

Built in Canada Studebaker

SERIES 20 BIG-SIX

You can drive the BIG-SIX from two to sixty miles an hour in high, and at either extreme, its performance is smooth and seemingly without effort.

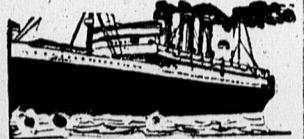
Ask us about the gasoline and tire mileage. BIG-SIX owners are getting.

60 H.P. detachable-head motor 126-inch wheelbase, insuring ample room for seven adults. All Studebaker Cars are equipped with Cord Tires—another Studebaker precedent.

"This is a Studebaker Year"

A. HORNE & CO. SUMMERSIDE CHARLOTTETOWN

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.

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.

For all information apply to BUNTAIN BELL & CO., Agents.

Charlottetown May 15th, 1920.

CANADIAN NATIONAL RAILWAYS

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.

9317-5-161st.

FOR SALE At Mount Stewart, P. E. I.

The Doyle Hotel also the lot upon which it is situated adjoining the Mount Stewart Junction and Railway Depot. For further particulars apply to the owner.

ANGUS C. MACAULAY, Tracadie Cross, P. E. Island 9125-5-27-81.

Ladies!

Just received 5 dozen Middies. 10 different styles in white and four of the newest colors. Attractive goods. Moderately priced. Come in and inspect them.

Henry Dunn Gaspereaux 7193-5-31-61.

Sunday School Lesson

JUNE 6.—SAUL'S FAILURE.

Lesson—1 Samuel 15. Printed. Text—1 Sam. 15:13-26. Golden Text—"Thou hast rejected the word of Jehovah, and Jehovah hath rejected thee" (1 Sam. 15:26)

Historical Setting Time—1078 B. C. Places.—Ramah and Gilgal.

Daily Readings. Monday, May 31.—God's command to Saul (1 Sam. 15:1-12). Tuesday, June 1.—Saul's Failure (1 Sam. 15:13-25) Wednesday, June 2.—Saul's Rejection Perotoid (1 Sam. 15:27-28). Thursday, June 3.—Danger of Disobedience (Heb. 6:1-12). Friday, June 4.—Fruits of Evil-doing (Jude 1-11). Saturday, June 5.—All to Repentance (Rev. 2:17). Sunday, June 6.—Fruits of Obedience. (Rev. 22:7-14).

Setting—Saul prospers, is commanded to attack and destroy utterly the robber Amalekites, Israel's ancestral opponents (needed act of drastic moral hygiene), but spares the king, saves the choicest spoils, deeply offending God, who informs Samuel he has rejected Saul. Samuel grieves extremely but faithfully delivers the message. A "cinematograph" of short-sighted, light, impulsive, self-exculpated, obstinate rebellion.

Comments

Verse 13.—Between the last lesson and this occurred Jonathan's innocent transgression, his sentence to death and his rescue by the people. Saul had performed the commandment of Jehovah in the halfway with which men sometimes satisfy their consciences.

Verse 14.—The command had been to destroy all this property of Amalek.

Verse 15.—Saul tried hard to exonerate himself and shift the blame upon the people. This indicated moral weakness unworthy of a king.

Verse 16.—Samuel had heard enough. The more Saul said, the worse he made his case.

Verse 17.—Samuel reminds Saul of his own words. (1 Sam. 9:21.)

Verse 18.—The Amalekites are called "sinners" because they interfered with God's preparation of Israel for the coming of the Messiah.

Verse 19.—Israel, in showing greed, displayed the same trait for which God sought to destroy the Amalekites.

Verse 20.—Saul was in a corner and persisted in justifying his conduct. He really saved Agag to grace his triumph.

Verse 21.—The next verse is the answer to this. "Sacrifice without obedience is sacrilege." "To obey is better than sacrifice."

Verse 22.—Samuel utterly demolishes the self-delusion of Saul and all later pretenders to God's service. All the prophets and Christ himself attacked the common error of supposing that external ceremony and observance can be of any value when separated from the true devotion of the worshipper's heart. (Ps. 40:6-8, 50:8, 51:16, 17; Isa. 1:11-15; Jer. 6:20; Mic. 6:6-8; Matt. 9:12 and 12:7.)

Verse 23.—The rejection of the word of God receives the utmost condemnation at all times in the Scriptures. They who in the present day are deliberately delighting, distorting or ignoring the word of God have a serious reckoning in store for themselves.

Verse 24.—Saul's excuse here is different from the former one, but his reason for sin is not true. He is still insincere.

Verse 25.—The old prophet refuses to grant the insincere request of an unrepentant soul.

Practical Points

We have seen how Saul began his reign: humble, distrustful of self, but relying on God, filled with the Spirit, energetic, and bold—a glorious morning. But the day was clouded and dark, ending in utter night. What elements in Saul led to his failure?

1. Self-will.—He forgot God, disdained the counsel of the man of God; took his destiny into his own hands; undertook to rule by his own wisdom and will. His was the sin of most of his successors; unwillingness to be simply God's servant.

2. Weakness.—Saul knew not that his strength was in God alone, and that without God he was weak. He was like a machine detached from its dynamo—powerless. Note his apathy, followed by folly, in Jonathan's victory. The latter part of his reign he was selfish, dull, inert. Having forsaken God, he yielded to lower influences, allowed popular desires to shape his policy (verse 15).

3. From self-will is only a step to disobedience and open disobedience.—He who has lost God from his heart is soon careless of God's will, having thrown God from his pedestal of worship, set up self in God's place.

4.—His depth was reached in hypocrisy.—He would honor God in sacrifice while disobeying God in act. He cared more for the semblance of service than its reality.

A Woman's Right

to enjoy good health. The secret of good health is chiefly to maintain normal activity of the stomach, bowels, liver, skin and kidneys.

BEECHAM'S PILLS

Largest Sale of Any Medicine in the World. Sold everywhere in Canada. In boxes, 25c, 50c.

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

LIVING UP TO THE LUBRICATION CHART

Oil by Mileage Not by Guesswork.

There is furnished with every new car a very clear diagram of its various parts, with the intervals at which each should be lubricated and the kind of lubricant required, plainly marked in connection with each and this "oiling diagram" is, by all means, the most important instruction furnished the owner by the manufacturer. If its directions are faithfully followed, satisfaction will be great and repair bills small and vice versa. It should be posted up in the garage where it can always be referred to and any motorist who may have lost his copy should obtain a new one from the factory. The well prepared lubrication chart gives the oiling intervals in miles run, for instance: "Fill rear-axle housing to plugged hole every 1,000 miles," and this is the only reasonable manner of expressing the lubrication needs of the various parts. Such instructions as "pack with grease once a season" or "turn down this grease cup every three weeks" are almost worthless, for the season's mileage of a car may vary from next to nothing to 15,000 or 20,000 miles and "every three weeks" may include a tour of 1500 miles or hard any driving at all. Five or six thousand miles a year being the season's work of an average passenger car, it is very easy to translate these "time" directions into "mileage" or individual owners the basis to even better advantage. In order to live up to oiling instructions expressed in terms of distance traveled, the first consideration is, of course, that the mileage register of the speedometer shall always be in working order, and it is equally important that a memorandum of the odometer reading at which each part is lubricated shall be made, at the time of its performance, for it is no use to burden the uncertain memory with such details. It is only necessary to mark upon a sheet of heavy paper in vertical column, the names of the parts requiring lubrication, rule horizontal lines from these and tack this form upon the garage wall. Then, whenever a certain job is done, the odometer reading is marked opposite it and a glance at this reading and the lubrication chart will tell you the time to perform it again. Less than twenty-four hours after the death of her husband, George Francis Griffin, Chicago capitalist, his widow, who was Miss Helen Prindville, was married to Lieutenant-Commander Paul H. Bastard, U. S. N., in San Diego, Cal. Attorneys in charge of the Griffin estate, which has been estimated to be worth as much as \$9,000,000, said that her marriage to the naval officer would not affect her rights and that she and her two small children would inherit the entire estate. Mr. and Mrs. Griffin had been separated for several years and she had instituted an action for divorce which, however, was not pressed.

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BEECHAM'S PILLS

Largest Sale of Any Medicine in the World. Sold everywhere in Canada. In boxes, 25c, 50c.

"DANDERINE"

Stops Hair Coming Out; Doubles Its Beauty.

MORE POSITIVE STEERING CONTROL

To Much Backlash At The Wheel Is Positively Dangerous



A few cents buys "Danderine." After an application of "Danderine" you can not find a fallen hair or any dandruff, besides every hair shows new life, vigor, brightness, more color and thickness.

the spark is good at the plug of the engine which misses, we feel quite sure that your trouble is one of defective carburetion.

MORE POSITIVE STEERING CONTROL

To Much Backlash At The Wheel Is Positively Dangerous

Excessive lost motion at the steering wheel is quite likely to be caused by loss of adjustment due to wear at the drag-link (steering connection rod). This rod usually has a ball-and-socket joint, where it attaches to the arm of the steering device and another where it is fastened to the linkage at one of the front wheels (usually the right). The sockets of these two joints are at the end of the drag-link and are adjustable to grasp the balls provided upon the parts which they connect. By having someone turning the steering wheel to and fro, one can readily tell whether there is lost motion at these two points and if there is, the screw-plug which closes the end of the rod should be removed, the buffer-spring and ball-socket removed, cleaned and covered with fresh grease, replaced and the screw-plug put back and set up tightly enough so that there is no lost motion. The clamp or other device, which locks the screw plug should be set up securely. These parts are usually covered with a leather boot, which should be cleaned and supplied with fresh grease before being put back. Careful adjustment of both ends of the drag-link should remove considerable lost motion and prevent annoying rattling, but if there is still looseness in the gear, it is probably occasioned by wear of the steering spindle pivot-pins or their bushings or the tie-rod to the steering arms of the two spindles. New pins and bushings are the only remedy under these circumstances.

REWIRING OLD CAR

W. E. D. writes: The spark wiring on my car is very old and has become so much trouble that I am going to replace it. Can you give me any suggestions to help me in doing the job right?

Answer: Use the best insulated oil and wear-proof conductor, especially for the secondary wiring. If steel armored conductor cannot be used, enclose conductors in flexible interior conduit tubing. Use special copper terminals, soldered to the ends of wires, for connections instead of clamping their bare ends under contact nuts. Be sure that all conductors, than can be, are fastened to the frame or other stationary parts, by means of clips or cleats, so that they shall not chafe or become caught in moving parts. Run the wires out of the way of escaping oil and water and make the circuits as short as possible, consistent with a compact and systematic layout. High-tension cables may well be run through a fibre tube, fastened to the cylinder-head and having openings through which the individual cables pass to their spark-plugs. Armored conductor makes a very permanent material for primary circuits.

A VARIETY OF SUBJECTS

R.G. asks the following questions: (1) Is graphite superior to talc powder for use on inner tubes? (2) What kind of oil should be used on the Form timer? (3) Would a three-part two-cycle engine be superior to a four-cycle engine for auto use? (4) Which would be more powerful a four-cylinder two-cycle or an eight-cylinder four-cycle engine, assuming the same horse and stroke? (5) For the same horsepower how much more fuel would the two-cycle engine use?

Answers: (1) Possibly, but handling it is too disagreeable to make its use worth while. (2) A mixture of three parts ordinary motor oil and one part kerosene is recommended by the manufacturer. (3) No. Its flexibility is so poor and its fuel economy so low, that it cannot compete with the four-cycle type. (4) The eight-cylinder four-cycle engine. (5) It is impossible to state accurately, as a guess 30 per cent more.

ENGINE LOSES POWER AND STOPS

W. L. D. asks: What makes my engine lose power after running 6 or 7 miles? Why is it that, after running smoothly for a while, it slows down and stops before I can change to second or first speed and is very hard to start again?

Answer: It seems likely that there is trouble with the gasoline feed, which causes it to flow from the tank slower than the engine uses it until finally the carburetor becomes almost empty. You better clean out strainers in the gasoline line, see that the vent-hole at the tank is not stopped up and test the vacuum tank (if any) to see that it is working properly. If gasoline will not run out from the bottom of the carburetor freely, when the engine stops in this manner, faulty fuel feed is the difficulty. If the engine cranks over hard, just after it has stopped, it may be that you are using oil that is too much under so heat that it does not lubricate, in which case you should employ a better quality without delay. We assume that your spark is good at all times.

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.

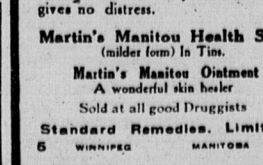
CONNOLLY ESTATE SCHOLARSHIPS

Applications will be received by the undersigned until June 15, 1920, from all students desirous of competing in a written examination for one of the Connolly Estate Scholarships offered annually by the "Trustees Estate of Owen Connolly." This examination, to be held in the latter part of July, in Charlottetown, and Summerside will be open to all deserving students, who upon investigation shall have been found eligible to compete in the Connolly Estate Scholarships. Each applicant must state (1), his name in full, (2) age, (3) names of both parents, (4) Post Office Address, and (5), the nature and extent of his studies during the past year.

MATTHIAS J. SMITH, Secretary, "Trustees Estate of Owen Connolly."

Kinkora, P. E. I., May 24, 1920. 9075-25-25wstusefrlmaes51.

Have Where it is Handy.



Always keep in your medicine cabinet a bottle of Sol Manitow Effervescent Saline. It is a sure preventive against all digestive disorders and blood troubles. It never fails—it is easy to take—and gives no distress.

Martin's Manitow Health Salt (milder form) in Tin. A wonderful skin healer. Sold at all good Druggists. Standard Remedies, Limited 5 WINNIPEG MANITOBA



BUY for Comfort See Canada's Summer Car

THE time to get comfort in a motor car is when you buy it. On its Triplex Springs you ride with a free sweep, shielded from jolts and jars.

When you choose this Canadian-made Overland you own a car that shelters you from sun with its permanent Sedan top, —that protects you from dust and rain, or opens wide to admit the balmy breezes.

As this car wins friends by the thousands, it adds new laurels to Canadian manufacture. See this ideal Four-Door Sedan now while it is possible to get prompt delivery.



BRUCE STEWART & CO., LTD., Charlottetown. SUMMERSIDE DEALERS BRACE, MCKAY & CO., LIMITED.

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For Immediate Sale

The undersigned are instructed to sell that property known as the Mahar Farm situated on the north side of the Launching Road at Mitchell River, Lot 54. Farm comprises 100 acres and includes good dwelling house and other buildings. Immediate possession given. Terms can be arranged.

Apply to PALMER & PALMER, Solicitors &c. 9245-6-2-ft.

Two Properties for Sale In Charlottetown.

I am authorized by Mrs. Sarah A. Huestis to sell on Saturday June 5th, commencing at 12 o'clock noon that double tenement house Nos. 219 and 221 situated on Sydney Street. Also cottage No. 217 adjoining.

Terms at Sale. BENJ. CARTER Auctioneer. 9167-5-29-71.

AUCTION SALE

Of Valuable Property in Charlottetown.

I am authorized by Alfred Large to sell his splendid dwelling house No. 64, Bayfield Street, on Wednesday June 10th at 12 o'clock noon. This property is in first class condition; all heated and all modern improvements; bath and sewerage, electric lights and everything good. The sale of this valuable property offers to the public a rare chance to purchase a home of this kind, and should attract the attention of the public. Terms at sale. BENJ. CARTER, Auctioneer. 9277-6-3-61.

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 9 a. m. and every SATURDAY at 6 p. m. (Atlantic time). The Wednesday trips are via East Eastport and Lubec due Boston about 10 a. m. Thursdays. The Saturday trips are direct to Boston due Sundays about 1 p. m.

FARE \$9.00 STATEROOMS \$3.00 UP Direct connection with Metropolitan Line steamers for New York via Cape Cod Canal. Freight rates and full information apply to A. C. CURRIE, Agent, St. John, N. B. 8984-5-20-ft.

1900 Springbrook Farm Holsteins 1920

Private sale of surplus stock Full herd is tuberculin tested Stock offered from R. O. P. dams

We are offering a number of our choicest bred animals of both sexes ranging in age from three years to four weeks, by private sale during the next few weeks as we are overstocked and must make room for next year's crop.

All this young stock is from matrons of our own breeding and selection, which includes Springbrook La Honda Jewel with an R. O. P. test at three years of 15,594 lbs. milk and 540 lbs. fat; Victoria May Nannet R. O. P. test 14,013 lbs. milk and 570 lbs. fat, average fat test 4.46; Nettie Rooker Posch 12,392 lbs. milk and 450 lbs. fat at two years.

Our show-yard and Provincial Dairy Test Records are proof for what we say. Here is an opportunity to buy foundation herd, or supplement your present one. Write your wants, or better still come and make your own selection.

W. J. GIBSON & SON, Marshfield, P. E. I., Springbrook Farm 9233-6-9-61.