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Our Persian Lamb Coats are made from fine selected pelts in different grades and priced accordingly. They are richly lined with brocaded silk and finished with arm shields, fancy pockets and wind cuffs in the sleeves.

Smart models made in Hudson and French Seal which will merit your investigation.

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Snappy, moderately priced Beaverine Coats will please the younger folks.

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CLEAN-UP SALE

WINTER COATS, DRESSES AND FANCY GOODS NOW BEING
CLEARED AT PRICES TO SUIT YOU.

Ladies' Coats, \$8 up. Girls' Coats, \$3 up.

Ladies' Dresses, \$4.95 to \$25.00.

Girls' Dresses, \$2.00 up.

TWENTY PER CENT OFF ALL FANCY GOODS, HDKFS, ETC.

R. L. BLACK,

62
YORK ST.

LIVELY POLITICAL CAMPAIGN IS BEING STAGED IN N. S.; HON. MR. VENIOT MAY TAKE A HAND

Antigonish, N. S., Jan. 6.—With more than a dozen present members of either the Federal or Provincial Parliament and a score of lesser lights of the political world, including many ex-members of parliament, directing the campaign in Antigonish-Guysboro to elect a member to the Federal House for the vacancy created by the death of Hon. J. C. Douglas, these two countries forming the dual constituency have become the battleground for one of the most interesting political fights in the history of the province.

Both William Duff, former Queens Lunenburg member who is the Liberal candidate, and Neil R. McArthur, K. C., of Glace Bay, who carries the hopes of the Conservative party, are supported by small armies of workers who have gathered from near and far, and it is anticipated the numbers will be swollen the latter part of the week by several cabinet ministers of the federal government.

Both Non-Residents.

Neither candidate is a resident of the constituency. Both Mr. Duff and Mr. McArthur have been busy this week campaigning in their own behalf. They set out yesterday in double horse sleighs for a week's tour of the remote districts prepared for any weather that may develop. Mr. McArthur was accompanied by Col. Thomas Cantley, M. P. for Pictou and Mr. Duff's attendant was D. D. Boyd, Liberal candidate in the federal elections of last September in Cape Breton West and Richmond.

Hon. J. L. Ralston, minister of national defence, arrived today to direct the activities of the Liberal campaigners and was so far the only cabinet minister in the field. He was accompanied by Hon. A. S. MacMillan who missed being chosen at the convention by four votes and Hon. J. W. Comeau, both members of the Nova Scotia Legislative Council.

Veniot to Take Part.

Later in the week, it is expected that Hon. Peter J. Veniot, Postmaster General; Hon. Lucien Cannon, Solicitor General, and Hon. W. R. Motherwell, will visit the constituency. Messrs. Ross, of Moose Jaw and Malcolm McLean of Melfort, Sask., are taking part in the campaign and Mr. McLean was today the recipient of a presentation from a party of his friends there, headed by the minister of national defence. Colonel Allison Borden, Liberal organizer for the province was taken ill shortly after his arrival here Monday and was today admitted to St. Martha Hospital. His condition was not reported serious, but Mrs. Borden was summoned from Kentville.

Antigonish has been made the headquarters for both parties and this little university town has almost doubled its population in a week with the result that accommodation at hotels and private homes is greatly taxed. Nomination day will be next Tuesday and polling will be on January 18.

Sleighs Used in Campaign.

The campaign has many interesting features, one of them being the complete return to the conditions of the many years ago. Winter conditions on the highways prevent the use of anything but horse drawn vehicles and the workers accustomed to the modern means of travel must go about the two big counties in sleighs—the methods which their fathers took as a matter of course. But the unfortunate part of it is, according to old campaigners that the horse and sleigh of today is not what it was 50 years ago, nor are the drivers so able. Last night two workers returning from a meeting in the country district, were overturned from their sleigh but escaped with nothing worse than a drenching in a water filled ditch. Two other workers after driving many miles to address a meeting were stopped near their destination by a flooded highway and forced to give up their appointment.

A STEADY IMPROVEMENT IN THE CANADIAN NATIONAL RAILWAYS DURING YEAR JUST CLOSED

Montreal, January 3.—While the year 1926 has seen little in the way of unusual or sensational developments from the operating end, so far as the Canadian National Railways are concerned, there has been a steady betterment over the system and results as a whole have been satisfactory, stated S. J. Hungerford, vice-president in charge of operation of the National System.

Probably the most spectacular development of the year, Mr. Hungerford stated, was the completion of the branch line which takes the Canadian National into the Rouyn gold mining area. Completion of the Dunblane bridge across the South Saskatchewan river was also important in that it connected important territories on both sides of this stream in southwestern Saskatchewan. Completion of the Hanna-Warden branch of the Canadian National provided an important transportation link and would bring the bituminous coal from the Brazeau fields into Southern Saskatchewan over a more direct route and also provided a more direct route for wheat from Southern Saskatchewan to Vancouver via Edmonton. Other lines which have been completed are largely colonization lines which have provided service for districts where such was required for development.

The completion of the line from Kamloops to Kelowna in British Columbia is outstanding in that it has taken the Canadian National into every important producing district, and has given vastly improved transportation facilities to that territory. The volume of traffic which has already developed has more than exceeded the company's expectations when the line was built, and the provision of motor ship service from Kelowna to points south has provided good connections for the southern points.

So far as the Hudson Bay Railway is concerned, the Canadian National has acted only as agents of the Federal Government in completing and rehabilitating that line. The steel was formerly as far as Mile 332 from The Pas, and about two-thirds of the work of rehabilitating that portion has been carried out this year as well as a

small amount of work on the grade beyond Mile 332. It is the expectation that steel will be laid into Port Nelson by the end of 1927.

Substantial improvements have been made to the line to the Lake St. John Region of Quebec to care for the increasing volume of traffic incidental to the development of the pulp and paper industry and the aluminum plant there.

Toronto Viaduct.

The Toronto Viaduct, or rather, that portion of the work and undertakings connected therewith devolving upon the Canadian National Railways has been carried on energetically during the past year and substantial progress has been made.

A new freight yard, to facilitate and cheapen the handling of traffic through Niagara Falls is approaching completion and this will improve the handling of freight through this gateway.

At Halifax, the Company has completed landing sheds 21 and 22, situated on the passenger quay and this will mean a great improvement in facilities for the handling of immigrants, in connection with the other works now under way.

In the West.

At Minaki, Ontario and Jasper, Alberta, where summer hotels of the Company are located, extensive improvements are being carried out. At the former the new central Lounge is now practically completed, while at Jasper, improvements now under way will make better facilities for the comfort and convenience of guests during 1927.

Grading work carried out on new lines during 1926 consisted of the following:—
Manitoba, Pine Falls Branch 2.1 miles; Saskatchewan, Bengough-Wilow Bunch 4.5 miles; Turtleford S. E. Branch 28.1 miles; Alberta St. Paul S. E. Branch 20.2 miles.

Track Laying.

Track laying was carried out on the following lines:
At Remi D'Amherst, Quebec, 2.3 miles.
Pine Falls branch, Manitoba, 15.2 miles.
Bengough Willow Branch, 19.8 miles;

Dunblane-Central Butte, 1.4 miles; Turtleford S. E. 42.2 miles; Acadia Valley, 12.0 miles, all in Saskatchewan.

Acadia Valley 12.6 miles; St. Paul S. E. 21.0 miles, in Alberta.

This makes a total of 64.9 miles of grading and 116.5 miles of track laying.

Projects requiring an outlay of \$100,000.00 or more, which were undertaken during 1926 were as follows:—
Construction of transit sheds at Halifax Ocean Terminal, N. S.

Standardization of gauge of the Souris, Georgetown, Montague, Kensington and Elmira sub-divisions, Prince Edward Island.

Train shed and track rearrangements at St. John, N. B.

Construction of new yard and engine facilities at Jonquiere, Saguenay sub-division, Quebec.

Grade separation between Bathurst Street and Logan Avenue, Toronto.

New engines and car facilities and new freight yard, Toronto.

Construction of new yards near Clifton Junction, Niagara Falls, Ontario and new connecting track from west end of new yard to the Wabash Division.

Construction of three-track ferry slip and necessary trackage at Windsor, Ont.

Replacing timber trestle with steel viaduct at Mile 32.9, Amos sub-division.

Reconstruction of hotel accommodation at Minaki, Ontario.

Construction of a new connection near Solomon, Alberta between the Canadian Northern and Grand Trunk Pacific Main Lines and rehabilitation of the Grand Trunk Pacific line between the new connection and Obed, Alberta.

Additions and improvements to Jasper Park Lodge, Jasper, Alberta.

Filling timber trestle at Mile 17.1, Clearwater sub-division B. C.

Extending roadway and installing sewer, Vancouver, B. C.

Train Schedules.

So far as the passenger service of the company is concerned, the past year has seen a careful checking of the schedules of all trains and in some cases, accelerations or running time have been made though these are not sufficient to express in percentages.

On "The International Limited", Montreal-Chicago, new Pullman 10-section observation and sleeping cars, all sections equipped with full headboards, and 10-section, one drawing-room, two compartment sleeping cars similarly equipped, have been placed in service between Montreal-Toronto-Chicago, the observation-end sleepers being radio-equipped.

Radio Equipped.

On "The Ocean Limited", 6-section, 2-compartment observation and sleeping cars, radio equipped, have been placed in service between Montreal and Halifax.

On "The Ambassador", between Montreal and Boston, radio-equipped observation parlor cars have been placed in service and the latest all-steel equipment operates throughout.

The through service, Chicago-Jasper-Vancouver, operated heretofore during the summer season only via Chicago and Northwestern line Duluth thence Canadian National, has been continued throughout the Fall but not yet for all year service.

The following important additions have been made:

"Inter-City Limited," Montreal-Toronto—Fast afternoon trains now operating with latest all-steel equipment, including radio-equipped observation parlor cars.

Through service has been established by "The Washingtonian" and "The Montrealer" between Montreal and Washington, via Canadian National Railways, Montreal to St. John; Cen-

TRAVEL CANADIAN NATIONAL

TO
TORONTO
DETROIT
CHICAGO

via

**INTERNATIONAL
LIMITED**

"THE GREYHOUND OF SPEED
TRAINS DE LUXE"

Lve. Montreal 10.00 a.m. Daily.
Arr. Chicago 7.50 next morning.

ALL STEEL EQUIPMENT
DOUBLE TRACK ALL
THE WAY

**Comfort - Safety
Speed - Service**

For Reservations, Etc., Apply

F. B. EDGECOMBE,
City Ticket Agent.

R. A. MacMILLAN,
Ticket Agent, Station.

CANADIAN NATIONAL RAILWAYS

THE LARGEST RAILWAY
SYSTEM IN AMERICA

USE CANADIAN NATIONAL
EXPRESS for Money Orders,
Foreign Cheques, etc., also for
your next shipment.

INTERNATIONAL PAPER COMPANY

New York, December 29, 1926.

The Board of Directors have declared a quarterly dividend of Fifty Cents (50c) a share on the Common Stock of this Company, payable February 15th, 1927, to Common stockholders of record at the close of business February 1st, 1927.

Checks will be mailed. Transfer books will not close.

OWEN SHEPHERD,
Treasurer.

Preventive Officer Thomas Wetmore of North Lake, a former municipal councillor from that section, is in the city.

J. E. Stout of Montreal is in the city today.

tral Vermont to Windsor; Boston and Maine to Springfield; N. Y. N. H. & H. to New York and Pennsylvania Railroad New York to Washington. The latest type of equipment is operating on these trains, including compartment buffet club cars.

The increased volume of traffic has greatly increased the number of sleeping cars in service.

In regard to radio service, the company is operating radio-equipped cars on its most important trains, serving sections as follows:—Montreal-Vancouver; Montreal-Toronto-Chicago; Montreal-Boston; Montreal-Halifax and Montreal-Quebec. The company finds that the public is greatly attracted by this service and is highly appreciative of its features.

Fredericton Vocational Committee

FREE EVENING CLASSES

Will Open MONDAY EVENING, JAN. 10.

IN THE NEW HIGH SCHOOL

The Following Courses are Offered:

BOOKKEEPING—Mr. H. W. McFee.
SHORTHAND—Miss Marjorie Brannen.
TYPING—Mrs. Louise Bailey.
HOME NURSING—Miss K. M. Stewart.
MILLINERY—Miss Esther Paynter.
CLOTHING—Unit I.—Miss Cecil Gallagher; Unit II.—Miss Blanche Haining; Unit III.—Mrs. Eldon McIntosh.
COOKERY—Miss Helen Somerville.
GENERAL EDUCATION I.—Mrs. O. V. B. Miller.
GENERAL EDUCATION II.—Mr. F. E. MacDiarmid.
MOTOR MECHANICS I.—Mr. H. J. Mawhinney.
MOTOR MECHANICS II. (Electrical)—Mr. H. C. Moore.
BLUE PRINT READING and MECHANICAL DRAWING—Mr. E. V. Bell.
CHEMISTRY—Mr. O. V. B. Miller.

The office of Mr. R. D. Hanson, secretary Fredericton School Board in the New High School building will be open on Thursday and Friday evenings, January 6th and 7th from 7.30 to 9.30 for those who wish to register. For further information apply to Mr. B. B. Barnes or Mr. R. D. Hanson. A fee of two dollars is required, but this will be refunded if attendance is satisfactory. Every one must register before Monday night.

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