

BIRTHS

McLeod - To Mr. and Mrs. Mack McLeod, a son.

MARRIAGES

McAulay-Day - Aug. 4th, at the home of the bride, Spring Park Road, Allan Esther McAulay and Eleanor May Day, both of this city.

McGregor-Gardiner - At the home of the bride, Charlottetown, August 5th, by Rev. C. R. Freeman, Harry M. McGregor and Blanche Gardner, both of Cornwall, P. E. I.

Maritime News

ATTEMPT TO WRECK TRAIN. MONCTON, N.B., August 5. - What is believed to have been an attempt to wreck the St. John Truro train on Tuesday morning was reported. Track men and road workers making the morning inspection found that all the spikes had been taken from one of the rails at a point about 100 feet from the engine, but that the rails were not far from Truro. No arrests have been made in the matter.

DEATH OF VICE ADMIRAL SIR ALLAN EVERETT. ST. JOHN, August 5. - News of the death of Vice Admiral Sir Allan Everett, of H.M.S. "Cicuttia" was received yesterday from the medical officer of the R.M.S.P. "Chaleur," who was in Bermuda when the noted officer passed away. His death was due to enteric fever. Lady Everett is also ill with the disease and many of the ships crew are in a serious condition.

START SEARCH FOR HIDDEN TREASURE. Canadian Expedition Fitted Out With Peculiar Instruments to Discover Metals.

HAILEYBURY, Ont., Aug. 4. - In search of hidden treasure at Coombs Island, in the Hudson Bay district, eight men, including a Catholic priest are now on the island. They are in a craft 50 feet long, having just sailed from an Atlantic seaboard. A Mr. McGrath of New York is the promoter of the expedition, but the central figure in the party is Andrew B. Cullen, of Haileybury, Ont., the owner and operator of a peculiar instrument with which he claims to be able to detect any kind of metal. Upon this instrument the searchers for hidden gold and silver in the far north pin their hopes of success.

Father Terroult, of Haileybury, is accompanying the party as spiritual adviser. He has been given four months leave of absence from his parish.

The treasure seekers will cruise through waters where the lost Aztec gold and silver are said to be hidden, which piled between Mexico and old Spain.

ONLY TABLETS MARKED "BAYER" ARE ASPIRIN

Not Aspirin at All without the "Bayer Cross"



The name "Bayer" identifies the only genuine Aspirin, the Aspirin prescribed by physicians for over ninety years and now made in Canada. Always buy an unbroken package of "Bayer Tablets of Aspirin" which contains proper directions for Colds, Headache, Toothache, Earache, Neuritis, Lumbago, Rheumatism, Neuralgia, Joint Pains, and Pain generally.

Free Bible Lecture

THE WORLD HAS ENDED. MILLIONS NOW LIVING MAY NEVER DIE. This is good news; it is comforting news; it is one of the great doctrines of the Bible. Psalm 96: 10-13.

Valerius A. McDonald LAND SURVEYOR. Lidos run with transit instrument. Plans and descriptions furnished when required. R. R. 1, Box 15 Souris 1724-7-20-11th 151.

Valuable Farm For Sale AT SOUTH LAKE, LOT 47. For further particulars apply to R. T. Stewart, 458 Massachusetts Ave., Boston, Mass. or E. C. Morrow, North Lake, 1656-7-17-Sat-Spd.

Annual Meeting. The Annual General Meeting of the CHARLOTTETOWN CAN COMPANY LTD., will be held at the Company's Offices on Wednesday, August 25th next at 12 o'clock noon with a view to adjournment until the last Wednesday in September at the same date and hours. By order. C. FAIRALL FISHER, Secy-Treas. 1973-7-31-Sat. Tue. Fri. Tue. 41

Auction Sale at Kildare Central. I will sell at Public Auction on Sept. 7th, 1920, my farms, consisting of 150 acres of land with up-to-date dwelling house, two large barns and granary. Terms as sale. PETER J. FOLEY, Cor. 15th Ave. & 15th Street, Newark, N. J. 2024 8 3 41.

FARM FOR SALE. Farm at Bonshaw consisting of eighty acres with barn on it well watered about half under cultivation remainder covered with a growth of hard and soft wood. Will sell with or without crop. For further particulars apply to Geddis McLeod. 2033-8-3-twfsat41.

TENDERS

Sealed tenders will be received by the undersigned up till Friday, August 20th, 1920, for painting interior of Wood Island Presbyterian Church, specification to be seen at the store of A. W. McLaren, Belle River, W. M. CRAWFORD, Secy of Trustees, Wood Islands North, July 23rd, 1920. 2033 8 5 21.

MAIL CONTRACT

Sealed Tenders, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday the 20th August 1920 for the conveyance of His Majesty's Mails, on a proposed contract for four years, 6 times per week on the route Tignish Rural Mail Route No. 4, from the Postmaster General's pleasure. Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of Tender may be obtained at the Post Offices of Tignish and at the office of the Post Office Inspector.

CITY TAXES

The 16th day of August will be the last day for allowing discount on city taxes. W. W. CLAKE, City Clerk. 1514-7-10Sat 31. 2038-8-7-31

JUST A GIRL

BY JANE PHELPS EFFECTIVE ECONOMY CHAPTER 79

That morning I spent in the cellar painting the chairs and tables - I mean commencing them, - I didn't get very much done - it was new work, and I was particular, and slow.

After luncheon Mrs. Fagin said: "If you want to get that money I'll go with you now."

She plotted me to a queer little old man. I called him "a duck of a man" in my thoughts. He was really kind, and when Mrs. Fagin was present something to him, he would smile and cast a keen look at me at the same time.

"He said he'd give me \$200 for my things. He said I could have more if I needed it; but that the interest would eat me up if I had too much. Mrs. Fagin agreed with him. It was perfectly satisfied. It seemed to me that we could do wonders with \$200. I had almost forgotten the time when I spent that for a dress.

"Here's two months' rent." I gave Mrs. Fagin \$50. "There's no hurry," she said. "Yes, there is! You have made it possible for us to try what we can do, and should be looked after first of all."

"If you need it, all you will have to do is ask for it. I am willing to help you just at first. I ain't got money enough to do that, but I could wait a bit for it."

"I shall be happy, and I am sure, Ma, will, if you are paid."

"All right! I'll turn it over to the agent, then he can't get us out for two months even if the pancakes are a failure."

I laughed heartily. The idea that the famous pancakes could prove anything but a success was amusing.

"I have always called them pancakes, and I wouldn't know them by any other name. They wouldn't taste the same either. Of course, if you girls think you would get more trade -

"Pancakes it is!" I interrupted. "You bet it is!" Mary added, and so it was settled.

Every morning I worked in the cellar, painting. In the afternoon, I hemmed the cotton squares for the tables - we couldn't afford linen - and made little shades for the candles. I had found two more sets of candelabra in a second-hand store on a back street that was nicely like those Mrs. Fagin had given us. I had a lovely yellow silk slip which I had worn but once, and never expected to have use for again, which I cut up for the shades, using some narrow lace from another garment to trim them. They were lovely, and I was enormously proud of them.

I had bought some striped cotton stuff with pale yellow roses scattered over it. It was very cheap, but when draped at the window and shined on the door, and used in other ways about the place, it was very effective.

"I shall just burst if it is any prettier!" Mary declared, when on Sunday we took the stuff over to measure the window. The agent had done all the work, and done it well. The woodwork was painted a lovely gray, with two tiny soft yellow bands. The floor was a dark gray, while the side walls had been painted in the same color, but much lighter in tone.

"It is going to be pretty," I agreed. "They must have some little frilly aprons of yellow or with yellow bows on them. It always looks neater to wear aprons when waiting on table."

"All right! Make anything you want to, but make mine good and strong. After wearin' them heavy things at the White Front Palace I probably shall tear the ones you make the first time I wear one." Mary was a bit clumsy.

"No you won't! You'll be more careful. We must have bungalow aprons for the kitchen - ones that we can slip on and off quickly."

"Kitchen! Where is it?" Mary was standing at the door of the little closet transformed into a kitchen so tiny that one person, the table and stove filled it completely.

"Less room to keep clean. We can take turns cooking."

FAM-LY-ADE

Cool and Delicious THE hot, thirsty weather is here. Try a cooling drink of FAM-LY-ADE. Enjoy its true fruit flavor. Give your family this surprisingly inexpensive treat every day. Only 35c a tube at your grocer's or druggist's. 32 glasses to a tube. Made in Canada by Power-Keechle, Limited, Toronto.

Hotel Victoria 120 rooms, 56 rooms with private baths. Completely renovated. Excellent menu. Prompt service. H. C. BROWN, Manager. Charlottetown Hotel Co., Ltd. Proprietors. 8554-4-2914.

REVERE HOTEL. Chas. S. Duncan, Toronto; E. McFarlane, Annandale; H. N. Morrison, Annandale; A. J. McCormack, Annandale; W. B. Mills, Annandale; A. S. McDonald, Carleton Place; W. B. Fitzpatrick, Georgetown; B. J. O'Hanley, St. Peter's; Mrs. John Smith, George; John Smith, Georgetown; John F. Lobb, St. John; W. Hunter, Fall River; Chas. J. Kelly, Fall River; A. Trueman, Halifax; Earl Woods, Halifax; R. Lewis, Boston; A. E. Dickleson, Springfield; Alex. Kennedy, Southport; T. G. Kennedy, Southport; Stanley Dingwell, Montreal; Winifred Tobin, Morell; J. MacDonald, York; C. D. Sillars, Halifax; P. M. Arsenault, St. Charles; Mrs. E. F. Lawhn, Lawrence; Edward Campbell, Boston; Joseph McDonald, Chepstow; J. E. Hughes, Halifax; N. M. Silliker, New Glasgow; Miss Rhoda Small, New Glasgow; Henry Gasken, St. John; L. Nicholson, McLeod, Alta. H. Murray, Clyde River.

VICTORIA HOTEL. Maude Hughes, Morell; Mary Wallace, Elmira; Margaret Gaudet, St. Lewis; Louis E. McKinnon, Bangor; J. A. Gillis, Halifax; F. L. Rogers and wife, Alberton; W. Evans and wife, Toronto; W. W. Caven, Montreal; Mr. and Mrs. J. Clarke, Duluth, Mr. and Mrs. J. B. MacPhail, Montreal; Wm. Stewart, Washington; M. J. Morse, Maine; Mr. C. N. McLeod, Pownal; Miss Helen D. Peters, Pownal; C. N. McLeod, Montreal; C. Archibald, Truro; G. L. Blatch and wife, Ottawa; Mrs. T. C. Davis, San Francisco; Mrs. John D. Cummings, Souris; A. V. Armstrong, St. John; C. A. Melkie, Summerside; W. A. Walker, Moncton; C. E. Armstrong, Montague; Ernest A. Bell, Halifax; A. G. Millen and wife, Sackville; A. E. Gillis, Sackville; Ellen Sanderson, Greenwitch; J. A. Bernice, Montreal; R. E. Browne, Montreal; Mr. and Mrs. S. G. Porter, New York; Geo. Wightman, Montague; S. Hessian, Montague; A. Murphy, Montague; R. G. Rowe, Coleman.

THE MARKETS SUMMERSIDE MARKETS. Butter (dairy) per lb. 42 to 45. Milkfat 12 to 15. Eggs, per dozen 48. Hay 20 to 22. Oats 15 to 17. Potatoes 20 to 22. CHARLOTTETOWN MARKETS. Butter 58 to 60. Eggs 48 to 50. Potatoes 22 to 25. Oats 13 to 15. Hides 20 to 25. Sheep pelts 15 to 16. Hay ton 20 to 22. Straw, ton 10 to 12. MURRAY HARBOR MARKETS. Butter 44. Eggs 48. Oats 12 to 15. MONTAGUE MARKETS. Butter (tub) 45. Eggs 48.

SOURIS MARKETS. Butter 45. Eggs 48. Oats 11 to 12. KENSINGTON MARKETS. Butter 45. Oats 11 to 12. EGGS 48. MURRAY HARBOR MARKETS. Butter 44. Eggs 48. Oats 12 to 15. MONTAGUE MARKETS. Butter (tub) 45. Eggs 48.

GIRLS! USE LEMONS FOR SUNBURN, TAN Try it! Make this lemon lotion to whiten your tanned or freckled skin. Squeeze the juice of two lemons into a bottle containing three ounces of Orchard White, shake well, and you have a quart of the best freckle, sunburn and tan lotion, and complexion whitener, at very, very low cost.

ECZEMA You are not alone in suffering from this skin disease. It is a common ailment, and it can be cured. Dr. Chase's Ointment for Eczema and Skin Irritations. It relieves at once and gradually, and it is safe. Sample box 10c. Dr. Chase's Ointment free if you mention this paper and send 5c stamp for postage. 4c. a box, all dealers or Edman, Bates & Co., Limited, Toronto.

Hints for the Motorist

BY ALBERT L. GLOUGH THE STEERING GEAR

Figure 1 illustrates in principle, the construction of an ordinary steering linkage, as applied to a typical front axle, as it would appear if viewed from directly over it, the central portion of the axle and of the tie-rod being omitted, for the sake of compactness, and Figure 2 represents a side view of the right hand end of the axle with its connected parts, as seen from behind.

Here A is the axle itself which Figure 2 shows to be a 1 1/2 inch forging with flange B, and with portion C designed to furnish the greatest rigidity with the least weight of metal. Each end of the axle is broadened vertically and formed into the yoke DD, making a steering-knuckle of the so-called Elliott type. Pivoted within the knuckle by means of the pin E, is the T shaped forging F, (Fig. 2) consisting of a vertical bearing portion G, known as the axle stub, pivoted axle, upon which the front road wheel is held on bearings and secured in place by nut H. The pin E sometimes known as the king-bolt, permits the pivoted axle to swing on it in the lane of the paper (Fig. 1), thus defeating the part G and the wheel which it supports into any desired direction for steering purposes.

The forging F is drilled across through its hole, to insert the steering arm K, where it is held by the nut J, so that force applied to the end of J, in a horizontal plane, will cause F and G to pivot within D on E and vary the vertical plane of the wheel. The construction at the two ends of the axle is identical with the exception that at one end - usually the left end here shown, steering arm L has fixed to it and usually forged in one with it, the steering gear connection arm L. It is obvious that both road wheels must be pointed in corresponding directions at all times and this is insured by the tie-rod M, the ends of which are provided with adjustable forks or clevises N, by means of which the rod is secured by pins O, respectively to the ends of steering arms J. When the steering arm acts forwardly upon the free end of steering connection arm L, the left arm J is moved handily, moving the left pivoted axle in the same direction and deflecting its rod wheel toward the left and, at the same time, the tie-rod is pushed to the right causing the same effects in right steering arm J, deflecting the right road wheel to the left. When L is pulled instead of being pushed, all actions are reversed and the road wheels are deflected to the right. In order to turn in either direction the road wheels must follow approximately parallel paths or else slip and, as the inner wheel follows a smaller circle than the outer one, it must be deflected more sharply than the other one. The required condition is that the extended axes of the two front wheels should, under all conditions intersect at the same point on the extension of the rear axle axis. It is approximately to realize this that two steering arms, J, are arranged at calculated angles with the king bolts E and not at right angles thereto. The more obtuse the angle between the tie-rod and the steering arm, the greater angular movement of the arm and pivoted axle will be produced for a given motion of the tie-rod and the more sharply its wheel will be deflected. Consider the effect of steering to the left. As soon as the wheels begin to deflect, the left steering arm becomes more obtuse to the tie-rod and the right one less so - the latter moving into right angles with it - and throughout the continuing motion of the parts, the left steering arm remains more obtuse to the rod than the left and thus the angle of deflection of the left or inside road wheel continues greater, than that of the outside one, as it should be. On steering to the right conditions are reversed. Fig. 2 shows G, the axle stub, horizontal, but as a matter of practice, it is inclined slightly downward outwardly, which results in bringing the wheels somewhat closer together (two inches or so), at their points of contact with the road than at their upper edges. This brings the point of contact of the wheels with the road more nearly in the vertical line of the pivot pin E and has the effect of reducing the leverage through which road irregularities act when the wheels strike them and thus makes the steering effort less. In some designs (Fig. 1), the pivot pin E is set slightly forward of the center line of axle stub G, causing

MONTAGUE HORSE RACES

WEDNESDAY, AUGUST 11th

The following horses have paid up and are eligible to start on the date. 2.17 CLASS MIXED. 1. Albert J., nominated and owned by Hammond Kelly, Charlottetown. 2. Hilda S., nominated and owned by J. Stanley Wedlock, Charlottetown. 3. Edna Hamlin, nominated and owned by J. R. McNeill, Souris. 4. Lois Guy, nominated and owned by A. L. Rogers, Kennington. 5. Keltie, nominated and owned by James Arling, Charlottetown. 6. Corwin Hal, nominated by T.G. Ives, owned by John P. Smith, Kinkora.

2.40 TROT. 1. Miss Elred, nominated by T.G. Ives, owned by John P. Smith, Kinkora. 2. Upton Prince, nominated and owned by Horne Bros., Winsloe. 3. Sybil C., nominated and owned by Venachas Curley, Village Green. 4. Miss Belle Rico, nominated and owned by W.B. McArthur, Kennington. 5. Commodore Cresceus, nominated and owned by W. McNeill, Southport. 6. Juanita Aubrey, nominated and owned by Hammond Kelly, Ch'town. 7. Batonette, nominated and owned by D.E. McPherson, New Glasgow, N.S. 8. Belle Barling, nominated and owned by J. Parker Hooper, Ch'town.

2.25 PACE. 1. Willard Hal, nominated and owned by Hammond Kelly, Ch'town. 2. Angus Dillard, nominated and owned by W. McNeill, Southport. 3. Ed. Locanda, nominated by B. Hooper, owned by C. H. Benoit, Charlottetown. 4. Keemah Aubrey, nominated and owned by Edward Stewart, Park Corner. 5. Christie Dixon, nominated by the McKinnon Drug Co., owned by John P. Smith, Kinkora. 6. Lillian Patchen, nominated and owned by James McDonald, Bridgetown. 7. Miss Leyburn Forwood, nominated and owned by J. H. McGregor, Montague. 8. Commodore K., nominated and owned by Alex. Kennedy, Southport. 9. Minnie P., nominated by T. G. Ives, owned by Preston Prowse, Murray Harbor.

The above list of horses is sufficient reason for one of the best day's racing held on the Island. Special trains will leave Charlottetown at 8.45 a. m. carrying passengers and horses to and from the Races. Fares: First-class return \$2.75, second class return \$1.90. All horses afraid of Autos will enter by east road. Autos and other horses will go back the main road to the track and the cars will be parked back of Grand Stand, where a competent man will be in charge and take care of same.

Teams and Automobiles will meet the special trains and convey passengers back to the Race Grounds, where they can procure one of the best dinners in town at a very nominal fee. Montague's meal tables have a reputation, second to none. Admission, adults 50c. Children 25c. T. G. IVES, Secretary. 2101-8-6-51.

the road wheels to trail instead of being pushed forward and producing a "caster effect" in the interest of more stable steering. Steering connection arm L is usually formed with a ball end, which is secured in the socket at the front end of the drag-link or steering connection rod P, the other end of which has a similar ball and socket connection with the free end of the steering arm, that projects downward from the column, as previously described, and given P the required forward motion for

left and backward motion for right steering. Usually a small spiral compression spring is enclosed at R in each end of P, between the ball and the support of the inner portion of its socket in order to absorb road shocks and prevent rattling. Questions of general interest to motorists will be answered in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope. Address Albert L. Clough, care of our office.

For Quick Sale

Must go before 12th August, one pure bred Clydesdales stallion two years old. One Frost and Wood binder, seven foot cut, with fore carriage, almost new.

—CAR— One Studebaker car, runabout in good repair. Apply To GARFIELD DOCKENDORFF North River. P. E. I.

NOTICE

Time for allowing 5 per cent. discount on Provincial Income Tax for 1919 is further extended to 16th August 1920. 1977 7 31 Aug 16

Eastern Steamship Lines, Inc.

INTERNATIONAL LINE Resumption of Freight and Passenger Service St. John and Boston Steamship "Governor Dingley" will leave St. John every WEDNESDAY at 8 a. m. and every SATURDAY at 6 p. m. (Atlantic time). The Wednesday trips are via East Barport and Lunenburg about 10 a. m. Thursdays. The Saturday trips are direct to Boston and Sundays about 1 p. m. FARE \$6.00 STEATERONS \$2.00 up Direct connection with Metropolitan Line steamers for New York via Cape Cod Canal. Freight rates and full information apply to A. G. CURRIE, Agent St. John, P. E. I. 2044-8-7-31

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Valuable Property

FOR PRIVATE SALE WITH OR WITHOUT CROP I offer my farm of 60 acres situated at York, six miles from town. This farm is beautifully situated, one of the most pleasant parts of P. E. Island, being well fenced and watered and within 10 miles of York, St. John's, and other public conveniences. One of the best dairies farms on the Island for its size. Apply Wm. Seller, on the farm or

BENS. CARTER, Auctioneer 1856-7-26Mw101.

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