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REPORTS on the present crime wave show that burglars go after money and negotiable securities, such as Victory Bonds.

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OLD RACE

The first Yale-Harvard rowing contest was held in 1862.

WASHINGTON, May 28 — (AP) — The United States Saturday gave Communist Czechoslovakia two weeks to close down its New York consulate, in the latest of a series of tit-for-tat crackdowns on Russian satellite countries. It was the third time in recent weeks that a

Czech consulate in the United States has been ordered closed.

POPULAR PASTIME

In South America there are 4,994 motion picture theatres with a seating capacity of 3,302,529.

Coir fibre, extracted from coconut husks, is used in the manufacture of mats, matting, coir yarn and ropes.



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This satin-finish enamel glows with a soft, colorful beauty all its own. It provides a hard, durable surface that will stand up under repeated washings.



B-H EGG SHELL FINISH offers a wide choice of pleasing shades and white, for interior walls, woodwork and furniture.



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BRANDRAM-HENDERSON Paint Makers Since 1875

Local Man Recalls Cruise To Labrador

By JOHN L. OSBORNE, Charlottetown

I have often been requested to write the story of my cruise from Halifax, N. S. to Harrington Harbour, Labrador, in 1939; So here goes:

I had a yawl built at Owls Head, N. S. during the winter of 1939 and left Ostrea Lake, N. S., June 19th, 1939, accompanied by Capt. Jeff Williams of Ostrea Lake. Capt. Williams ran a lobster patrol around the Northumberland Straits.

The first night we put up at Mary Josephs, a pretty little harbour between Liscomb and County Harbour. We left next a.m., passing through the Canso Straits and tied up at Cape George, the 21st, at 5 p.m. A breakwater offers the only sheltered here.

22nd. Capt. Williams parted company with me and proceeded up the N. B. coast.

24th. Light west. I left Cape George 8 a.m. for Port Hood; at ten miles out water leaked from miller into base of motor and put it out of action. Could not get my big arm under the bedding to turn the valve to drain it, and I did not fancy running on lee shore under sail a place I never saw before, so I made sail to go back to Cape George and on peaking up the foresail the fore peak block mauling broke and down came the gaff while the block went to the mast-head and I sat on deck dangerously near the side.

The boat was dancing lively now due to a strong current running west through the Straits of Canso and against a freshening west wind. The worst part was my having to shin the mast to get the block, myself weighing 230 lbs. and an extra weight of rubber oil clothes, southwester and knee rubber boots; but I made it, got the foresail up and made back to Cape George, just fetching it close haul. This was my first chance to try her under sail with plenty wind and I was pleased with her behaviour.

Capt. White was at Cape George loading gravel for Charlottetown. He kindly sent a man on board with a smaller arm than mine, and soon the motor was O.K. again.

On the 25th left again, arrived Port Hood at 8:30 a.m.

26th, 27th and 28th. Strong N. N. E. winds. Here I purchased a new compass, my other one being untrustworthy.

Leaves Cape Breton Island

29th. Left Port Hood at 8:45 a.m. intending to go to Cheticamp, 40 miles north, which would shorten my run to the Magdalen Islands considerably. Outside I found a calm and smooth sea but I decided that this was my last chance for Magdalen Islands, 84 miles; so I shaped a course for Entry Island and South Channel 10 a.m., wind south; Noon, S. E., passed N. E. end Prince Edward Island without sighting it due to haze and smoke.

3 p.m. Raised Entry Island dead ahead, 3.30 raised West Cape; wind freshening from the S. E., a bad wind in which to approach this island. Strong tide setting in S. E. direction soon got up a chopped sea. I set all sail and with motor running she was marking time. I wanted to pass through the narrow South Channel and get into Pleasant Bay before dark where I would have shelter until daylight when I could view my surroundings, never having been here before.

8:30 p.m. South light on Entry abeam, fresh S. E. wind; could not see end of sand spit to port and getting dark. Suddenly I saw white water ahead and to port. By good luck I had not yet gibbed, so swinging her hard to starboard and sheeting home the foresail to heel her over and thereby lessen her draft—it was all sand bottom fortunately—the binnacle light went out and she struck five times before she cleared the spit.

I got a flashlight and ran north until the south light on Entry bore E 1-2 S. Then I altered

When Kidneys Work Too Often

Are you embarrassed and inconvenienced by too frequent kidney action during the day or night? This symptom as well as Smarting Passages, Backache, Leg Pains, Loss of Energy, Rheumatic Pains and Headaches may be due to Kidney and Bladder troubles. The very first dose of the scientifically compounded medicine called Cystex usually goes to work right now helping nature eliminate irritating excess acids and wastes which may cause your trouble. Try Cystex! To prove what Cystex may do to bring you help from the pains and distress of Kidney and Bladder troubles, get Cystex from your druggist and give it a fair trial. Unless satisfied, you get your money back on return of empty package. So don't suffer another day without trying Cystex.

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True Success Story

By F. H. MacArthur

The story of George Stephenson's early struggles and final triumph is a success story that can be told and retold without losing any of its punch. Invention of the railway steam-engine and the miner's safety-lamp gave Stephenson a place among the world's great men.

It was tough going, however, in the days when this young chap worked long hours for only twelve shillings a week. To add to his cup of troubles, he could neither read nor write; but George was determined to get an education and so, when his work-day ended, he trudged off to night-school to do his lessons.

He proved such an apt pupil, however, that in a very short time, Stephenson was able to read and understand what other men had to say about the subject that interested him most.

To supplement his meagre earnings, Stephenson mended shoes, clocks and whatever fell to his lot. He then married and he and his young bride pinched every penny they came by and built a cosy little two-roomed cottage where their only baby, Robert, was born.

Just when his cup of happiness seemed to be overflowing, Death stepped into that humble home and departed with George's wife. Completely discouraged by this sad turn in his fortunes, young Stephenson set out for Scotland, where he landed a job and managed to save \$140.00 in one year. He loved his baby too much to stay away longer, so he turned his footsteps homeward only to find that an unfortunate accident had made his father blind. As matters stood, he was obliged to support both his parents — an added responsibility which greatly hindered his life's work. Indeed so great were his troubles that he sat down and wept. Pulling himself together, however, he soon buried himself in work, this time digging coal at Killingsworth Colliery, not far from his home.

When George saw the feeble little steam-engine laboring in vain to pump the pit dry, he offered to fix it. He took it apart, made a few alterations here and there, and then set it going like a new machine. For this service, the company rewarded him by placing all the machinery at the colliery under his charge. Next he built a steam-engine to move under his own power on rails in the pit. This venture proved so successful that the company was able to cut down their horses from a hundred to fifteen.

By this time, Robert was growing up and his father wanted him to receive a decent education so he went to work at his old trade of mending clocks and shoes. All his plans worked out well and in time Robert was able to help his father build engines and railways. Now it was only a short step from the colliery to the workshop. Stephenson made the move and his first train was finished and ready for its trial run on Tuesday, September 27, 1825. Thousands of persons were on hand when George climbed behind the engine and set the iron horse in motion.

The little wonder hauled six cars and one coach on that trial trip but Stephenson was not without his critics who vowed that it would crack up at any minute. When this did not happen

course to west 1-2 N. and cleared the spit heading into Pleasant Bay. I stopped the motor and reefed the foresail and jigger, sounding all the way in, then joggled her back and forth until 4:30 a.m. I dropped anchor in 4 fathom and slept for 30 minutes.

When I looked out it was day-light and a small fishing schooner was anchored astern of me, having ran for shelter. Soon a boat came out to haul lobster traps and I got them to pilot me in to Amherst Basin.

The main village on the island is situated here, a pretty place. The people kept coming on board all day and I could get no rest until nightfall.

30th. I was here a week with very bad weather. On the 5th the Sheriff, Mr. Oubert, came on board and begged me to give up the venture of crossing the Gulf alone and with so small a boat. He told me all the gloomy stories of the dangerous waters around the island and of all the schooners and fishermen lost in these waters. I thanked him for his kindly advice but assured him that I was resolved to continue and felt confident of success.

He then asked me to write him as soon as I reached the North Shore. I told him I would. He fished out three coppers and said, "Take these to mail your letters, and you won't forget." I said, "Not necessary, sir; anyone, stranger or not, taking such kind interest in my safety I never forget." However, I had to pocket the three coppers to assure him and on reaching North Shore he was the first of many that I wrote to of my arrival.

To be continued

pen, they stroked their chins and looked very surprised. Thus began a new era in transportation and the man who brought it about was the poor boy of other days who had been glad to earn pennies doing odd jobs and learning his A B C's while other young fellows wasted their time loitering on street corners or in pubs.

This success led to Stephenson's being called upon to build a railroad between Liverpool and Manchester. It was not carried out, however, without angry outbursts from many great men of that day, who put forth the silliest protests, claiming the thing would burn up the country and that the smoke

from it would poison all the livestock for miles around. The papers were as bad as the worst critics for without exception, they all wrote against George Stephenson and his brainy child. "You might as well expect people to let themselves be fired off on rockets as trust themselves to steam-engines," was the way one paper put it. Stephenson, however, had more advanced ideas than any of his hecklers and he made a fortune and lived to see Robert even more successful than he had been. Success did not swell Stephenson's head and while he continued to live, he helped other poor boys to get a start in life.

NOTICE

TO ALL QUALIFIED VOTERS IN SCHOOL UNIT NO. 1 Take notice that for the purpose of electing a Board of School Trustees for School Unit No. 1 in the County of Queens, Prince Edward Island a poll will be held on the 14th day of June, 1950 from 9 o'clock a.m. until 5 p.m.

Three trustees are to be elected from each of the following polling divisions:

POLLING DIVISION NO. 1 which shall consist of the former school districts of Parkdale and Spring Park as registered by the Department of Education prior to the formation of School Unit No. 1.

POLLING DIVISION NO. 2 which shall consist of all that portion of School Unit No. 1 not included in Polling Division No. 1.

Nominations for the office of trustee in each of the aforementioned polling divisions shall be filed with the undersigned not later than 1 p.m. on June 3, 1950.

Every candidate for trustee must be a ratepayer resident in the division and unless such candidate is a parent ratepayer, his nomination paper must be signed by a parent ratepayer.

Polls will be held at the following places:

IN POLLING DIVISION NO. 1—Spring Park School, Parkdale School.

IN POLLING DIVISION NO. 2—Winsloe Station School, South Winsloe School, West Royalty School, Central Royalty School, East Royalty School.

By order of the Honourable F. A. Large, K.C., Minister of Education G. M. RICE Secretary Board of School Trustees School Unit No. 1

Office of the School Board, Parkdale School, May 2, 1950

SOUTHPORT SCHOOL TAXES

All School Taxes owing in Southport School District No. 44 must be paid on or before JUNE 10th or will be handed in for collection.

BY ORDER OF TRUSTEES.

NOTICE

TO RURAL SCHOOL TRUSTEES

Information on Government APPROVED INSIDE TOILETS for Schools may be obtained in time for annual meeting by writing NOW to

R. E. DENT at Ch'town Hotel

NOTICE TO PATRONS

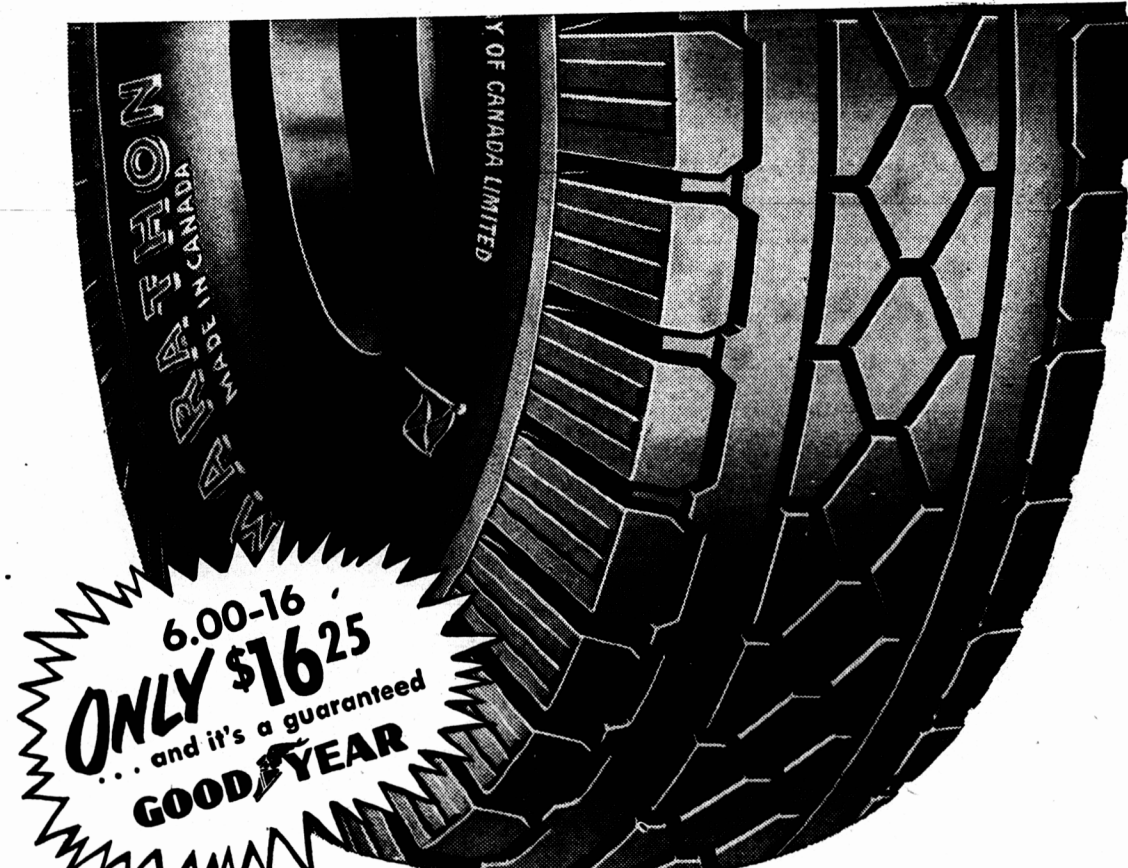
Flower plants will be on sale starting June 5th and will be sold by the box only.

Prices as follows: Double Petunias, 4 doz. box \$1.40; single Petunias and other varieties, 4 doz. box \$1.25; boxes containing 3 1-2 edging \$1.00 per box; orders accepted on day of delivery only, but a few day's notice may be necessary for orders larger than the average.

Do not come for your plants before June 5th as the necessary help can not be had before that date.

Plants sold and delivered at Greenhouse only. P. BURKE, Royalty.

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