MARRIAGES

BARR — WONNACOTT.—At 80 Longworth Ave., on Oct. 1st, 1920, by Rev. Ewen MacDougall, Harry J. Barr to Blanche Wonnacott both of Charlottetown.

DEATHS

STEWART.—At Southport Oct. 2nd Isabella McDonald Bears wife of Daniel Stewart in her 55th year. Funeral Monday at 2 o'clock to Cross Roads Cemetery.

DRAKE.—At Cornwall, October 3rd, after a lingering illness, Samuel Drake, aged 65 years. Funeral today from his late residence at 3 p. m. to Cornwall Cemetery.

OFFICIAL ANNOUNCEMENT

ROME Sept. 12th. —Right Rev. Henry J. O'Leary, Bishop of Charlottetown, Prince Edward Island, has been transferred to Edmonton, Alberta, and is to be succeeded by his brother, Rt. Rev. Louis J. O'Leary, Auxiliary Bishop of Chatham, New Brunswick. Monsignor Patrick A. Chaisson, vicar apostolic of the Gulf of St. Lawrence, is to be Bishop of Chatham.

Rev. Patrick J. Keane, of Oakland California, has been appointed Auxiliary Bishop of Sacramento.

FOR SALE

For sale at Stanchel, Mill Property; Saw Mill and Grist Mill, including Rotary Saw, Shingle Saw Lath Cutter, Planer and Matcher and cut off saw; 40 H. P. boiler and 35 H. P. Engine; Maple Leaf crusher and also two water wheels; connection all in good repair. Will sell land with mills to suit purchaser; handy church and school; 2 1-2 miles from Bradalbane Station.

JOHN BERNARD

Lachute, Que. 25th. 1918.
Minard's Liniment Co., Limited.

Gentlemen,—Ever since coming home from the Boer war I have been bothered with running fever sores on my legs. I tried many salves and liniments; also doctored continually for the blood, but got no permanent relief, till last winter when my mother got me to try MINARD'S LINIMENT. The effect of which was almost magical After two bottles the sores completely disappeared and I have worked every working day since.

Yours gratefully,
JOHN WALSH.

Canadian National Railways

CHANGE OF TIME—P.E. ISLAND DIVISION

Commencing Monday, October 4th, 1920, trains will run as follows.

WEST:—

Daily except Sunday leave Charlottetown 6.25 a. m., arrive Borden 8.45 a. m. Summerside 9.20 a. m.; returning leave Borden 4.10 p. m. arrive Summerside 6.05 p. m. Charlottetown 6.35 p. m.

Daily except Sunday leave Charlottetown 12.40 p.m. arrive Summerside 4.35 p. m.

Daily except Sunday leave Charlottetown 2.40 p. m. arrive Borden 6.10 p.m. arrive Summerside 7.05 p. m. Tignish 9.45 p.m.

Daily except Sunday leave Borden 6.40 a. m. arrive Emerald Junction 7.40 a. m. Summerside 9.20 a. m. Charlottetown 10.40 a. m.

Daily except Sunday leave Tignish 5.35 a. m. arrive Summerside [illegible] a. m. Charlottetown 12.40 p. m.

Daily except Sunday leave Tignish 7.25 a. m. arrive Summerside 1.30 p. m. leave Summerside 2.20 p.m arrive Borden 6.10 p.m. connecting at Emerald with train from Borden and arriving Charlottetown 6.35 p.m.

Daily except Sunday leave Summerside 6.45 a. m. arrive Charlottetown 10.40 a. m. Passengers for Mainland by this train change at Emerald Jct., arrive Borden 8.45 a. m.

EAST:

Daily except Sunday leave Charlottetown 6.50 a. m. arrive Mt. Stewart 8.45 a. m. Georgetown 1.?0 a. m. Souris 11.25 a. m. returning leave Souris 1.15 p. m. Georgetown 1.00 p. m. Mt Stewart 4.15 p. m. arirve Charlottetown 5.55 p. m.

Daily except Sunday leave Elmira 5.35 a .m. Souris 6.55 a. m Georgetown 6.45 a.m. Mt. Stewart 7.45 a.m. arrive Charlottetown 10.00 a. m. returning leave Charlottetown 3.05 p. m. arrive Mt. Stewart 4.15 p. m. Georgetown 6.00 p. m., Souris 6.05 p. m., Elmira 7.20 p. m.

SOUTH:—

Daily except Saturday and Sunday leave Murray Harbor 6.45 a.m. arrive Charlottetown 10.40 a. m.; returning leave Charlottetown 3.30 p.m. arrive Murray Harbor 7.25 p.m.

Saturday only leave Murray Harbor 7.20 a. m. arrive Charlottetown 10.05 a. m. returning leave Charlottetown 4.00 p. m. arrive Murray Harbor 6.45 p. m.

DISTRICT PASSENGER AGENT'S OFFICE, CHARLOTTETOWN, P. E. ISLAND.

016-9-25-7i

FOR SALE

Five roomed house, in first class repair, good cellar and large lot in good locality. If not sold by private sale will be offered by auction on Friday October 8th. at 2 o'clock at 12 Douglas Street. Enquire Sergeant Bradley, 14 Douglas Street.

BENJ. CARTER,
Auctioneer.

062-9-28-2i. pd.

FOR SALE

The subscriber will offer for sale by Auction, Wednesday the first day of December, at 10 o'clock, 47 acres of land in Baltic, Lot 46. This land is covered with hard and soft wood. Also on the same day at Black Pond, at 2 o'clock, 12 acres of land in a high state of cultivation. Terms at sale.

ANDREW MOONEY,
Morell

3209-10-1-6i.

FARM FOR SALE

One hundred acres situated at Mitchell River, 2½ miles from Cardigan. Farm runs north from the Launching Road to a road at the rear. Good dwelling-house and barns. As the owner resides in the West and is anxious to sell, this farm can be had at a bargain. For particulars apply at once to,

PALMER & PALMER,
Solicitors.

3122-9-24-4i.

Fresh Herring

The subscribers have in their shop at Souris, a quantity of fresh herring suitable for fox feed or lobster bait.

MATTHEW & MCLEAN,
Souris.

3113-9-29-6i.

Professional Cards

Dr. W.L. McLellan
DENTIST
Riley Building, Queen Street
Phone 866

2591-9-3-26i.

Dr. C. C. Archibald

Graduate on N. Y. Post Graduate Medical School and Hospital.
Practice limited to Eye, Ear Nose and Throat.
Office Bayer Building Great George Street, opposite Guardian Office. Telephone 350.
Office Hours—9 to 12 a. m.; 1 to 5 p. m. May be consulted off hours at 110 Hillsboro Street.

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CHRONIC DISEASES
Now at Victoria Hotel, CHARLOTTETOWN, P. E. I., Friday, Saturday, Sunday, Monday.
At Queen Hotel, SUMMERSIDE, P. E. I., Tuesday, Wednesday, Thursday.
Hours—From 12 to 3 p. m.
FREE:—$100.00 monthly in advance. NOW!
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Residence, 6 Water Street,
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Room No. 12, Cameron Block
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S. S. HESSIAN
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MONEY TO LOAN
Montague P. E. Island

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W. E. BENTLEY, K. C.
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MONEY TO LOAN
Office Bank of N. B. Chambers

Morson & Duffy
Barristers and Attorneys
Solicitors for Royal Bank of Canada
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McLean & McKinnon
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Office, Royal Bank Building
Charlottetown P. E. Island

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Every Home In Canada Needs "FRUIT-A-TIVES"

To those suffering with *Indigestion, Torpid Liver, Constipation, Sick or Nervous Headaches, Neuralgia, Kidney Trouble, Rheumatism, Pain in the Back, Eczema and other skin affections*, "Fruit-a-tives" gives prompt relief and assures a speedy recovery when the treatment is faithfully followed.

"Fruit-a-tives" is the only medicine made from Fruit—containing the medicinal principles of apples, oranges, figs and prunes, combined with valuable tonics and antiseptics

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

Farmers Notice

Commencing Monday, September 27th, we will take delivery of live hogs at the following points. Farmers having hogs to offer will do well to see our representatives at their respective stations.

TUESDAY

Mont Wright, Montague
Perley Drake, Vernon
A. D. Martin, Grand View
Wm. Kearney, Murray River
Harry Jenkins, Hazelbrook
Wedlock and Cok, Morell and St. Peters.
Bert P. Brown, York
Chas. Colwill, Northam.

WEDNESDAY

Wm. C. Clark, Summerside.
John Whitehead, Kensington
E. H. D. McLeod, Alrany
Louis Muttart, Carleton
Everett Haslam, Emerald
Everett Wedlock, Hunter River

We will take delivery of hogs every week day at our plant in Charlottetown. Highest market prices paid at all poitns. For information phone Office 532 or Abattoir 533.

CANADIAN PACKING CO., LTD.

Farm For Sale

11 acres of land situated at Brookfield, 9½ miles from Charlottetown 1 mile from Colville R. R. Station 75 acres under excellent cultivation, balance covered with hard and soft wood, within ¾ mile of two schools and churches, churches of either denominations, within easy reach, never failing stream of water at the rear, two wells at the front, large house and commodious barns all in good repair, well fenced with cedar and wire.

For further particulars apply to
ANGUS N. McLEOD,
Brookfield, P. E. I

3207-10-1-fmw6ipd.

NOTICE

We have just landed two cars cedar shingles which we are offering at very low prices—before unloading of cars—

We also want a quantity of good dairy butter for which we will pay highest prices.

M. Kennedy & Co.

2360-8-23-mwf 21i.

Sale of Land at Strathgartney

To be sold at the Court House Bonshaw, at noon on Thursday, October 14th, two lots of land situated in the village of Bonshaw; one containing 4½ acres, other 5 1-10 acres also at same time and place two farms situated on the north side of the road, one mile from Bonshaw, one containing 96 acres, other 103 acres. For further information apply to Alan Stewart, Strathgartney.

3088-9-28-14i-pd.

INTERESTING ANNOUNCEMENT

Messrs W. B. Prowse and D. A. MacKinnon proprietors of the Vimy Fox Ranch, Norwood Road near Charlottetown, P. E. I. are prepared to sell a limited number of foxes and ranch them for parties if they so desire.

The Vimy Fox Ranch was established in the fall of 1919 and has 39 pairs of foxes 27 of which are owned by Messrs Prowse & MacKinnon and the balance are boarders. The ranch has been under the management of Mr. Fred Andrews and has been one of the most successful in the province this year. The 39 pairs have today 97 living pups or an average of 2 1-2 to the pair. This we think will compare favorably with any ranch in the province having strictly 1919 pups

The policy of the management was to select the very best foxes that money could buy and feed the very best food Results have justified this course. The number of pairs can be ranched will be limited to fifteen so parties who desire to take advantage of this should speak early

021

JUST A GIRL

BY JANE PHELPS

KENNETH HEARS THE STORY
Chapter 132.

We went to church, Mother, Kenneth and I. Then we had dinner. No word of our changed life had been spoken. Mother excused herself to lie down, and Kenneth and I were left alone.

I told him te whole story, only keeping back the struggle I had at first, and the disagreeable incidents which I never had told anyone but Mary.

"You have been very brave, Zena," he said when I stopped after sketching my life after Father died. "I am very proud of you."

"But I am very different, Kenneth. I am not the same girl you knew. Sometimes I feel like pinching myself like the old woman whose skirts were cut as she slept, to see if it is really me, Zena Stewart, or some oter girl masquerading under her name."

"You will marry me at once, won't you, Zena, and let me take you home to the ranch, away from al lthis, hard work nad anxiety?"

"Oh, I couldn't—so soon!"

"Why not, Zena?" his tone was so practical that I laughed.

"Oh, I couldn't—I'm not ready."

"Nonsense! What is there to get ready—clothes? What do they matter to two people who have decided to spend their lives together?"

As he asked the question there flashed over me the thought that I had not promised—that he had taken a great deal for granted. That he was a masterful man was easily seen.

"I didn't know that we had decided," I said lightly to ease the tension I felt.

"I did, you never would have allowed me to come had you not cared for me, and intended to marry me."

"But even so I must tell Mr. Claxton, and give him time to fill my place. He has been more than kind to me, and to Mother."

"Give him a week, and I shall not let you work all day during that time either. Tell him in the morning, and if he isn't decent enough to tell you to quit at once you have very much exaggerated his kindness to you."

"A lot you know about it! He has been wonderful!"

"Hold on there! I shall be jealous if you talk of him any fore. I'm surprised that he hasn't discovered how sweet you were and married you out of hanl."

I felt myself flushing and turned away. I some way felt my enthusiasm for Kenneth oozing from me as I remembered I must tell Frank Claxton, the man who had told me he loved me devotedly, that he would still hope that some day he would win me. I must tell him I was to marry a man I had not seen for years, of whom I really knew very little. What would he say? How would he accept the news I would take him in the morning?

"One would think from your expression you were sorry to tell this man," Kenneth remarked.

"I wonder if he will have trouble filling my place," I parried. "I have a good deal of responsibility. I am assistant to the manager in the bond department, as well as secretarial work for Mr. Claxton. It has taken me a long time to fit myself. It will be hard for them to take in someone unfamiliar with the work."

"Let them worry. You belong to me now."

I said no more, but thoughts of Frank Claxton, my work at the office, remained with me all day, every moment of which was spent with Kenneth. He grew very loverlike, and impressed upon me the care he would give me, the beauty of the ranch. And as he included Mother in all his plans, I should have been very happy. That I wasn't I laid entirely to my worry over Mr. Claxton having trouble to fill my place.

It was with none of my usual breeziness that I entered the office that Monday morning and waited for Frank Claxton to appear. He was later than usual. The market had opened, and I din't get an opportunity to speak to him until almost noon. Then I said:

"May I see you a few minutes, Mr. Claxton?"

"Certainly!" He turned so quickly, looked so sharply at me, it took away my self-possession and I blurted out:

"I must leave. Can you find another girl this week?"

As I looked at him I saw his face was white.

"Leave—why?"

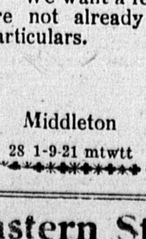
"I am going to be married." I had given him the reason at once. I saw I had hurt him, but there was no other way—not with him.

"Married!" he exclaimed, while even his lips grew white. "May I ask who—"

"Please do, and let me tell you all about it," I interrupted.

To Be Continued.

EAT and Get Thin



This is turning an old saying face about, but modern methods of reducing fat have made this revision possible.

If you are overfat; opposed to physical exertion; fond of the table and its good things, and still want to reduce your excess flesh several pounds, go to your druggist (or write to the Marmola Co., 86 Garfield Building, Detroit, Mich.) and give him, (or send them) one dollar, thus satisfying your ambition for a trim, slim figure, by receiving a good sized box of Marmola Prescription Tablets (compounded in accordance with the famous Marmola Prescription); take one of these pleasant candy tablets after each meal and at bedtime, and you will lose your fat at the rate of two, three or four pounds a week.

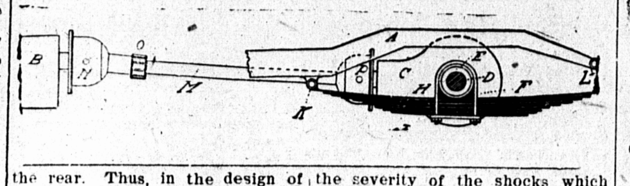
Then continue the treatment until your weight is what you desire. Marmola Prescription Tablets are not only harmless but really beneficial to the general health. You don't need starvation diet or weakening exercises. Just go on eating what you like, leave exercising to the athletes, but take your little tablet faithfully and without a doubt that flabby flesh will quickly take unto itself wings, leaving behind it your natural self, neatly clothed in firm flesh and trim muscles.

Hints for the Motorist

BY ALBERT L. CLOUGH

THE REAR DRIVING SYSTEM—THE SPRING DRIVE.

When power is applied to the rear axle shafts, not only is there a force acting to turn the wheels and propel the car, but there is an equal reaction set up, tending to rotate the axle housing in the opposite direction, which force must be resisted in order to keep the mechanical parts in their relative positions. In the same way, when the brakes are applied, the movement of the car which tends to rotate the axle-casing to which the brake anchorages are fastened and this tendency must also be resisted. When power is applied to drive a car forward there is a tendency to push the whole rear end forward under the chasis and when reverse power or the brakes are put on the tendency is to drag the whole rear system out from under the car to the rear. Thus, in the design of the final drive system means must be provided to prevent the rear axle structure from rotating and to keep the rear axle in a practically constant position relative to the chassis, so far as fore and aft movement is concerned. The figure here shown represents in principle, one very common type of rear drive system, the so-called Hotchkiss spring drive, as it appears when viewed from one side. Here A is a portion of a frame side member, B the transmission case, C the portion of the rear-axle casing which houses the driving gear and differential, D a cross-section of an axle-shaft and E the cross-section of the tubular axle-shaft housing, to which is securely fastened against rotation by means of spring clips F and spring seat H, the center point of the half-elliptic leaf spring J, the forward end of which is definitely positioned upon the frame member by being pivoted in the spring hanger K. The rear end of spring J is fastened to the frame by the shackle link L, the swinging of which upon its two pivots permits freedom of spring deflection. The drive shaft M is of the type previously described in these articles, fitted with a universal point P where it is connected with the pinion (propeller) shaft at the axle, with another universal point N, where it is attached to the final drive shaft of the transmission and a telescoping slip-joint O. When forward driving power is applied, its reaction tends to rotate the axle-housing in a clockwise direction—the pinion housing and rear universal point tending to move upward, but as the axle shaft housing is fastened to the spring by the clips and seat this force is resisted by the forward half of the spring especially, the leaves of which are forced together and tend to flatten while the leaves of the rear half tend to spread apart and deflect further. When reverse power is applied or the brakes are put on to stop forward motion the action of the leaves of the spring is the opposite of that just described. In reality the rotation of the axle housing is ordinarily very slight and only sufficient to create enough spring force to balance the turning force of the housing. Both rear springs, of course, act equally to limit the rotary movement of the housing. Still, there is a slight movement especially when the clutch is let in suddenly or an emergency stop is made and this tends to reduce the severity of the shocks which the mechinal parts have to sustain. Since spring J is rigidly held in position at K, when the car is moving forward, the propulsive force is applied as a push, transmitted through the front half of the spring, acting in compression and when the brakes are applied to stop backing motion the action is the same. When the car is backed or the brakes are applied to stop forward motion, the front halves of the springs, acting in tension, transmit the force to the frame If the up and down motion of the axle-housing, due to road irregularities and variations in loading, were approximately on the arc of a circle drawn with universal point N as a center in a vertical plane through the end of axle shaft D, there would be no need of slip joint I for the same total drive shaft length would always be required, but the up and down motion from the axle is more nearly on an arc drawn with spring hanger K as a center—a much shorter radius—and thus a shorter length of drive shaft is required as the frame falls below or rebounds above its normal position. The slip joint permits this change in shaft length without cramping the parts.



IN MEMORIAM

ANGUS MACPHERSON

The community of Union Road suffered a great loss on Sept. 15, when Angus MacPherson died. He was in his 82nd year and possessed his vigor of body and mind to the end. Highly respected by all who knew him, he will be much missed. He was a carpenter and worked at his trade to within a few days of his death. He was an Elder in Valleyfield congregation for almost 30 years, and never failed to be in his place in the church, and never failed in any duty entrusted to him, if it were possible for him to do it. A friend of all good and a stern foe of all appearance of evil, his efforts and influence counted for much. He never made much noise, but everybody knew where he stood. On the day of his funeral, one said, "I knew him for 70 years, and knew nothing but good of him." The funeral was largely attended, the service being conducted by his pastor, Rev. J. A. MacLellan, assisted by Rev. A. S. Stewart, Montague, one time minister of Valleyfield and an intimate acquaintance of Mr. MacPherson, both as Elder and as School. The suggestion was taken up by all the schools with enart spoke in highest terms of Mr. MacPherson as a character. He was buried at Union Road. Two sons and two daughters survive. Hugh M., Elder, Bellevue and Alexander at home; Mrs. Neil McKay, Charlottetown and Sophia at home. A sister also lives in the home.

JOHN RAMSAY.

On Saturday August 13th 1920, Mr. John Ramsay of Arlington passed peacefully away at his home at the age of 66 years.

The deceased had been in quite good health until within a short time of his death. While apparently well he was cut down with a stroke of paralysis from which he never recovered.

He gradually sank until the end came peacefully on the above mentioned date. He bore his illness with calm and patient endurance until the end. Although his many friends both old and young cannot help mourning over the departure of one so kind and gentle in his own home, and with those whom he met outside his own family circle, they rejoice to know that all through his illness he was ever submitting to his Heavenly Father's will and when He sent His Messenger to call him home he was willing to go fully trusting in Christ as his Saviour.

All that loving care and tender nursing could do was done to prolong his life but the Heavenly Father saw otherwise and claimed him for his own. Monday afternoon at two o'clock after a short service at the house the remains were conveyed to the Episcopal Church Port Hill, being followed by a large number of carriages and automobiles. The funeral service was conducted by Rev. J. J. Bamford, who read from the fifth chapter of Corinthians and took for his text the 19th chapter of St. John forty-first verse.

Now in the place where He was crucified there was a garden; and in the garden a new sepulchur wherein was never man yet laid. He leaves to mourn a sorrowing wife, two sons and one daughter, namely, Ira Arlington, Wilfred and Edna at home, also two sisters Katherine and Elizabeth of Cambridge Mass.

A lawyer and a minister were having a heated argument about the hereafter. With eloquence the preacher explained the theory of a life after death. the lawyer listened, bored and plainlyunconvinced. The parson finished. The lawyer was unmoved.

"Say what you will, I believe death ends all," he insisted.

The minister's sense of humor came to his rescue. "If death ended all," he observed, "most of you lawyers would be starving to death." New York Post.

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Helps Business Girls

A few minutes easy simple work in your room and your dainty blouse—your silken underwear and stockings—can be Lux-bathed and made like new.

Lux is so easy and pleasant to use.

Lever Brothers Limited, Toronto 214

Canadian National Railways

THROUGH SERVICE TO QUEBEC & MONTREAL

TIME TABLE IN EFFECT October 3rd

Via THE ALL CANADIAN ROUTE

6.25 a. m.	Lv.	Charlottetown	Ar.	6.35 p. m.
6.45 a. m.	Lv.	Summerside	Ar.	6.05 p. m.
8.45 a. m.	Ar.	Borden	Lv.	4.10 p. m.
10.30 a. m.	Lv.	Tormentine	Ar.	2.45 p. m.
1.08 p. m.	Lv.	Sackville	Lv.	1.15 p. m.
2.25 p. m.	Lv.	Moncton	Lv.	8.35 a. m.
4.05 a. m.	Ar.	Levis, (Que)	Lv.	2.40 p. m.
9.20 a. m.	Ar.	Montreal	Lv.	9.25 a. m.

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Connections at Montreal with fast through Grand Trunk and Canadian National Trains, for Ottawa, Toronto, Port Arthur, Winnipeg, Vancouver, and Victoria.

Leave Charlottetown Daily Except Sunday.

Daily Service on Ocean Limited between Halifax and Montreal.

Maritime Express, No. 4, leaving Montreal at 9.25 a. m., except on Saturdays, makes best connection for all Prince Edward Island points.

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W. T. HUGGAN,
District Passenger Agent,
CHARLOTTEOWN, P.E.I.

W. K. ROGERS,
City Ticket Agent.

LIVE HOGS WANTED

Our agents will load live hogs at our usual buying points on the following dates:—

Thursday, Sept. 23rd.
Thursday, Oct. 7th.
and every Thursday thereafter throughout October, November and December.

See our agents for prices, weights, etc.

We want a few good live buyers at points where we are not already represented. Write or phone for particulars.

WM. DAVIES CO., LTD.,
E. M. CRAIG,
Middleton Island Representative,

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INTERNATIONA LLINE

FREIGHT AND PASSENGER SERVICE ST. JOHN AND BOSTON

Steamship "Governor Dingley" will leave St. John every WEDNESDAY at 8 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 $10.80 STATEROOMS $3.00 UP

Direct connection with Metropolitan Line steamers for New York via Cape Cod Canal.

Freight rates and full information apply to

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St. John, N. B.

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