

FLOUR

24 lb. Bag \$1.30

98 lb. Bags

5 CROWN \$4.75

SNOW WHITE .. \$4.80

5 ROSES \$4.80

PURITY \$4.85

Oatmeal

20 lb Bag 90c.

90 lb. Bag \$3.35

Matches

5 BOXES FOR 50c.

Corn

2 TINS FOR 25c.

Corn Syrup

10 lb. Pail 75c.

5 lb. Tin 40c.

2 lb. Tin 19c.

Cake and Biscuits

5—6 lb. Box
CREAM SODAS
13c lb.

5—8 lb. Box
MARITIME MIXED
18c lb.

5—8 lb. Box
PICTOU MIXED
18c lb.

VILLAGE CAKE
2 lbs for 25 cents.
20 lb. Box, 11c lb.

Starch

Laundry Mixed .. 10c lb

Corn Starch ... 10c pkg.

Lint 9c pkg.

Acme Gloss
13c, 2 for 25c.

Celluloid Starch
13c, 2 for 25c.

Perfect Seal Jars

1 DOZ. PINTS \$1.50

1 DOZ. QUARTS... \$1.85

1 DOZ. ½ GAL. ... \$2.60

Pat. Medicines AT CUT PRICES

YERXA GROCERY CO.

2 STORES

York St. Queen St.

• Fine New C.P.R. Pier for Vancouver,



Growth of the port of Vancouver to proportions that put it on a level with the major harbors of the world is indicated by the opening in August and September of the new Canadian Pacific Railway pier. The pier sheds are 109 feet wide and lie on either side of a central depressed track area containing four tracks. A two-storey headhouse the full width of the pier is located at the shore end and this provides storage space and driveways into the sheds while the upper floor has passenger handling facilities, baggage room and office and store rooms for the company's steamship services.

Two railway tracks and one travelling gantry crane will run along the deck outside of the sheds on each side of the Pier. Four depressed tracks will be located on the fill in the centre of the Pier for the handling of freight to and from the sheds. Continuous sliding doors will be installed on both sides of the sheds so that freight may be taken directly through the sheds from ships' slings to cars. The columns supporting the roof on the inboard side of the shed have been set back 12 feet from the line of these doors to avoid the necessity of closely spotting

cars. Eight marine elevators will be installed on the Pier—three on each side and two on the outboard end. These elevators will be of what is known on the Pacific Coast as the "Barlow" type, being so constructed that when the elevator is lowered an apron will project out into the sideport of a ship lying alongside, thus enabling freight to be moved directly from the ship to the dock by means of trucks. Most of the coastwise boats load and unload from their side ports, while the ocean going steamers of the Canadian Pacific Railway Company, with the exception of the "Empress of Australia," use the aprons for the loading and unloading of silk and of baggage. The deck above these Barlow elevators will be constructed of a steel bridge, which will carry two railway tracks and one crane rail. Mechanism will be provided so that these bridges may be hoisted vertically a distance of 15 feet thus clearing the elevator shafts for the operation of the elevator.

Two ten-ton baggage elevators connecting the main deck with the baggage room on the upper deck of the headhouse will be installed. On the viaduct there will also be installed one twenty-ton team elevator with a platform approximately 12 by 35 feet.

PRINCE OF WALES, FAMILY ORATOR, WRITES ALL HIS OWN SPEECHES

London, Aug. 4—In taking the chair this week at the opening of the British Association at Oxford and in making the presidential speech the Prince of Wales is doing something that no Prince of Wales has yet done. The last member of the royal family to take the chair was Prince Albert, the husband of Queen Victoria. The speech has been a difficult one for the Prince to prepare, as it must of necessity deal with modern scientific developments.

This, however, is not by any means the first time in which the Prince of Wales has had to speak on subjects of which he knows little. His practice in preparing such a speech is to get the material from experts on the subject. From the material so supplied he makes a rough draft of the speech. He dictates this draft to a shorthand writer. When the draft is completed at least two of the experts whom he has consulted are summoned to York House again, when the Prince reads the draft to them in order to see that there are no technical errors.

Speech To Be Broadcast.

The Prince has had to be especially careful in the preparation of his speech to the British Association, which will be delivered to scientists of world-wide reputation and will be broadcast throughout the world. The Prince actually read the draft of this speech three times to experts before he was advised that the technical matter it contained was correct.

When the draft of a speech of this kind is completed the Prince writes in pencil the whole of the speech he intends to deliver and learns it by heart for he rarely delivers a

speech from notes. When he is what may be called "part" perfect in the speech he rehearses it in the presence of a few members of his household and the speech is then ready for delivery.

It may be mentioned that the Prince of Wales has not since the end of the war allowed any one to write his speeches for him. In this practice he follows the example of his father who has always composed his own speeches, although King Edward invariably left the composition of his speeches to others.

Two Speeches Were Difficult.

In his earlier days the Prince of Wales was beset with an extraordinary nervousness which marred his speeches and sometimes rendered them almost unintelligible to his audience. Now he has quite conquered this nervousness and barring the fact that occasionally he allows his voice to drop rather too low, his speeches are easy for his audience to follow and there is a melodiousness in his voice that makes him pleasant to listen to.

There are two speeches which the Prince regards as the most difficult he has made. One was made shortly after his eighth birthday at a lunch party given in his honor by a lady who was a friend of Queen Mary, then Duchess of York. The lady had given a silver sword to the Prince and according to his father's direction he had to express his thanks formally for the gift at the conclusion of the lunch. The Prince stood upon a chair and with considerable dignity and in a clear voice said "I thank you very greatly for giving me such a beautiful sword. I shall always keep it and shall always remember this pleasant party."

pletely obscured by large goggles and leather helmet: "Who are you? Have you paid your tax?" "I think so," the tall motorcyclist replied, "here's my ticket." The gendarme read on the ticket of the motorcyclist these words. "Albert, de Belgique." He fumbled hurriedly to detach his rifle from his shoulder to present arms to the King excusing himself for delaying the sovereign's journey. But the royal motorcyclist reassured the disconcerted gendarme with a few words, recalling the constitution of 1931 which says: "All Belgians are equal before the law, even the King." And King Albert whizzed away en route to the royal castle at Ciergnon.

The King, who could have gone to Ciergnon in a motor car with a chauffeur, an aide de camp and groom, had set an example to his subjects by showing that where a motorcycle is sufficient and efficient a limousine is superfluous, even for a King.

Reduced Household Expenses.

Long before the present economic program King Albert had reduced his personal household expenses to the minimum. According to the Constitutional law, when a Belgian king ascends the throne a yearly allowance is fixed by Parliament. When Albert succeeded his uncle, Leopold II, Parliament decided to give the new King the same allowance. That was in 1909 and the yearly allowance then was worth about \$600,000. This year King Albert is receiving only \$75,000 for despite the fall of the franc he has not consented to let his allowance be increased.

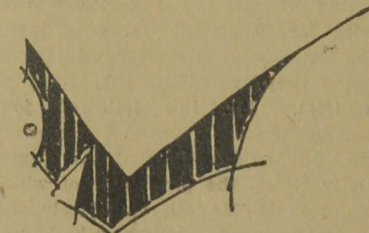
Query From a Man Suffering From Bad Detours.

Answer me this riddle, please— (With the years I'm growing dumb—er) Why do all the engineers Tear up all the roads in summer?

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Thousands of letters are delayed in delivery from two to ten hours in big cities because business men do not place their return street address on letterheads and envelopes. Even though a company may be an important one, all postal employees do not have its address committed to memory. Consequently its mail will surely be delayed if persons who must reply to its letters are given no street address.

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