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HAVE YOUR EYES EXAMINED

G. F. Hatcheson

John Smith and His Car

By FREDERICK C. RUSSELL

John Smith is a character whom every motorist should welcome. He is not a rasher, he is a motorist martyr, a chaps 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 clan.

No. 13: So This is America

After covering the first 75 miles of our trip Smith decided that it would be a good idea to stop a while. In addition, he proceeded to kill two birds with one stone by buying some gas and a quart of oil.

"A fine place to rest!" I complained. "A garage for scenery, a tank of gasoline for ozone, the roaring of a motor truck engine for the music of nature! We should have rested back in that beautiful historic village we just raced through."

"Those places don't interest me," Smith confessed. "I want action." "Then you have been missing a lot of what you like," I replied. "One town we passed through manufacturers more paper than any other place in the country. Another boasts of the greatest cement factory in the world. I think you could see a lot of hotel bills by the way. One can learn a lot from seeing the towns at close range."

"That's all right for sight-seers," Smith said. "Touring is different. When you have finished this trip you will be convinced that touring is sight-seeing. If your idea is merely to burn the road you could save a lot of hotel bills by traveling 1,000 miles on a speed way."

By this time Smith had finished buying his supplies and was ready to proceed again. "Wait a minute," I said. "When you decided to stop here you picked out about as uninteresting a place as any but have you noticed the signposts at the crossroad over there?"

"Aren't you on the right road?" "Of course we are," I replied. "But when I travel I always read all the signposts just to see where the other roads lead to. It gives me a better idea of the layout of the country, which may be a big help to me some day if I happen to lose my way. The sign over there points the way to All Inn, one of the greatest resorts in this part of the country. Ever been there?"

"No," I said. "Well, now you can say you've been near it." "Whereupon Smith complained that I was harping on Nature. He said that being born and bred in the country, he wouldn't walk around the corner to see a prize Guernsey cow, much less take his eyes off this roadway to watch a tractor at work in the fields. If he was going to develop his power of observation he wanted to practice on practical things. I therefore made the bargain with him that every time I would stop, and if he didn't agree that it was worth stopping for I would buy him a gallon of gas.

About two miles further on I stopped and pointed to a quarry. "That's where we get our best granite," I said. "You have probably seen many larger quarries, but you have never before seen one where they find such fine quality. Did you ever notice how they cut it?"

Smith watched the men working and then he cranked up his motor again replied: "The next time you buy gas remember that I owe you a gallon!"

About a mile beyond this we turned into the main street of a small but rather attractive town. I drove slowly in order to give Smith a chance to look about. When we reached the highway again I asked him what he had seen of interest.

"Nothing," was his reply. "A historic church, a new movie house, a couple of 'chickens' and a peach of a good looking car standing in front of a garage. But nothing of importance."

"If you had been wearing your observation glasses," I argued, "you would have noticed the large number of cars standing in front of the bank. If you observed the people around them you would have realized that those cars belong to farmers. You have perhaps heard a lot about motorizing the farmer, but there were the facts back in that town if you had wanted to see them. One of the stores had a clever window display. The street lamps had flowers on them. I saw some very oddly dressed people, too. They probably belong to some religious cult."

Smith looked at me inquiringly. "Are you by any chance offering that I owe you another gallon of gas?" he asked, at length.

"I think you're going to buy my gas for the whole trip," I laughed. "If you keep on showing me interesting things I'll not begrudge it," he confessed. "Why, man this is America! I never thought of it before. I am seeing the country, meeting its people and learning its ways."

BURNS

Mix Minard's with sweet oil. Spread on brown paper and apply to parts injured. Soothes and heals rapidly.



That Car of Yours

By WILLIAM ULLMAN

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

WHY MEN CHANGE CARS

When a motorist finds it necessary to change cars every year is he keeping abreast of the improvements in cars or is he giving further proof of his lack of foresight? Many have pondered over this question, and with trade-ins growing more frequent the question is uppermost in the minds of many. Perhaps a clue to the answer may be found in the observation that automotive improvements of a major kind come in cycles, usually arriving in greater numbers when trade-ins are not so good and when such improvements can be effectively sales stimuli. In other words the motorist either buys a car that is advanced or finds it necessary to buy several cars that are merely trying to catch up with their leaders.

MAKES ROADS SMOOTHER

Speed has much to do with comfort in riding over rough roads. There are some types of pavement that can be made to seem smoother by driving ten or fifteen miles an hour faster, while others can be smoothed out only by driving slowly. It depends upon the nature of the road, the wheelbase of the car, the number and weight of passengers carried, the air pressure in the tires and the type of spring control devices used. So the driver must experiment with each new stretch of road.

STRAIGHT BACK, STRAIGHT BACK!

A little scheme that makes it easier to back out of a driveway is to make a little notch on the under side of the steering wheel nearest the driver when the front wheels are in a straight ahead position. If the driver starts backing straight and keeps the notch in the original position the car ought not to run off its course.

WHEN THE GASKET BLOWS

One of the most perplexing engine noises is that resulting from a blown cylinder head gasket. The leak from cycling through the gasket to the outside may be no larger than a pinhole, yet the chances are that the smaller the hole the more perplexing the noise. A sizeable leak will waste water and splatter it all over the engine. The noise will be more similar to that produced by a partly open petcock. When the hole is very small, however, the force behind it produces a whistle sharp enough to sound exactly like a spark knock. It will be particularly bad when accelerating, running fast or climbing a steep hill.

SIMPLE, YET QUITE TRUE

The throwing of oil on the right brake drum can be minimized—sometimes entirely overcome—by driving more to the center of the road.

STOPPING PUMP LEAKS

When turning packing nuts at the ends of the water pump shaft, to stop leakage, care should be exercised not to overdo it. The less a nut is turned to stop the escaping water, the better, and the more effective this method will be. If the motorist turns the nuts too far each time he will hasten the time when it will be necessary to use new packing.

EXPLAINS WHY IT BUCKS

In trying to find out why the car will not throttle down to a creeping speed without bucking, many owners forget to consider the possibility of worn valve guides. Just one worn guide is sufficient to cause dilution of the gas mixture with too much air. When an intake valve guide is worn, air is sucked around it and into the cylinder every time the respective valve is opened.

Six vines will start enough cucumber vines to give early salads long before the regular outdoor planting can get into action.

Place Names Of P. E. Island

Surrey; settlement, lot 53. Name assigned 1862. St. Lawrence; creek, point and inlet, lot 47. Holland, 1765 has Surveyors. The French name for the inlet and creek was riviere Tranchemontagne, a family name used by Denis de la Ronde, 1721. Surveyor point and inlet on Department of Interior map, 1914. North lake in Meacham, 1880, in contradistinction to South lake, called East lake on Holland, 1765. Meacham calls the Surveyor point Black point and applies the names Beaton's or Surveyors to the names of the Surveyors to the north of the point.

SWALLOW; point, lot 42. Chart. SWANTON; point, lot 45. Name in Bayfield's "Sailing Directions," 1847. May be after Commodore Swanton of the Vanguard, at Quebec, 1760. Refer to Deane. Misspelled Swanson on Department of Interior map, 1914.

SQUAW; bay and point, lot 48. Chart. 1876. The name is to aboriginal. Squaw Bay was a postoffice name in 1855. The Miemie name is Ogozik; cheech, Ogozik means "place where goods are found."

SQUIRREL; creek and point, lot 12. Plan 1871. Stanchel; settlement, lot 67. When a school district was formed about 1890 a public meeting was called to decide on a name. Unanimously seemed out of the question till Mr. Roderick Nicholson stood up and addressed in Gaelic an old lady present, Mrs. Allan Nicholson. "Will you not give us some name from the old country?" "I will give the name of my birthplace," she answered, "Stanchel, in the late of Glasgow." Thistle and Shamrock; school district, lot 67. Meacham, 1880.

After Viscount Petersham. Refer to Petersham.

St. Lawrence river, lot 21. Holland, 1765. After Rt. Hon. Sir Hans Stanley (1720?-1780). He was the only son of George Stanley of Paulsons, Hampshire, who committed suicide January 31, 1733-34. From 1742-3 till 1747 he was M.P. for St. Albans and from 1754 till his death for Southampton. From September, 1755, to August, 1756, he was a Captain in the 7th Regiment of Foot Guards. He was chosen by Pitt to represent England at the court of France in negotiations for peace between the nations, which were successfully concluded in 1763. He was in Paris May 24 to September 20, 1761, but his negotiations were unsuccessful. His despatches are described by Carlyle as "the finest reading one almost anywhere meets with in that kind." He was disappointed at not being trusted with the conduct of the negotiations when peace was in 1762. In 1764 Stanley was appointed governor of the island of Wight and constable of Carisbrooke castle. On January 15, 1780, he cut his throat with a penknife in the garden at Althorp when on a visit to Earl Spencer and died before assistance could be obtained. His portrait as a young man was painted by Sir Joshua Reynolds. The Dictionary of National Biography says his abilities were unquestioned. He is described as awkward in appearance, ungracious in manners and eccentric in his habits. He never laughed. He was never married.

Stanley Bridge; settlement with post office, lot 21. Formerly Pines Ferry. After Wm. E. Stanley, died about 1843. A bridge was built on suggestion by E. L. Lydard.

Stephen; cove, lot 11. Cassempogue bay, Holland, 1765. After Stephen Poirer, son of Earl of Chester. Refer to Stovardal.

Stewart; cove, lot 18. Name on chart of Hillsborough bay, 1823. After Stewart, a Scotchman. Also aux Progres, meaning Canoe cove, of Franquet map, 1851.

Stewart; point, lot 8. Lake, 1863. Strathgairn; settlement, lot 67. Settled by emigrants from Skye, 1858.

Strathgairn; settlement, lot 64. After Strathgairn, a valley in Perthshire, Scotland. David Stewart, an emigrant from Perthshire, became possessed of about seventy thousand acres of land in Prince Edward Island, comprising lots 20, 7, 19, 12, and parts of lots 21 and 27, which he visited June to August, 1831. His son Robert Bruce Stewart came with his wife and family in 1846 and built a house which he named Strathgairn. Listing as landlord till the Land Purchase Act, 1875. As his mill was large he had a private bag made up in Charlottetown. David Stewart's daughter, living in Charlottetown, is the great-granddaughter of his great-grandson, Alan Stewart, a resident of Strathgairn.

Strawberry point and hill, Charlottetown royalty. Point name on chart of Hillsborough bay, 1823. Hill name on plan, 1831.

Stuart; creek, lot 65. Chart, 1846. Stukely; point, lot 39. Britan point on Holland, 1765. Stukely town is shown east of the pond. Britan or Wright, 1852. Stukely town is shown east of the pond. Britan or Wright, 1852. Stukely town is shown east of the pond. Britan or Wright, 1852.

Stukely; pond on Wright and Candall charts, 1850. Name of the pond, Britan or Wright, with Britan (sic) creek flowing into it. The chart name is Stukely. Department of the Interior map, 1914, has Stukely. Stukely is a Miemie name. The name, Britan, is also a family name. Wm. Stukely (1687-1765) was a well-known writer on antiquarian subjects and first secretary of the society of antiquaries.

Sturrock; river, bay and settlement, lot 61. Bay name on Holland, 1765. From the name found on post office, lot 24. Named by settlers from Suffolk, England, who arrived 1824-1840. Suffolk Road in Meacham, 1880.

Sunny town; settlement, lot 13. The sunny town of Prince county. At first called Green's shore, after the first settler, Daniel Green, a Quaker land agent. The name was changed to Sunny town when the name was received from Governor Panning a grant of 500 acres on the site of the present town. With his wife and four children he arrived in 1745 in the ship "Phoenix" from New York. He spent the first winter in a deserted French house on Phelan point, later building a log house on the site of the present settlement. Daniel Green died in 1825. The youngest son, Joseph, inherited the land between Central and Duke streets, running back for a mile and a half, and three-quarters of a mile. He built in 1840 (now owned by Mr. H. Staver), was licensed as an inn in that year and styled "Summerside House." His designation is said to have been due to Major Compton, who commented on its sunny situation. In the same year, or the next, Pat Power, the first postmaster, put the name on the mailboxes known as Green's shore. Summerside was incorporated as a town in 1875 and became the capital of the county. See St. Lawrence in 1874.

Summerside; settlement with post office, lot 66. Name selected by the residents, 1867.

Sunbury; cove and point, lot 17. Sunbury cove on Holland, 1765. St. Lawrence Pilot, 1916, has Sandbury cove. Probably after George Montagu Dunk, Earl of Sunbury, Viscount Sunbury and Baron Halifax (1716-71). Refer to Halifax. Meacham, 1880, calls the point New Workington. Seskowolwa, meaning mouth of the Miemie, was the name of Sunbury cove.

Sylvester; point, lot 47. Holland, 1765. Sylvester point and Campbell point were the first points on the island to be settled by Englishmen. Some saynames terre aparaisantosome deux illes. May be after Eusebius Silvester, solicitor and clerk of the St. Lawrence, after his plantations, 1765. Refer to Campbell point.

Taranant; settlement, lot 35. A post office March 1, 1894, to April 1, 1895. Lot 35 was settled by Macdonalds in 1772. A branch of the Macdonalds settled in France in 1746 and Alexandre Macdonald born at Sedan, 1765, was created 1806. Due to the name of the place, the name of the settlement was changed to Taranant. This title is said to have suggested the present name. Compare Kenzie, Keppoch and Kingsborough.

TERRAS; settlement, lot 19. Name in Bayfield's "Sailing Directions," 1795, mentions Donald Taylor junior as head of a family in this lot.

Tea; hill, lot 48. Various explanations as to a local tea plantation. The tea plant here, and the fact that the post road from Charlottetown to Georgetown over the summit of this hill is cut at the highest point by a road running at right angles, southwardly to the Bellevue property, about a mile, forming with the post road at the summit a T.

Tennille House; settlement, lot 35. Originally name of a tavern, so called because ten miles from Charlottetown.

TERRAS; point, lot 41. Holland, 1765. Terras on 1776 map. Not Texas, as Department of Interior map, 1914. Terras is a Scottish family name (first name of Pfisher), but its use here is not explained.

The Lake; pond, lot 10. The only body of inland water in Prince county. Popularly said to be bottomless.

The Run; a settlement, lot 19. Originally the name of an Inn of which John Townshend was proprietor, 1824. Other Inns of the name were located on St. Peter road and Tryon road.

Thistle and Shamrock; school district, lot 67. Meacham, 1880.

Thompson; river, lot 7. Marshes and inlet, lot 8. Holland, 1765. After General James Wolfe (1727-59), hero of Quebec. Wolfe inlet on Department of the Interior map, 1918. A tradition that Wolfe landed on a rock off the cape once his way to Quebec has no basis. The Hamilton manuscript in Harvard College Library given this sketch of Wolfe's appearance (quoted from "Louisbourg"—J. S. McLennan): "General Wolfe was 5 feet 11 or 12 in height, very straight, his hair generally worn in a queue, his face of a long oval complexion very fair and much freckled—his eyes were light, I think grey, and his mouth large, his nose the long was large and open to those of an actor. Some of his features may not appear favorable there was a certain animation in the countenance and spirit of his manner that solicited attention and interested most people in his favor." "Wolfe was a great leader and to his presence in the battle of the Clouds, the result was largely due."

Wolfe; islands, lot 62. Holland, 1765. Translation of a French name I a Bois as on Franquet, 1751. There are two post offices on the island.

Woodbrook; settlement, lot 11. Woodstock; school district, lot 6.

Woodvale; settlement, lot 2. Meacham, 1880. Woodville post office was opened here January, 1894.

Woodville Mills; settlement, lot 54. Woodville mill on chart of Carleton bay, 1838.

Wright; creek, lot 65. Chart, 1818. Ruisseau du Moulin (meaning Mill creek) on Franquet map 1751. Property here was owned by Surveyor General Thomas Wright of his sons. A descendant was living here until a few years ago.

Wright; creek, Charlottetown royalty. Wrights on chart, 1846. Land here was owned by Surveyor General Thomas Wright as far back as 1775, when he and Phillip Callebeck, attorney general, who was acting as governor, when carried away by two American privateers to General Washington's headquarters. The Wright family until about thirty years ago. Probably rivere de la pelle (as) cession of French regime. Wright; point, lot 23. Chart, 1850. After a Loyalist family, the head of which, Wm. Wright, came from New York to Bedeque bay in 1784.

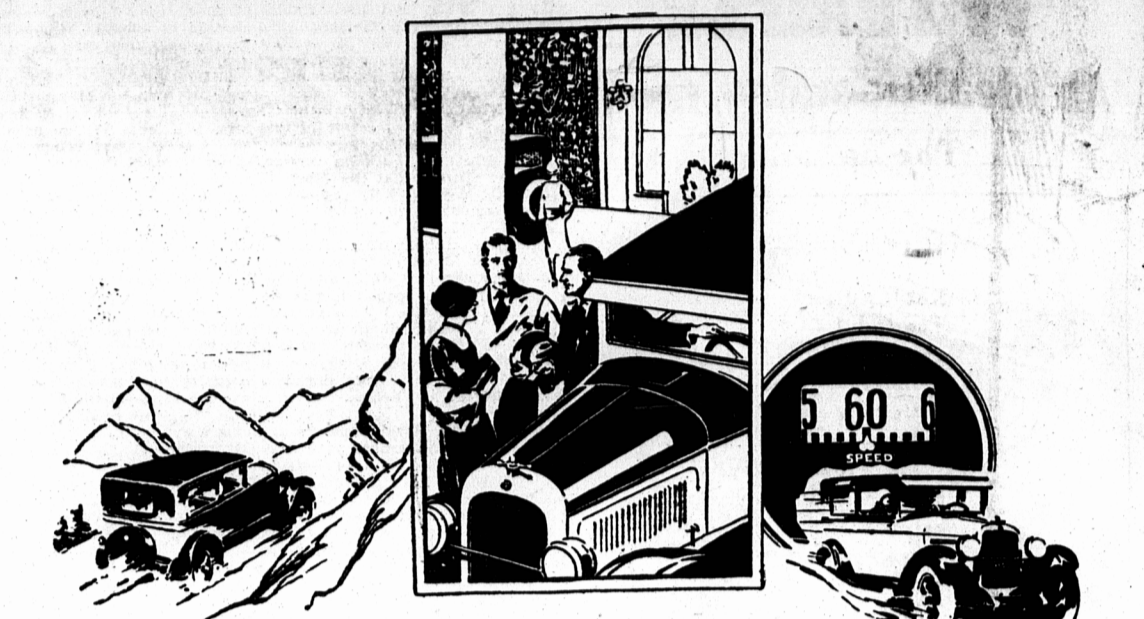
Yankee; hill New London. According to Wm. Bernard, French River, who died October 1893, aged 89, the hill bore the name when he was a boy. His father told him that the first store at the mouth of the harbor, within a stone's throw of the hill, was kept by a "Yankee" who sold supplies to the (Yankee) fishermen. Yellow; swamp lot 47. Meacham, 1880.

York point; settlement, lot 32. A post office, November, 1903, to January 15, 1913. Located at a point on York (York) river.

York; settlement with post office (Little York), lot 34. Named by settlers from on Wright, 1852. Land, Little York, 1880.

York; river, lot 32. Holland, 1765. After John York (1728-89), Lord Commissioner of Trade and Plantations, 1761-63, 1765. He was the fourth son of Philip York (1690-1764), 1st Earl of Hardwicke, Lord High Chancellor of Great Britain, who had five sons and two daughters, most distinguished of whom were Charles (1722-70), who became, like his father, Lord High Chancellor. At the time of his death John York was clerk of the Crown in Chancery. Also known as North river and the French as riviere du Nord.

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