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DR. MURRAY MACLAREN ASKS FOR JUSTICE FOR MARITIMES; AN INTERESTING DEBATE

Ottawa, April 12—Speaking in the House of Commons tonight, Dr. Murray MacLaren, Conservative member for Saint John-Albert, called upon the government to redress Maritime wrongs and to accord the seaboard provinces the rights guaranteed to them under the Confederation pact.

The Saint John member was supporting a resolution moved by W. A. Black of Halifax urging that Canadian trade be routed over Canadian rails and through Canadian ports.

The principle involved in this motion had been affirmed by a Liberal administration in 1903 and by a Conservative government in 1914. Dr. MacLaren told the chamber. Under the circumstances he thought the time had come for action. He accused the King Cabinet of having no policy in respect to the Maritimes, which accounted for its desire to place the problem in the hands of a commission.

Concluding his remarks the member for Saint John-Albert demanded that the prime minister show how he stood on the question of Maritime rights. He hoped that a vote would be reached so the consensus of opinion held by members would be placed on the records.

Mr. Black and R. K. Smith, Cumberland, urged the government to redress wrongs under which the Maritimes were suffering. Like C. H. Cahan, of Montreal, who followed them, they had little confidence in the commission which the government has appointed to delve into Maritime grievances. It was about time in the opinion of Mr. Cahan that the government showed some courage and evolved a definite policy in regard to several grave national problems. There was little use, he thought, in asking a commission to investigate a situation in respect to which the administration had reached no decision. Under the Confederation pact the idea was to move trade east and west. Successive

administrations had failed to do this and the result was business depression in New Brunswick, Nova Scotia and Prince Edward Island.

Favors Separate I. C. R.

Hon. E. M. MacDonald, Minister of National Defence, who has been ill for some time, appeared in the house this afternoon and took part in the debate. He admitted that he would like to see the Intercolonial Railway operated as separate entity for the benefit of stimulating trade between the Maritimes and Central Canada. He paid special attention to the transportation problem, claiming that the logical solution of the Maritime troubles was the routing of trade over Canadian rails and through the ports of Saint John and Halifax.

Leaders Favor Motion.

Premier King favored the motion. He hoped it would be carried unanimously. Every member, he said, wished that good faith would be kept with the Maritimes. Any undertaking entered into at the time of Confederation should be carried out. But, Mr. King argued, there must be an agreement upon the specific undertakings in the Confederation agreement which were not being carried out.

Rt. Hon. Arthur Meighen, Conservative leader, charged that the only purpose of the appointment of a Maritime Rights Commission was to enable the Government to delay decision for a while yet. What limitation, he asked, was there on the Government that it could not decide anything. Mr. Meighen said there could be no question as to the terms of Confederation. There might be some difference of opinion as to the implication of the terms but surely members of the Canadian House of Commons were as well able to judge those implications as any living being. Mr. Meighen argued that the question of Maritime rights was mainly one of transportation and of tariff adjustment.

FINANCING OF HOSPITAL IS PROBLEM

(Continued From Page Eight.)

The most generous legacy to the hospital left by Mrs. T. G. Loggie, the interest from which she desired should be devoted to replenishing the hospital linen is not quite enough for this important purpose.

Miss Hunter the clerk at the hospital sent into the Board her illuminating variety of detailed figures. While he collections are good it seems impossible to make them balance the various expenditures.

For the month of March the maximum number of patients was 47 and the minimum 34. No. of hospital days 1,177 1-2, apportioned as follows: Pay patients, 555 1-2; part-pay, 122; Free, 300; Workmen's Compensation Board 95; Dom. Gov't. 26; Maternity pay, 74; free 5.

WHAT IS A GENTLEMAN COMPOSITION

Oslo, April 13—Editors of the Aftenposten have been conducting a competition for the best answer to the question, "What is a Gentleman?" Many hundred answers have been received. A young girl declared that Capt. Ronald Amundsen's American friend, Lincoln Ellsworth, was not only a gentleman but "the" gentleman. Another declared that there are no more gentlemen to be found—the qualifications having been taken over by women, so that the term ought to be changed to gentlewoman. One man wrote: "My wife has told me to say that gentlemen were extinguished before she was born. The prize for the best answer was awarded to one who wrote: "A gentleman is a man who always acts towards others as, under the same circumstances, he would like others to act toward himself."

In winter golf players swap lies about what they didn't do in summer.

The average man doesn't cast his bread upon the waters until it becomes stale.

A distant manner doesn't lend enchantment to one's view of friendship.

Probably the greatest invention of the age is a woman's method of concealing it.

IS A RELIC OF RUMANIAN CONSPIRACY

Sofia, April 11—Since the World War the Rumanian secret police have had to deal with countless "red" Russian and Magyar irredentist plots, all tending either to overthrow the constitution or embarrass the government. Fortunately for the Rumanians they have a well-trained body of detectives directed by M. Voinescu, who received his earlier training in Paris. At the headquarters of the Rumanian secret police in Bukharest, M. Voinescu has a collection of infernal machines, forged banknotes and other criminal trophies. The most interesting exhibit is a huge infernal machine arranged to be worked by a seven-day clock. It was smuggled into Rumania from Hungary and was intended to exterminate the royal family and the government during a race meeting.

NET DEBT IS REDUCED BY LARGE SUM

Ottawa, April 12—When Hon. J. A. Robb, Minister of Finance, brings down his Budget it is expected he will announce an increase in ordinary revenues during the fiscal year ending March 31 of rather more than thirty millions and a reduction in net debt of about twenty-four millions. These figures are based on the monthly statement of public debt, revenue and expenditure. The statement is preliminary to the complete statement issued later in the year.

Ordinary revenue for the fiscal year was \$367,958,495, against \$335,426,748 in the year previous, an increase of \$32,531,747. Ordinary expenditure was \$300,669,860, as against \$296,584,640, an increase of \$4,085,220.

It's a good memory that sometimes admits of discreet forgetfulness.

Womans are far more heroic than men—as any shoe dealer will tell you.

Bashful lovers and kernels of corn usually turn white when they pop.

It's a poor memory that doesn't allow a man to forget what he owes.

WANTS SNAGS REMOVED FROM ST. JOHN RIVER

(From Hansard.)

Marine and Fisheries—removal of obstructions in navigable waters \$5,000.

Mr. Hanson: What about the removal of obstructions in navigable rivers? I am interested in the river St. John, which is navigable for some 84 miles from its mouth. Very frequently navigation is obstructed by sunken logs. Is the removal of such obstructions paid out of this vote?

Mr. Cardin: Yes.

Mr. Hanson: How much work was done on the St. John river last year?

Mr. Cardin: None at all.

Mr. Hanson: Why not? There is never a season when it is not necessary to remove snags from that river. I have heard complaints from St. John river captains that the work has not been done recently. Under the old government the work was let every year to one of the tug-boats companies. I asked about the item a few years ago and was told the service was done very efficiently by a certain company, but I was never able to find out the name of that concern. I should like to know what work has been done since the navigation season of 1921.

Mr. Cardin: I have no information that any work has been done on the river St. John. We have no record of any complaints having been made of the nature mentioned by my hon. friend. Possibly the work to which he refers has been done in years gone by the Department of Public Works.

Mr. Hanson: That is what I was going to suggest.

Mr. Bell (St. John): The owner of the steamer that plies between St. John and Fredericton writes me that his boat has grounded two or three times during the past season. Would the work of keeping the river safe for navigation come under the Public Works department?

Mr. Cardin: If my hon. friend will be kind enough to send me the letter I will make the necessary investigation, and if the work does come under our jurisdiction, I shall be quite ready to have it attended to.

Mr. Hanson: I think dredging comes under the Public Works department. I hope the minister will give the matter attention.

Mr. Cardin: Most decidedly.

Mr. Hanson: If this is the item under which the department in previous years has paid for removing snags from the St. John river, I hope something will be done this season along the same lines.

Mr. Cardin: We have never performed any work of this kind; this work is under the jurisdiction of the Public Works department.

Niagara Falls, Ont., April 13—The ice bridge, which has been a source of attraction to thousands of tourists this season, broke away yesterday, and, except for a few pieces of ice, the river is clear. The giant mounds below the American Falls have begun the slow process of disintegration, but it is expected it will be well into May before they finally disappear.

C.N.R. Time Changes. Effective Monday, April 12

Effective Monday, April 12th, Train 28 will leave Fredericton daily except Sunday at 7.10 p. m. instead of 6.20 p. m. arriving Newcastle at 12.30 a. m. daily except Monday, same as at present. Train No. 27 will arrive Fredericton from Newcastle at 1.00 p. m. daily except Sunday instead of at 2.00 p. m.

Service on the Stanley Branch will be by Motor Coach daily except Sunday as follows:

Leave Stanley 11.00 a. m. arrive Cross Creek 11.30 a. m. Leave Cross Creek 11.55 a. m. arrive Stanley 12.25 p. m. Leave Stanley 7.45 p. m. arrive Cross Creek 8.15 p. m. Leave Cross Creek 8.35 p. m. arrive Stanley 9.05 p. m.

Trains Nos. 27 and 28 will not operate in and out of Stanley.

F. W. ROBERTSON,
General Passenger Agent.

CHURCHMEN DECRY LAXITY IN IRELAND

Dublin, April 12—Irish Catholic bishops have been vigorously denouncing the growth of moral laxity which followed the war, and in particular the craze for dancing and drink. The laxity, they say is not confined to one section of Ireland or to any religious denomination.

Reporting on the state of religion at a meeting of the Derry presbytery, the Rev. T. MacDermott, a Presbyterian said that congregational reports indicated that in the backward and mountain districts there was much drinking of illicit spirits and card playing. Sunday, he said, was used mainly for visiting friends.

Some city sessions deplored the increase in Sunday desecration, one report being that many of the upper classes devoted all of Sunday to gardening, fishing and entertainment. Other reports referred to the prevalence of gambling.

Moscow, April 13—Women probably have more to say about municipal affairs in Bologovsky, a city near Novgorod, than in any other city in the world. In the recent election of eighty-nine members of the city soviet forty-nine women won seats. This year 43.5 per cent of the population voted, compared with 7.7 per cent last year. By occupations the soviet consists of twenty-two workmen, twenty-four clerical employees, six intelligentsia and thirty-seven housewives and professional persons. Of these nineteen are communists and four members of the "komsomol," or young communists.

Dr. Gerrard

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