

MARRIAGES

MASON-McNEVIN.—At the Methodist Parsonage, Charlottetown, July 7th, by Rev. G. W. F. Gledhill, Austin Thomas Mason to Charlotte Estelle McNevin of Clyde River.

DEATHS

BROWN.—At his home Wood Islands on July 7th, Capt Angus Brown aged 70 years. Funeral on Friday at 2 p. m. from his late residence.

GIDDINGS.—At Abney, Lot 64, on June 27th, 1920, Mrs. Joseph Giddings, in her sixty-sixth year, leaving a large family.

CONCEALED BOMB AT WATERBURY, CONN.

WATERBURY, Conn., July 6.—Bernard Favalo, 24, and Mike Kalka, 32, both said to be strikers, who are under arrest here, are said by the local police to have admitted they concealed the bomb found Saturday in a clump of bushes near the homes of many prominent men, including Superintendent of Police G. H. Beach, and Judge Larkin, of the district court.

Favalo, it is said, was one of the men arrested after the riot in which one striker was killed, so many injured and three police officers taken to the hospital.

The police said they found sufficient information to clean up an entire camp of dynamiters within a short time. Captain Peasott, head of the Italian squad of the New York Detective Bureau, after viewing the bomb on Friday, stated that it was sufficient to blow a city block to pieces. It weighed about six pounds and has an 11-foot fuse attached.

NEW HAVEN, Conn., July 6.—The police are investigating a dynamite explosion which occurred early yesterday in the eastern section of this city. The explosion broke a number of windows in two houses, tore away part of a fence and dug a deep hole in the ground between the two dwellings.

Prince Edward Island Branch of the Canadian Patriotic Fund

A special meeting of all the members and contributors of the above fund will be held in the law and Equity Chambers, Supreme Court Building, Charlottetown, on Monday next, the 12th day of July instant, at 8 o'clock in the afternoon, for the purpose of appointing a chairman in place of the late Judge McDonald, deceased.

Dated this 8th day of July, A. D. 1920. C. R. SMALLWOOD, Honorary Secretary.

Card of Thanks

To our neighbours and friends who take this opportunity of thanking all who contributed so liberally to us in our recent loss, and whose sincere wish is that the Divine Giver of all good, will return it to them in ten fold. Mr. and Mrs. Albert Mabey, Tryon. 1449

MALE TEACHERS

Cadet Instructors Courses—A 30 day course will start at the Annapolis, Halifax, N. S., on Thursday the 15th July. Day and allowance \$4.30 per day. Transportation free. Teachers wishing to take this course will fill full name and address on form, and send to Major R. B. Willis, Military Headquarters, Halifax, N. S., before July 31st, so that transportation may be sent them. 1468-7-7-41.

NOTICE

We, the undersigned merchants of Kensington, 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. JOHN MCCOUBAN, REUBEN TUPLIN & CO., UNITED FARM PRODUCTS, LTD, KENNEDY BROS., 1277-7-3-121.

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. For further particulars see time table. WILLIAM FRASER, Manager. Pictou, N. S. 9896-6-19-1mo.

Eastern Steamship Lines, Inc.

INTERNATIONAL LINE Steamship of Freight and Passenger Service St. John and Boston Steamship "Governor Duggan" will leave St. John every WEDNESDAY at 8 a. m. and every SATURDAY at 4 p. m. (Atlantic time). The Wednesday trips are to East Hampton and Lubec due Boston about 10 a. m. Thursdays. The Saturday trips are direct to Boston due Sunday about 1 p. m. FARE \$6.00 STATEROOMS \$3.00 up Direct connection with Metropolitan Line steamers for New York via Cape Cod Canal. Freight rates and full information apply to A. C. CURRIE, Agent, St. John, N. B. 9894-6-29-11.

MRS. J. M. CRAIG, of Los Angeles, Calif., who says no one can feel more grateful for what Tanlac has done than she does. Declares she has gained twelve pounds and her health is now better than in years.



JUST A GIRL

BY JANE PHELPS

PREPARING FOR THE NEW WORK CHAPTER 53 "If she is neat and willing, you say she has a position now."

"You can come at once?" Mr. Harper, as he told his name was, asked.

"In the morning, ye." Then without scarcely realizing that the idea had ever entered my own mind I said:

"There's a girl in the same house with me; she works in a shop now and she would like her to come if she would."

"You live in the same house, where?"

"I gave him our address. He wrote it down carefully, just as some one called him on the telephone."

"Be here at 8 tomorrow morning. You will be given your hours and show your duties by one of the head waitresses." Then, as he took up the receiver, "Bring the other girl along if you can."

I spent the morning shopping. I bought the cheapest things I could find that would answer my purpose, or for any reason did not stay with them. I would have no use for a cheap white uniform. The canvas shoes felt so comfortable that I was sure I could stand and walk miles in them without getting lame as I had in my high heels.

"I have taken a piece in a restaurant," I told Mrs. Lynch. "I get the same pay and my meals besides."

"I was glad to be able to tell her this as it would obviate any questions she might have felt inclined to ask about my leaving her sore."

"It's afraid I'm that you will get sick carryin' them big trays. You ain't used to doin' hard work, and it's hard work to wait on folks."

"I ain't so sure you won't. But you can't tell about that after you've tried it."

I mended and washed all the rest of the day. I had now learned to wash my clothes so they looked fairly well. At first they were so queer looking, sort of gray, I hated to have any one see them, and so I rubbed the skin off my hands trying to get them clean. But now I had a tiny wash board which I put in the basin, and a box of soap powder, and I took infinite pains, so that they looked fairly well.

I was beginning to have a lot of respect for girls and women who do those things well. I never had given a thought to my beautifully laundered clothes, nor to the maids who did them, any more than to the cook or the servants. Now I dimly realized that all of them had learned how to do their work so perfectly, and I wondered if because I had found it hard, or if, because they were born poor, it had come easily and naturally.

I could scarcely wait for Mary to come home. She told me in the morning that it would be after 6, but that if I wanted to wait for her we would go out to dinner together.

"Not in that place we went last night! That's too rich for my blood. I know a little place what sells grub for half. It's pretty good too."

I had promised to wait, but I could not help wondering if the place were clean. I felt sure Mary would not be too particular. Its cleanliness had been one of the attractions of the cafeteria for me.

Hints for the Motorist

BY ALBERT L. CLOUGH

THE BRAKES.

The accompanying diagram illustrates a typical arrangement of two brakes, as arranged upon the right-hand wheel of a car, the flat spokes, hub and axle, and the brake drum, in order to render visible the braking parts. Here A is the cross-section of the cylindrical portion of the pressed steel brake drum, which is centered with and bolted fast to the wheel-lange and which turns with and is removable with the wheel. B is a circular plate shown (partly cut away), forming a part of the axle-housing and thus stationary and capable of forming an anchorage or support for stationary parts of the brake mechanism as well as of excluding dirt from the parts. C is the axle shaft in cross-section. D is a flexible, sheet steel strip, formed into circular shape and having riveted to its inside surface the lining E, usually made of asbestos fabric woven on wire gauze. This forms the band of the external brake, the one known as the service brake, by pedal action, and is operated by lever and known as the emergency brake. It is the section of a support, which is part of the axle housing and upon which fits the piece J, which is riveted to brake band D. This is the external brake band anchorage and holds it stationary against the force of friction, when the brake is in action. By means of the screw passage through J, and through the bracket and upon which is riveted the band D, the correct clearance obtained. At K is shown the internal projection from B which forms the anchorage for internal brake band F and L. This is the adjustment for positioning the band in relation to the drum. Both bands are solidly supported against rotation at their center points while their ends are free to move. M and N are lugs, riveted respectively to the ends of brake band D and in M is pivoted one end of the link O to the other end of which is attached the operating pullrod W. The fulcrum point P is pivoted in Q at the point Z, which is secured in lug N by an adjustable nut, X. When a pull is exerted through pull rod W, lugs M and N are drawn together and the band is contracted in diameter so that it bears upon drum A with the result that a very powerful friction is produced between the lining E and the surface of drum A and the required braking effect is produced. When the pull at W ceases, compression spring Q restores the parts to the off position and the band clears the drum. By screwing nut X onto its thread, the two ends of the band can be brought closer together, to compensate for wear, or to increase the sustains and the position of the upper end of the band can be adjusted with relation to the drum by turning nut Y, which is held stationary by a support, which is bolted to the axle housing. The two lugs RR, which are the ends of the two lugs RR, which are the ends of the elliptical cam T, which is fast to one end of the curved lever S to the other end of which is fastened the pull rod V. When V is operated the projections of the cam T expand force apart and lining G against the inside of drum A and producing the spring U restores the parts to their normal position and releases the brake when the pull on the band is removed. At several points on the drum are usually provided light springs (not shown) designed to prevent vibration. As here shown, both brakes are arranged to be operated by pull rods extending forward to the points upon the car frame, but it is quite as common a practice to operate a pair of brakes from a separate cross shaft attached to the rear axle casing, these shafts being rotated by rods carried forward on the car frame. In that case, the braking pull upon the mechanism is from the opposite direction and the operation is reversed, but the principle remains the same. The toggle joint arrangement for contracting the external brake as here described, is almost universally used, but instead of the cam device here depicted, a pair of interlocking brakes of setting the internal brake often some form of toggle is quite often employed. Questions of general interest to motorists will be answered in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope. Address Albert L. Clough, care of our office.

Prince Edward Is'and --The Garden of the Gulf

(By Irene Todd in Canadian National Railways Magazine.)

Our transcontinental tour this month brings us to Prince Edward Island, the beautiful Garden of the Gulf, just across the Strait of Northumberland from New Brunswick and about whose northern shores surge the mighty breakers of the Gulf of St. Lawrence—truly a lovely spot in which to spend these sunny June days. There are no rugged high hills or dark dense woods in this province, but the well-cultivated, gently undulating land with its vivid green fields, groves of delicate white birch, Lombardy poplar, elm and sturdy oaks, clear winding streams and fine farms with their comfortable-looking homes, present a scene of rare pastoral loveliness. No one here rushes or hurries, and we from the noisy bustling cities seem to have found a peace apart—a place of escape which is well-earned.

The Island is, from tip to tip, only one hundred and thirty miles long, varying in width from two to thirty miles, its total area amounting to 2,184 square miles, with a population of 94,000. So that while it is the smallest province in the Dominion it has the distinction of being the most thickly populated. To cross from New Brunswick it is not necessary to leave our train unless we choose, for the powerful car ferry, "Prince Edward Island," operates between Cape Tormentine and Bordou. It is built to carry a very heavy train and has a hull specially designed to maintain continuous communication even in the most severe winter weather, but during the summer months a double daily ferry service operates across the strait, connecting with the two express trains to and from Montreal. Today, that we may enjoy the view of the sea breezes, we cross on the ferry boat and inside of half an hour glimpse the distant shores of the Island with its white beaches bright red soil, fresh green fields and trees, arriving at Bordou before the hour is up.

The red sandy loam of the newly ploughed fields scattered here and there gives the effect of rich dabs of colour on a velvety background—a native of the Emerald Isle might easily imagine himself in Ireland at first catching sight of the green shores. We are "knee-deep in June," and the Islanders may enjoy the day, for the sky is as blue as those of sunny Italy, the sun jangling in its brightness, but a cool breeze blows in from the sea and the perfume of the clover blossoms, roses and strawberries is almost intoxicating to the nose and we long to lie down on the velvet turf and give ourselves up to idle dreams for a time.

"Now was it Cabot or Cartier who first discovered the Island?" A member of our party has just asked, bringing up a much disputed question of history.

It has been claimed that the famous Genoese sailor called the island in 1497, when he commanded the English expedition that discovered Labrador and Newfoundland, but the more popular idea is that he did not, owing to Prince Edward Island lying so far to the southwest, and that Jacques Cartier was the first European to sight it; while, of course, it is well-known that in 1608 Samuel de Champlain gave it the name of Isle St. Jean by which it was known for nearly 200 years. In 1668 Captain (Doubtless) of the French navy, obtained a grant of the island to the Magdalens, although he appears to have done little in the way of settlement, nor did the French at any time do any cultivating until after the Treaty of Utrecht. Then, in 1719, the French king granted the island to Count St. Pierre, and the island was carried on to the British crown after, began to pour into the island in great numbers, the population at the close of the French regime being almost 10,000 souls.

At one time the Legislature received the proposal to call the island "New Ireland" instead of Isle St. Jean, but this did not meet with the approval of higher authorities, and in 1799 it was decided to call the Island after the Duke of Kent, the father of Queen Victoria, and Prince Edward Island what it has remained ever since.

For about 100 years ago the island was taken over by the British Crown it suffered under the landlord system until a condition of entering Confederation in 1873 was made that \$800,000 should be spent in buying out the landlords after which the Provincial Government sold the land to the tenants.

But we must not linger, for our train is waiting to take us up to Summerside, attractively situated on Bedouque Bay. En route we pass through a finely cultivated district, in which, on small wellkept white-fenced farms, intensive agriculture is carried on with most satisfactory results. The whole district has an air of prosperity. In the field we just passed was such a stock of Jersey's. This next we heard of the green pastures dotted with white lambs. The crops are well in their growth and so green and luxuriant. And here is one of the famous Prince Edward Island fox farms about which we have heard so much! One would scarcely guess from appearance that the thousands of dollars that are represented in those six or eight wire pens, each with its pair of silky silver-black foxes.

But already we have arrived at Summerside, which, before the industry fell upon evil days, was the principal oyster market of the province, the famous "Malpeque oysters" which were awarded the grand prix at the Paris Exposition.

Dr. DeVan's French Pills

A reliable Regulating Pill for Women. \$5 a box. Sold at all Drug Stores, or mailed to any address on receipt of price. THE SCOBELL DRUG CO., Montreal, Quebec.

PHOSPHONOL FOR MEN

Restores vim and vitality. Serves as a tonic, increases strength. \$5 a box, or two for \$8 at drug stores. Write for literature to THE SCOBELL DRUG CO., Montreal, Quebec. E. A. Foster, Central Dispensary.

Farm for Sale at Brookfield, Lot 30.

I am instructed by Mrs. Mary Wood to sell by auction on the premises adjoining Public Hall, 929 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 crop growing, if not sold on that day, farm will be rented same day, also her stock and furniture will be disposed of.

JOHN P. BRADLEY, Auctioneer. 1292-7-3-61.

WILTSHIRE TEA

ON THURSDAY, JULY 8TH In aid of Protestant Orphanage, on grounds adjoining Public Hall. Tea tables from 3 p. m. to 8 p. m. Tickets only 50 cents. Also ice cream and refreshment saloons. Sale of cakes in evening. A prize given to the one bringing the most money. Free concert including 2 sets of bag pipes. Sports and good games. Ribbon given to winners in each event. Under auspices LADIES AID SOCIETY. 1293-7-3-Sits-61.

Annual Meeting

The annual meeting of the members of the Silver Black Fox Breeders' Association of Prince Edward Island will be held in the Board of Trade Rooms, Charlottetown, on Tuesday, July 20th, 1920, at 2 p. m. Dated at Charlottetown, P. E. I., This 2nd day of July, 1920. S. E. WARRY, Secretary. 1284-7-3-61.

For Sale at Crapaud

Riverdale cottage, together with out-buildings and 20 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 MRS. A. E. TROWSDALE, Crapaud. Will sell with or without crop. 1303-7-3-61.

ECZEMA

You are not a sufferer from Eczema when you have skin irritations. Use Dr. Chase's Ointment. It relieves at once and gradually heals the skin. Treatment free if you mail this paper and send 2c. stamp for postage, etc. to Bates & Co., Limited, 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