

# Merchandising



To the merchant a connection with a sound bank is invaluable. Our officers, through long experience, are in a position to give advice on any financial matter, such as credits, accounting, etc. Sound control on these points results in keeping a business in a healthy condition. An important convenience is the automatic receipt obtained through the payment of accounts by cheque.

Resources exceed \$174,000,000

## UNION BANK OF CANADA

Charlottetown Branch J. R. Dier, Manager

Honest tea is the best policy

# LIPTON'S

Largest sale in the world. Your Grocer sells it.

Thomas Lipton  
TEA COFFEE and COCOA PLANTER  
CEYLON.

# TEA

Canadian Chief Office  
24 Front St. West, Toronto

## Big Reductions in Used Cars

ONE H45 "MCLAUGHLIN" MASTER SIX Special with bumper, thoroughly overhauled, with four new cord tires and two spare tires on rims. This car is a bargain for a quick purchaser.

ONE F. A. CHEVROLET BABY GRAND completely overhauled with spare tire. Engine in excellent running order and tire equipment good.

ONE BRISCO SPECIAL. Genuine leather upholstery and in perfect condition, run about 4000 miles.

ONE MODEL 90 OVERLAND completely overhauled and painted, with one spare tire and bumper.

ONE NEW LIGHT FOUR OVERLAND. This is a new car, being run about 500 miles, which would only put it in good running order.

DON'T miss seeing these cars if you are looking for something at a bargain.

## A. Horne & Co.

1752-7-21-wfri 21.

## THE BIG DAY

Fox Ranchers Convention, St Paul's Hall, Summerside

MONDAY, JULY 26th

This is going to be the biggest event in the History of the Fox Industry.

We want delegates from all the Fox Companies of the Province to be present.

We want every individual rancher present.

We are now at the parting of the ways. We must organize now or never.

The program of the Meeting will include:

Addresses. — Silver Fox Fur Selling Association.

National Registration of Foxes.

P. E. I. Silver Fox Bulletin.

Silver Fox Exhibition.

All of these subjects will be open for discussion.

Meetings at 11 o'clock a. m. and 3 o'clock p. m.

This is going to be the RED LETTER DAY in Fox History.

RANCHERS! Remember the date. MONDAY, JULY 26th

## A. E. ARSENAULT,

Organizer The Silver Fox Fur Selling Association.

### Daily Selections Guardian Readers

Furnished by W. S. Louison.

#### THE SUCCESS

The show's full of jizzes from Paris. So very—well, call 'em grotesque— That seeing 'em done would embarrass. An elderly queen of burlesque; And now we are patiently trusting That when it begins its career The critics will call it disgusting And make it the hit of the year.

The costumes are charmingly scanty. Just ribbons and gauzes and such.

Not even the Dancing Bacchante Wore less—and the never wore much. The poses are piquantly shocking. They'll jolt the dear public all right. And as soon as the papers start knocking We'll sell out the house every night. The plot—though there isn't much of it— Is culled from the time-honored theme; The seasoned first nighters all love it; And college "boys says it's a scream. The pupit, of course, has protested They say that the show is a crime. And if only they'll have us arrested The piece will be made for all time.

## THE CHARLOTTETOWN GUARDIAN

Morning Daily (except Sundays) \$3.00 per year (delivered) in advance; \$4.00 per year (mailed) in advance, in Canada, and \$4.50 for U. S. A.  
 Maj. A. A. Bartlett, President. J. B. Burnett, Editor and Publisher  
 Th. H. Curran, Asst. Editor

WEDNESDAY, JULY 21, 1920.

### THE INTERNATIONAL RACE

Since the days of the cave men rivalry and contention for superiority has been a characteristic of the human race. In peace and in war this characteristic has manifested itself and to it we owe what we have of human progress. To it we owe the development of the rude dugout to the stately and palatial liner and the modern battleship; to it we owe the evolution from the cave to the palace, from the painted savage to the Twentieth Century man and woman. The striving for superiority, individual, tribal, national, has never ceased; if it ever does human progress will be at a standstill and civilization will revert to a condition that would not be wholesome.

Today two continents are watching a yacht race in New York, a race intended to demonstrate the superiority of either of two nations in the building of sailing craft. The trophy is the America's cup to which considerable historic interest is attached. The trophy was originally a cup given by the Royal Yacht Squadron, at Cowes, Isle of Wight on August 22, 1851 for a race open to all yachts, with no time allowance of any kind. Fifteen vessels competed and the coveted trophy was won by the America, a vessel of 170 tons, built in New York for the special purpose of competing with British yachts at Cowes. The America won the race by a fluke, the report given at the time stating that she "went inside the Nab, a course which was contrary to the printed programme but an objection afterwards raised on this score against her was not persisted in."

It is interesting to note by way of comparison with present day shipbuilding that the cost of building the America was twenty-four pounds per ton, and her builder was to receive one third more should she succeed in outsailing any competitors of the same tonnage in England.

The cup won by the America was afterwards given to the New York Yacht Club by the owner as a challenge trophy and named the America's Cup. In 1887 the sole surviving owner of the cup, George L. Schuyler, attached to the trophy a deed of gift which sets forth the conditions under which all races for the cup must take place. One of these conditions is that the races must be between one yacht built in the country of the challenging club and one yacht built in the country of the club holding the cup. The challenging vessel must proceed under sail on her own bottom to the place where the contest is to take place. Detailed conditions as to the length of masts and spread of sail are also stipulated. The challenging club must give ten months notice of the race and accompanying the challenge must be sent the name, rig and dimensions of the yacht.

In 1870 and again in 1871 James Anthony, of Brighton, England, attempted to lift the cup but failed. The next challenge was sent by Canada in 1876, when the "Countess of Dufferin" attempted it, and again in 1881 when the Atlanta made a try for it both without success. In 1885 and 1886 Sir Richard Sutton challenged and failed. In 1886 the "Thistle" was built in Scotland to contest for the cup but she also failed. In the autumn of 1893 Lord Dunraven's yacht, Valkyrie Second failed. The Valkyrie Third was then built but the resulting race was unsatisfactory. Lord Dunraven claimed that his yacht was hampered by the wash of steamers following the race and his yacht was 8 minutes and 49 seconds astern. In the second race Valkyrie beat Defender by 49 seconds but there was a foul at the start in which Defender was partially disabled. On protest the English yacht was disqualified so that both events counted to Defender. In the third race Lord Dunraven objected that ballast had been added to the American yacht after measurement and the Valkyrie Third merely crossed the line and retired giving the race to Defender.

In 1899, 1901 and 1903 Sir Thomas Lipton in his Shamrock. First, Second, and Third made the attempt but failed. His yacht Shamrock Fourth is now in the contest with what result will be known, if not today, at least in a few days.

### RAILWAY RATES

The Canadian railways are increasing their freight rates and only recently passenger rates were also considerably increased. The deficit on the National lines last year was \$47,000,000. The operating loss—not including the Grand Trunk Pacific was \$14,000,000. This was made up of a loss of \$6,500,000 on the Canadian Northern, and \$7,500,000 on the National Transcontinental and Intercolonial. The interest on the indebtedness of the three lines was \$19,000,000. The operating loss on the Grand Trunk Pacific was \$5,500,000 and the fixed charges were \$8,500,000. That is, when the G.T.P. is included in the National system, on the 1919 basis the deficit for 1920 would be \$61,000,000. The Grand Trunk purchase does not afford financial relief, because the earnings of that road are barely sufficient to make ends meet. The traffic will have to bear increased freight rates, if deficits are not to continue and be made good by vote of Parliament. There can be no question that, taking into account unnecessary duplications and excessive construction costs, the capitalization of the various lines was swollen beyond reasonable limits, especially in the case of the National Transcontinental, for which the Laurier Government was responsible.

### CURRENT COMMENT

Under the caption, "Liability for Taxes," the Patriot, of Friday, quoted the 37th, 38th, 39th and 40th sections of the 1913 Statute, passed as it properly says by the "late Conservative Government. In the name of common sense what has this got to do with the legality or "Liability for taxes" of any person. It is as far from the issue as the East is from the West. These sections simply authorized the Provincial Treasurer to compel "any person whom he believes liable to pay income tax" "to make affidavit showing the total amount of his income gains and profits liable to taxation FOR THE YEAR IN WHICH SUCH NOTICE IS GIVEN," and in case of his failure to do so, then authorizing the Provincial Treasurer to "fix the amount of income upon which such shall be taxed." This is all these sections did and nothing more. It was the machinery put in the hands of the Provincial Treasurer to enable him to have his correct Schedules prepared and filed, as required by law, on the "15th day of September" of each year, and did not, either directly or by implication, authorize him to lay unholty hands upon any schedule, or upon any citizens not assessed for taxes, AFTER THAT DATE.

It might be noticed that the section quoted refers distinctly to liability for "taxation for THE YEAR IN WHICH SUCH NOTICE IS GIVEN." The TAXATION ACT 1920, has repealed these Acts, dating from January 2nd, 1920. Yet after the Act is repealed, and ceased to be operative, these political parasites seek to suck the blood out of the people, or as many as then can find foolish enough to allow them, without regard to law, honesty or common decency. Notices were served, we do not know how many hundreds or thousands, after the "2nd of January, 1920, to intimidate people into paying money into the Treasury, for WHICH THERE WAS ABSOLUTELY NO WARRANT, and which in simple English was nothing more than an attempt to jew the people out of their monies, under color of a repealed and inoperative law, by playing upon their credulity and were unwary and not on guard.

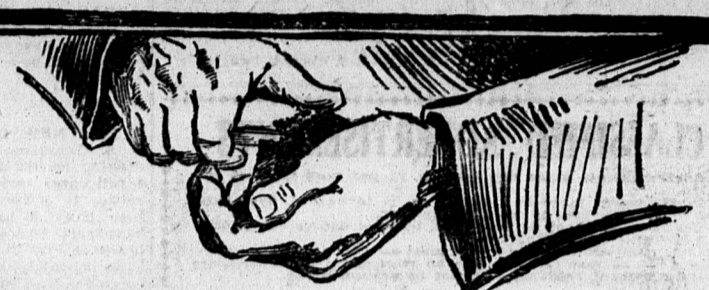
# ROSEBUD



## Smoking Tobacco



To the man who enjoys a rich, satisfying pipe tobacco, ROSEBUD is as sweet and fragrant as the flower after which it is named. It is always in condition. You can cut it to suit your own taste. Sold everywhere.



# Toggerly Baseball Contest

## Free Trip to World's Series to Most Popular Player

### Conditions

Every cent spent here counts one vote so always get your receipt mark who the votes are for and send to "Sporting Editor of the Patriot." Start Now

### Players ELEGIBLE for Trip

#### LEAGUE OF CROSS

W. Purcell  
A. Arsenault  
R. O'Neill  
C. Milford  
W. Trainor  
E. Arsenault  
E. Duffy  
F. Cronin  
Phil McQuaid  
F. Kelly  
P. McQuaid  
M. Chiverie  
F. Trainor  
Chas. Duggan

#### ABEGWEITS

G. Francis  
L. Campbell  
S. Diamond  
T. Corrigan  
V. Saunders  
M. Diamond  
H. Campbell  
V. Currie  
J. McEachern  
C. Campbell

#### WAR VETS

R. Purcell  
J. Kinsman  
S. Johnson  
J. Garrick  
L. Matheson  
F. McDonald  
J. Gordon  
F. Moore  
J. Sweeney  
L. Rush  
D. Crosby  
Kit Howatt

Nine Medals, Special Prizes Presented by Abegweits.

Nine Special Prizes Presented by The Patriot.

Trip Around Provinces to Winners of the League

Next Game Saturday at 3.00 Sharp---Abbies vs. League of the Cross

Sport Shirts  
In white, cream and striped  
\$2.00 to \$2.75

Sport Trousers  
In white, cream flannel and striped  
\$7.50 to \$12

Sport Suits  
Single breasted with half belt at back, all wool  
\$40.00

Sport Ties  
Washable in plain and fancy  
75c

Sporty Bathing Suits \$1.50 Each

## Young Men's Wear Selected by Young Men for Young Men and Men Who Want to Stay Young

Who gets the trip an Abbie, a Vet or a League man. Work for your team.

# Geo. L. Prowse

Who gets the trip an Abbie, a Vet or a League man. Work for your team.