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Fredericton N. B. and Branches

A well known young American sportsman, famed for his intrepidity horn hatching eggs. Fifteen eggs for and utter fearlessness has called \$2. These eggs are from the dams and off a tiger hunt in Asia to get mar-  
rivers of the highest pen in the Kent-  
ville, Nova Scotia, egg laying contest, and from the report given in the Can-  
adian Poultry Review of April, this is  
the highest Leghorn pen in any lay-  
ing contest east of British Columbia.  
Mrs. Leo Hayes, North Devon, N. B.

According to the latest tabulated returns from Chicago, somebody must have slipped two or three boomerangs into the ammunition cart.

VOTE OF \$5,000,000 FOR ST. JOHN  
HARBOR COMMISSION PASSES  
THE HOUSE OF COMMONS

Ottawa, April 26—Third reading and final passage was given in the House this afternoon to the bill to make a loan of \$5,000,000 to the Saint John Harbor Commission. As the measure passed, Hon. R. B. Bennett, Leader of the Opposition, was given assurance by Hon. Arthur Cardin, Minister of Marine and Fisheries, that there would be the same treatment by the House in respect of this Commission as that accorded in respect to the Quebec Harbor Commission submitting to Parliament all documentary information desired in regard to the management.

It required only about half an hour to dispose of the Saint John bill, after which the House proceeded to the bill to give a loan of \$500,000 to the Halifax Harbor Commission.

Robert Gardiner, Progressive Leader, asked Mr. Cardin what public works had been turned over to the Saint John Harbor Commission, and in reply, Mr. Cardin said: "The wharves and other facilities constructed by the Public Works Department have not yet been turned over to the Harbor Commission. After construction by the Public Works Department these works are turned over to the Department of Marine and Fisheries for administration purposes, so they are now under the control of my department. For administration purposes these properties have been under the control of the corporation since its inception.

## Courtenay Bay Cost

The costs of the works constructed by the Public Works Department at Courtenay Bay, including dredging in the bay, channel and breakwater in connection with the drydock amounted to \$9,603,266. On the piers, basins, and channels and for dredging at West Saint John, there has been expended \$11,697,393.27. These two amounts represent the expenditures made in the harbor of Saint John

through the agency of the Public Works Department. We are taking over from the city of Saint John for transfer to the Harbor Commissioners property amounting in value to \$2,135,113. The Harbor Commission takes over the responsibilities of the city of Saint John with respect to this property. The Harbor Commission in this connection is taking over the bonded indebtedness, amounting to \$1,467,164, and is to pay the balance of \$667,093.04 to the city in the form of bonds.

"The indebtedness taken over by the city and the new bonds issued to the city are to be guaranteed to His Majesty both as to principle and interest. This is provided for in the act incorporating the Harbor Commission.

Mr. Gardiner—"In regard to the \$21,000,000 odd worth of property to be turned over to the commission, is the government going to charge it up to the Commission, or make a gift of it?"

## No Claim for Interest

Mr. Cardin—"This will be handed to the commissioner and we don't propose to make any claim in respect of interest on it. These expenditures have been made for several years past and we have never asked any interest, and they will be treated the same now. This will be an asset to the commission. We do not intend to claim any interest."

H. B. Short (Cumberland, N. S.)—"Was not the expenditure of \$9,000,000 for Courtenay Bay practically for terminals in connection with the Canadian National Railways?"

Mr. Dunning—"The Canadian National was not in existence then."

Mr. Arthurs (Parry Sound)—"We have here an expenditure of \$21,000,000 on the Harbor of Saint John, made previously to the inauguration of the harbor commission. Yesterday we had an expenditure—the minister will correct me if I am wrong—of some \$13,000,000 in connection with Quebec on which the government has been asking interest for many years. Why this distinction? Why should there be an expenditure of \$21,000,000 in Saint John on which no interest is charged at all, while Quebec is asked to account for \$13,000,000 in connection with the harbor there?"

## Difference Outlined

Mr. Cardin—"The reason for attempting to collect interest on the \$13,500,000 in Quebec is that this money has been advanced to the harbor there since the establishment of the commission as it exists at present."

Mr. Arthurs—"I am referring to amounts advanced prior to the establishment of the commission."

Mr. Cardin—"The honorable member is wrong in regard to the amount."

Mr. Arthurs—"But I am right in principle."

Mr. Cardin—"The amount advanced originally was between \$4,000,000 and \$5,000,000. These expenditures were made in Quebec previous to 1913, through a commission different in character from the commission that has been in existence since that year. That is the reason we are charging interest because the money was expended through the agency of a commission, while in Saint John the money has been spent through the Department of Public Works.

Mr. Arthurs—"Why charge Quebec with more responsibility than Saint John?"

## Gift to Saint John Board

Mr. Cardin—"I am inclined to agree with my honorable friend that the port of Quebec should not be discriminated against and should be given the advantage of the money spent prior to the organization of the present commission, just as we are making practically a gift to the commission at Saint John of the \$21,000,000. The contention is worth considering and in adjusting the accounts between the government and the commission I think the point should be considered in favor of the harbor at Quebec."

Mr. Short—"The harbor of Saint John is charged with \$21,000,000 already expended, is that the idea?"

Mr. Cardin—"No!"

Mr. Short—"And they will be charged 5 per cent on that expenditure?"

Mr. Cardin—"No, as I have explained, these facilities which have been constructed through the expenditure

A MURDERER  
IN MAINE GETS  
A LIFE TERM

Skowhegan, Me., April 26—Selden E. Adams, 50-year-old Spanish war veteran, of Norridgewock, was found guilty of murder by the Supreme Court jury today after a deliberation of about two hours. He was sentenced to life in the State prison. His counsel announced that they would file an appeal, taking exceptions to the charge of Justice William R. Pattigan-gall.

Adams was charged with the shooting of Payson L. Randall, at the cottage in Norridgewock, occupied by the wife of Adams, from whom he had been separated for three years. The State contended that Adams had tried to get his wife to return to him, was jealous of Randall and had made threats. Counsel for Adams admitted the shooting but argued that there was extreme provocation that the indictment should have been for manslaughter instead of murder.

LADIES' AID  
OF ST. PAUL'S  
WERE GUESTS

(Continued from page eight)  
sented with a membership ticket for the golf club and also with a set of golf clubs. The presentation was made by Mr. Williams Thomas, on behalf of the Men's Club of the church. A vote of thanks was extended to the Men's Club by the Ladies and was replied to by Mr. Brown, president of the Men's Club.

LUMBER DRIVES  
ARE NOT MAKING  
MUCH PROGRESS

(Continued from Page Eight.)  
falling steadily, and the top of the waterworks pier is now exposed to view. There is still plenty of snow in the woods at the headwaters and a rise in the temperature would soon put the river up to a higher pitch.

A WARSHIP  
LENDS AID TO  
SUFFERERS

Athens, April 26—Relief work in the earthquake disaster zone centering about Corinth was being rushed today at recurring shocks were felt. The crew of the British aircraft carrier Eagle, were building kitchens in Corinth at which 3,000 persons may be fed. It was estimated that there were 15,000 homeless in the Corinth region. France has sent one destroyer and a cruiser to aid in relief work and reports from Rome indicate the scoutship Venezia and two destroyers were en route with Italian Red Cross relief.

P. E. I. HOUSE  
ABOUT THROUGH

Charlottetown, P. E. I., April 26—The provincial legislature will likely prorogue tomorrow, according to indications at the close of today's session when practically all important measures were given final reading. A feature of the business today was restoration of a clause in the bill amending the act of incorporation of the city of Charlottetown, permitting application of a tax on gasoline vendors.

What has become of the old-fashioned business man who nailed a horseshoe above the door, there to stay took it down.

of the \$21,000,000 are to be handed over to the present commission without charge as a pure gift. This certainly will help them to obtain some return from the investment they propose to make if they are authorized to receive the loan of \$5,000,000. Their liabilities will not be as great as those of Quebec."

Mr. Chaplin—"How long has the Saint John Commission been operating?"

SLOW TO ACCEPT  
AUTOMOBILE  
AS NECESSARY

Paris, April 27—Automobiles are still the exception rather than the rule on the continent of Europe, where the pedestrians outnumber those who ride by twenty, thirty and even one hundred to one.

Recently when the automobile advertisers got together to think up ways and means of inducing Europeans to buy cars and graduate out of the pedestrian class, one of the speakers summarized the attitude of different peoples toward the automobile as follows:

"At the present time an automobile in France is a privilege; in Germany an instrument of domination; in England an element of comfort; in Italy one more reason for loving modern life, while in the United States it is merely a current utility."

It will probably be a long while before automobiles become more or less common property in Europe. While in America, three-fourths of the cars sell for less than \$1,000, only a few sell under four figures in Europe.

FUNERAL OF R. G. LEE  
LARGELY ATTENDED.

The funeral of the late R. Grover Lee, whose unexpected death on Wednesday morning shocked this community, took place this afternoon from the home of Mr. A. B. Kitchen, brother-in-law of the deceased, Church street, and was very largely attended. The funeral was under the auspices of Hiram Lodge No. 6 of which the deceased was a member. The service was begun at two o'clock and was conducted by Rev. G. C. Warren. A large number of beautiful floral tributes were received. The pall bearers were: Arthur Coombs, Major Pringle, A. G. Coy, D. A. Harshaw, J. D. Palmer and A. Murray. Following is the list of mourners: George Lee, John Lee, Herbert Lee, Frank Lee, Harry Rutter, H. G. Kitchen, Ralph Kitchen, William Parker, Lee Bagley, Coles Kitchen, Harry Kitchen, Harry Kitchen, Alfonso Kelly, William Murphy, Fenton Wood, Roy Mosher, William P. Fox, Lloyd Johnston, Eldon Mullin, Walter Burden, Robert Guy, Dell Hart, Charles Parker, Harry Walker, J. J. Coy, Dr. A. L. Gerow, Mr. Best, Mr. McLellan, Thomas Niles, Byron McNally. Interment was made in the Rural cemetery.

## Improved Today.

The condition of Ambrose McCluskey, one of the men who was injured at Long's Creek on Wednesday morning, and who, together with Firman Soucie, was rushed to the Victoria Public Hospital for attention is reported to be improved today. Although his condition is still serious, it is not as bad as at first reported. The other accident victim Firman Soucie is very much improved, his injuries not proving nearly as serious as the other worker.

CHANGES IN TRAIN SCHEDULES  
APRIL 30TH—C. N. R.

Commencing Monday April 30th, train No. 47 will arrive Fredericton from Saint John daily Except Sunday at 7.55 p. m., instead of 7.40 p. m., as at present, leaving at 8.05 p. m., instead of 7.50 p. m., instead of 7.50 p. m., for Centreville, where it will arrive 11.45 p. m., instead of 11.35 p. m. Train will leave Saint John at 4.35 p. m., instead of 4.15 p. m.

Train No. 241 will leave Saint John on Tuesdays, Thursdays and Saturdays at 7.45 a. m., instead of 7.30 a. m., arriving Fredericton 2.10 p. m., same as at present.

## Stanley Branch.

Trains Nos. 237 and 238 will not operate in and out of Stanley as heretofore. Service from and to Stanley will be by motor train daily except Sunday as follows:

Leave Stanley 10.50 a. m. arrive Stanley Jet 11.20 a. m.

Leave Stanley Jet 11.45 a. m., arrive Stanley 12.15 p. m.

Leave Stanley 7.45 p. m., arrive Stanley Jet 8.15 p. m.

Leave Stanley Jet 8.35 p. m., arrive Stanley 9.05 p. m.

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