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In SPRING COATS and SUITS at Black's whether you buy today or tomorrow. We are continually receiving new models.

The New Cape Coats in Tweed, Charmuse, velour, poret, etc., are now quite popular. Let us fit you with your new spring toggery and you will be well dressed, at a small outlay.

The latest and best for the least money at "The Ladies and Children's Store."

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You can make your car look like a new one by giving it a coat of our lasting high-gloss weather-proof

### KYANIZE CAR ENAMEL

or you can change the color of your car and make it look like a different machine. Do it yourself. We can supply top and seat dressing, Paint and Varnish Remover and Brushes.

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SPECIAL SIX STUDEBAKER TOURING—Paint, top, upholstery, not noticeably worn. Tires good. Has two spares. Extras include windshield wings, stop light, air cleaner, motometer, front bumper and snubbers. Mechanically perfect.

DURANT TOURING—Mileage 6600. Upholstery, top, paint like new. Front bumper, 5 cord tires, motor quiet and powerful. Priced low.

FORD TOURING—1925 Model. Only used 3 months. Perfect condition. Bumper, large steering wheel, spare tire.

CHEVROLET COUPE—Mileage under 5000. Revarnished. Mechanically good. Good tires.

CHEVROLET SEDAN—Used one season. Balloon tires. Bumper, motometer, Automatic windshield cleaner. In fine condition.

CHEVROLET SEDAN—Revarnished. Mechanically sound. Cord tires.

If you are considering the purchase of a "Used Car"—Come in. You can buy from our stock in absolute confidence.

**J. Clark & Son, Ltd.**

Fredericton N.B. and Branches

## SWEEPING CHANGES IN MARITIME FREIGHT RATES URGED BEFORE THE RAILWAY COMMISSION

Moncton, April 6—What practically amounts to a scrapping of the present rate structure on Canadian railways and the building up of new tariffs based on the economic requirements of the different sections of the country and the individual needs of the shippers and consignees in those sections, rather than on a mileage basis, here today was urged upon the Board of Railway Commissioners for Canada by Col. J. L. Ralston, K. C., on behalf of the Maritime Transportation Rights Committee, representing the joint interests of New Brunswick, Nova Scotia and Prince Edward Island.

In the presentation of the Maritime case, it was pointed out that changes in the freight rate structure of Canada during recent years had practically wiped out any consideration which the Maritimes were justly entitled to under agreements and legislative enactments laid down before the construction of the Intercolonial, the Transcontinental and other Canadian railways.

Colonel Ralston also brought out the fact that while federal commitments for railways and canals in the whole of Canada had amounted to more than \$3,000,000,000, the amount spent for these services in the Maritimes amounted to only \$194,000,000 or about 53 per cent. of the lower provinces' proportion according to population.

Of \$211,000,000 spent on canals alone, only about \$1,000,000 was expended in the Maritimes, which had 11 per cent. of the Dominion's population.

Perhaps the most outstanding request of the Maritime committee was that the rates for the whole of the Maritime Provinces be blanketed on Saint John or Moncton, that is that the class rates on westbound traffic from points east of Saint John or

Moncton be no higher than the rate which is in force from Saint John or Moncton and in order for the Maritimes to meet the competition of the central provinces that the class rate structure from Saint John to Montreal be not higher than the same rate from Toronto to Montreal.

Colonel Ralston had the floor when the hearing adjourned until tomorrow. **Besco Submissions.**

Closely interwoven with the case of the Maritime committee were the submissions of the British Empire Steel Corporation regarding rates on coal, coke, explosives, iron and steel products, etc., presented by J. R. McIsaac, general traffic and transportation manager, at the morning session.

Appealing for a lower rate on coal and coke from Nova Scotia to Upper Canada, Mr. McIsaac referred to the possibility of employing empty freight cars which were used to bring the grain traffic through the Maritime ports.

In this connection he said: It is well known that a very large number of empty cars move from Montreal to Georgian Bay ports during the summer months and as a consequence an unlimited supply of cars are available.

The question may arise as to the supply of empty cars from the Maritime Provinces. This question can be disposed of quite easily if the Canadian Railways carried the grain they are now taking across the border and shipping from American ports to Saint John and Halifax.

Hon. Mr. McKeown Presides. The session was presided over by Hon. H. A. McKeown, chief commissioner, the other commissioners present being Hon. Frank Oliver and Dr. S. B. McLean. Appearing with Colonel Ralston was F. C. Cornell, freight traffic expert of the Maritime Transportation Rights Committee.

## WOMAN DOCTOR WARNS ABOUT FAT FORTIES

London, April 7—"Beware of the hungry forties!" is the warning Dr. Elizabeth Sloan Chester gives to persons who are inclined to obesity. So-called "hunger" in the case of stout, middle-aged persons often is "due to dilated or congested digestive organs which need fasting, rest and re-education," Dr. Chester says.

"Babies suffering from overeating are often put on a diet of albumen water for several days, and what suits a baby will not hurt a well-nourished, over-plump adult," Dr. Chester remarks.

"When obesity has overcome a man or woman, fasting is usually necessary at the beginning of a cure. No food for three or four days, with pints of orange or lemon juice, will eliminate a fair quantity of poison from the system."

### CENTRAL KINGSCLEAR.

Central Kingsclear, April 6—it still looks like winter with the ground covered by a heavy crop of snow, the like of which has not been seen at this time of the spring for many years.

James Good spent the week-end with his family in Fredericton.

E. P. Cliff of East St. John spent Easter visiting his sister Mrs. Hedley Kilburn.

Lieut. Harold McGibbon who is attending college at Wolfville, N. S., has been spending the Easter holidays with his wife at her home here.

Mrs. Harold McGibbon who is teaching at Lower Line Queensbury is spending the holidays at her home in this place.

Randolph Kilburn and E. P. Cliff paid a visit to Willard Clark's sugar camp at Lower Queensbury on Saturday.

James Dunphy of Lower Kingsclear is helping Ralph Kilburn in hauling his year's supply of firewood.

Easter Sunday was such a stormy day it was bad for the ladies showing their new Easter hats.

Z. R. Estey has returned home from Victoria Hospital, Fredericton, much improved in health.

Mrs. George McKay returned home on Saturday from a successful operation in Victoria Hospital, Fredericton.

### Death in Devon.

John Carr a well known resident of Devon passed away last night at his home in that town at the age of seventy-two years. There are no surviving relatives. The funeral will take place Thursday afternoon.

## BEGGAR SLOW AND GOT ONLY \$250 A WEEK

New York, April 7—Arthur Buckingham, a legless beggar, operating in the Bowery, was collecting \$250 a week in nickels, dimes and quarters, he told Magistrate William A. Farrell, in the Essex Market Court, following his arrest. He should have made three times that, he confided to the judge, but was inclined to loaf on the job.

Buckingham's legs were severed above the knees in a railroad accident seven years ago. He has a pair of wooden legs, but during "business" hours propels himself about on a small wooden platform, to which roller skates are affixed.

The magistrate let him off with a \$5 fine on his promise to return to his home in Birmingham, Ala.

\*\*\*\*\*  
SPECIAL ATTRACTION AT  
THE CAPITOL THEATRE  
\*\*\*\*\*

"Siege" is the photo play at the Capitol for Wednesday and Thursday with a star cast.

"Siege" is the sort of picture that only comes along once in a while. It tells an absorbing story about real people; it is dramatic, full of hokum, perhaps, but not objectionably so.

It tells the story of a modern young bride who goes to live among her husband's hide-bound, mid-Victorian old relatives. They own the factory, the town's chief industry, controlled by the hero's autocratic old aunt. She had arranged a different marriage for the young man and resents the bride as an interloper. The heroine's only sympathetic in-law is a mute young man who sends her roses anonymously every day—which places her under suspicion. He commits suicide and leaves her his stock in the factory, which, combined with her husband's makes her the controlling shareholder. Her bravery saves the old aunt's life and she is at last accepted.

So live that the man who writes your obituary won't have to lie more than is customary.

Teacher—What word did we use quite often in our discussion about girls' and boys' voices yesterday?

Pupil—And.

The Best is Cheapest—Always!

# "SALADA" TEA

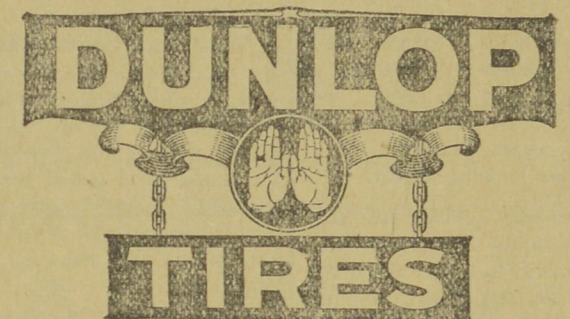
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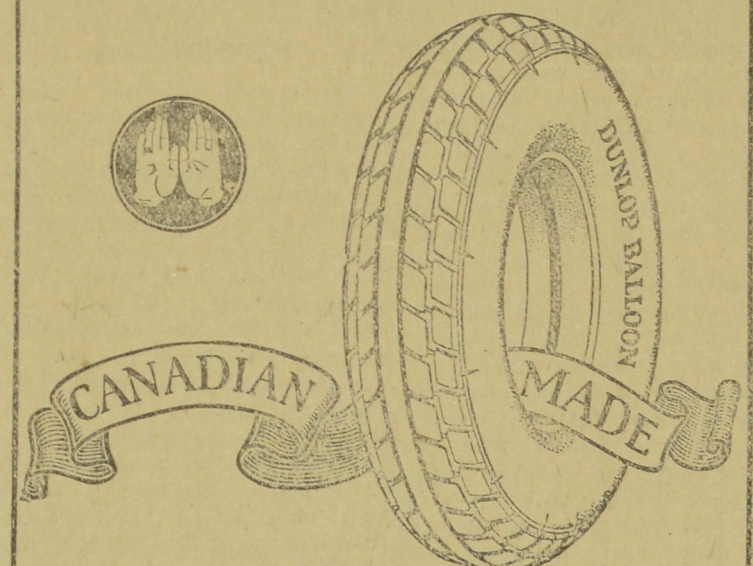
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