

BIRTHS

OWNING.—At the Prince County hospital to Mr. and Mrs. H.M. ...

ORDON.—At the Prince County hospital to Mr. and Mrs. James ...

INCLAIR.—At the Prince County hospital to Mr. and Mrs. Peter ...

Stock Quotations

Table with columns for stock names and prices, including Halifax, Montreal, and various commodities.

Dr. Martel's Pills



Over 25 years the standard. At your Druggist or by mail direct.

Special Train Harvest Excursion

On Friday, August 6th, special train will leave Charlottetown at 11:00 a.m. and run right through to Winnipeg.

Farm Laborers For the West

CANADIAN NATIONAL RAILWAYS WILL GIVE FARES AND SPECIAL TRAIN SERVICE ON AUGUST 6TH, AND 13TH.

Harvesters are urgently needed in the West to garner in the wheat yield of Canada.

The call of the West is for 30,000 Farm Laborers to harvest this immense grain crop.

Estimates are that over 300,000 bushels of wheat stand ready for reaping.

The call of the West is for 30,000 Farm Laborers to harvest this immense grain crop.

The fare from Charlottetown to Winnipeg is \$24.85 plus half a cent per mile to points West of Winnipeg.

Verification certificates will be furnished by Ticket Agents when ticket is purchased.

Full information will be supplied by all Ticket Agents of the CANADIAN NATIONAL RAILWAYS.

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.

C. FAIRALL FISHER, Secy-Treas. 1973-7-31- Sat. Tue. Fri. Tue. 41

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-31pd.

KING'S COLLEGE, WINDSOR UNIVERSITY COURSE IN

Arts, Science, Law and Divinity. A thorough Academic training at moderate cost, amidst the best social and moral surroundings.

The College will re-open on

September 29th, Next

For Calendar and information re entrance qualifications and residential accommodation, apply to

THE PRESIDENT, Windsor, N. S.

1878-7-27 July 27th Sept. 28.

Annual Shooting Competition

Provincial Rifle Association of PRINCE EDWARD ISLAND to be held on

KENSINGTON RIFLE RANGE AUGUST 4th, and 5th, 1920. Commencing at 8 a. m., August 4th.

Conditions will be the same as the S. M. L. E. Rifles will be the S. M. L. E., wind gages will not be used and if furnished with rifles they must be set centrally.

W. B. PROWSE, Sec-Treas., P. E. I., 1669-7-17-14th Aug 3th.

At Crosby's Mills Bonshaw

Choice fine wheat flour (roller process) now \$6.25 per 100 lbs. Whole or ground wheat for chickens at \$4.75 per 100 lbs.

Why A Farm Needs A Milwaukee Air Power Water System

Combined in a few words the answer is: Because it is the best investment a farmer can make.

Time spent in carrying water, in pumping water and in taking the stock to the watering trough is time that can be used to better advantage at other work.

The matter of home comfort also is important. Isn't the wife of the farmer just as good as the city woman?

What about the children? Is there any reason why they should not have a home equipped with a bath room and inside toilet just like their city relations?

And think what it means in case of fire to have a hose handy and eighty pounds water pressure to fight it with.

Call in the next time you are in town and look over our demonstrator outfit.

Currie & Murnaghan

71 Queen St. Charlottetown

CANADIAN PACIFIC

FARM LABORERS EXCURSIONS

AUGUST 6th AND 13th

FARES FROM HALIFAX: \$25.80 Going \$30.80 Returning To Winnipeg, Man.

From Immediate Points up to St. John, add Local Second Class Fare to rates from St. John, \$20 Going and \$25 Returning.

N. R. DEEBRAY, District Passenger Agent

H. M. DAVISON, Local Agent.

1647-7-26-41

Western Steamship Lines, Inc.

INTERNATIONAL LINE Resumption of Freight and Passenger Service St. John and Charlottetown

Steamship "Governor Dwyer" will leave St. John on SATURDAY at 8 a. m. and every SATURDAY at 6 p. m. (Atlantic time).

The Wednesday trips are via Eastport and leave for Boston 4 days about 10 a. m. Thursdays. The Saturday trips are direct to Boston 4 days about 1 p. m.

FARE \$9.00 STATE ROOMS \$30.00 up

Direct connection with Metropolitan Line steamers for New York, Cape Cod Canal. Freight rates and full information apply to J. G. CURRIE, Agent, St. John, N. S.

ANOTHER VICTIM OF RHEUMATISM

Entirely Well After Six Weeks' Treatment With "FRUIT-A-TIVES"



MR. AMEDEO GARCEAU

32 Hickory St., Ottawa, Ont. "I was for many years a victim of that terrible disease, Rheumatism. In 1918, I was laid up for four months with Rheumatism in the joints of the knees, hips and shoulders and was prevented from following my work, that of Electrician.

I tried many remedies and was under the care of a physician; but nothing did me any good. Then I began to take 'Fruit-a-tives' and in a week I was easier, and in six weeks I was so well I went to work again.

I look upon this fruit medicine, 'Fruit-a-tives', as simply marvellous in the cure of Rheumatism, and strongly advise everyone suffering with Rheumatism to give 'Fruit-a-tives' a trial."

AMEDEO GARCEAU.

50c. a box, 6 for \$2.50, trial size, 25c. At all dealers or sent postpaid by Fruit-a-tives Limited, Ottawa, Ont.

Choice Farm For Sale

32 acres, 5 lumber in high state of cultivation. Good house, concrete steps well finished and watered. Well matted, 2 1/2 miles from Milton. 17th month old. Phone or write AMOS ROOD, Milton

1905-7-28-41.

Notice

Beginning with July 15th, Patons Ltd. will close their store every evening except Saturday at 8 o'clock. We also ask our patrons to keep in mind that we close every Wednesday afternoon at 12:30 1471-7-9-mw tt

FOR SALE

My farm of 40 acres situated in Georgetown, Tazewell, on the Brudenell River, within a mile of school house and 2 miles from Georgetown in good cultivation and buildings in good condition.

For further particulars apply to JOHN DELORIE, Emerson, P. E. I. 1950-7-29-41.

MAIL CONTRACT

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa, until noon, on Friday, the 27th August 1920, for the conveyance of His Majesty's Mails, on a proposed contract for four years, six times per week on the route Bear River Rural Mail Route, No. 1 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 Bear River and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Charlottetown, July 16th, 1920.

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.

Post Office Inspector's Office, Charlottetown, 8th July 1920.

JOHN F. WHEAR, Post Office Inspector 1514-7-10Sat 31.

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JUST A GIRL

BY JANE PHELPS

THE REASON WHY

Chapter 73

IT WAS my clothes—plus my abundant hair, which I wore plainly knotted and low in my neck, plus the undesired but now patent admiration of the object of my floorwalker—that had brought about my discharge.

When I look back at those days which seemed so tragic to me, I feel I'm smiling in self-pity. Yet I was more fortunate than many.

I had a companion in Mary, one whom I could both love and trust, and I knew Mother and being well cared for—that she would not suffer for anything really necessary.

I think had it not been for this—the thought that Mother was all right—I could not have gone on. Often the covert taunts and sneers of the girls were hard to bear, and when they ignored me, it was not much better. I was just a girl, too, and it was hard to feel out of everything.

I now realize that mine was the same story of discouragement, hope, and despair that comes to many girls. I was without friends or associates save only Mary Murphy.

"Many nights I went to bed my appetite unsatisfied, because of some extra expense I had been obliged to use my money for. I had learned to do my own laundry, but often was obliged to wear my underclothes unwashed because of lack of time and strength. A pair of shoes, a hat, even gloves, meant days of self-denial."

"There is a better way and some day I shall find it," I often said to Mary when, discouraged, we would talk things over. "I ain't no use trying to do anything when we ain't got no money."

"We shall not try to do anything different until you stop saying 'ain't' and 'taint'." "I know it! But I forget all the time."

"I didn't mean that!" I replied, repentant at once when I saw Mary's humility. "It really doesn't matter as much as you think. I'm sure correct you for your own sake."

"I wish you would beat me when I say them words." "All right, I will!" I smiled at her use of them. "But what difference did it make after all? It was the goodness of the girl, her tender heart, that counted, not ability to work correctly."

Mrs. Farin was dead. She was so kind to us, and often helped us with good sensible advice. "Never mind, dearie," she would tell me when I came in almost too tired to stand. "You'll get used to it by and by. It's the best you can expect all day what tires you so."

I often thought of pawing the rest of my jewelry. But I didn't dare. I might get sick, Mother might fall ill, and I would then have nothing upon which I could raise money. I would have to go to her should she be really ill, and she would have to have doctors and medicine. There was also another reason why I hated to part with my necklace and ring—Dad had given them to me with such loving words, such a warmth of affection so shortly before he left us, that I felt I couldn't live without them unless it were positively necessary—matter of life and death.

"You see, I had earned a good deal since I had become a working girl. I had learned that one can live on very little, that a bottle of milk and bread, or crackers for a change, makes a very good supper; that a cup of coffee made in my room and a couple of rolls bought at the bakery the night before, was all that I needed in the morning; that for very little a girl can get a substantial lunch at many places in the shopping district. On what I once had spent for a theatre ticket, I lived now for a week. And strange as it may seem I kept well. I had not missed a day from my work because of illness."

"He'll git her some day or she'll lose her job!" one of the girls said so loudly I couldn't help but hear. The floorwalker had stopped in front of the counter, and had kept me talking to him for some minutes, his errand patently just to make me talk.

I thought at first she meant he would discharge me did I not act as if I enjoyed his conversation, when it came over me, as I heard one of the girls reply to her, that she had hinted at something very different, a nausea came over me.

Then one day I learned she was right.

WE STRUCK WATER AT VERNON RIVER OCEANS OF IT

Eighteen thousand gallons in ten hours without lowering the well a bit.

There's no natural reason why you cannot have just as good well on your property. Just drop a line to

The Trask Artesian Well Co. Ltd.

71 Queen Street Charlottetown

CEDAR SHINGLES

JUST LANDED FROM SCHOONERS "ELECTRO" AND "BONUS"

ONE MILLION CEDAR SHINGLES ASSORTED GRADES

Also on hand—Spruce and Hemlock Framing, Lumber, Sheathing, Flooring, Dressed Spruce and Pine, Brick, Lime, Hardwood Plaster, Beaver Boards, etc.

L. M. POOLE & Co. 1997-7-31-41. Connolly's West Wharf

Hints for the Motorist

BY ALBERT L. CLOUGH

THE STEERING COLUMN

The accompanying illustration is intended to show the essential parts of a typical steering-column, embodying a steering device of the worm-and-gear variety.

Here A is a cross-section of a grease-tight housing, that is securely fastened to the car frame. B is a steel tube, forming the principal element of the column and shown broken open to display parts within it.

At its upper end it is made fast to C, the hub of the steering wheel and on its lower end is fastened the worm D. E is a stationary tubular outer casing, fixed in housing A, and upon this is often fastened a brace (not shown), which runs to the dash-frame and gives the column rigidity.

Within steering-tube B is another concentric tube F, which carries at its lower extremity, the throttle operating link G and at its upper end, the hand-throttle lever H, which operates over a stationary segment in the plane of the steering wheel, and to which it is held by friction at any desired position.

Inside of throttle tube F is still another concentric tube J, to the lower end of which is fastened the spark-timing link K and to the upper end, the hand-throttle lever L, operating over a segment upon which it is frictionally held. Inside of spark-control tube J is a conductor M, which runs up to the live contact of the horn button N, and the lower end of which goes to the horn motor and battery. O is one of the two ball thrust-bearings PP, the upper of which is provided with a means of adjustment (not shown), by means of which end play in the steering tube and consequent lost motion are eliminated.

When the steering wheel is taken up, R is an extension of housing A in which is supported the shaft S at right angles to the axis of steering tube B and worm D. On this shaft is fastened the worm wheel U, a few of the teeth of which are seen engaged with worm

V. The back end of shaft S, outside the housing is usually squared and upon this squared end is fastened the steering-rod or pitman T, the lower end of which is formed into a ball, which engages a corresponding socket in the rear-end of the drag-link or steering-connection rod (to be shown in a following article.) If C is turned left hand down (looking down upon it), worm D is rotated by tube B and the teeth of V, as shown, move downward on the teeth of D, rotating shaft S and moving T into its dotted position, steering the car to the left.

Turning the hand wheel in the opposite direction, naturally reverses all actions, moves T into a corresponding position to the left of its central position and steers the car to the right. The action of the worm and gear combination is such that while the worm can resist, with little frictional resistance, any tendency for the gear to turn the worm is strongly resisted, with the result that although the front wheels can easily be turned by the hand, road obstructions struck by them are not likely to produce forces that will turn the steering wheel against the operator's will.

A steering device with these qualities is said to be to some extent "irreversible" and the degree of "irreversibility" can be made as great as desired by reducing the slant of the threads of the worm or by slighting as desired by increasing this and giving more than one thread on the worm. A partly irreversible combination is here shown, with a double-threaded worm. In ordinary passenger car practice, the hand wheel has to be turned several times to deflect the front wheels from one extreme position to the other. The greater the "irreversibility," the greater number of wheel turns required and vice versa.

In the figure, the steering column is shown as if vertical, but in practice its upper end is inclined toward the operator's seat, at an angle dependent upon the type of car, the height and inclination of the driver's seat, the dimensions of the front compartment and other factors. The usual practice is to mount the column upon or near the left frame member and to connect the drag link from the ball end of T almost straight forward to the ball end of an arm acting directly upon the pivoted axle end of the left front wheel. One object sought is to "square" pitman T to shaft S, to permit the attachment to be made in any one of four ways, so that, after the teeth of U that are in mesh with D when the car is running straight ahead, become worn and loose from long service, T can be changed on S by a quarter turn and a fresh set of teeth caused to mesh with D and yet retain pitman T in its normal position. Instead of the worm-and-wheel type of steering device, the above described screw-and-nut type is largely used and will be reserved for later treatment.

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.

MOTOR LEAGUE BUSY WITH DETAILS

Ontario Motor League activities are as follows: Thousands of Road Signs erected annually. Privilege obtained of touring thirty days in United States without bonding car or securing foreign automobile license.

Speed limit increased from 20 to 25 miles an hour in rural districts and from 15 to 20 miles an hour in urban districts.

Provincial Highways System adopted and Federal Government persuaded to vote \$20,000,000 to aid Provinces in construction of main roads as result of Good Roads

NEW THROUGH SERVICE BETWEEN EASTERN AND WESTERN CANADA

OPTIONAL ROUTES VIA Canadian National Railways

MARITIME PROVINCES TO WINNIPEG VIA QUEBEC.

Table with columns for destinations (Lv Sydney, Lv Halifax, etc.) and times for various routes.

TRAIN EQUIPMENT.—Standard Sleeping and Dining Cars between Halifax, and Lewis (Quebec), Observation Parlor Car and Dining between Sydney and Truro, Parlor car St. John to Cochrane, Standard Sleeper and Dining car between Quebec and Winnipeg, Tourist Sleeper between Cochrane and Winnipeg, Colonist car between Cochrane and Winnipeg.

Canadian National-Grand Trunk

THE MARITIME PROVINCES.— PACIFIC COAST. VIA MONTREAL, TORONTO, NORTH BAY, COCHRANE.

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TRAIN EQUIPMENT.—Standard sleeping and dining cars between Halifax, Sydney and Montreal—Toronto and Winnipeg—Winnipeg and Vancouver. Tourist sleeper between Toronto and Winnipeg and between Winnipeg and Vancouver. Colonist cars between Toronto and Winnipeg and between Winnipeg and Vancouver. Convalescent Observation car between Edmonton and Vancouver.

THE MARITIME PROVINCES.— PACIFIC COAST. VIA MONTREAL, OTTAWA, PORT ARTHUR, FORT WILLIAM.

Table with columns for destinations (Lv Montreal, Lv Ottawa, etc.) and times for various routes.

TRAIN EQUIPMENT.—Standard sleeping and dining cars between Sydney, Halifax, Moncton and Montreal—Montreal and Winnipeg, Cafe Parlor car between Montreal and Sarnaby, Observation car between Montreal and Winnipeg.

For time tables, passenger fares, and all further information apply nearest Canadian National Ticket Agent or to

GENERAL PASSENGER DEPARTMENT, MONTREAL, N. S. 1907-7-28-10L

Desirable Residence for Sale by Public Auction

I am instructed by Mr. Alfred Pickard to sell by Public Auction on Monday the 9th day of August at twelve o'clock noon his new dwelling house and land, number 15 Villa Ave., Brighton.

This is one of the most modern and best residences in the city. The land measures 85x140 feet, well graded. The house contains seven rooms, besides hall, pantry, and bathroom. Hard wood floors, laundry with set tubs in basement, hot water heating, electric lighting, all the very best. Storm windows and doors and screens for every room. Also good size garage in rear of house.

Terms at sale. For inspection apply to A. Pickard & Co., Coal Dealers.

BENJ. CARTER & CO., Auctioneer

1920-7-31-81.

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

Educational Campaign.

Heavy penalties secured in case of car stealing. Reasonable regulation of headlights to eliminate glare advocated. Campaign to have all vehicles carry lights at night. Reduced rates on Automobile insurance obtained. Investigation of automobile fuel situation.

Association of Motor Truck Owners formed. Free legal advice given members in all automobile cases. Road Map of Ontario and International Main Travelled Routes published and Touring information compiled for members. Annual Outings held for Orphan

WANTED!

30,000 HARVESTERS. Fare from Charlottetown to Winnipeg... \$24.85 Half a cent per mile to points beyond. Return—Half a cent per mile to Winnipeg plus \$25.00.

Special accommodation for Women. New, comfortable, comfortable cars of latest design. Through Service. Box Lunches.

EXCURSION DATES AUGUST 6TH AND 13TH For information regarding Special Train Rates, etc., apply to W. K. ROGERS, City Ticket Agent, Charlottetown J. L. THOMSON, Station Ticket Agent, Charlottetown W. P. HIGGAN, District Passenger Agent, Charlottetown

Canadian National Railways

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