

PAGE TWO

BIRTHS

WILSON.—At St. Peter's Bay, May 26th, 1920, to Mr. and Mrs. James Wilson, (nee Nellie Trainor) a son. Congratulations.

DEATHS

FARNAN.—At North River, May 27th, at the home of his brother-in-law, Brenton Stevenson, Erwin W. Farnan. Funeral notice later.

IN MEMORIAM

ANNIE MARION MCLEAN The death occurred Thursday at North Rustico of Annie Marion McLean, grand child of Mr. W. W. Paynter, at the early age of four years and seven months.

Larger Stipends For Methodists

TORONTO, May 28.—Every Methodist Minister in Canada and Newfoundland, henceforth will be paid a minimum salary \$1,500 with parsonage and housekeep in addition, according to a decision arrived at here today by the General conference special committees.

New Name To Be Submitted

OTTAWA, May 28.—It was learned on good authority tonight that one of the names to be submitted to caucus of government supporters, when it meets next week will be "The Constitutional Reform Party." Members who discussed it this afternoon were practically unanimous in their opinion that such a name would meet almost unanimous consent of caucus.

Nominees Named In Winnipeg

WINNIPEG, May 28.—F. J. Dixon, M. L. A., Rev. Wm. Evans, convicted strike leader, F. G. Topping and W. A. James, will be the Dominion Labor Party's candidates at the Provincial elections. They will be announced as a result of the ballot by mail of membership, marked according to proportional representation system of voting and four were chosen from state nine.

Card of Thanks

Mrs. Richard Carson and family Bonshaw desire to thank their many friends and neighbors for all kindnesses shown during their recent sad and sudden bereavement.

Annual Meeting

The annual meeting of the shareholders of the King's County Exhibition Association will be held at the Court House Georgetown on Tuesday, First day June 1920, at 2 o'clock p. m.

Tenders for Cast Iron Catch Basin Covers

Sealed Tenders will be received at the office of the City Clerk, City Hall, up to June 10th at noon for supplying the city with 51 (more or less) cast iron Catch Basin covers. Drawings of same to be seen at the office of the city surveyor, City Hall. Delivery will be required on or before the first day of August 1920. Total weight about 10 tons.

MAIL CONTRACT

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 25th June, 1920 for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week on the route Mount Stewart, Rural Mail Route No. 3 from the Postmaster General's pleasure.

KEEP IT SWEET Keep your stomach sweet today and ward off the indigestion of tomorrow—try KI-MOIDS the new aid to digestion. As pleasant and as safe to take as candy.

AUCTION SALE Estate of Late John E. P. Aylward

I am instructed by the Executor of the last will of John E. P. Aylward, late of Southport, farmer, deceased, to sell by public auction at the residence of the late John E. P. Aylward in Southport, on Saturday, the 29th day of May, A. D. 1920, at the hour of two o'clock in the afternoon, the following property:

1. All that tract of land on Township Number Forty-eight, in Queen's County bounded and described as follows that is to say: Commencing at the Northern side of the intersection of Wye Street in Southport with Banbury Road, thence according to the Magnetic Meridian of the year 1764 running north fifty-two degrees east along the northern side of Banbury Road for the distance of eleven chains and thirty-nine links to the western boundary of land in possession of Pearl Mutch, thence north forty-six degrees west about fifteen chains to the southern shore of Hillsboro River, thence westwardly along the said shore about five chains and sixty links to the eastern side of the Ferry Road, thence southwardly along the said eastern side of the said Ferry Road about eleven chains to the north boundary of a plot of land now or formerly owned by John McInnis, thence south seventy-one degrees east along the same and along the north boundary of a plot of land now or formerly in possession of John Murphy, three chains and fifty-eight links to the northeast angle of the said land of John Murphy, thence south twenty-two degrees west along the eastern boundary of the same one chain and eighty-eight links to the northern side of Wye Street, thence south thirty-nine degrees east along the same four chains and twenty-eight links to the place of commencement, containing by estimation fourteen and one quarter (14 1/4) acres of land, a little more or less.

2. Also all that other tract of land on said Township and in said County bounded and described as follows, that is to say: Commencing on the western side of the road leading from Southport to the Ferry Wharf at the northern boundary of a plot of land now or formerly in possession of John Murphy, thence running northwardly along the said road about eight chains till it meets the shore of Hillsboro River, thence southwardly along the said shore to the northern boundary of the said plot of land, now or formerly in possession of John Murphy, thence south seventy-eight degrees fifty minutes east, about one chain to the place of commencement, containing two-fifths acres, a little more or less.

3. Also all that other tract of land on said Township and in said County bounded and described as follows, that is to say: Commencing on the eastern side of the Georgetown Road at the northern boundary of the site of Southport Church, thence according to the Magnetic Meridian of the year 1764 running north eighty-two degrees thirty minutes east along the said boundary for the distance of four chains, and seventy-nine links, thence south twenty-one degrees east one chain and six links, thence north eighty-two degrees and fifty minutes east four chains and eighty-five links to the southwestern boundary of land of the late James Walsh, thence north forty-six degrees west along the same about sixteen chains and seven links to the centre of a small brook, thence westwardly along the said brook about fifty links to the eastern side of the said road leading to Georgetown, thence south ten degrees ten minutes east along the same eleven chains and thirty-eight links or to the place of commencement containing five and seven-tenths (5 7/10) acres of land, a little more or less.

4. Also all that other tract of land on said Township and in said County bounded and described as follows, that is to say: Commencing on the southern side of the road leading to Georgetown at the western boundary of the site of the old Parsonage, thence running westwardly along the said road for the distance of eight chains and twenty three links, thence according to the Magnetic Meridian of the year 1764 running south twenty-three degrees west nine chains and eighty links, or to the centre of the Glen Stewart Mill Brook, thence eastwardly along the said brook to the western boundary of the site of the old Parsonage, thence north twenty-three degrees east along the same three chains and ninety links or to the place of commencement, containing five and one-half acres of land, a little more or less.

Also immediately after the sale of the Real Estate there will be sold by public auction the personal property of the said estate consisting of farming implements, waggon, cart, sleighs and other articles. For particulars apply to McLeod and Bentley, Solicitors, Charlottetown. Dated May 17th, 1920. ROBERT BEARSTO, Auctioneer.

JUST A GIRL BY VERA PHELPS ZENA'S MOTHER Chapter 20

I am afraid my talk sometimes sounds as if I didn't love my Mother. I did devotedly. But I was more afraid to talk to her than to Dad. She wasn't quite so understanding.

"Mother was beautiful—a tall stately woman, divinely fair. She was always perfectly dressed, and perfectly poised—I heard Mrs. Shephard tell Mrs. Wren that, so I cribbed it. I must stop using that word cribbed. I have quite fallen into the habit."

"Our home was always delightful, yet I never saw Mother really do any work. But she knew how to manage servants. Our cook and butler had been with us before I was born, and the others from three to ten years. Everything ran as if oil."

"I noticed it more perhaps because one of the girls I liked had an 'incompetent mother,' judging by my own mother. Their home was always in an uproar, and they were continually changing servants. Really, it was unpleasant at times. I used to wonder how Mr. Gregg and Natalie—my friend—stood it. But they were an awfully good-natured family, and sometimes I had the jolliest kind of a time at their house."

"I spoke of it to Mother, and she said: 'It is part of every woman's duty to make a pleasant, attractive home for her husband and family. A man usually works hard in his office. He doesn't want to come home to noise and confusion; neither to talk of servants, or a running of the home. Before you marry I shall turn the management of the house over to you for several months. It is unfair for a woman to go to a man ignorant of her work of home-making.'"

"Suppose I never marry?" "Oh, but you will! Even should you elect to remain single, I would do the same thing. But perhaps wait longer."

"I think I would like it, Mother." "It isn't easy to carry the details of a big house along so there is no hitch anywhere. Especially when one entertains as much as we do. But to be a good hostess is a great accomplishment."

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 accordance with the provisions of the Will of the late Owen Connolly. 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." Kirkora, P. E. I., May 24, 1920. 9075-25-25wssstufraues51.

Two Fine Building Lots At Auction

Upper Queen Street Tuesday Evening, June First, At 7.30 p. m. *Closest available lots to the centre of the city and macadamized street to the corner.

Terms: One quarter cash and the balance may be spread over three years if desired with interest of six per cent. *Fine chance to get extra good lots on easy terms. Lots adjoin property of Martin Welsh corner of Douglas and Upper Queen. B. CARTER AND CO., Auctioneers. 9150-5-28-31.

HINTS FOR The Motorist BY ALBERT L. CLOUGH THE TRANSMISSION.

The accompanying Diagram illustrates, in principle, the usual type of three-speed and reverse selective transmission (change speed gear) with direct drive on "high." Here A is the shaft, driven by the engine through the clutch and B is the shaft which transmits power to the rear axle, through the drive-shaft and universal joints. C is a gear fast on shaft A, which at all times is in mesh with another larger gear D, in the housing F and counter shaft E is rotated by gears C and D so long as the clutch is in and the engine is in operation.

The inside portion of shaft B is squared or, in practice, more commonly fluted, and the hubs of the gears carried upon it are correspondingly squared or fluted internally, so that these gears are held fast against rotating upon the shaft but can be slid along it. The gears referred to are the intermediate sliding gear H and the low and reverse sliding gear J. L is a sliding rod, guided in the housing walls and operated by the gearshifting lever, which moves the shifting fork M, which in turn acts upon the grooved collar of gear H and thus can slide it to the right or left along the squared portion of shaft B. Another exactly similar rod and shifting fork N, also operated by the gear-changing lever, provide for the sliding either to right or left of the gear J. One of the two sliding rods being behind the other, but one of them is here shown in addition to the constantly meshed gear D, there are fast upon shaft E, three other gears namely, O the intermediate, P the low and R the reverse countershaft gears. On the abutting faces of gears H and C are provided corresponding projections, which when brought together form a jaw-clutch and lock together shafts A and B and for the purpose of steady

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

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 I am instructed by William McKay of Canoe Cove to sell on his premises on Saturday the fifth day of June at the hour of one o'clock p. m. the following—1 rubber tired wagon, 1 driving sleigh, 1 set driving harness, 1 pad and breeching also household furniture consisting of brass bedsteads, heavy wool and hair mattress, blankets, quilts, sheets, pillows, and pillow cases, carpets, rugs, bureau commode, toilet sets, chairs, tables, parlour lamps, large pier mirrors, pictures, dishes, kitchen range (McClary), pots and pans, couch, spring, and hair mattress, shades and curtains, writing desk, drop head sewing machine, Mather Washington, Morris chair, portiers, carpet sweeper and a number of hens and also other things too numerous to mention. Terms all sums up to \$5 cash and over that amount, 11 months credit on approved joint-note. Sale positive as place is sold. NEIL MCKENZIE Auctioneer. 9166-5-28. Sminifri 41.

Tenders For Verified Salt Glazed Sewer Pipe

Sealed Tenders will be received up to noon of the 10th day of June at the office of the City Clerk for supplying the City with the following, viz: 300 feet of 20 inch pipe) 400 feet of 18 inch pipe) 3200 feet of 15 inch pipe) 2000 feet of 12 inch pipe) More or less as may be required by City in 1920. Tenderer to state the rate per foot of various sizes of pipe in 30 inch lengths (not including spigots) to be delivered in good sound condition and neatly piled in City yard as ordered by City Surveyor on or before the first day of August 1920, if so required. W. W. CLARKE, City Clerk. 9140-5-27-71.

HINTS FOR The Motorist BY ALBERT L. CLOUGH THE TRANSMISSION.

The accompanying Diagram illustrates, in principle, the usual type of three-speed and reverse selective transmission (change speed gear) with direct drive on "high." Here A is the shaft, driven by the engine through the clutch and B is the shaft which transmits power to the rear axle, through the drive-shaft and universal joints. C is a gear fast on shaft A, which at all times is in mesh with another larger gear D, in the housing F and counter shaft E is rotated by gears C and D so long as the clutch is in and the engine is in operation.

The inside portion of shaft B is squared or, in practice, more commonly fluted, and the hubs of the gears carried upon it are correspondingly squared or fluted internally, so that these gears are held fast against rotating upon the shaft but can be slid along it. The gears referred to are the intermediate sliding gear H and the low and reverse sliding gear J. L is a sliding rod, guided in the housing walls and operated by the gearshifting lever, which moves the shifting fork M, which in turn acts upon the grooved collar of gear H and thus can slide it to the right or left along the squared portion of shaft B. Another exactly similar rod and shifting fork N, also operated by the gear-changing lever, provide for the sliding either to right or left of the gear J. One of the two sliding rods being behind the other, but one of them is here shown in addition to the constantly meshed gear D, there are fast upon shaft E, three other gears namely, O the intermediate, P the low and R the reverse countershaft gears. On the abutting faces of gears H and C are provided corresponding projections, which when brought together form a jaw-clutch and lock together shafts A and B and for the purpose of steady

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

Luxury Tax Severely Criticised

OTTAWA, May 28.—Further criticism of Government's luxury taxes on the ground that they would come as a blow to the working men is to be made in the Commons today by Lemieux. He urged there should be a committee to supervise public expenditure and send down to parliament only such items as were entitled to consideration. Mr. Nicholson of Algoma in the evening charged Mr. Crozier with being the head of the greatest combination in Canada, one which made profits so great that they made those Canadian textiles look like two cents.

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

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.

HINTS FOR The Motorist BY ALBERT L. CLOUGH THE TRANSMISSION.

The accompanying Diagram illustrates, in principle, the usual type of three-speed and reverse selective transmission (change speed gear) with direct drive on "high." Here A is the shaft, driven by the engine through the clutch and B is the shaft which transmits power to the rear axle, through the drive-shaft and universal joints. C is a gear fast on shaft A, which at all times is in mesh with another larger gear D, in the housing F and counter shaft E is rotated by gears C and D so long as the clutch is in and the engine is in operation.

The inside portion of shaft B is squared or, in practice, more commonly fluted, and the hubs of the gears carried upon it are correspondingly squared or fluted internally, so that these gears are held fast against rotating upon the shaft but can be slid along it. The gears referred to are the intermediate sliding gear H and the low and reverse sliding gear J. L is a sliding rod, guided in the housing walls and operated by the gearshifting lever, which moves the shifting fork M, which in turn acts upon the grooved collar of gear H and thus can slide it to the right or left along the squared portion of shaft B. Another exactly similar rod and shifting fork N, also operated by the gear-changing lever, provide for the sliding either to right or left of the gear J. One of the two sliding rods being behind the other, but one of them is here shown in addition to the constantly meshed gear D, there are fast upon shaft E, three other gears namely, O the intermediate, P the low and R the reverse countershaft gears. On the abutting faces of gears H and C are provided corresponding projections, which when brought together form a jaw-clutch and lock together shafts A and B and for the purpose of steady

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

Luxury Tax Severely Criticised

OTTAWA, May 28.—Further criticism of Government's luxury taxes on the ground that they would come as a blow to the working men is to be made in the Commons today by Lemieux. He urged there should be a committee to supervise public expenditure and send down to parliament only such items as were entitled to consideration. Mr. Nicholson of Algoma in the evening charged Mr. Crozier with being the head of the greatest combination in Canada, one which made profits so great that they made those Canadian textiles look like two cents.

ing the righthand end of shaft B, its end is reduced in size and supplied with a bearing inside of shaft A (pilot bearing). For purpose of illustration only, and to make computation easy, assume that the several gears have the following numbers of teeth, C—20, B—30, H—25, J—34 and P—16. As here represented, the transmission is in neutral, there being no connection between shafts A and B, but shaft E, with all its gears, turns idly with the engine and since there are 20

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.

Silver Fox Farming Silver fox farming will be largely extended this year. Hardheaded people are realizing that it offers a very large return on the investment. The result is that many people in Prince Edward Island, the Mainland and further afield are taking up this wonderful industry.

The demand for fox wire netting to enclose the foxes will be very great. You would be well advised to secure yours now. We will receive in a few days the largest shipment of ENGLISH FOX WIRE ever brought to America, but of this shipment we have already sold one third and inquiries are piling in so rapidly that we look for a scarcity later on.

We want to impress on you the fact that this wire is the very highest quality, made by the biggest makers of wire netting in the world. You can build a ranch with the absolute confidence that it will successfully hold your foxes. Write us today for prices. THE ROGERS HARDWARE COMPANY, LTD.

Claring Auction Sale

I am authorised by A. E. Long, Esq., to sell on his farm Mont Edward Road 1 mile from the city, on Wednesday, June 2nd commencing at 1 o'clock p. m. sharp. All his valuable stock and farming implements comprising 7 head of cattle, 4 choice milch cows newly freshened, 2 heifers shorthorn grade, 1 bull pure bred shorthorn, 1 heifer, 1 year old shorthorn, 1 general purpose horse, 1 colt (British Soldier) 2 years old. Implements 1 automobile (Overland), 1 manure spreader, 1 binder, 1 hay mower, 1 wheel harrow, 1 gang plough, 1 single plough, 1 formentor, 1 hay rake, 2 sets spike harrows, 1 turnip seeder, 1 set faners, 1 3/4 h. p. gasoline engine, 1 grain crusher, 1 hay fork, ropes and blocks, 1 cream separator, (Deval), 1 drive wagon, 1 express wagon, 2 carts, 2 wood sleighs, 1 truck wagon, 1 truck, a large quantity lumber and shingles, also a lot of single and double harness and hundreds of other articles not enumerated. Terms all sums exceeding 10 dollars 8 months credit, under that amount cash, as Mr. Long has his farm, every thing must go. Everybody come, and come early. BENJ. CARTER, Auctioneer. 9122-5-27-51.

Bolsheviki Moving On

COPENHAGEN, May 28.—All of Northern Karelia (northwest Russia) has been occupied by the Bolsheviki according to a Helsingfors despatch to the National Tidende Karelina. The population fled to the forests.

DR. DEVAN'S FRENCH PILLS

Reliable regulating pills for Women. \$5 a box. Sold at all Drug Stores or mailed to any address on receipt of price. The Newell Drug Co., St. Catharines, Ontario.

PHOSPHONOL FOR MEN

Restores Vitas and Vitality for Men and Brain; Increases "Gray Matter" will build you up. \$3 a box or two for \$5. at drug stores or by mail on receipt of price. The Newell Drug Co., St. Catharines, Ontario. SOLD AT FOSTER'S DRUG STORE

GRAY-DORT Built in Canada by Skilled Canadian Workers and Canadian Capital Can't you see the Value? IF you want to judge motor car values, examine the cars—compare them. You can see the value in the Gray-Dort. You can see where we have used more costly construction—made big improvements. And you know the price is only \$1465 (plus war tax). Our dealers tell us that Gray-Dort value is creating a shortage of cars. We would advise you to see the Gray-Dort dealer now. The Gray-Dort 5-passenger touring car is \$1465 f.o.b. Chatham, (war tax extra.) The 2-passenger roadster is the same. The Gray-Dort Special, with extra equipment and beautifully finished, is \$150 extra on the standard. The Gray-Dort Ace, the most beautiful light car of to-day, is \$255 extra on the standard. GRAY-DORT MOTORS, LIMITED - Chatham, Ontario. Sterns, McNutt & White Ltd Phone 527 159 Queen Street, Charlottetown