

To Sleep To-night Use RAZ-MAH To-day for ASTHMA
 Head and Bronchial Colds. No snoring, no coughing, no trouble. Just swallow a few RAZ-MAH capsules. No slightest trace of narcotics or other dangerous or habit-forming drugs. Especially effective in reduced dosage for children's asthma.

ASTHMA USE RAZ-MAH

SPECIAL
 Read 3c for booklet and get a sample of RAZ-MAH to try. Write to: RAZ-MAH Co., 1000 Main St., Toronto 2, Ont.

GUARANTEED RELIEF
 RAZ-MAH quickly stops gasping, coughing and choking—relieves the head and chest and makes breathing easy—relieves snoring and gives you a restful sleep. Every drug store sells RAZ-MAH on a money-back guarantee of relief from one \$1.00 box.

House and Lot For Sale at Kensington

Scaled tenders will be received by the undersigned up to April 15, 1926, for the large dwelling house and lot including the large barn and workshop on Main Street in the thriving town of Kensington formerly owned by the late Robert T. Moase, also three building lots and six acres of land. Highest or any tender not necessarily accepted.

ROBERT A. STAVERT Wilmett
JOHN A. HOGG Kensington
 Executors

MORTGAGE SALE

There will be sold by Public Auction in front of the Court House at Charlottetown, on Monday the 12th day of April A. D. 1926, at the hour of twelve o'clock noon, on King's Island, following the plan of the map of the Township Number Sixty-four in County, in Prince Edward Island, bounded and described as that is to say: Commencing the south side of the Road from Murray River to Murray Harbour south at the north east angle of land in possession of William Goddings, thence south to the rear of farms on the Bull Road, thence south sixty-eight degrees west five chains and thirty-nine links, thence north to the Public Road aforesaid, thence along the South side of said Road to the place of commencement, containing forty-two acres of land a little more or less. ALSO all that other tract, piece or parcel of land situate on Lot Sixty-four aforesaid bounded and described as follows: Commencing on the south side of said Road leading from Murray River to Murray Harbour at the northeast angle of the first above described land, thence running south along the eastern boundary of above described land to the rear line of farms fronting on the Bull Road, thence northwesterly along said rear line to land formerly in possession of Geoffrey Hart, thence north along the western boundary of Hart's land to the Road aforesaid, and thence along said Road westwardly to the place of commencement containing forty-four acres of land a little more or less being the land conveyed by the Commissioner of Public Lands to James Bears by deed dated 15th of August A. D. 1867.

This sale is made in pursuance of a Power of Sale contained in an Indenture of Mortgage dated the first day of November 1921 and made between Alexander G. McLean of Murray River in Kings County aforesaid, farmer of the one part and the undersigned of the other part, default having been made in the payment of the interest secured thereby.

For further particulars apply to McLean and McKinnon, Solicitors etc., Charlottetown, P. E. I.

Dated this 12th day of March, A. D. 1926.

GEORGE F. DEWAR Mortgagee
 8078-8-13641.

NEW GLASGOW SCHOOL.
 The following is the standing of New Glasgow School for the month of February:

Grade VIII—1. Revel Dickleson.
 Grade VII—1. Anna Stevenson 2. Earl Houston 3. Florence Laird 4. Arthur Houston.
 Grade VI—1. Mildred Brown 2. Rhoda Brown 3. Melville Stevenson 4. George Nisbet.
 Grade V—1. Marion Stevenson 2. Elva Stevenson 3. Robert Stevenson Richard Smith.
 Grade IV—1. Margaret Stevenson 2. Ethel Dickleson.
 Grade III—1. Lynetta Brown 2. John Morrison 3. Sterling Campbell 4. Alice Dickleson.
 Grade II—1. Inez Stevenson 2. Wallace Nisbet 4. Roy Dickleson.
 Perfect Attendance: Robert Stevenson, Marion Stevenson, Richard Smith, Mildred Brown, Rhoda Brown, Lynetta Brown, John Morrison.

COLOR CUT-OUTS MILES STANDISH



Month after month passed and still Miles Standish did not return from his war with the Indians. Often during the fall John Alden found his way through the woods to the house of Priscilla. He felt that he must keep her from becoming too lonely. But always he was true to his former friend and never spoke to her of his love.

One afternoon when Alden was visiting Priscilla a messenger, breathless from running, came to the door.

"Miles Standish is dead!" he cried. "An Indian has brought us the tidings. He was slain by a poisoned arrow, cut off with all his forces. Now all the town will be burned and the people murdered."

PRISCILLA stood silent, holding up her hands in horror at the news which the messenger had brought. But John Alden, feeling suddenly free, leaped to his feet as if the arrow which had killed his friend had severed the bonds which held him captive. In mingled joy, regret and pain he clasped Priscilla to his heart.

Priscilla had loved John Alden for a long time and gladly consented to become his wife. And so the wedding day was set and all the Pilgrims invited to come to see them married by the good Elder of Plymouth.

The wedding day dawned beautiful and cloudless. The Pilgrims all gathered to see the happy young couple married. Just as the service was ended a dark form appeared in the doorway.

The bridegroom started and started as if a ghost appeared. Trembling and frightened the bride, Priscilla, hid her face in his shoulder. For it was Miles Standish, returned from the wars. He had not been killed at all; it had all been a mistake.

"Forgive me," he said to John Alden. "All is forgiven between us except the dear, old friendship." Then turning to the bride, he wished her joy and smilingly said, "I should have remembered that, age, if you want a thing well done, you should do it yourself."

Great was the peoples amazement, but greater still their rejoicing to have their beloved Captain back once more and safe and sound. They crowded around him all talking and questioning at once and the happy bride and groom slipped off unnoticed to their new home.

(The elder's suit is black, the cape tan, lined with yellow.)

THE END

John Smith and His Car

By **FREDERICK C. RUSSELL**

John Smith is a character whom every motorist should welcome. He is not selfish, rather he is a motoring martyr, a chap willing and glad to have exploited, in an interesting way, his experiences for the benefit of the other twenty million or more members of the motor class.

No. 3.—First Principles

Smith had had three lessons when next I met him, so he imagined that he was entirely familiar with the elementary rules of driving in a car. As I happened to be driving my own car when I picked him up it looked like a good opportunity to suggest a few things which the instructor undoubtedly overlooked. Smith had some queries too.

"I'd like to know," he said, "watching me shift into second on a hill, how you do that without making a lot of noise."

"It would be easy for you," I replied, "if you knew why you have to do it. A gasoline engine has no power unless it has speed, thus you gear it down with a transmission. Gears will not mesh unless they are rotating at or nearly at the same speed. In order for a quiet shift, therefore, in dropping back to 'second' on a hill you must first speed up the clutch by speeding up the motor so that the counter shaft intermediate gear will run the same speed as the intermediate sliding gear, and mesh with it. This is the rough idea, but if you will remember it you will find gear-shifting an easy matter."

"Because a gasoline engine has no power unless it has speed in the season you must give it gas while you are letting in the clutch when starting, otherwise it will stall. The function of the carburetor is to convert raw gasoline into gas vapor. It cannot do this when the motor is cold. Therefore, the engine must start on raw gasoline, which is done by pulling out the carburetor on the instrument board. The air is cut off as the raw fuel sprays up into the cylinders, so you can see why it is wasteful to leave the choke open when the engine has warmed up."

Smith then went on to say that for the most part the functions of the various controls were fairly clear to him with the one exception of the spark control lever. He wanted to know why it was necessary to place it in a retarded position when cranking the engine.

"This is a subject in itself," I explained, "but roughly the idea is this: The gasoline vapor in the cylinders really does not explode in the sense that dynamite does. It is simply burned at a furious rate, which, considering the work it does may be regarded as an explosion. But since the vapor takes a measurable time to burn, it is necessary to time the spark to ignite the vapor before the pistons reach the top of their compression strokes. When the spark comes at this time it is said to be 'advanced.' When it comes just at the top of the piston stroke, it is 'retarded.' When the motor labors as on a steep hill, the spark must be retarded just enough to keep the motor from knocking. Whenever an engine is cranked there is danger of backfiring, due to the spark arriving at the wrong time, while a valve is open. With the spark advanced the danger of backfiring in starting is therefore increased, and a backfire in starting, oftentimes strikes the starter gears."

Smith spoke again of his difficulty in shifting gears, and complained that while he went through the speeds the car usually slowed down and stalled the engine.

"Watch me," I said, coming to a standstill. I went through the gears, and each time as I shifted I gave the car, enough speed to keep it coasting while I slipped the clutch and moved the gear shift lever.

"I get the idea," he exclaimed, "you use the gears to help the engine give the car its getaway."

"Exactly," I replied. "A steam engine will start a car without needing gears. But a gas engine needs gears. Any car will start in 'high' if you race the engine, but this ruins it."

"Well, I guess I've got the general idea of the thing," Smith concluded. "In a few months I'll be giving you pointers."

"Unquestionably!" I retorted, giving him something to think about in the meantime. "I can usually profit by the mistakes of others."

SMITH THEN WENT ON TO SAY THAT FOR THE MOST PART THE FUNCTIONS OF THE VARIOUS CONTROLS WERE FAIRLY CLEAR TO HIM WITH THE ONE EXCEPTION OF THE SPARK CONTROL LEVER. HE WANTED TO KNOW WHY IT WAS NECESSARY TO PLACE IT IN A RETARDED POSITION WHEN CRANKING THE ENGINE.

MARITIME SUMMER SCHOOL

MT. ALLISON UNIVERSITY
 SACKVILLE, N. B.
 Third Session
July 5 to Aug. 14

The Maritime Summer School was organized in 1924 mainly for the teachers of the Maritime Provinces.

Last summer eighty teachers were in attendance and many of them plan to return this year.

Courses given in Maritime, Latin, French and Mathematics, various subjects of the Arts course and in Educational Psychology and Administration. Special courses for Primary and Kindergarten teachers.

Courses in Drawing and Applied Design in the Art Studio.

Students will live in the University Residence. Cost including Board and tuition for the full six weeks, \$60.00.

Write for fuller information to
Geo. J. Trueman, M.A., Ph.D.,
 President.

Southern Kings And Queens

The news of the death of Capt. D. J. R. MacMillan of Wood Islands came as a shock and surprise to many people of Wood Islands and vicinity where he was so widely known. Captain MacMillan left his home in Wood Islands last fall for Boston to spend the winter there among his daughters of whom there are several and died there a few days ago after a short illness. The Captain's health until a couple of years ago had been a matter for favorable comment among his friends though even at that time he was well beyond the allotted span. He was then attacked by a severe form of the grip which considerably weakened his robust frame and thus diminished his powers of resistance against any future attacks of illness and so when he fell sick recently he was mercifully spared a protracted period of suffering. Captain MacMillan during his long life was an adherent of the Presbyterian Church, and in politics no one could for a moment doubt that he was a zealous and unwavering Liberal.

That Car of Yours

Heart-to-Heart Talks With Automobile Owners and Drivers on How to Get the Most Out of Their Cars at the Least Expense.

By **WILLIAM ULLMAN**

PERISCOPE FOR THE CAR

While it is known by those close to the automobile industry that the time is not far distant when the car with thick front body posts will be ruled off the road as unsafe because of excessively large "blind spots," plans are under way to enable owners to make their old closed cars safer. One plan is to use a rear view mirror, turned perpendicularly and attached to the inside of the right front body post in such a way as to show the driver what is approaching from his left. It is the left "blind spot" that causes most of the trouble.

CARBON CAUSES PIN WEAR

Have that carbon removed now. Carbon inflicts wear on piston pins. In addition to doing other serious damage. The reason for this is clear. When a piston top is so caked with carbon that it becomes red hot the temperature of the piston is raised abnormally. The piston pin, being cradled in the piston itself also becomes excessively hot. What oil splashes on it is thinned and quickly burned off. The effect is the same as if the piston pin were underrolled.

TIME TO PAINT CAR

Don't wait until it gets too warm to have the car painted and don't have it painted while the weather is too cold. Send it to the paint shop at the fag end of the bad weather.

GRASP WHEEL ON SIDES

With the faster speeds now prevailing on the highways, more attention should be given to the matter of holding the wheel. It is doubtless comfortable to slump into the seat and allow the hands to recline on the lower part of the wheel rim, but in this position the hands are at a disadvantage in meeting an unexpected turn. The best place to hold the wheel is on the sides nearer to the top than to the bottom. There better leverage always is possible. It looks awkward and some persons may say that one is tense in driving. But it really is not a fault.

GAS MAY GET WEAK

Occasionally some refiner will offer a better grade of gasoline to build up his business. Often this is temporary. The way to find out whether the gas is being maintained at the new and higher quality is to go back to the brand of gas commonly dispensed throughout the city. If the engines runs just as well, the indications are that the new brand of gas is back again to former quality level.

READING THE LIGHTS

There is no need for a driver to crane his neck when waiting for a traffic signal to change its color and when up so close to the light as to be unable to see it without indulging in some gymnastics. One observing driver suggests the plan of looking into the rear view mirror if there are other cars behind. He says the lights are reflected in windshields and height lenses of the cars behind. As soon as the signals change he also observes increased activity on the party of the driver directly behind him.

KEEPS BRAKES EQUALIZED

Keeping the brake linings clean, whether two-wheel or four-wheel, is the best way to keep them equalized. When wheels lock tests have shown, the condition of the lining is found to be the reason in a large percentage of cases. A gritty brake band or lining acts the same as a more tightly adjusted band, with the result that if the gritty condition is not equal on all brakes, one of the wheels is apt to lock and slide when the brakes are applied.

--Special Sale--
Reversible Chenille Rugs

24 x 36 inches **\$1.69**
 Regular \$2.75

18 different designs in as many different combinations of colorings with pattern on both sides, thus giving double the wear. Suitable for any room in the house. Buy half a dozen at this price as the quantity will not last; also larger size.

28 x 56 inches **\$2.49**
 Regular \$3.75

Natural Pongee Silk 49c

This is a fine weave, heavy weight "12 momie" silk, plain pongee, in a natural shade and good tubbing quality. Suitable for blouses, underwear, children's wear, draperies, curtains, etc. 33 inches wide, a regular 79c value. Special 49c Yard

Large Double Bed Flannelette Blankets 2-39

You'll want Flannelette Blankets right through the Spring and summer. Best quality Flannelette, soft napped quality in white or grey with pink or blue striped borders and whipped ends. Large double bed size. Per pair \$2.39

300 Pairs All-Wool Stockings

Values up to \$1.50 **69c**

Here is one of the outstanding Hosiery values of the season. The balance of all our English all-wool stockings, regardless of price have been placed on tables at 69c per pair. Values up to \$1.75. All sizes in about every conceivable color and rib effect. 69c a pair or 2 pairs for \$1.25

PATONS Limited

LOWER FREETOWN

The following is the standing of Lower Freetown School for the month of February.

Grade X—1. Angus Bernard.
 Grade IX—1. Hope Jardine 2. Mae Proffitt 3. Lloyd Burns.
 Grade VIII—1. Helen Bernard 2. Lois Cairns 3. Dorothy Hamall.
 Grade VII—1. Evelyn Burns 2. Mildred Jardine 3. Gladys Bernard.
 Grade VI—1. John Malone.
 Grade IV—1. Olive Stavert 2. Jesse Burns Marquette Jardine (equal)
 3. Marjorie Gardiner.
 Grade II—1. Winifred Burns 2. Mae Gardiner 3. Norman Clow, Prowse Gardiner (equal).
 Grade I—1. Roberts Taylor 2. Berneice Jardine 3. Vivian Bernard.
 Perfect Attendance: Angus Bernard, Mae Proffitt, Helen Bernard, Evelyn Burns, Harold Hollis Olive Stavert, Walter Bernard, Marjorie Gardiner, Prowse Gardiner, Vivian Bernard, Hester Inman.



Vicar: "Now you promised me you would mend your ways this year—can't see you've done it yet!"
 Reprobat: "Mebbe not—but hev ye na' heard o' Inveestible mendin'?"

Thin Hogs

We find that there are a number of small, thin, unfinished Hogs, under one hundred pounds (100 lbs.) being marketed at the present time. During the winter weather there is considerable butcher shop trade for these Hogs; but from now on, with milder weather, there will not be this outlet; and as these Hogs are too small for packing purposes we must refuse to receive thin Hogs, even at a reduction in price.

We do not anticipate any marked decline in the Hog market, and the Farmers will do well to feed, and finish their Hogs properly, before marketing.

Davis & Fraser

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Pacific & Coast
 Superior Service from Coast to Coast, via **OCEAN LIMITED** AND **MARITIME EXPRESS**

connecting at Montreal with the famous Continental Limited leaves daily at 10:15 p.m. for Ottawa, North Bay, Winnipeg, Prince Rupert and Vancouver, splendidly equipped with Standard and Tourist Sleeping Cars, Compartment Observation Cars, Compartment Cars with lunch counters and kitchens.

Low Tourist Fares permit stopovers at Jasper National Park or any place the traveller desires en route. For Fares, Reservations, Information, etc., apply to **W. K. ROGERS**, City Ticket Agent, L. P. RITCHIE, Ticket Agent, Station

8684.

TREE-TOP STORIES

STAR CANDLES

"WHISPER-BYE, OH!"
 "Whisper-bye, oh!"
 "Sing, sleep, and dream,
 the little rose-colored cloud in the sky."
 Emily sat in the swing watching all of Mother Nature's babies going to sleep. Suddenly she saw a tiny light up in the swaying branch of the fir tree. It seemed to move in and out among the dark shadows.

"That must be a nother baby tucked her babies in bed," whispered Emily. "And she is using a star for a candle."

"Good-night, little birds, have happy bird-dreams."
 Emily called Emily.

Annual Meeting

The annual meeting of the Island Guardian Publishing Co., Ltd., will be held in the office of the Company, Charlottetown, P. E. I., Saturday, March 27th, at 3 p.m. for the purpose of electing directors and receiving reports of the year's business.

D. A. MacKINNON, Lt.-Col.
 Secretary-Treasurer.
 15, 17, 20-31

Women's Oldest

hygienic problem now solved a new and different way—true protection. Dispose of it as easily as tissue.

KOTEX, a new and remarkable way, is now used by 8 in 10 better class women.

KOTEX
 No laundry—discard like tissue

KOTEX
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