

OUR SERVICE

AMONG other things, this Bank is prepared to make loans to responsible parties.

Accept money on deposit and pay interest at current rates.

Transfer money to any part of the globe.

Issue Drafts, Money Orders, or Bills of Exchange payable in any part of the civilized world.

Make collection of drafts, farmers' sales notes, etc.

Give practical advice on all business transactions and lend assistance to promote worthy enterprises.

Do not hesitate to consult us on all matters pertaining to Banking.

THE CANADIAN BANK OF COMMERCE

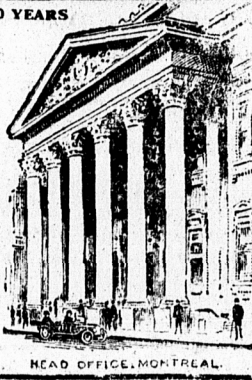
CHARLOTTETOWN BRANCH, G.W. HARRISON, MANAGER. Also branches at Alberton, Montague, Souris, Summerside, Vernon Bridge.

BANK OF MONTREAL

ESTABLISHED OVER 100 YEARS

Consistent Saving

The systematic and consistent saving of money, is a duty which devolves upon every one of us. The Bank of Montreal will open Savings Accounts on receipt of \$1 and accept thereon deposits of \$1 and upwards.



E. G. COOMBS, Manager, - CHARLOTTETOWN BRANCH.

THE ROYAL BANK OF CANADA Recommends its MONEY ORDERS

As a safe and economical method of remitting amounts up to \$50. These Money Orders are payable without charge at any branch of any Bank in Canada (Yukon excepted), in Newfoundland, at the principal cities of the United States and are negotiable at over 800 points in Great Britain and Ireland.

\$5 and under, 3 cents. Over \$10, not exceeding \$30, 10 cents. Over \$5, not exceeding \$10-6 cents. Over \$30, not exceeding \$50, 15 cents.

Ch'town Branch. A. W. HYNDMAN, Manager

Our New Branch at Charlottetown

Our new Branch at Charlottetown is now open for business under the direction of

Mr. G. C. Temple As Manager

With 350 Branches we offer a broad banking service, anywhere in Canada, and through our direct Agents, with all parts of the world. Mr. Temple will be glad to talk with you and advise you on any business matter.

UNION BANK OF CANADA

Paid-up Capital \$5,000,000 Total Assets \$153,000,000

Daily Selections for Guardian Readers

Furnished by W. S. Louson

THOU SHALT UNDERSTAND (St. John 13-7) DR. MILLER It is never wise to pass judgment on any of God's providences while we can read but a part of their meaning. No work can be fairly judged while it is only in progress. We must wait till it is completed. As the end must sometimes be far out of sight, whether it be in future years of earthly life, or in the unrevealed life beyond earth's horizon, we need to train ourselves to trust the goodness and the love of God, believing that He will do only what is right and what is best also for us. It is faith alone can give us peace.

I think if thou could'st see With thy dim mortal sight, How meanings dark to thee Are shadows hiding light; Truth's effects, crossed and vexed, Life's purpose all perplexed.— If thou could'st see them right, I think that they would seem all clear, and wise, and bright. ADELAIDE PROCTOR.

THE CHARLOTTETOWN GUARDIAN

Morning Daily (founded 1887). \$4.00 per year (delivered) in advance. \$3.00 per year (mailed) in advance in Canada; and \$3.50 for U. S. A.

President:—Major A. A. Bartlett J. R. Burnett, D. K. Currie, Editor and Publisher, Associate Editor.

SATURDAY, JUNE 14, 1919.

DOMINION STOCK YARDS.

The Dominion Government has completed arrangements for the establishment of stock yards in the Maritime Provinces, to be followed later by an abattoir; and all that now remains is to agree upon a suitable site, one which shall be as nearly central as possible for all the provinces concerned.

On the suggestion of the Live Stock Branch of the Department of Agriculture a meeting of the Maritime Stock Breeders' Association and all others who can be induced to attend, will be held in the Terrace Hotel, Amherst, on Tuesday next, 17th inst., at 2 p.m. for the purpose of agreeing upon a suitable site. Moncton, Sackville, Amherst and Truro are claimants for the site.

The object of the government in establishing stock yards here is to increase production and facilitate the marketing of live stock. Such an institution, centrally located, would be an inestimable boon to these provinces. It would practically do away with the middlemen and peddlers who now buy the cattle in these provinces, as buyers and sellers could meet on a common ground where there would be abundance to choose from and where prices would be regulated by competition. It is therefore of serious importance that the site shall be wisely and judiciously chosen.

From the point of view of this province the only site that would be of any value would be Sackville, which is at the junction of our railway with the Intercolonial. It is also unquestionably the most central for New Brunswick and Nova Scotia, and we have no doubt that if the convenience of all concerned, rather than "pull," is the guiding factor, Sackville will be unanimously selected. The output from this province should be a factor in the decision. Last year there were shipped from this province by freight 1,322 horses, 3,136 head of cattle, 5,730 live hogs, beside many thousands of geese and poultry.

It is important that the P. E. Island members of the Maritime Stock Breeders' Association, and as many others as possible, shall be present at the meeting on Tuesday and that the Island's case shall be strongly presented. Our province has a right to its share of the benefits from the stock yards and, on account of our geographical position, we would derive absolutely no benefit from either of the other sites mentioned.

THE TARIFF PROBLEM.

The Protective Tariff built up Canadian industries. Canadian industries employed hundreds of thousands of men and women.

The hundreds of thousands of employees were drawn from the farms, the country workshops and the villages, attracted by the high wages in the industrial centres. The industrial centres became large consuming centres.

The consuming centres, by reason of their rapid growth and the comparative depopulation of the producing sections increased the cost of foodstuffs.

The increasing cost of foodstuffs necessitated increased wages in the industrial centres, and increased prices for farm products.

The increased wages in the industrial centres increased the cost of all manufactured articles and farm products.

The increased cost of manufactured articles and of farm products necessitated a further increase in wages.

The further increase in wages necessitated a further increase in the price of manufactured articles and foodstuffs.

The sum total up to now is larger incomes from farm products, larger wages for all employees, higher cost of living and a larger margin of high living between income and cost than has ever been experienced before in Canada. And the wheel is still going round with prospects of still larger incomes, still larger wages, still higher cost of living and the narrowing of the margin of high living.

The margin is being seriously threatened and to save it from being wiped out the speed of the wheel must be changed. Suppose we turn it back, remove the original cause, the protective tariff; suppose we pull down the wall that sheltered our industries and permitted them to grow? Suppose we allow foreign manufacturers to compete on even terms with those we have built up? Many of the latter would go out of business; many of our employees would be deprived of their work; the wages of all employees would be reduced; the industrial centres which now consume practically all our farm products would be scattered; the prices of farm products would fall; the cost of living would be reduced and in very many cases wiped out.

To ascertain how far we can check the wheel is the problem the Dominion Government is now face to face with. How much of the protective wall can be pulled down safely, how much of the tariff on foreign goods can be spared with an immense war debt to pay; how many of our industries can stand competition with the world's manufacturers—these are the problems that the government would not undertake to solve without a full and comprehensive enquiry by a commission; and these are the problems that some of our little politicians would settle by passing a resolution for a general and indiscriminate breaching of the whole wall.

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

DETERMINING A CAR'S "VINTAGE"



F. M. W. writes: I am thinking of buying a used car, that is said to be a 1915 model, but there is some doubt in my mind as to what year it was built in. How can I find out positively as to this?

Answer: The serial number it bears will tell when it was built. If you look the engine over carefully, you ought to find a number stamped into the metal, probably upon some part of the crank-case. This number may be obscured by dirt and escapes your attention at first. When you find it, and submit it to any agent for this make or to the manufacturer himself he should be able to give you the year immediately. In the case of any makes, there are peculiarities of construction or equipment by which anyone, familiar with the cars of this particular company, can tell you exactly when it was produced.

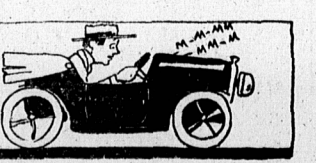
LUBRICATION OF MAGNETOS



T. W. L. asks: What oiling does a magneto need?

Answer: As a rule it only requires to have a few drops of light oil supplied to the two bearings of its armature shaft, once in each 500 miles or so. There may be a few models which require a drop of oil applied occasionally to the breaker-bar bearings. You can obtain an instruction book from the maker of your magneto, which will inform you as to its lubrication requirements. Do not oil any other parts than those specified and keep all other parts free from oil and dirt. Oil tends to cause sluggish action in small, light parts which should work instantaneously and, when mixed with metal or carbon dust, may injure the insulation of the wire windings and cause short circuits in the distributor, that may result in interrupted or misdirected sparks. Too much oil applied at the shaft bearings, may escape to other parts of the mechanism and cause trouble.

STARTER MOTOR FAILS TO ENGAGE



W. P. asks: What is the probable cause of any starter failing to turn the engine over? When I push the pedal, I hear a low humming but the engine does not move. There are teeth on the fly wheel by which the engine should be set in motion.

Answer: It appears that your starter is of the type in which a pinion upon the electric motor shaft is caused to engage with the flywheel gear. Evidently this engagement does not take place. By watching the parts while someone else performs the starting operation you may find the trouble. In the starter drive in most common use the pinion is mounted upon a coarsely threaded sleeve upon the armature shaft and must move along the thread in order to engage the ring gear. If it turns with the threaded sleeve; it cannot move along it and some times dirt or grease upon the threads prevents its travelling into the engaging position. Sometimes also, through some abuse the screw threads become wedged in the pinion. If you find any such condition, free the pinion and wipe the thread perfectly clean and dry, using kerosene to clear off all dirt and very likely you will not be troubled further.

Questions of general interest to motorists will be answered in this column, space permitting. Address Albert L. Clough, care of this office.

BUILD YOURSELF UP SO AS TO FEEL BETTER

Eat and sleep better, as well as look better, by taking Hood's Sarsaparilla. It is an all-year-round medicine, good in all seasons. It purifies, enriches and revitalizes the blood, creates an appetite, aids digestion, assists assimilation of the food you eat, and wonderfully builds up the whole system. In many cases it succeeds where other medicines fail to do any good. If you need a mild effective cathartic, get Hood's Pills.

HAPPENINGS OF THE WEEK

The installation of His Royal Highness the Prince of Wales, as Grand Master of the Order of St. Michael and St. George, took place in St. Paul's Cathedral, London, England, last week.

Sir Andrew MacPhail and Miss Dorothy MacPhail, of Montreal, have arrived to spend the summer at the family home in Eldon.

The indisposition of His Honor, Lieutenant Governor Macdonald, is regretted throughout the city.

The biggest event of the week was the home-coming of the 85th Battalion, a body of splendidly built, hardy men, whose heroic deeds are fully appreciated in the Garden Province. The late hour of arrival did not prevent citizens turning out and the festivities ran into the early hours of Tuesday morning before refreshments could be partaken of, and kind greetings responded to. Their welcome was as warm as summer, and as glad—"And those who come not back, who mutely lie

By Marne or Meuse, or tangled Argonne wood, Were it to lose the gain (let them reply) Would we recall their spirits if we could? Open your ranks and save Their places with the brave, That liberty may greet you all, her shields of land and wave."

Rumor has it that another public dance is to be held in the very near future by the younger social set.

The social event of the week, chartered by Mrs. G. W. Hodgson and Mrs. Harrison, was the Bridge and Dance on Tuesday, under the auspices

es of the Daughters of the Empire. Everybody seemed to have a good time, the music by the Moncton Orchestra leaving little to be desired.

There are a great many visitors from this province in Sackville this week attending the Methodist Conference and the station sheet is eagerly anticipated.

A representative audience thoroughly enjoyed following "The Trail of the 98th" with Major Hooper in the People's Theatre on Thursday evening. Possessing a clear, nicely modulated voice, the speaker told of many incidents in the life of the boys, showing at the same time a valuable collection of fine views of the devastated battle grounds over which they passed and the resting places of the unreturning brave. The appreciation of the audience was expressed by Mr. James Paton, M. L. A., in a cordial vote of thanks, seconded by Judge Stewart and conveyed to Major Hooper by the chairman, Major Bartlett.

Dr. Thos. Grady accompanied by his sisters, Miss Jean and Miss Ruth Grady, of Charlottetown, spent Thursday in Summerside, the guests of Mr. and Mrs. G. P. Grady. They made the return trip to Charlottetown by motor.

The many friends will bear with pleasure the marriage of Captain Basil Kelly, R.N., of Summerside, to Miss Bennetts, of England. The wedding took place on Wednesday evening at St. Paul's church, Summerside, the Rev. Father McLean officiating. Miss Bennetts is an English lady who has seen considerable service as a V.A.D. in the English nursing service.

Lieut. Rowland Paton, M.C., and Mrs. Paton are being cordially welcomed home from Toronto, having arrived early in the week.

(Continued on page Seven)

Gigantic Shoe Sale



Banquet of Bargains Unparalleled Shoe Value

All Footwear to Walk Out

Here's the place where a little money will buy a lot of Foot Comfort. As intimated in previous announcements \$10,000 worth of Footwear must be disposed of at any cost. Let us impress upon you that it is not Old Shop-worn Footwear but new up-to-date Goods, made on modern lasts, with the latest kinks of the Shoemakers' Art.

Buying here means much to the family exchequer as thousands of pairs of shoes are being sold at less than wholesale prices.

MONSTER SHOE SALE IS IN PROGRESS

B. R. HOLMAN

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Injuries to Persons, Damage to Property, Damage to your Car.

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