

BIRTHS

JOHNSON - At Moncton, May 12, 1920, to Mr. and Mrs. F. A. Johnson, a son. Congratulations.

RODD - At the P. E. Island Hospital, May 15th, to Mr. and Mrs. John T. Rodd, Harrington, a son.

French Blue Bloods As Strike Breakers

PARIS, May 17.-The quality of French Blue Bloods of the usual brilliant assemblage at the long-champs races were discovered to day when it became known that dozens of blue blooded Frenchmen and women are engaged driving motor busses and street cars, punching tickets or serving as brakemen in a city wide volunteer strike.

George Laubert the celebrated engineer creator of the first submarine is driving a street car; Count De Leseleux is a ticket puncher on a bus; Countess De Barn, Lieut Col De Witt Guizot, Count Marten de Nord, and Baroness De Pichen. All members of the Cellole of French aristocracy, are serving as conductors on motor busses and street cars; Mile Bonphard, daughter of the former ambassador of Russia, is driving a bus. Hundreds of leaders of the aristocratic set are eager to act as postmen. If the threatened postal strike becomes a reality General Gillinau and Mile Beaurand daughter of the famous Astronomer and Admiral Benson have already applied for routes as voluntary letter carriers.

MALE HELP WANTED

Students, teachers, and others, men or women, write for our \$500 offer for sixty days' educational and patriotic work. Exceptional opportunity for returned men, state aids and ex-prisoners by appointment with District Representative. Address: Mr. Conrad, Dept. C, St. J. Educational Dept., 122 Spadina Toronto.

EXECUTOR'S NOTICE

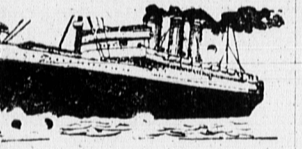
Persons or firms having claims against the Estate of the late Caleb C. Garrett are requested to present the same duly attested to John McDougall, of Bangor on or before 1st Dec. 1920.

AUCTION SALE

Farm of the late Donald McKenzie of Glen Valley, formerly of Junction Road, Lot 67, consisting of 194 acres; 75 acres clear and in good state of cultivation, well watered. House in good repair and outbuildings. Near church, schools and railroad. Will be sold by public auction on Monday, May 24th at one o'clock.

MALCOLM MCKENZIE, Glen Valley, 8925-5-18-21.

Canadian Government Merchant Marine



The new steamer "Canadian Miner," recently launched at New Glasgow, N. S., will sail from Montreal, May 25th, for Charlottetown direct. She will be here May 28th, and will load general cargo for St. John's, Newfoundland. In order that we may have sufficient space on this steamer for shipment to St. John's, Newfoundland it is important that merchants here order their goods coming from Montreal by this steamer. This is necessary as our ports are ready to benefit from these steamers calling. For all information apply to BUNTAIN BELL & CO., Agents, Charlottetown, May 15th, 1920.

Shore Farm for Sale

About 7 miles from Charlottetown on the East River, 80 acres of land with buildings, also 25 acres very near. Land in good state of cultivation, well fenced with woven wire, mussel mud and seaweed in front of farm. For further information apply to P. A. Farquharson, Prose Block, Charlottetown. Phone 655, or Bartlett McKinley, Frost & Wood, Charlottetown, Phone 99. 7864-3-23METuethstf

PURE BRED LIVE STOCK FOR SALE

Table with columns: Name, Address, Breed, Age. Lists various livestock including Amos Rodd, E. W. Rayner, Edwin Reid, etc.

Department of Agriculture

2524-116METuesImo.

Wanted

SEXTON for St. Paul's Church. Apply to G. D. DeBlois, 45 Queen St.

TIME TABLE

Table with columns: Leaves, Arrives, Leaves, Arrives. Lists ferry routes between Bonshaw and Charlottetown.

NOTICE

Notice is hereby given that all persons bringing meat of any kind to Charlottetown for sale must have the liver, lungs and heart attached to carcass as it must be inspected and stamped before being offered for sale.

DR. K. W. MCKINNON, Veterinary Inspector, Office 139 Kent St. 85533-4-2811.

CAMP WESKAWENAACK

IDEAL VACATION FOR GIRLS at Setite Riviero, N. S. ATHLETICS, SWIMMING, BOATING, DANCING. Under careful supervision of PHYSICAL TRAINING Teachers and their assistants. Attending Physician, Resident Nurse 5th Season, July 3rd-August 28th. (\$125.) Send for illustrated booklet to Miss J. E. Taylor, 428 Broadway, Cambridge, Mass.

TENDERS

Tenders will be received by the undersigned for cutting and delivering lumber by the cord, at the following R. R. stations: Vernon River, Surrey, 4K (Chen Siding), Wood Islands, Hopefield, (McKinon's Siding). Lumber is within one and one-half miles and less from the different stations. Tenders to state when prepared to deliver, as higher tenders will be accepted for delivery in summer months. For further information, write or call.

Going West?

Travel by Your Own Line "THE NATIONAL" For Rates, Service and All Details, Apply to W. K. Rogers, City Ticket Agent, Or to W. T. Huggan, District Passenger Agent, Charlottetown, P. E. I. 8917-5-1611.

JUST A GIRL

BY JANE PHELPS

JACK PRYOR PROPOSES

CHAPTER II

We girls used to discuss marriage a good deal. I guess all girls do. It would have been amusing if anyone could have heard us. I am sure. We were all agreed upon one thing—we expected our husbands to be always in love with us, just as our respective fathers and mothers were. The girls in our set were fortunate in their parents. I have known some girls who weren't. One or two at boarding school had to leave because their parents were divorced. It was so dreadful! Now Father and Mother didn't always agree, but they were two well bred, cultured, even if they did not think too much of each other.

"Your Mother and I have been very happy, Zena. I want my girl to be just as happy with the man whom she marries. That is why I tell you not to be in a hurry. It is a terrible thing to decide one's future hastily."

"How long did you and Mother know each other?" "Practically all our lives. You see we lived in a small upstate town. There everyone knew every one else. I knew all about them at least. Your Mother and I lost sight of each other for a number of years. I went to college, she went to a girls' school. But we felt when we met again that we really knew all about each other—and so our courtship wasn't long one. But in big cities, where one meets Tom, Dick, and Harry, but doesn't meet their families, one can't be too careful."

"I don't want to marry the family man." "I am not so sure about that, dear. You marry the family influence, to a certain extent. It is well to know before one is bound, just what it may mean. To be connected with the family into which you are going, is often quite necessary. For no matter how we may poolhoo it, they often make life miserable for the newcomer."

"I didn't say so. I was beginning to learn to keep my thoughts to myself. Sometimes even when talking to Dad, but I thought of what Kenneth had told me."

"I haven't a near relative in the world." "I had felt rather sorry for him then. Now I thought perhaps it was an added attraction. 'Oa-wouldn't have to have a long engagement if he married him, so that they might find out quite early whether they would make him welcome or not. Then I rather wondered whom he would marry. He had been very nice to Ellen Wren. Also to one or two other girls—and to me. I blushed as I said myself to the list."

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Crossed Ocean Seeking Health

RETURNING HOME SICK AND MISERABLE SHE FOUND RELIEF BY TAKING TANLAC

"After what Tanlac has done for me, I feel that the very least I can do to show my gratitude, is to allow a statement of my case to be published in the papers, for after being in a weak run-down condition for two years, Tanlac has completely restored my health," said Mrs. May Dawson of 103 1/2 Pender St., East Vancouver, B. C., recently.

"For fully two years I had been unable to eat anything without feeling troubled with indigestion afterwards. After almost every meal my food would sour and cause such gas that I became really alarmed. It would also cause me intense pain in the pit of the stomach and affect my breath so that I would almost choke. At times I got so weak and dizzy that I could not stand without having some support. I also frequently had severe pains across the small of my back that hurt terribly whenever I attempted to stoop over or moved about much of my work. I got so weak that I could scarcely do a thing and my nerves were in such a state that the children playing around me or any unusual noise would almost make me scream. As none of the treatment or medicines that I tried seemed to do me any good, I made up my mind a little over a year ago, to go home to England, thinking that perhaps the change would do me good. But I failed to find any relief over there either."

About two months ago I returned to Vancouver, still feeling very sick and miserable, and a friend of mine told me of the great good done by Tanlac. I bought a box, and found that it was a wonderful medicine, for after taking three bottles, only three who-know how ill I was, I am ever tell there was ever anything like this in my life. I now have a splendid appetite and my digestion is so good that I am never troubled with sourness or gas, nor suffer from palpitation or shortness of breath. The pain in my back is gone and in fact I haven't an ache of any kind. My nerves are calm and steady now. I sleep like a child all night, and get up feeling rested and full of life. I have gained nine pounds in weight, and feel as strong and healthy as ever I did in my life. My daughter Gladys also suffered with indigestion, as she took Tanlac and is completely relieved also. We are both loud in our praises of the medicine, and recommend it every chance we get."

Tanlac is sold in Charlottetown by Reddin Bros., in Montague by H. J. Mabon and by the leading druggists in every town.

AUCTION SALE Estate of Late John E. P. Aylward

I am instructed by the Executor of the last will of John E. P. Aylward, late of Southport, farmer, deceased, to sell by public auction, at the residence of the late John E. P. Aylward in Southport, on Saturday, the 29th day of May, A. D. 1920, at the hour of two o'clock in the afternoon, the following property:

All that tract of land on Town ship Numbered Forty-eight, in Queen's County bounded and described as follows, that is to say: Commencing at the Northern side of the intersection of Wye Street in Southport with Bunbury Road, thence according to the Magnetic Meridian of the year 1764 running North fifty-two degrees east along the northern side of Bunbury Road for the distance of eleven chains and thirty-nine links to the western boundary of land in possession of Pearl Mutch, thence north forty-six degrees west about fifteen chains to the southern shore of Hillsboro River, thence westwardly along the said shore about five chains and sixty links to the eastern shore of the Ferry Road, thence southwesterly along the said eastern side of the said Ferry Road about eleven chains to the north boundary of a plot of land now or formerly owned by John McInnis, thence south seventy-one degrees east along the same and along the north boundary of a plot of land in possession of John Murphy, three chains and fifty-eight links to the northeast angle of the said land of John Murphy, thence south twenty-two degrees west along the eastern boundary of the same one chain and eighty-eight links to the northern side of Wye Street, thence east along the same five degrees east about eleven chains and twenty-eight links to the place of commencement, containing by estimation fourteen and one quarter (14 1/4) acres of land, a little more or less;

Also all that other tract of land on said Township and in said County bounded and described as follows, that is to say: Commencing on the western side of the road leading from Southport to the Ferry Wharf at the northern boundary of a plot of land now or formerly in possession of John Murphy, thence running northwesterly along the said road about eight chains till it meets the shore of Hillsboro River, thence southwesterly along the said shore to the northern boundary of the said plot of land, now or formerly in possession of John Murphy, thence south seventy-eight degrees fifty minutes east, about one chain containing two-fifths acres, a little more or less;

Also all that other tract of land on said Township and in said County bounded and described as follows, that is to say: Commencing on the eastern side of the

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

IS IT THE CARBURETOR OR THE SPARK?

(Continued) Systematic Elimination of Possible Causes Will Answer This Question

It is when an engine misses fire irregularly that it becomes difficult to decide whether the trouble is primarily one of carburetor or ignition or is a combination of the two, but until the engine becomes warm, it is safe to attribute such missing to defective carburetion. If after reaching normal temperature, the spark-plugs become fouled with black dry gasoline soot, it is safe to assume that the use of too rich a mixture is sufficient to account for the missing, but in case reducing the mixture to the normal fouling point does not remedy the "skipping," investigation must be continued. A brand new plug should be tried in each cylinder successively and, if this does not end the trouble, the sparking current delivered to each cylinder should be tested by running the engine, with each cable successively disconnected and held close to the engine. If all spark regularly, carburetion again falls under its use and the circulating water runs cool, it is quite likely that the poor gasoline, which has lodged in its passages, the air-valve, if any, tested to see that it does not stick and the carburetor flange connection to the intake inspected for a possible air-leak. If no means for heating the intake or the entering air in use and the circulating water runs cool, it is quite likely that the poor gasoline, which has lodged in its passages, the air-valve, if any, tested to see that it does not stick and the carburetor flange connection to the intake inspected for a possible air-leak. If no means for heating the intake or the entering air in use and the circulating water runs cool, it is quite likely that the poor gasoline, which has lodged in its passages, the air-valve, if any, tested to see that it does not stick and the carburetor flange connection to the intake inspected for a possible air-leak. 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