



MOTHER'S DAY SUNDAY MAY 14th

Comes the one day in the year that offers you the opportunity to pay well deserved tribute of honour and affection particularly and exclusively to MOTHER. May we help you?

HOSE?

FOR THE YOUNG MOTHER who likes a sheer hose why not give her a three thread chiffon, either Kayser or Orient pair ----- \$1

THEN FOR THE MOTHER who prefers a stocking a little more durable, ask for Crepe Chiffon 134 x in Kayser, or 505 in Orient Pair ----- \$1.

AND NOT FORGETTING Grandmother — she'll want a somewhat heavier weigh, so medium or heavy service is just hose for her. Pair ----- \$1.



GLOVES? UMBRELLA? NECKWEAR?

Any Mother would love a pair of gloves for her Spring ensemble. We have them in the finest of French kid in white, black, chamois, blue, brown and the newest Spring colors.

\$2.00, \$2.50 and \$3.00



UMBRELLA'S. What Mother wouldn't love a new Umbrella? Shown in the new gay oil silks or in the somber shades of art silk. Prices \$2.00 \$2.95 \$3.50 and \$4.50

SCARVES Plain and flowered Chiffon and fancy crepes. An ideal gift at a reasonable price \$1.00 and \$1.50

HANDKERCHIEFS. White and colored linen hand rolled edges, applique, Mexican drawn work and hand embroidered initials. Prices 25c 35c 50c and 75

FOR MOTHER DAINTY UNDIES

"Harvey Woods" cuff panties in colors of white briarose and apricot. All sizes \$1.00

Vests to match above in two styles, tiny adjustable straps or comfy cut \$1.00

Lovely tailored slips in rayon satin stripes, all satins and all crepes. White and tea-rose, all sizes \$1.95 \$2.00

How about a corset or girdle for Mother? So often she needs these garments but keeps putting off getting them to buy things that seem to be more necessary. And what is more necessary than a trim figure this Spring?

See our window of foundation garments and bring Mother in for a fitting. Prices range from \$1.00 to \$10.00

VISIT THE LINENS

This great second floor department is filled with suggestions for Mother's Day gifts.



Queen St., Charlottetown "HOLLYWOOD" PATTERNS, the world's best low price patterns, in the Basement at 15c and 25c.

Liberal "Cheap" Highways At Staggering Cost of Over \$20,000 Per Mile

Sir,—As the day of election draws nearer it is becoming more apparent that the Campbell-McIntyre-LePage Government was anxious to appeal to the electors and try for a snap verdict before their bungling in financing and constructing their paved highways became known to the people.

When contracts were let last Winter, a most unusual time for calling tenders as no contractor could visit the sites of the work, the Minister blew off that they were going to build a better highway than the McMillan Highway for about \$8,000 per mile. Now we have the government members admitting that it cost \$13,000 per mile, and a careful examination of their own reports show that it cost over \$20,000.00 per mile.

In the P. W. Report 1938 page 263, we find the four amounts for paving as follows:—

T6-1 Charlottetown to Souris	\$ 137,216.05
T3-1 Charlottetown to Montague	133,385.66
T1-1 Summerside to Tignish	196,419.37
T1-2 Summerside to Tignish	120,109.01

Total \$ 587,130.09 To show how they hoped to fool the electors and to camouflage their accounts, I could not find in their wonderful Chief Engineer's Report any reference which would tell me the total number of miles paved. However after deciphering confusing tables I unearthed from pages 27 and 28 of the Report that they had paved for this enormous sum of money the total of 45 and six-tenths miles of road, thus making an average cost per mile of \$12,875.65. Adding to this amount the 10% which everyone seems to know was held back from the contractors, and leaving the balance of the 10% (a very small amount) for unpaid bills, we have the so called "low cost" top of the Liberal Highway costing \$12,875.65 x \$1,287.56 or \$14,163.21 per mile.

So much for the top of the Highway. What about the bottom? The Liberals claim they built a good one, but they must be ashamed of it or else they dare not tell the electors what it cost. So cleverly is the cost concealed that I am doubtful if the real cost will ever be known. In examining their accounts and reports over a period of three years, this is what I found.

From Public Works Report 1936, Page 323:—

No. 2—Preparation of Subgrade, Coleman to Elmsdale—	\$12,593.73
No. 6—Portage Lake Road	16,797.95
No. 10—Preparation of subgrade, Wellington to Portage	12,748.21
No. 20—Alery Plains Swamp	792.60
No. 45—Preparing subgrade, Summerside Western Road	25,246.47
No. 46—Section No. 4—Preparing Subgrade, Charlottetown to Souris Road	27,541.17
No. 46—Section No. 6—Preparing Subgrade, Charlottetown to Souris Road	\$16,281.24
No. 46—Section No. 7—Preparing Subgrade, Charlottetown to Souris Road	16,107.85

From Public Works Report 1937, Page 299:—

No. 1—Sub-grading—Summerside to Richmond	\$ 61,925.73
No. 2—Sub-grading—Richmond to Coleman	27,421.73
No. 3—Sub-grading—Coleman to Montrose	36,237.65
No. 4—Sub-grading Tea Hill to Summersville	35,426.06
No. 15—Sub-grading St. Peter's Road	20,905.72

From Public Works Report 1938, Page 263:—

T6-2G—Sub-grading—Charlottetown to Souris	\$ 67,354.61
T3-2G—Sub-grading—Charlottetown to Montague	70,436.02
T1-36—Sub-grading—S'Side to Inverness School	90,832.10
T1-4G—Sub-grading—Inverness School to Montrose	84,948.41

Total \$ 623,597.25

In arriving at this total I must say that I did not include any items which do not belong to the subgrading of the 100 miles contracted for. On the other hand I have omitted items which possibly should have been charged against the subgrading of these projects. But so confused and so unexplainable are the accounts of this work, that I can only assume that they have fully subgraded the 100 miles contracted for, which is doubtful. Giving them all benefits of the doubt the subgrading averaged according to their reports \$623,597.25 for 100 miles (or less), which makes \$6,235.97 per mile of finished subgrade. Thus we have the total cost to date of the Liberal "Cheap Highways" as follows:—

Top	\$ 14,163.21
Bottom	6,235.97
Total	\$20,399.18 per mile

Right now, I ask Premier Campbell or the Minister of Public Works or his apologists to show to the public where these figures are wrong and why they should not be even greater than we have shown. Their own accounting and reports show what a dilemma they are in and why they would like to fool the electors before the truth leaks out.

But the people are asked to believe that the total cost of the McMillan Highway was \$16,000.00 per mile completed, and that the contractors were paid in the vicinity of \$11,000.00 per mile for the paving. Without argument let us take them at their word. This shows conclusively that the McMillan highways were cheaper by \$4,399.18 per mile finished than the Liberal Highways.

I have not as yet told the saddest side of the highway story according as the Government's own reports show. The paving contracts under the McMillan Government cost the province only \$5,500.00 per mile, since the Federal government contributed the balance of \$5,500.00 per mile. Though the bungling of contracts the Liberal highways to date have cost the province \$6,000.00 per mile more than the price contracted for, or \$500.00 per mile more than the whole of the McMillan Trans Canada Highway contracts per mile cost the province. Let us see what answer or excuse can be given to this statement of facts taken from their own reports.

The Liberal Government has built a cheap road, yes cheap in construction, but dear to the pockets of the tax-payer. I am informed that before the Liberal pavement was several days old replacements were made at Montague and St. Eleanors. Today when the pavement is scarcely six months old, numerous cracks and upheavals are visible, forerunners of future breaks. What wonder then that the government should appeal to the people before they have time to find out the truth of the financial condition of the province, and the condition of the \$20,000 per mile highways which we were lead to believe were only costing the province \$8,000.00 per mile.

In view of these staggering facts, I can only say as I have heard many electors say, "I am amazed at the amazing bungling of the amazing highway financing and construction of an amazing government which has appealed to an amazed people at this amazing time.

I am Sir, Etc.
INDEPENDENT ACCOUNTANT

ATHLETIC FINNS Finland, a nation of 4,000,000, has won 164 Olympic gold medals since her first success at Athens HELSINKI — Hufvudstadsbladet, in 1908. They hope for 12 medals Helsinki Journal, points out that next year.

In Memoriam

H. B. MACKAY

On Easter Sunday, April 9th death came to the home and claimed one of the most outstanding men of the community in the person of Mr. Hugh B. Mackay. Born at New London Dec. 22, 1880, where he lived the greater part of his life. His wife was Ada Mackay, who preceded him 34 years ago, leaving him the care of seven young children. The care of his family being his chief concern. Mr. Mackay was a faithful member of New London Presbyterian church, occupying the seat for over fifty years and uniting by profession of faith in the year 1908 and for many years its most efficient Secretary-Treasurer.

In the year 1928 Mr. Mackay was appointed clerk of the County Court of Queen County which position he held till the time of his death with the exception of six years from 1908 to 1912. His place being filled by the late Chas. MacGregor. Mr. Mackay being in the Massey-Harris employment in Charlottetown. He was always deeply interested in the welfare of New London School, being trustee and acting as Secretary for many years. Nor did he confine his activities in his own district, when the Stanley Bridge Dairy Company built the factory, he acted as Secretary for quite a number of years for the company. And after work comes rest. His funeral was held Tuesday, April 11th, and in spite of the very inclement weather there was a large gathering who came to pay tribute to one whose hand was ever outstretched to give you welcome to his home whose place will be very hard to fill. His minister, Rev. W. L. Dettlor brought a message of comfort from the fact of the resurrection of Christ.

The Masonic Order held their service at the home Mr. Mackay being a member of that Order for 53 years. Of his family there are left to mourn the loss of a kind and loving father, Mrs. Amy MacMillan Graham's Road, Annie Mrs. William Warren, Clinton, Jessie, Mrs. Hugh Campbell, Graham's Road; Winnie, Mrs. Henry Whitehead, Clinton, Tupper, Gladys and Murray at home; besides twenty-one grandchildren, also two brothers and one sister, John Geddie in Tacoma, Wash., Archibald in New Brunswick and Mrs. Winnie MacDewen Campbell.

The pall bearers were: Messrs. Don Taylor, Don MacDewen, Fred MacDewen, Mont MacDewen, Ira Mackay, George Nicholson.

ST. ANDREWS SCHOOL NORTH RUSTICO

Honor Roll for April:

Senior Dept:

Grade VIII—1. Edward L. LeClair; 2. Eugene C. LeClair; 3. Cornelius Dolton.
Grade VII Sr.—1. Irene A. LeClair; 2. Emma B. Doucette; 3. Ronald Blacouiere.

Intermediate Dept.

Grade VII Jr.—1. Marion Gallant; 2. Leonard Blacouiere; 3. Beatrice Peters.
Grade VI—1. Rosena Buote; 2. Evelyn Doucette.

Grade V—1. Regina Gallant; 2. Clara Pineau.
Grade IV—1. Helma Blacouiere; 2. Edward LeClair; 3. Eric Gauthier; Augustine Gallant, equal.

Junior Dept.

Grade III (a)—1. Freda Gallant; 2. Joyce Gallant; 3. Joan Blacouiere.
Grade III (b)—1. Eric LeClair; 2. Arthur Buote; 3. Margaret LeClair.
Grade III c—1. Edna Gauthier; 2. Yvonne Gallant; 3. Edgar LeClair.

Primary Dept.

Grade II (a)—1. Lorraine Doucette; 2. Alvre Pineau; 3. Vincent LeClair.
Grade II b—1. James MacDonald; 2. Louis Peters; 3. Ferdinand Blacouiere.
Grade I a—1. Gerald Gallant; 2. Aylre Gallant; 3. Eliot Eric LeClair.
Grade I b—1. Hazel Gallant; 2. Kathleen Gallant; 3. Earl Gallant.
William H. Doucette (Principal) John E. Doucette, Andrew LeClair, Marie A. Gallant, Assistants.

CLOSE RUNNING

LONDON—Followed only two seconds later by runner-up H. Rosenberg, R. W. Shand won the Dragon Roads 26-mile cycling event here. His time was 1 hour, 8 minutes, 32 seconds.

3 Sore Corns Caused Acute Lameness

"Painful corns almost ruined my toes. I could scarcely walk, but just a drop or two of Futnam's Corn Extractor on my three sore toes—and out came the pain. I got glorious relief from Futnam's Corn Extractor; it left the skin on my toes smooth as a baby's cheek." This was the actual experience of James McQuire, who recommends the use of Futnam's Corn Extractor.

Final Wind Up Sale

\$10,000 STOCK

Entire stock to be sold at cost and less.

Sale starts on

SATURDAY, MAY 20TH

And continues until all stock is sold

Bargains in Groceries, Dry Goods, Boots and Shoes, Crackeryware, Paints, Varnishes, Hardware, Patent Medicines, Flour and Sundries.

Come EARLY and SAVE Money Bargains — Bargains — Bargains

W. L. McLEOD MOUNT STEWART, P.E.I.

QUEBEC: First Host to British King and Queen



Quebec, first Canadian city to greet King George and Queen Elizabeth, is pictured framed in the outline of the maple leaf, national Canadian symbol. Above airview shows the St. Lawrence river in background grain elevators and skyscrapers of the trans-Atlantic port. Inset center is Lord Tweedsmuir, governor general of Canada, with the King and Queen on either side.

CAPE TRAVERSE W. I.

The April meeting of Cape Traverse Women's Institute was held at the home of Mrs. James Campbell, April 27. The president presided and Miss Nona Wright acted as secretary. The meeting opened with the Ode followed by the Creed. Roll call was followed by the reading of the minutes which were adopted as read. The reports of the committees were heard and new ones appointed. Sick: Mrs. James Campbell and Miss Nona Wright; school: Mrs.

UNDATED MONEY BOX

(By The Canadian Press) Noon exchange rates At Montreal — Pound 4.70 1/2; U. S. dir 1.00 13-32; franc 2.00 1-16. At New York — Pound 4.68 3/4; Canadian dir .90 30-64; franc 1.64 15-16. At Paris — Pound 176.74 fr; U. S. dir 87.74 fr; Canadian dir 71.89 fr. In Gold — Pound 11s. 6d; U. S. dir 80.48 cents; Canadian dir 80.26 cents.

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- 1937 FORD STANDARD SEDAN
- 1937 FORD LT. DELIVERY
- 1938 FORD 2 TON DUMP

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SPECIAL VALUES

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- 1937 DODGE D. L. SEDAN
- 1937 STUDEBAKER SEDAN
- 1936 TERRAPLANE SEDAN
- 1934 FORD LT. DELIVERY
- 1936 FORD 2 TON DUMP
- 1933 CHEVROLET 1 1/2 TON STAKE

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