

DON'T YOU NEED SOME NEW HOSIERY?  
Then Why Not Buy It During Our

## Mid-Summer Sale

And Save Money.

### MEN'S HOSIERY—

Men's Black Cotton Hose, reg. 20c. pair, now 2 pairs for 25c.  
Men's Fine Quality Black, Blue and Light Blue Cotton Hose, reg. 35c. pair, now 25c.  
Men's Black and Tan Silk Hose, reg. 75c. pair, now 50c.  
Men's Grey Sox, reg. 25c. pair, now 2 pair for 25c.  
Men's Fine Worsted Khaki Sox, reg. 50c. pair, now 35c. pair.

### LADIES' HOSIERY—

Ladies' Extra Quality Black Cotton Hose, 25c. pair.  
Ladies' White Cotton Hose, 25c. pair.  
Ladies' Black Silk Hose, reg. 75c. pair, now 60c. pair.  
Ladies' White or Black Lisle Hose, reg. 60c., now 50c.

BOYS' ROCK RIB HOSE, 35c. pair.

BOYS' "HERCULES" Rib Cotton Hose, 25c. pair.

"PRINCESS" HOSE FOR GIRLS, Colors Black or Tan, 25c. and 35c. pair.

CHILDREN'S SHORT SOX, reg. 25c., for 15c. pair.

## Peter Farrell & Co.

AGENTS FOR PROGRESS MADE-TO-MEASURE CLOTHING.

## Cameras, Films and Supplies

Films developed and printed. If there is anything wrong with your Camera, let us look at it—costs nothing.

**RYAN'S DRUG STORE**  
THE PENSLAR STORE

# SUGAR

Berries are cheap and you will want lots of sugar. We have only the best fine granulated.

11 lbs. \$1.00. \$8.50 per 100 lb. Bag.

## MASON JARS

	Each.	Dozen
Pints	7c.	75c.
Quarts	8c.	90c.
Half-gallons	10c.	\$1.10

## FLOUR

Always use "BLUE BANNER," a High Grade Manitoba.  
Barrels, \$13.60. Half-barrel Bags, \$6.75.

## FRUIT SYRUP

Large bottles, 30c. each—very nice for hot weather.

## COMPOUND LARD

Kettles—3 lb., 5 lb. and 10 lb., 25c. lb.  
20 lb. Pails, 23½c. lb.

## ONIONS

New Bermuda Onions, 6c. lb. 5 lbs. 25c.

## CANNED GOODS

Good Salmon, 13c., 2 for 25c.  
Tomatoes, 19c. can  
Corn, 16c. can  
Peas, 13c., 2 for 25c.  
Peaches, 16c. can

Don't forget our low prices on Patent Medicines.

**Yernan's**

BRANCH STORES, WOODSTOCK and ST. JOHN.

## MORE REVELATIONS AT THE VALLEY RAILWAY ENQUIRY

**Contractors Known to Have Received Very Generous Treatment---They were Given Higher Rates for the Northern Section Just Before the Election---Former Directors Claim That They Worked in the Interests of the Railway and Taxpayers.**

St. John, Aug. 4.—There were many interesting features in the sessions of the Valley Railway inquiry which were held yesterday. Contractors told how matters had been arranged to eliminate any serious competition with the tender of the Nova Scotia Construction Company, and one of them told of promising to pay \$20,000 as a condition for receiving a sub-contract. Examination of the tender of another contracting company showed that the figures had been altered at some stage of its existence, the final figure being a shade higher than that of the successful tenderer.

Members of the former board of directors of the railway were heard in justification of their course in rejecting the tender at \$39,000 a mile, although the actual cost to the province will be something like a third of a million dollars greater than that tender, and of allowing the contractors still more generous rates for the northern section — after the legislature had been dissolved—even though the contractors had been able to spare \$150,000 for their friends at the old rates.

The resignation of the former president of the railway at the session at which the tenders were to be opened, although he had shown no intention to take that action at the morning session on the same day, was touched upon. The other directors accepted his explanation that his retirement was due to ill-health, although they did not notice any sudden change in his condition between the morning and afternoon meetings.

The first witness of the day was a member of the firm of Kennedy & McDonald, who came to St. John on the invitation of Thomas Nagle to organize a company to tender for the whole work. But, like Mother Hubbard "when he got there the cupboard was bare." He was told by Mr. Nagle that the Nova Scotia Construction Company had secured the prize and were to get the contract. His firm was consoled with a sub-contract in consideration of (1) signing a dummy tender "so that it would look better at Fredericton than only one tender going in" and (2) promising to pay Thomas Nagle, the sum of \$20,000. The tender which they were permitted to sign was produced, all ready prepared, by Mr. Nagle, after a conference with W. B. Tennant.

Roy Smith was headed off just as neatly. After confessing to the then attorney general, J. B. M. Baxter, his fears that the work was "lined up for someone else," he was summoned to the presence of Mr. Tennant. The latter assured Mr. Smith that he was not interested with anyone else and would be glad to join with him in tendering, providing the tender was not less than \$41,000 a mile. Previous evidence has shown that the company with which Mr. Tennant already was associated was tendering for \$39,000.

Richard O'Leary, J. D. Palmer, Edward Grouard and F. W. Sumner, former members of the board of directors of the railway, confessed their ignorance of the philanthropy of the contractors and explained that everything they did was in the best interests of the railway and the taxpayers. None of them could see that the fact that contractors could spare \$150,000 or so from their first contract was any reason why they should not have been given much higher rates on a second contract, in spite of the fact that the contractors were pledged to do the work at the same rates. One director supposed that the approach of the elections had something to do with the new contract at higher rates and another said he voted for the new contract at higher rates because the government wanted it and not because he approved of it.

C. O. Foss, the present chief engineer of the road, testified that, if the tender of \$39,000 per mile had been accepted, the total cost would have been only about \$3,000 a mile more, to provide for overhead expenses, while the actual cost to the province, under the present contract, will be about \$51,000 per mile.

The inquiry will continue this morning, when it is expected that Messrs. Smith & Merrithew, sub-contractors on the railway, will give evidence.

Another session may be necessary at a later date to receive the report of the auditor who has been examining Mr. Tennant's books and, at a later session it is hoped also, that the evidence of Mr. Deeks of the Dominion Construction Company may be available.

Commissioner J. M. Stevens presided at the inquiry yesterday. F. B. Carvell, K.C., M.P., appeared for the government; M. G. Teed, K.C., for the Nova Scotia Construction Company, and R. B. Hanson of Fredericton, made his appearance as counsel for the former directors.

St. John, Aug. 3. — Methods employed to prevent serious competition with the Nova Scotia Construction Company, when tenders were called for the construction of the Valley Railway, were indicated at the hearing of the royal commission inquiry this morning. The hearing also brought out the circumstances under which \$20,000 was promised and \$17,500 paid by Kennedy & McDonald to Thomas Nagle.

Alexander K. McDonald, a member of the firm of Kennedy & McDonald, sub-contractors on the Valley Railway, was on the stand for the greater part of the morning.

"Mr. Nagle asked me to come to St. John to arrange to form a company to tender for the whole work," the witness said. "He said he thought he had enough influence to get the contract if the price was right. When I arrived in St. John he told me that there was no use to tender; there was not a chance to get the contract; that only one concern would get it and that was the Nova Scotia Construction Company."

The question of the chief contract being settled, the question of sub-contracts was taken up and the witness was told that it could be arranged. Mr. Tennant, it was said, entered the conference at this point and assured Mr. McDonald that anything that Mr. Nagle said was as good as gold. Mr. Nagle left with Mr. Tennant but returned to the office in a half hour or so with a tender for the complete work, which he said Kennedy & McDonald would have to sign if they wanted a sub-contract. They were shown that the prices were so much higher than those which would be submitted by the Nova Scotia Company that the tender would not succeed, but "it would look better at Fredericton to have more than one tender going in." Under protest, Mr. McDonald signed.

The next matter dealt with was Mr. Nagle's share and the witness said that they had agreed to pay him \$20,000, and "foolishly" paid him \$10,000 before they started work. Later on they arranged to sub-let part of the work but Mr. Nagle came to the witness and told him the contract was no good unless the balance of the money was paid to him. They paid \$7,500 and later gave a note for \$2,500 to complete the transaction.

Roy Smith of St. John, who had submitted a tender on behalf of the Fundy Construction Syndicate, was the other witness this morning. He testified that he was figuring on the contract but got the idea that the work was going to someone else. He called on Attorney-General Baxter for information on the subject, but got little satisfaction. The next morning Mr. Tennant called Mr. Smith to his office and suggested that Smith put in a tender on behalf of himself, Mr. Tennant and some others who would aid in financing the work. Mr. Tennant told him that he was not interested with anyone else and would be willing to go in, provided the tender was for not less than \$41,000 a mile. After the figures had been completed the witness found that it would be quite safe to figure at \$39,000, which afterwards proved to be the figure at which the N. S. Company got the contract. Mr. Tennant finally agreed to the Smith tender going in at \$39,800, on the morning the tenders closed.

At the conclusion of Mr. Smith's evidence, Commissioner Stevens requested that other contractors who tendered be summoned also.

Newcastle Leader: Miss Addie Parker of Fredericton, is spending her vacation at her home in Miller's. Misses Marie and Agnes Feeney of Fredericton, who have been the guests of Miss Yvonne Buckley for the past week, went to Richibucto on Tuesday to spend a few days before returning home.

## Little Girls

We have just opened a new shipment of

## Doll Carriages

We want you to come in and see them. Some have wood bodies in different colors; others have reed bodies. The prices range from \$2.50 up.

## Lemont & Sons, Ltd.

Thursday Half-holiday during July and August.

POINT WITH PRIDE TO YOUR HOME BY APPLYING  
A COAT OF

## Maple Leaf Paint

To make it stand out and be admired for its beauty. This high grade guaranteed Paint looks well, wears well; Quality, not Price, determines the value of this Paint. Come in and let us figure on the cost of painting your home.

## LAWLOR & CAIN

USE OUR HARDWARE — IT STANDS HARD WEAR.

### HOW WOULD YOU MANAGE A HUSBAND ?

Someone has said "Feed the Brute," but for Expert

Advice see FANNIE WARD in

## THE SCHOOL FOR HUSBANDS

At the

## GAIETY TODAY AND SATURDAY

Monday—HAROLD LOCKWOOD and MAY ALLISON

in "THE RIVER OF ROMANCE," Metro.

## Public Schools

Notice is hereby given that the public schools of this city will reopen on Monday, 27 inst., at 9 o'clock, a. m. Permits may be obtained at the office, York street, any day during the week beginning 20th inst. Children must be six years old and produce a physician's certificate of vaccination or furnish satisfactory evidence of recent vaccination.

Extract from law: The Trustees of any school are hereby authorized and empowered to refuse admission to such school to any child until its parents or guardian shall furnish satisfactory evidence that such child has been successfully vaccinated within three years prior to the time of such request for admission, etc."

By order,  
CHAS. A. SAMFSON,  
eod Secretary  
August 4th, 1917.

### A Veteran Conductor.

Conductor Jerry Holt, who is well known in this city, is now running on the express train between St. Stephen and Edmundston. For many years Conductor Holt made his home at Presque Isle, but he now resides at Calais. He is probably the oldest active railway man on the Atlantic Division, having started railroading on the old New Brunswick Railway forty-three years ago. He is still very active and apparently good for many years of service. Conductor Holt is a native of Northumberland county and a brother of Mrs. D. M. Richards, of Devon.

### Death at Marysville.

Mrs. Ida E. White, wife of Mr. G. Melburn White of Marysville, died at an early hour this morning in the Victoria Public Hospital after an operation. She was aged forty-nine years. Besides the husband surviving relatives are one son, George, with the Army Medical Corps in England, and two daughters, Laura and Maud, at home. The deceased was a daughter of Mr. Israel Grass of Devon. The funeral will take place at 2.30 Sunday afternoon.

## For Potato Spraying

Just Received

## 500 Lbs. Dry Arsenate of Lead

Apply to

**A. G. TURNEY,**

Dept. of Agriculture.

## BRIDES WERE TAKEN TO PIG-PEN

(Continued from page 8.)

to Tracey the four went to live in the pig pen of the Thomas farm, the house having been destroyed by fire at the time of the death of the former owner. The pig pen was a structure 12 by 16 feet. Morgan lived with his wife No. 2 but one day and then left according to his own statement, because he thought that he had done wrong in marrying her.

### Claimed He Was Divorced.

Viola Thomas' statement was that Morgan had told her that he had been divorced from his first wife. After the ceremony he told her that he had not been divorced and she turned him out. Morey's statement with regard to the twenty-one dollars was that he borrowed the sum from Morgan to pay the expenses of the wedding and the trip to Fredericton.