

Hotel Victoria

130 rooms, 55 rooms with private baths. Completely renovated. Excellent menu. Prompt service.

Hotel Arrivals

REVERE HOTEL. A. Freednia, St. John; W. F. Ross, M. Stewart; M. McDonald, Souris; J. R. Scott, Halifax; John Humphrey, North Brunswick; A. G. Penz, Hunter River; J. L. Younker, Montague; W. G. McDonald, Montague; L. G. Ives, Montague; Art Morris, Summerside; Bob Palmer, Summerside; C. H. Richardson, Montreal; J. W. Deslanniers, Quebec; R. Ellis, O'Leary; T. Ellis, O'Leary; W. D. Mc Kay, East Bedford; J. L. Sharp, Summerside; G. T. Montgomery, Kingston, Ont.; W. T. McCalder, Quincy, Mass.; Hector Gillis, White Sands.

VICTORIA HOTEL.

N. H. Howard, St. John, N.B.; E. W. Myers, St. John, N.B.; Mr. and Mrs. Thos. Rogers, Mrs. Elmer Hans, Los Angeles; P. S. Canon, Montreal; F. N. Robertson, Moncton; S. Day, Liverpool; R. Maxwell, St. Stephen; W. J. Black, Ottawa; Wm. Kor, St. John; A. Bell, Halifax; Katherine Hughes, Montreal; T. J. McKinnon, San Francisco; Mrs. Jno. McKinnon, San Francisco; J. B. Gaudet, Miscouche; B. Gaudet, Miscouche; L. D. MacLeod, Albany; W. E. Noonan, Albany; Mr. and Mrs. E. Brehaut, Cream Ridge, N. J.; J. Dewar, Calgary; Mrs. Catherine Gillare, Boston; Mrs. John Strickland, and son, Portland; Mrs. G. Glass, Montreal; Miss Glass, Montreal.

The Strathgartney

Leaves Bonshaw. Leaves Ch'town. Fri. 9th 8.00 a. m. 2.00 p. m. Tues. 13th, 7.00 a. m. 5.00 p. m. Fri. 16th 8.30 a. m. 6.30 p. m. Tues. 20th 4.30 a. m. 1.30 p. m. Fri. 23rd 6.00 a. m. 3.30 p. m. Tues. 27th, 7.00 a. m. 6.00 p. m. Fri. 30th 8.00 a. m. 6.30 p. m. All freight to be at Pownal. What one hour before sailing. 1435-78 Thurs, Mon. 71.

INCREASE IN Post Office Registration Fee

On and after the 15th of July, 1920, the Registration Fee on all registered mail matter posted in Canada will be 10 cents. Register articles must be fully prepaid.

Annual Meeting

The Annual meeting of the Model Silver Fox Co., will be held in the Y.M.C.A., Charlottetown on Thursday, July 15th, at 8 o'clock p.m. J. T. McKenzie, President.

Annual Meeting

The annual meeting of the Perfect Silver Black Fox Co., will be held in the Y.M.C.A. rooms Charlottetown, Wednesday the 14th inst. at 8 o'clock p.m. GEO. F. DEWAR, President.

NOTICE

Sealed tenders will be received by the undersigned until 12 o'clock on July 10th, 1920. The many persons willing to contract with the trustees of the St. John's School for the erection of new school buildings are invited to submit proposals to the undersigned. Office, contractor and all material, also for building and contracts to find suitable sites to accept the lowest of any tender. W. S. ROBERTSON, Sec. of Trustees, Pownal Post Office 1048-6-25 Newmarket.

Masonic Temple Co.

The annual meeting of the share holders of the Masonic Temple Co., will be held in the President's office No. 146 Richmond St., Charlottetown on Wednesday the 14th July, 1920 at 7.30 p.m. Dated at Charlottetown 29th June, 1920. GEO. W. WAKEFIELD, Secretary. 1225-6-30 wfm-71.

Upland Coffee

Coffee, grown in the cool, dry mountain plantations, is rich in those qualities which give the wonderful fragrance and flavour.

SEAL BRAND

the perfect Coffee. Blended and roasted and put into air-tight packages, its goodness and excellent quality are sealed safe from the deteriorating air.

Ground and fine-ground. In 1/2, 1 and 2-lb. tins. At good dealers everywhere. Write for "Perfect Coffee - Perfectly Made" - free on request.



Farm for Sale at Brockfield, Lot 30.

I am instructed by Mrs. Mary Wood to sell by auction on the premises on Monday, July 12th, 1920 at 2 p. m. sharp her farm of 65 acres of good land well watered and fenced, conveniently situated to church, school, stores and mills. This farm will be sold with crops growing, if not sold on that date farm will be wanted same day, also her stock and furniture will be disposed of.

For Sale at Crapaud

Riverdale cottage, together with out buildings and 29 acres of fertile land. This property is one of the most desirable on the island. Dwelling house is well built and in first class repair with nice shady grounds, overlooking the Crapaud River, is convenient to churches, schools, creamery, etc., and has telephone in house. Apply to MR. S. A. E. TROWSDALE, Crapaud, 1292-7-3-61.

NOTICE

We, the undersigned merchants of Washington will close our stores on Wednesday at 12 noon, on Saturdays at 9 p.m., and on all other days at 6 p.m., beginning Monday, July 5th, and continuing to September 30th.

Charlottetown Pictou Summer Passenger Service

Single fare, Charlottetown-Pictou \$3.00, return \$4.50. Single fare Charlottetown-New Glasgow \$3.50, return \$5.00.

S. S. "EASTRAN"

Leaves Pictou for Charlottetown Thursday after arrival of day train from Sydney. Leaves Charlottetown for Pictou and New Glasgow at 2.00 p. m. Friday, connecting at New Glasgow with the night train for Sydney and Halifax.

NOTICE

Single fare, Charlottetown-Pictou \$3.00, return \$4.50. Single fare Charlottetown-New Glasgow \$3.50, return \$5.00.

S.S. "Magdalen"

Will leave Montague every Monday, Wednesday and Friday at 6 a. m. for Pictou, N. S., calling at Georgetown and Beach Point, Murray Harbor. Returning leave Pictou, N. S. every Tuesday, Thursday and Saturday at noon.

MALE TEACHERS

A 30 day course will start at the Armories, Halifax, N. S., on Thursday, the 14th July, 1920 and will continue for 30 days. Teachers wishing to take this course will wire full name and address to Major H. H. Wylie, Military Headquarters, Halifax, N. S. before July 9th, so that transportation may be sent them. 1409-7-7-41.

JUST A GIRL

BY JANE PHELPS

MARY DECIDES TO GO WITH ZENA CHAPTER 54

"Hurry up, Mary, and get ready for dinner! I have such a lot to tell you!" I exclaimed as I heard her step on the stairs and went out to meet her.

"I'm all ready, come on without washing up and fixing your hair, are you?" I asked without thinking.

A slow flush crept over her face. "I never bother!" she replied with an air of bravado, although I easily saw her embarrassment.

"You think I need to beautify, here goes for te beauty parlor!" "I always feel so much better if I bathe my face and brush my hair," I said as a sort of apology.

"I guess I do too," he replied good naturedly, "only I'm too lazy or too dog-goned tired to pretty up when I get home. Land sakes, I thought I'd go mad today! That manager found fault with me and I told him where he got off right quick. He needs girls as I can afford to be as lazy as I feel like it."

"I wish I had some of your grit," I laughed. "I am afraid to say my soul is my own."

"You won't be after you have lived in Chicago a while. If there's one thing this pork-packing town learns a girl, it is how to look out for number one. You get to be like the hogs."

"You are too funny for anything Mary, but do hurry! I want to talk to you, and I can't while you are running around." She had changed her dress—afterwards she told me it had been because she thought I was ashamed of her looks.

"I'm all ready but my waist." "Oh, wait a minute! I found one in my trunk today I had almost forgotten I had. If you'll not be in a hurry, I'll give it to you."

"Insulted at havin' a new waist! Didn't I tell you livin' here made you get hoggish."

The waist was a rather gay one which, after trying on, I had decided I could not wear.

"I never even had a nightmare that I'd have a waist like this," she said with tears in her eyes.

The waist was very extreme in style and a really lovely shade of blue—very becoming really to Mary. It suited her bonnie hair and blue eyes admirably. I knew it was a waist that would have caused adverse comment had I worn it, could be worn by a girl like Mary. But with her it would simply mean a shop girl's love of finery. If I should wear it, I had learned to fear. I would prostrate something else, something I wanted desperately to avoid.

"People could do more to stop gossip if they would more carefully avoid the appearance of evil. People do not know our motives; they judge us by our acts."

"Ain't I the goods tho'?" Mary exclaimed as she preened herself before the glass. "This must have cost a heap," she said soberly after a moment. "You ought to be ashamed of it."

"Yes, I ought to!" I returned lightly. "It looks lovely on you, just matches your eyes."

Mary could talk of nothing but the waist until we reached the backache, and I also had a headache, and I was nervous, and was without energy I had to force myself to do my work, and was always tired.

THE MISERY OF BACKACHE

Removed by Lydia E. Pinkham's Vegetable Compound for

backache, and I also had a headache, and I was nervous, and was without energy I had to force myself to do my work, and was always tired.

WOMAN'S PRECIOUS GIFT

This one which she should most zealously guard is her health, but she often neglects to do so in season until some ailment peculiar to her sex has fastened itself upon her.

MALE TEACHERS

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Best of all Fly Killers 10c per Packet at all Druggists, Grocers and General Stores

restaurant only a couple of blocks away. As I feared, it was none too clean, but we went in and found a table. After our dinner had been put on the table I said: "Now I'm going to talk! Don't you dare mention that waist again or I'll take it back!"

"Over my dead body, if you do," she chuckled.

"Now listen, Mary, are you especially fond of your work?" "Fond of it? Lord, how I hate it! You ought to see."

"Never mind them, would you like to work in the same place I'm going to?" Of course I don't know how much you learn where you are."

"Nine dollars. I send three home to Ma—Pa's dead, and she ain't none too strong."

"This place only pays \$8, but they give you your meals."

"Well, I guess if I get all my meals it would be better than what I get now. I'd do it anyway just to be with you." She looked affectionately, not at me, but at the waitress.

Hints for the Motorist

BY ALBERT L. CLOUGH

GEARS DO NOT STAY IN MESH

J. A. writes: Sometimes, when pulling hard, an intermediate speed gear of my car jumps out of mesh. Why is this and what is the remedy?

Answer: This is probably due to weakness in the gear locking device. This usually consists of a pointed end plunger, operated by a spring which engages a slot in the shifter bar, when the gear is fully in engagement and is supposed to hold it in position.

The plunger end or the slot may be worn out of shape, the spring may be weak or stuck and there may be some misadjustment that prevents the shifter bar being moved enough to let the plunger fall into the slot. It is also possible that the faces of the intermediate gears have been battered out of shape to such an extent that they have acquired a tendency to push away from each other sideways. If you take the cover off the transmission so that all parts are exposed and note the action of the lock and gears, when in middle speed position, we believe that you will discover the cause of this trouble.

CAR COASTS SLUGGLISHLY

J. M. A. writes: My Ford car does not coast freely, even on a pretty steep grade, but seems to be retarded by something in the mechanism although the clutch is in neutral. Is there anything about this make of car which accounts for this or is something in wrong adjustment?

Answer: The most common cause of low coasting ability in these cars is the dragging of the bands upon the drums of the transmission. If they are too tightly adjusted or out of proper shape they are likely to produce a constant friction which will retard the car.

Another cause is the clutch adjustment which prevents the clutch discs from fully separating and too tight adjustment of the rear wheel brakes, also produce a retarded coasting effect. By pushing the car around, over a level road, while the clutch pedal is held in neutral and checking up the band and brake adjustment, you should be able to locate the trouble, but this make of car is not special in this respect.

RINGS MAY LACK END CLEARANCE

C. M. writes: I fitted two of the four pistons of my engine with new rings and now I can hardly crank it. If I had fitted all four pistons, I don't believe I could turn the engine over at all now, although it is beginning to crank a little easier. I cleaned and polished the ring grooves, why do they bind so?

Answer: While new rings always operate with very considerable friction, on account of their bearing surfaces being rough as compared with the polished cylinder walls and on account of slight inaccuracies in the cylinder bore we fear that you may have fitted your rings rather too tightly and that the ends of each ring come together when the engine is not. They should not do so and to prevent this a clearance of say 1/64 in. should be allowed between their two ends at the cut, when the parts are cold. You should make sure that there is sufficient end clearance and that the engine is run very gently with plenty of oil until the rings wear in. If the cylinder bores are not fairly true, you will have difficulty in securing a good ring fit.

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 this office.

Mr. McIsaac, M.P., and Transportation

Continued From Page Four.

What we want in addition to the car ferry is to have that standardization of the road completed as soon as possible; then we would be part of the mainland more completely than ever.

Passengers from any station in Prince Edward Island, from the extreme east or the extreme west, could take their seats in the cars and journey without interruption or change to any part of Canada, virtually to any part of the North American continent. That is our desire; that is what we have been yearning for, working for and agitating for. A good beginning has been made, and I am here to bear testimony to what has been done and to thank the Government for their efforts in that behalf. I desire to impress upon the Minister of Railways and the Government the ardent desire, the perpetual yearning, of our people that the standardization of the Prince Edward Island railway be completed as soon as possible.

That we may have that unbroken connection with the mainland from any part of the island, as regards passengers as well as freight. Many perishable products such as fruit and fish cannot successfully be transported unless they have that service.

That we may have, as you can readily understand, most desirous that this work be finished with all possible expedition.

Now, I wish to say a word with regard to the railway terminals at Georgetown in Kings County, and in order to be maintained in the best possible condition. Freight is landed there from coastwise steamers, and this freight can be borne away by the railway cars if the line is kept in good condition right down to the wharf.

There is another suggestion that I wish to make, and I do not wish the minister or any one to consider that it is in any way chimerical. Georgetown harbour is one of the very best on the North Atlantic coast; I am sure that what I say in that regard will be corroborated by those who have any acquaintance with conditions there. Now, this is what I wish to put forward, and I assure hon. members that it is not impracticable. At present all passengers and freight leave the island by the Borden route, which is in the western part of the province. Formerly we had steamers crossing from Charlottetown to Pictou, but this service has been discontinued. The ports in the eastern part of the province, and those places which are in the vicinity of Souris, Georgetown, and the mainland of Nova Scotia, but which are in the eastern part of the province, have been abandoned. The Borden and after being transferred to the car ferry, take the rail route on the other side and all the way round opposite and beyond the point of departure, to its destination. I feel satisfied, having regard to the growth of trade and the increase of production in Prince Edward Island since we have had the car ferry, that the Borden route will be sufficient to sustain a car ferry service between Georgetown and Pictou, the car ferry being used to ply between these points during the summer.

It would be difficult to create terminals at Georgetown where the car ferry is now docked. What I have in mind is this: that during the summer months a car ferry, in addition to the one operating at Borden, might ply between Georgetown and Pictou. It is not unreasonable to say that we should have, during the summer months, a car ferry, in addition to the one operating at Borden, which would ply between Georgetown and Pictou, the car ferry being used to ply between these points during the summer.

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well as at Charlottetown, and these cargoes, bearing the products of our province, would go to all parts of the world from this, one of the greatest harbours on the North Atlantic. In brief, these are the principal things that I wish to bring to the attention of the Minister of Railways.

There may be some hon. members who have not visited Prince Edward Island and who have no idea of what kind of province we have. Those who have visited the Island in the summer season are quite satisfied, I am sure, that no place on the North American continent is more desirable, at least at that time of the year. I believe that the Minister of Railways hesitated when we first urged upon him the necessity of commencing the standardization of the Prince Edward Island Railway. But he visited the Island and although his visit was a brief one I am sure that he found them on that occasion included him to commence the standardization of the road when he did. I would be pleased if other members of the House who have not visited our province would make an excursion there and see it for themselves. I would like them to see the Island in the summer when the crops are almost ready for harvest, when the fruit is ripening, the grass is greenest and the other products of farm and field are in their most attractive state. All these things we produce—fruit, grain, roots—and men.

Some hon. MEMBERS: Hear, hear.

MR. J. D. REID: And women too.

MR. McISAAC: Yes, the women are always included; I simply used the general term, and my remark seems to have been well received. You will find men of Prince Edward Island all over this American continent, wherever you go, holding positions of honour, emolument, importance and responsibility. You will find them in Church and State; you will find them in all parts of the continent from coast to coast.

You will find them in the highest positions of the judiciary, in the highest positions of the learned professions, at the head of more than one great university on this continent, whether in the United States or in Canada. A province that can produce, such horses as we produce down there, and such men as I have been describing, is surely deserving of the most serious and earnest consideration of the Government.

MR. WHITE (Victoria, Alberta): Have you any women down there?

MR. McISAAC: We have; the best and noblest women in this broad Dominion. I am serious in what I say, and I do not wish any honorable member to think I am drawing on my imagination. If some of my hon. friends would have the good fortune and judgment to visit Prince Edward Island and see it for themselves they