rev. Francis Ledwell, Rev. J. A. MacDonald was seated in the sanctuary.

The pall bearers were Messrs. Michael Bernard, Joseph A. Gaudet, James Gallant, Leo Gallant, John J. Perry and Joseph J. Arsenault.

Services at the grave were conducted by Rev. Raymond Arsenault, and interment was in the church cemetery.

Mr. and Mrs. Edward Arsenault, Ottawa, are visiting relatives and friends in Tignish. While here they are guests of Mr. and Mrs. James N. Gallant, Nail Pond.

Mr. Edmund Gaudet who came from Toronto to attend the wedding of his brother Mr. Jerry Gaudet is spending some time

with his parents, Mr. and Mrs. Joseph Doucette.

Miss Elizabeth Aylward, Boston, Mass., who is visiting relatives at Covehead and Bedeque spent a few days the past week with relatives and friends in Waterford and Skinner's Pond.

Messrs. Arthur Arsenault and Everett Harper, Tignish left recently for Toronto where they plan to reside.

Miss Elaine Ready, R. N. motored from Montreal to spend her vacation with her parents, Mr. and Mrs. Frank Ready. She was accompanied by Miss Louise Gaudet, Messrs. Paul Hogan and Leigh Shea who will spend their holidays at their respective homes.

Mr. and Mrs. Glen Bennett and family have returned to their home at Hartford, Conn. after spending a few weeks in Waterford guests of Mrs. Bennett's mother, Mrs. Edward Ellsworth.

Mr. and Mrs. Merritt Dawson and family of Boston, Mass. are vacationing with Mr. Dawson's mother, Mrs. Harry Dawson, Sea Cow Pond.

Mr. Gerald Handrahan was a business visitor to Charlottetown on Monday.



How To Make ICED TEA

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<p>WORK BOOTS 3 Doz. Pairs Cork Sole Reg. 7.50 - 7.95 SALE 5.49</p>	<p>Rubber Boots Low Knee 3.85 High Knee 4.95</p>	<p>Boys' and Girls' RUNNING SHOES Posture foundation CLEARING 1-3 OFF</p>
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<p>SHINGLES 50 Sq. VEELock, clearing at per sq. 5.89</p>	<p>Fruit 288 COUNT Oranges, 2 doz. 69c Bananas, lb. . . 19c Tomatoes, lb. 17c Carrots, 3 lbs. 25c</p>
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<p>SPECIAL 15 sq. Griplock clearing at per sq. 7.69</p> <p>We have on hand Building Paper, Tar Paper, All at Special Prices</p>	<p>Meats Bologna, lb. . . 28c Wieners, lb. . . 35c SLICED Bacon, lb. . . 49c PICNIC Hams, lb. . . 53c</p>
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