

THE CHARLOTTETOWN GUARDIAN

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Editor and Publisher. Associate Editor.

TUESDAY, JUNE 24, 1919.

DOLLAR DAY.

The merchants have decided to make next Thursday the 26th, the annual Dollar Day. This is the great annual festival day for all shoppers in city and country, the day when merchants vie with each other as to who can give the best bargains and hold out the greatest attractions; the day when the wideawake customers vie with each other as to who shall "get there" first.

This year as usual the merchants are placing on their counters the greatest bargains of the year, not only in goods that have been some time in stock and some of them just a little short of ultra fashionable, but brand new goods and up-to-the-minute in style. Goods and wares of every description will be offered at irresistible bargains and the wideawake shoppers will study the advertisements today and tomorrow and find out beforehand just where to go for what they want. This is the opportunity that knocks at every door only once a year; don't miss it, it means money and money means much these days.

STATE OF OUR ROADS.

The condition of our roads is still engaging public attention. Doubtless the impending general election makes it a more live subject this season than usual, as the Opposition are depending on the road question as their only hope.

But, are the roads better or worse than they were under the Liberal road system? Some will say they are better, some will say they are worse. Who are right? Applying the test of how they are for horses and wagons, any fair-minded man will say that generally they are better. The people have the matter in their own hands, so no district is deliberately neglected. They can use their own taxes entirely and more from the Treasury if required. Hence, it is idle to say the Government is neglecting the roads. Some Road Masters, it is true, are not doing their duty, but the great majority are.

The real complaints are coming from the auto-men. An auto requires a much better track than a wagon does. Let any man test the same road with either and he will have no complaints for his wagon, but will complain of bad spots for the auto. The autos are here, they are taxed high, and their owners expect good roads for their money. They are right in expecting good roads and good roads are bound to come as a result, but the auto people must be reasonable.

We have no organization whose business it is to have all the highways attended to promptly in the early part of the season. The farmers, in recent years, have been very short of help and they cannot leave off planting to do road work without inconvenience in many cases. To meet this situation we must have some regular road men in addition to the farmers' help. These men should begin as early as the season will permit, and attend to the bad spots first.

The auto taxes will probably total \$20,000 this year, and will in a few years amount to \$50,000, which will, with the resources we have at present, ensure us such roads as autos call for. Autos are making a speed of 15 to 20 miles an hour now, and that is fast enough for our country, but it is not as smooth going as we would wish.

The auto men must not be impatient, for they must recollect that it is only a few years since autos were allowed here at all, and if they are to expect better treatment from one party than from the other, which party should they choose?

That the Patriot is complaining of the roads is not to be wondered at as the staff of that paper is sporting cars now instead of teams and they are anxious to make the going as enjoyable as possible. The esteemed editor of the Patriot will be touring the Belfast District for some time this summer and it is only reasonable that he should want his peregrinations to be as pleasant as possible for that is likely to be his only reward.

RANK PROFITEERING.

The Parliamentary Committee recently appointed by the Dominion Government to investigate the high cost of living has already made discoveries that will no doubt result in radical reform in the near future.

Figures of the business done by the Dominion Textile Company extracted from the General Manager by Mr. Pringle, K.C., the Government Counsel, show that the company has been making extortionate profits. According to the evidence adduced the company has two kinds of stock, preferred and common; the preferred stock of \$2,500,000, was issued in payment for other companies which the Dominion Textile Company bought, while the \$5,000,000 common stock was sold for \$500,000 cash.

Mr. Pringle said to the witness "On the \$5,000,000 common stock which represents \$500,000 cash, your net earnings were \$400,000." The witness did not object. This would be a profit of 80 per cent. on the original cash.

The General Manager of the company made admissions, however, which showed that even Mr. Pringle's computation of the company's profit was too low, or at least incomplete. In fact, the indication seemed to be that on the whole of the company's genuine capital, a profit of over one hundred per cent. was being made; and allowing for all possible considerations, including

war taxes, a case is clear of rank profiteering.

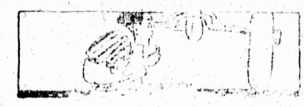
Similarly rank and completely shameless was another case exposed before the committee, namely, that of the Patton Manufacturing Company, of Sherbrooke, a cloth-making concern, which showed a profit last year of 72.9 per cent. Heckled about this profit, Mr. Patton remarked, "our mill wasn't built for the glory of God or anybody else. It was built for the shareholders." This is a frank admission of the spirit of industrial greed on the part of a manufacturer. Similar admissions might also be made by many others for few, if any, of our industrial or commercial concerns are run "for the glory of God." But that by the way.

The government can and does reach part of such profits by the profits tax, but this does not help the consumer. The way to help the consumer in such cases is to abolish the tariff on such goods, and this will no doubt be one of the first results from the investigation now in progress. No possible defence for a customs duty exists in lines that can make a profit of 70 per cent. All the companies or firms engaged in such a line of business may not be making quite such extravagant profits, but it is clear that if any company or firm in such a line can make so great a profit, every similar business competently managed must be doing well enough to stand without customs protection. The only good excuses for protection are promotion of new industries and safety for industries when established.

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

OIL-LESS BUSHING FOR SPRING BOLTS



H. V. writes: I am overhauling my car and find that the spring bolts are so badly worn in the spring-eyes that I shall have to make replacements. My mechanic advises me to put in oil-less bushings instead of bronze ones, claiming that they wear well and do away with grease cups and their attendant bother. What do you advise?

Answer: There is a tendency toward the adoption of non-metallic bushings in spring-eyes and good results are being obtained. If you use suitable bushings and the work is properly done, you will probably obtain satisfactory service, but this practice is of a somewhat experimental nature thus far. Impregnated wood, compressed asbestos, vulcanized fibre and other materials are used. Many materials capable of holding their shape and free from the tendency to abrade the metal of the pins seen available for this purpose.

ENGINE OVERHEATS

D. S. C. asks: What do you suppose makes my engine get so hot and steam come out of the radiator cap, when the car is stopped? I have washed out the radiator with soda and put on a new fan-belt, but the trouble is still there. The pump appears to be working all right.

Answer: If there is really anything wrong in the cooling system and the trouble does not arise from using a badly proportioned mixture, from faulty valve or spark timing, inadequate lubrication or abnormal friction somewhere about the car we suspect that the water piping is obstructed. If the engine becomes hot while the radiator is comparatively cool, this is probably the case. The linings of rubber hose connections sometimes become loose and partly obstruct the circulation and sometimes the hose from the radiator to the pump becomes so flabby that it sucks together and stops the flow. Watch this hose with the engine

Daily Selections for Guardian Readers

Furnished by W. S. Louson

ART OF QUITTING

(By Dr. Frank Crane)

The art of arts is the art of quitting. While we are teaching young prodigies all manner of efficiency why neglect the crowning stroke? For the culmination of mastery is to know when to quit.

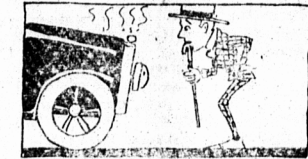
An advertising man, who is a friend of mine, said he went to church the other morning with his wife. "I liked the preaching," he observed. "He was a good talker, and the first ten minutes he had me solid. If he had stopped then it would have been fine. But he had to go on and fill up his allotted thirty minutes, and spoiled it all."

I have often wondered why a public speaker who has one good point to make, does not make it and sit down; why he thinks he must ramble on and on, until everybody hates him.

And why are there not more little books? Most books could say their say in one-tenth the space.

Salesman, when you are trying to land a customer; Lawyer, when you are trying to convince a jury; Clerk, when you are applying for a job; Agent, when you are trying to sell a book; Lover, when you are pleading for just one little kiss; Mother, when you are scolding little Willy; Wife, when you are telling friend husband something for his own good; Parson, when you are fishing for my soul; Poet, when you have a tailbit on a beautiful thought; Editor, when you are writing an editorial; Novelist, when you are telling a yarn; Everybody, when you are doing anything—why don't you stop when you get through

speeding up and if it tends to collapse replace it. If you disconnect the upper hose from the radiator, water should be thrown from this in a full size steam for 10 to 20 feet when the engine is speeding up. If everything is unobstructed. Sometimes the pump impeller breaks or becomes loose on its shaft. This test will determine whether it is working properly.



OPERATING CAR WITHOUT AMMETER

O. W. F. asks: Will it do any harm to run my car without the ammeter, which burned out and has been sent away for repairs? I have been told that the generator might burn out also if I did so.

Answer: If you electrically connect the two wires taken out of the ammeter, the system will work just as if it did have the instrument was removed, except that you will have no indication of the current that is flowing, but should you run your car without connecting the ammeter wires together, the generator would run without furnishing any current to the system which, in the case of some generators, might result in the burning out of the shunt-field windings, under the very high voltage generated.

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

WHITE SILK HOSE VERY SCARCE

NEW YORK, June 23.—One of the outstanding features in present business is the high-grade silk hose, both for men and women, is the marked scarcity of white socks and stockings. The demand for these goods has developed remarkably in the last couple of weeks, and appears to be increasing steadily. Deliveries are from three to four weeks behind, and buyers who put down orders some time ago are now complaining because they did not specify larger quantities. Those who did not see the writing on the wall, however, are in an even worse fix. A second feature is the continued call for African brown hose, both for immediate and Fall delivery, in spite of predictions that this shade would fall by the wayside because of its enforced vogue during the conservation days of the war. Its continued popularity is said to be due to the fact that it harmonizes with practically any shade of brown in a shoe.

Ceremony of Signing Tuesday or Thursday

VERSAILLES, June 23.—Arrangements already have begun to take shape at Versailles for the signing of the peace treaty. Orders have been given to have everything in readiness Tuesday although the ceremony according to the Havas Agency is not likely to occur before Tuesday at the earliest.

Keep Minard's Liniment in the House

Rich Cut Glass
We are showing a very large line of cut glass in the newest cutting.
G. H. TAYLOR JEWELER
The Store for Waltham Watches

Extra Values at B. Roy Holman's Monster Shoe Sale on DOLLAR DAY

- The following are a few of our many wonderful bargains
Women's Nubuck Pumps, reg. \$4.25, \$ Day \$1.98
Women's Nubuck Oxfords, reg. \$4.50, \$ Day \$1.98
Women's White Canvas and Butt Boots, reg. \$3.25 \$ Day \$1.50
Women's White Canvas Laced Boots (Neolin Sole) reg. \$4.75, \$ Day \$1.98
Women's White Canvas Pumps, size 3-4, regular \$2.25, \$ Day \$1.50
Misses' White Canvas Laced Boots, size 13-2, reg. \$2.75, \$ Day \$1.80
Misses' White Canvas Button Boots, size 13-2, reg. \$2.75, \$ Day \$1.50
Misses' White Canvas Pumps, 13-2, reg. \$2.25, \$ Day \$1.30
Misses' Nubuck Pumps, 13-2, reg. \$3.25, \$ Day \$1.80
Misses' White Kid Slippers, 13-2, reg. \$3.00, \$ Day \$1.80

One Hundred 100 Pairs Children's White Canvas Nubuck and Kid Boots. Slippers and Sandals at \$1.00 PER PAIR ON \$ DAY
Next a Special Discounts on all Footwear in our store on DOLLAR DAY

B. ROY HOLMAN
RILEY BLDG. QUEEN STREET CHARLOTTETOWN OPPOSITE PROWSE'S

"THE HABERDASHERY"
DOLLAR DAY
Thursday, June 26th.
DOLLAR DAY this year will be a big day in our Clothing Department.
We'll make it worth your while to shop with us on that day.
Will sell all our Men's and Boys' Suits.
Tweed Raincoats
Spring Overcoats
Odd Pants, etc., at WHOLESALE PRICES
For that day only
Come and participate in some real clothing bargains in well made merchandise. We carry the stock. 200 Men's Suits to choose from.
DOLLAR DAY SPECIALS
Men's Blue Overalls, reg. \$2.50 value Special on Dollar Day \$1.75 pr.
Khaki Pants, \$2.50 per pair. Sold on Dollar Day at \$2.00 pr.
Outing Shirts, fancy stripes, worth \$1.50 each. A bargain on Dollar Day at \$1.00
Boys' Fancy Shirts, sizes 13 and 13 1-2, regular \$1.00 each. Special on Dollar Day \$0.75c
Men's Neckwear, all patterns, \$1.00 each. Dollar Day 2 for \$1.00
Men's Heavy Cotton Socks, Very Special on Dollar Day 4 prs. \$1.00
Men's Llama Socks, black, worth 65c. Dollar Day 2 prs. for \$1.00
Henderson & Cudmore
THE FASHION-CRAFT SHOP