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You will find the latest in Spring Coats, Suits, Dresses, etc. The newest Coats come in Satin, Tricotine, Polret Twill, Kaisha, Tweed, etc., featuring the new throw over collar and large fur cuffs. The plain tailored models are also very popular.

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See one of these machines at any of our Branches and you will agree that it is everything we claim.

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

Fredericton N. B. and Branches

**NO REPORT OF THE TRANS-ATLANTIC FLIERS RECEIVED UP TO AN EARLY HOUR TODAY**

Aboard S. S. Mauretania, April 13—(By Radio to United Press)—Dawn today found the Mauretania moving rapidly over the approximate course of the trans-Atlantic airplane Bremen.

The ship at 5 a. m. was nearly 900 miles out from New York near the Grand Banks of Newfoundland. A few clouds hampered visibility and the German airplane had not been sighted.

Washington, April 13—The coast guard ice patrol Modoc radioed to headquarters here at 7.30 a. m. today from her position well to the eastward of Nova Scotia that no one aboard had seen or heard the German plane Bremen.

The boat on giving her position last night as 44; 40 north; 43; 45 west, was asked to keep a strict lookout for the plane.

Baldonnel, Irish Free State, April 12—The Junkers monoplane Bremen, which hopped off from this field at 5.38 a. m. today for New York, was supposedly off Newfoundland tonight.

This was according to a special calculation for the Associated Press by the Baldonnel Air authorities.

They figured that Captain Koehl and Colonel Fitzmaurice, co-pilot of the Bremen, should see the lights of Newfoundland at 5.30 a. m., Irish time, or 12.30 a. m., Eastern American time, and they picture these two in the cockpit giving the news to Baron Von Huenefeld, who sits behind them in the cabin, pumping oil for the motor.

The fact that the plane has been seen reported since it cleared the west coast of Ireland, two hours after the start, caused no anxiety here. Baldonnel authorities were much pleased with weather conditions, and were putting their faith in the powerful motor of the plane.

They said if all goes well the fliers should reach Mitchell Field on Long Island at 6.30 p. m., New York time on Friday.

This, however, allows four hours for errors in navigation, so the Bremen may land any time between 2.30 p. m. and 6.30 p. m.

New York, April 13—A chill pall of silence enveloped the fates of the Junkers plane Bremen and her crew of three at the beginning of the second day since she took off from Baldonnel Field, Ireland.

"No report from any source," was the only reply available for anxious inquirers from shortly after 2 o'clock E. S. T. yesterday morning, when the silver-hued ship flickered for a moment in the view of the Irish civil guards at Slyne Head, most westerly point of Connaught.

None of the 24 ships plowing the North Atlantic routes reported sighting the Bremen, although radio stations up and down the coast were on the alert throughout yesterday and last night.

**Situation Reviewed**

Fair weather was forecast for early today in the western end of the long route of the German monoplane Bremen, bound for "Mitchell Field or Heaven," travelled if all went well with the big ship during the night.

Rain squalls and low-hanging clouds off Newfoundland gave way late last night to clear skies. A fog off Halifax had lifted and the plane, after backing adverse winds on the last lap of her flight from Ireland, should pass Newfoundland in fairly favorable weather.

Officials at Baldonnel Field, where the Bremen took off at 5.38 a. m., Irish time on Thursday, figured that the ship should sight Newfoundland by 12.30 a. m., standard time and barring mishap, should reach Mitchell Field at 6.30 p. m.

6.30 a. m.—The fact that the Bremen had not been reported since it cleared the west coast of Ireland two hours after the take-off caused no anxiety at the Baldonnel Field.

The three-man crew of the Bremen—Captain Koehl, German ace; Col. Fitzmaurice, Ireland's air hero, and Baron Gunther Von Huenefeld, backer of the flight—placed their faith in the ship's single powerful motor, and their friends ashore were equally confident that it would carry the plane safely across the Atlantic.

After waiting two weeks in Ireland for favorable weather, the Bremen took off at 12.38 o'clock eastern standard time yesterday and headed for New York undaunted by the fate that has befallen every previous attempt to fly the North Atlantic from east to west in an aeroplane.

**No Early Anxiety**

The Bremen flew across Ireland at 90 miles an hour, its most effective cruising speed, and was seen to head westward towards its United States goal. They passed without word of any ship having sighted the plane, but this caused no anxiety at it was remembered that the planes which made successful flights in the other direction last summer were seen but rarely after they left land behind them.

The weather was reported excellent over the worst part of the ocean journey.

There was a feeling in some quarters that the Bremen crew, although starting for New York, might very likely land in Newfoundland, content with having achieved the western passage. St. John's reported, however, that even should the pilots wish to land they would have a most difficult time doing so at night. No landing lights are installed on the field of Harbor Grace and the field itself is broken by frost.

A close watch was to be kept at St. Johns for the plane.

Elaborate plans were made in New York to receive the airmen, Baron Huenefeld, the handy-man; Captain Koehl and Colonel Fitzmaurice, the pilots. As the plane was not expected until noon or later today, the landing lights at Mitchell Field were not burned during the night.

The flying field was to be policed today by large details of soldiers and Nassau County police and delegations from New York fliers' organizations and German and Irish societies made plans for a royal welcome. Mayor Walker appointed Grover Whalen, Head of the Mayor's Committee for the reception of distinguished guests, to receive the fliers in the name of New York City.

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No one dreamed 50 years ago that such a fragrant beverage as "SALADA" Orange Pekoe could be produced—pure as science can make it—fresh, superb in flavour—43c per half-pound—and all black tea. A treat indeed for tea lovers.

**GROUNDING WIRE CAUSED FIRE AT NEWCASTLE**

Newcastle, April 12—Fire broke out in three different points here shortly before midnight tonight, the cause of which is attributed to a grounded wire of the electric light plant here.

Fire was first discovered in the Royal Bank Building in Pleasant street, where it was confined by fire-fighters to the walls with very little damage. The second blaze occurred in Mitchell's grocery store, opposite the bank building, resulting in a gas service tank at the front of the store being destroyed. A barn, the property of Mrs. Charles Cals, adjoining the store, caught fire, but the blaze was extinguished before much damage was done.

As a result of wire trouble, the town was without electric light service and was in darkness for several hours.

**A YOUNG MAN DROWNS AT PRESQUE ISLE**

Presque Isle, Me., April 12—Paul Wilson, 16, son of State Senator Allen C. T. Wilson, of this town, was drowned about 8 o'clock tonight in the Presque Isle stream here. With two companions, he was trying out a small motor boat they had built. Running it upstream, the engine stopped, the boat swung around in the current and quickly swamped. Robert McKay and Edgar Mornault, boy companions, swam ashore but young Wilson sank.

The Fire department and National guardsmen were called out and are searching for the body, which has not yet been recovered. Young Wilson was a student in Presque Isle High School and beside his parents leaves three brothers and a sister.

**SEIZURE OF ALCOHOL MADE AT MONCTON**

Moncton, April 12—Ninety gallons of alcohol, contained in two forty-five gallon drums, originally intended for holding gasoline, were seized this morning by the customs and excise preventive officers, A. G. Veniot and Ambrose Leger, at the freight shed C. N. R. depot. The drums, which were billed from Shediac to P. Fournier's garage in Edmundston, are valued at \$900, duty paid. The bill of lading was made under the name of the Imperial Oil Company, Ltd., as shippers, which was false, as the company in question had nothing to do with the shipment. Mr. Veniot left this afternoon for Saint John with the shipment which will be placed in safe keeping there.

**Sixtieth Birthday.**

Mr. Justice Crockett is today quietly observing his sixtieth birthday and is being heartily congratulated by many friends. The judge is a native of Chatham and is a son of the late Dr. William Crockett former chief superintendent and principal of the Normal school. While a native of Chatham most of his useful life has been spent in Fredericton. He is a U. N. B. graduate and represented York in the Federal Parliament for nine years. He has been a member of the Supreme Court bench for fifteen years.

A. F. Hicks of Woodstock is in the city today.

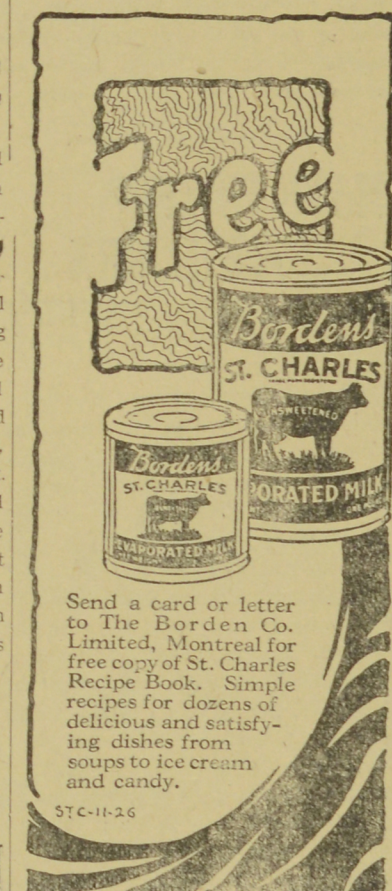
M. O. Dawson of Vancouver, is in the city today on business.

**DAM PROMOTER AT OTTAWA**

Ottawa, April 12—Dexter Cooper, promoter of the Passamaquoddy tide development scheme, was the speaker before the Engineering Institute of Canada at a luncheon meeting in the Chateau Laurier here at noon today. Mr. Cooper went into the technical details of the proposed scheme, outlining the methods which would be applied to the proposed development.

**Devon Civic Contest**

The civic election for the Town of Devon takes place on the 17th. Yesterday members of the citizens ticket who are opposing the return of the present council filed nomination papers yesterday. It is composed of the following: For Mayor, Whitman Brewer. For aldermen Ward 1, Herbert Estabrooks, Wm. Harvey; Ward 2, A. E. Williams, Roy Forbes; Ward 3, Harry Bowlen, J. W. Stickles; Ward 4, Charles Dunphy and Thomas Blair.



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STC-11-26

**HOSPITAL SUPPLIES**

Tenders will be received by the undersigned until the 20th instant for delivery daily at Victoria Public Hospital of the required supply of Bread, Milk and Cream. All supplies subject to the official test, when required:—

BREAD, per loaf.  
CREAM, per quart, at least 20 per cent. butter fat.  
RAW MILK, per quart or gallon, 3.5 per cent.  
PASTEURIZED MILK, per quart or gallon.  
ICE, per ton, delivered as required.  
CHAS. A. SAMPSON,  
Secretary.

**NOTICE****TENDERS FOR COAL**

Sealed tenders marked "Tender for Hard Coal", addressed to the Deputy Minister of Public Works, Fredericton, N. B., will be received up to and including Friday, April 20th, 1928, at 12 o'clock noon, for supplying:—

125 Tons egg size screened American Anthracite for the Departmental Building;  
30 Tons egg size screened American Anthracite for the Education and Registrar Supreme Court Offices;  
20 Tons egg size screened American Anthracite for the Road Engineering Department Building.

The entire quantity to be delivered at the above mentioned Buildings, or as may be otherwise directed, not later than September 1st, next.

The Department is not obliged to accept the lowest or any tender.

D. A. STEWART,  
Minister of Public Works for the Province of New Brunswick.

Department of Public Works,  
Fredericton, N. B.,  
April 12th, 1928.

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