

READ YOUR CHARACTER IN DR. CHASE'S ALMANAC

Learn the Influence of the Planets and Zodiac Signs on Your Character AN EVENING'S ENTERTAINMENT The 1931 edition of Dr. Chase's Almanac contains an outline of astrology which enables you to read the character of persons according to the zodiac signs and planets under which they were born.

For over a quarter of a century Dr. Chase's Almanac has made its annual visit to about 1,750,000 homes. In most of these homes it remains throughout the year because of the useful information which it contains in reference to the rising and setting of the sun and moon, the moon's changes, forecast of the weather, etc.

SOURIS

Miss Matilda St. John, Souris, has resumed her duties as teacher at South Lake, after spending her holidays in our town.

Miss Mary Poole returned to Charlottetown this week to resume her studies there.

The following students of St. Dunstan's University, Charlottetown, have resumed their studies: Messrs. Melvin MacQuaid, Vernon Fraser and Frank MacCarthy.

Mr. Peter McLellan, Souris, spent a few days in Charlottetown this week on business.

Mr. Joseph Cheverie has returned to Charlottetown, after spending a few days visiting friends in Souris.

We are pleased to learn that Miss Elizabeth MacDonald, Souris, has been able to resume her duties as teacher in the Primary Department of Fortune Bridge School, after her recent indisposition.

The Railway yards presented a busy appearance this week when several cars of livestock were loaded and shipped by the Eastern Livestock Association. The Souris market is quiet at present with only small shipments by the local merchants.

Mr. H. Dingwell, Annandale, was a visitor to Souris last week.

Mr. William Hennessey, of Charlottetown, arrived in Souris on Tuesday evening and proceeded to Rollo Bay, where he continues his duties in connection with the inside finishing of the beautiful new church.

Miss E. Johnson, Souris, spent the week end at her home at Fortune Bridge.

Mr. James E. MacDonald, Rollo Bay, was a recent visitor to Souris.

Miss Winnifred Sterns, Souris, left this week on a visit to friends in Moncton, N. B.

Mr. Joe Gillis, Bear River, spent Thursday in Souris.

Mr. Egbert Hughes has returned to Souris, after spending a few weeks holiday at the home of his parents in Charlottetown.

Mr. Kenneth Fraser, Souris, returned to continue his studies at St. Francis Xavier University, Antigonish, N. S., after spending the last

Had Rheumatism And Found Quick Relief

That's Why Mr. W. Smith Recommends Dodd's Kidney Pills

Nova Scotia Man Advises All Sufferers to Give Them a Trial.

East Port Medway, N. S., Jan. 10. (Special)—"I was a great sufferer from Rheumatism," writes Mr. W. Smith, a well known resident of this place. "I read in your Almanac about Dodd's Kidney Pills so I thought I would give them a trial. I took three boxes and found they did just what you said about them. I think they are a very good medicine and anyone suffering from Rheumatism should give them a trial."

There are many symptoms which point directly to kidney trouble and warn you of a serious danger ahead. Backache, rheumatism, headaches and aching limbs, also loss of flesh and weight. To their direct action on the kidneys is due the wonderful success of Dodd's Kidney Pills as a relief for all disorders of the kidneys. Dodd's Kidney Pills are no cure-all. They are just an excellent kidney remedy that can be taken by old and young alike.

few weeks at the home of his parents, Judge A. L. and Mrs. Fraser.

Miss A. Brehaut, Souris, was among the outgoing passengers on the freight train on Thursday afternoon.

Mr. W. Cheverie, of Souris, was a visitor to Charlottetown this week.

THE PRINCIPLE OF SILENT AIRPLANE

LONDON, Jan. 9.—The silent death-dealing air raider of fiction writers is well on the way to becoming a grim reality if the researches of M. D. Hart, embodied in a report to the aeronautical research committee of the British Air Ministry, are carried out.

The only means whereby high-flying air raiders can now be detected is by the noise. Mr. Hart's researches, which would apply equally to warlike ends as to achieving more comfortable peace-time air travel, show theoretically that silent bomber can be built today if certain precautions are taken in constructing and installing engines and exhaust systems and if a certain type of propeller is used. The greater part of the noise heard when an airplane passes is caused by the engines and the propeller. Five hundred thousand horsepower can only be produced in an internal combustion engine. A propeller revolving at high speed by immense power is scarcely quieter. Yet these noises can be arranged as to cancel each other, Mr. Hart shows in his report, of which interference as a cure for noise is the fundamental principle.

Two notes of equal frequency will suppress each other in certain conditions. Thus the theoretical silent aircraft conceived by Mr. Hart would have an exhaust pipe connected with narrower pipes of unequal length, these lengths being calculated on the type of engine used and the number of revolutions a minute at which it runs, and the result would be a mutual canceling of the sounds omitted and a practically silent engine.

The principle of interference would govern the propeller design and the blades would be so arranged that the noises they made would cancel each other. The ideal propeller was found to have four thinish blades arranged in the shape of the letter X.

ODD FACTS

The Japanese Government plans to lend 70,000,000 yen (\$35,000,000) to relieve the economic distress of farm and fishing villages of the country.

The unemployment in Mexico City, Mexico, total 12,536, with 1,459 out of work in the municipalities surrounding the capital.

An organ, consisting of 10,900 pipes and five keyboards, the largest in Italy has been installed in the Cathedral in Messina.

The use of radio loud speakers and phonographs is forbidden in Brussels, Belgium, after 11 o'clock at night.

During the last seven years more than 639 war cemeteries have been constructed in France and Belgium.

Straightening part of the Thames River in London, England, is proposed to relieve traffic congestion.

The present Pope is recognized authority on early Christian manuscripts.

A GOOD YEAR—BUT

The year 1929 is referred to as one comparatively free from spectacular outbreaks of insect pests. But, the annual report of the Dominion Department of Agriculture cites as a conservative estimate of the damage by the major insect pests to the wheat crop in Saskatchewan alone \$10,012,000.

Western Guardian

—SHEER STEEL butcher knives sold at Brace's. 1416-11.

—WATCH FOR THE OPENING date of Bedeque Rink. 1383-31

—HEAVY GALVANIZED feeding pails sold right at Brace's. 1416-11.

—PAYING HIGHEST MARKET PRICE for dressed pork. Buying daily at Nelson Henry's warehouse, Kensington. Oliver Campbell. 1401-1-9-11

—WILL ALL TEAMS wishing to compete for the Clark Trophy communicate with Henry Callbeck, not later than Sunday evening, January 12th. 1383-21

—KENSINGTON PRESBYTERIANS—On Sunday, Jan. 11th. Rev. Dr. Ashdown will conduct Divine Worship at 11 a. m. and 7 p. m. Sunday School and Adult Bible Class at 10 a. m. Mid-week meeting, Wednesday, 7.30 p. m.

—BY SPECIAL REQUEST the pupils of St. Mary's Academy, Summerside, will repeat their Play "The Blind Princess" on next Monday, January 12th inst. in St. Paul's Hall. On the same occasion there will also take place the lottery of the Hope Chest. Great praise is due the Ladies of St. Paul's Parish for the success of this good work. 1395-1-9-21.

—INSTALLATION OF OFFICERS

At the regular meeting of the Maple Leaf Rebekah Lodge No. 13 at their lodge rooms, Summerside, on Tuesday, Sister Jamieson, District Deputy President, installed the following officers: Noble Grand, Sister Chappelle; Vice-Grand, Sister Marlett; Recording Secretary, Sister Mountain; Financial Secretary, Sister Mollison; Treasurer, Sister Clark; Chaplain, Sister Ramsay; Warden, Sister Corney; R. S. N. G., Sister Dickie; L. S. N. G., Sister Palmer; R. S. V. G., Sister Crockett; L. S. V. G., Sister Jamieson; Inner Guardian, Sister Baker; Outer Guardian, Sister Kenny. Certificates for perfection in unlearned work were presented by Sister Jamieson, D. D. P., to Sisters Clark Mollison and Marlett. Owing to the lateness of the hour the usual program of music was dispensed with. Refreshments were served at the close of the meeting.—S.

—Mr. Thomas Mitchell, who is attending Pine College, Halifax, returned on Wednesday to his studies from the Christmas vacation spent at his home in Summerside.—S.

FLOTSAM AND JETSAM

A good story against himself was told recently the Duke of Devonshire.

His uncle, the eight duke, whom he succeeded over 20 years ago, was noted for his bluntness of manner.

On one occasion he turned to the present duke (the Lord Victor Cavenish) and remarked abruptly: "Well, Victor, you know you'll be a duke some day."

Lord Victor replied that he supposed so, but that he hoped Providence would spare his uncle for a long time to come.

The old duke made no reply. After a long silence, during which he seemed to have fallen into a doze, he rapped out:

"And a damn bad duke you'll make, let me tell you."

Tommy's father had been away on business, and on his return home the first person he met was his small son.

"Well, Tommy," he said, "and have you been a good boy in my absence?"

A thoughtful look came over the boy's face.

"Well, daddy," he replied, "fair with bright intervals."

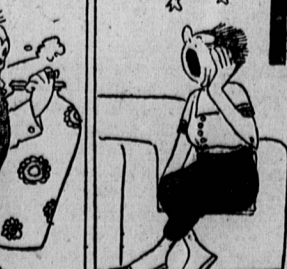
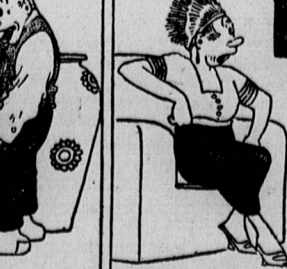
Stranger—What do you do for a living?

Rastus—Nuthin', suh.

Stranger—Well, that's a pleasant job, I must say. No worries attached to it."

Rastus— Nawsh, 'Ceptain I mought lose it."

BRINGING UP FATHER



R101 INQUIRY CLOSED

LONDON, Jan. 10.—The Court of Inquiry held by Sir John Simon into the loss of R-101 closed on Friday, with evidence clearing up doubtful points and elaborating others. It was established as the result of a set of independent tests that the elevator cable which was found broken was fractured after being subjected to great heat, probably from a jet of hydrogen pouring out of a gas-bag leak. It was also shown that by reason of the comparative lack of flying opportunities the crew was not as fully trained as could have been desired, and that in bumpy weather the changing of the watch would be likely to produce a certain instability. Proof was given, too, of the anxiety of Wing-Commander Colmore about the return journey from India and of the refusal of his request for intermediate mooring masts.

On this subject Squadron-Leader S. Nixon, Assistant Director of Airship Development (Organization), produced a table drawn up by the flying and meteorological officers at Cardington to show the fuel requirements of R 101 for the India flight "in average bad conditions" in any month of the year, and agreed that, according to it, the airship arriving at Karachi in October might have had wait three months before she could begin the return voyage. In view of this danger, Wing-Commander Colmore had insisted that alternative provision should be made for the return of Lord Thompson, who had to be back in London by October 20.

Intermediate Mooring Masts

Proof of Wing-Commander Colmore's anxiety was contained in his request for intermediate mooring masts at Malta and Baghdad or Basra. He argued that these were necessary as part of the emergency arrangements and that the provision of them would be commercially sound because it would enable an airship to have a larger percentage of reserve tons of freight which in one serve fuel and yet to carry an extra year of commercial operation would repay the capital cost of the mooring masts. The answer to the request was that the airship programme had already been much extended and that the Ministry could not ask the Treasury for more money for it until some flying had been done.

Dr. Hugo Eckener, the designer and commander of the Graf Zeppelin, and Squadron Leader R. F. Booth, the commander of R 101, working separately on the available evidence, had arrived at similar theories as to the cause of the R-101 disaster. These they submitted on Thursday to the Court of Inquiry.

Both start from the assumption that something unforeseen happened within the airship when she was at a proper cruising height; both agree in ascribing to the change of the watch, just before the accident, some relation to what followed. In both these explanations it is assumed that the airship was about four tons heavy as the result of gas leakage and rainwater on the hull. She would therefore have to be flown with her nose slightly up.

The coxswain in charge of the elevator from the start of the flight went off duty at 2 a.m., and his relief took over. The latter in Dr. Eckener's words, "would have to feel his way into the static condition of the ship," and would have to do so in bumpy weather, which would make the matter more complicated.

Rent in Gas-Bags

Dr. Eckener expressed the view that if the airship assumed a steep diving angle this violent movement would make a rent in the gas bags from which a large quantity of gas would escape. Meanwhile efforts were no doubt being made to restore the airship to an even keel by putting the elevators full up, and oil ballast was probably dropped. When the ship failed to climb steeply after arresting the dive, the officer of the watch would know that the ship was likely to meet disaster and the only thing he could do then was to send someone forward as a last chance to release the last of the ballast in the forward part and then stop the engines to reduce the severity of the impact with the earth.

HEAD OF HILLSBORO SCHOOL

The following pupils of the Head of Hillsboro School were very successful in the recent Calligraphy tests of the world famous Zanerian Institute and have received their certificate: Alice Douglas, Viola H. Birt and Beatrice E. Cameron.

MUST PRODUCE QUALITY AND CONTROL VOLUME

In a message to Eastern farmers recently issued the Hon. R. Weir, Federal Minister, points out that to compete in world markets the farmers of Canada must (1) continue to make progress along the lines of even more scientific farming; (2) reduce the cost of producing farm products; and (3) having a definite purpose in marketing, (a) see that no product inferior in quality goes to a foreign market, (b) produce in sufficient volume to hold a market once obtained, and (c) regulate supply to such markets so as to prevent flooding.

MEN AT SEA

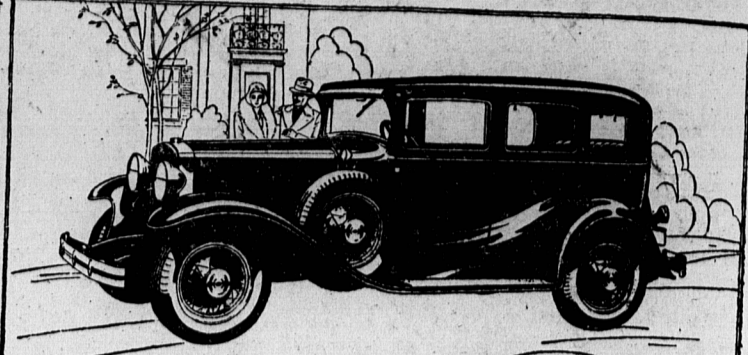
The wife of a man who had enlisted in the navy handed the pastor of a church the following note: "Peter Bowers having gone to sea, his wife desires the prayers of the congregation for his safety."

Take the Starch Out of Him

Mother—What is little Billy crying for? Father—Well, he nearly swallowed my cuff links, so I gave him a couple of cuffs.

General Motors announces a NEW CHEVROLET SIX

Bigger-Finer Lower in Price Long, 109-inch Wheelbase . . . New Body Lines . . . Roomier Fisher Bodies . . . De Luxe Wire Wheels . . . Important Mechanical Advancements

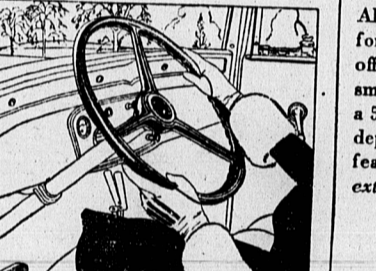


SPECIAL SEDAN—A de luxe car . . . six wire wheels, two in fender wells, and chrome-plated radiator grille standard equipment.

TODAY General Motors and Chevrolet are proud to present a new Chevrolet Six. The new car has a lengthened, 109-inch wheelbase . . . added smartness . . . and many mechanical improvements. Yet it sells at new reduced prices . . . the lowest at which any Chevrolet has ever been introduced.



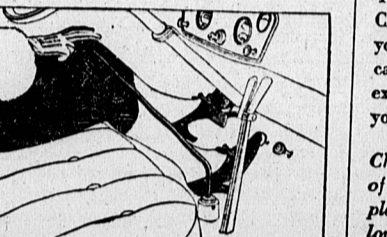
Working with the advantage of a lengthened wheelbase, Fisher craftsmen have been able to design streamline bodies that are far more graceful and beautiful than ever before. Exceptionally impressive is the front view of the car. The radiator has been redesigned . . . it is now deeper and has added distinction. There are new headlamps, resting on a smart tie-bar. De luxe wire wheels, finished in attractive harmonizing colors and with large chrome-plated hub caps, are now standard equipment on all models at no extra cost.



The new Fisher Bodies are larger and roomier. The handsomely upholstered interiors are wider and more comfortable. The driving compartment is insulated with thick, felt-like material on the dash and under the floor mat to lessen engine noise and keep the car warm in winter and cool in summer.

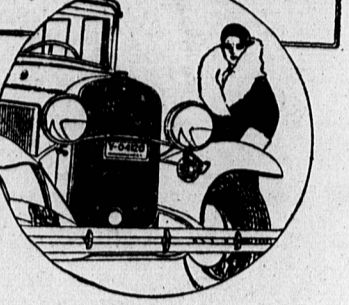
Of course, with the increase in wheelbase of the new Chevrolet, improvements have been made in the chassis. The frame is 50 per cent. stronger. The Lovejoy shock absorbers—front and rear—are more efficient. And there is a new, heavier front axle ensuring strength far beyond all ordinary needs.

An entirely new steering mechanism, of the worm and sector type, gives fingertip control of the wheel in turning, parking and in heavy traffic. Chevrolet's four-wheel weatherproof brakes are



exceptionally big and fitted with moulded linings, which ensure as much as 25,000 miles of efficient service before relining becomes necessary.

All these advancements in beauty, comfort, ruggedness and durability are offered in a car which provides the smooth, quiet, flexible performance of a 50-horsepower, six-cylinder engine. No departure has been made from the basic features of six-cylinder smoothness and extreme economy which makes the



Chevrolet Six the best buy of the low-price field.

Bigger—finer—lower in price . . . the new Chevrolet Six is now on display at the showrooms of dealers everywhere. You are invited to inspect the new Chevrolet . . . to ride in it and drive it yourself. If you can afford to buy any car . . . the new Chevrolet Six, at its extremely low prices, is easily within your reach.

Chevrolet's policy has always been one of service to the public . . . The GMAC plan of deferred payments offers the lowest financing charges available . . . and the General Motors Owner Service Policy pledges lasting satisfaction.

NEW LOW PRICES

Table listing prices for various Chevrolet models: Standard Roadster \$610, The Sport Roadster \$640, The Phaeton \$655, The Coach \$695, The Standard Coupe \$695, The Standard Five-Window Coupe \$705, The Sport Coupe \$745, The Super Sport Roadster \$760, The Standard Sedan \$820, The Special Sedan \$840.

The NEW CHEVROLET SIX



A. Horne & Co. Charlottetown Prince Motors Summerside DEALERS FOR PRINCE EDWARD ISLAND

By George McManus