

THE ATLANTIC OCEAN CALLED THE FISHING HOLE OF NEW YORK

New York, July 30—New York, like every small town has its "fishin' hole." Here it is the Atlantic ocean, and good fishing may be enjoyed in a score of chartered locations.

A handicraft or wealthy men go to Florida and California annually to enjoy the sport in an expensive manner, but more than 1,000,000 men this season have enjoyed deep sea fishing by devoting only one day at a time, and on a minimum expenditure.

Highly Developed Trade.

There always has been fishing, but until recently the nimrods had to organize small groups, charter an old boat, and get their enjoyment in the face of discomfort and, sometimes, danger.

Now, going fishing is as simple as taking the ferry.

Large, speedy craft cater to this one trade, and regardless of the time of day the fisherman likes to drop his rod in the water, he can be accommodated.

If he likes to catch them as they rise at dawn, there are boats leaving at midnight. The man who likes his night's sleep first can get the boat at

9 o'clock. Others leave at intervals until late in the afternoon.

Veterans Lead Way.

The larger boats carry several score of men and on Sundays usually are crowded to capacity.

The boats, as a rule, are in charge of veteran fishermen, who gauge the tide, wind and weather, and can pick unfailingly the place where they are biting. Bass, fresh fluke and blackfish are among the leading catches.

The boats, however, would bring a smile to the face of a veteran off the Grand Banks. There is little roughing it. Instead, the tired sportsman may sink into a heavily upholstered chair, the larger boats even have lounging rooms and dining rooms.

Sell Worms and Tackle.

Neither is it necessary to worry about tackle, for along that section of the docks from which the boats depart are shops selling not only the proverbial "hook, line and sinker," but all other equipment.

It is not even necessary to dig for worms, if that bait is used, for there are any number of shops dealing in grubs and angle worms.

THE WHOLE STORY.

There was a knock at the minister's back door and as he opened it he saw a little girl standing on the door step.

"What's your errand?" he asked kindly.

"Mother wants you and Mrs. Blank to come and spend the afternoon and stay to tea tomorrow" she answered.

"Why yes, we should be glad to," replied the minister. "Do thank your mother for the invitation."

"Well," added the little girl "mother said she must have you sometime and so she would tomorrow and have it over with."

Johnny—You know that great big piece of cake in the pantry mamma?

Mamma—Yes, dear; what about it?

Johnny—Didn't you say that it would make me sick if I ate it?

Mamma—Yes.

Johnny—Well, it didn't.

There are many other conveniences offered on these boats which tend to making fishing a matter of luxury, but there is one item of the old pond that cannot be duplicated. That is the tree on the mossy bank where one can stick the pole in the ground and come off while the fish play around with the bait.

NUMEROUS AIR TRIPS OFFERED IN EUROPEAN COUNTRIES; NETWORK OF ROUTES TO CHOOSE FROM

The end of July brings the tide of American travel toward Europe to its fullest peak, and if precedent counts for anything a very considerable proportion of the four or five hundred thousand Americans who make the traverse of the Atlantic during the spring and summer will take occasion to patronize one or more of Europe's air routes.

Some passengers still fly for novelty of experience and without any idea of repeating the trip, but there are others whose contribution to the air traffic is more substantial, who accept the airplane as a normal mode of conveyance making it possible to cover more or less ground in less time than by any other means, says Edward P. Warner, professor of aeronautical engineering, in the Boston Transcript. Both the American tourists and the American business man, as well as the tourists and business men of other nations, contribute their quota to that last group.

Many Americans Fly.

The Americans form an especially important part of the passenger list, for it is a curious fact that the persons coming from a country where passenger transport by air has not as yet gained a sound footing are the very ones to show greatest enthusiasm when in Europe, so it is probable that at least one-third and possibly nearly one-half of all of the travelers of Europe's commercial airways hail from this country.

Next in order of active interest in personal air transport are the British and Germans, with the Dutch and Swedes taking an inferior place in the totals only because of the smaller populations of those countries. Citizens of the French Republic have, as a whole, been slow in taking the air, notwithstanding the great interest in military aviation in France, but their patronage of their own lines is increasing, especially in the southern part of the country and in Northern Africa.

Four years ago the writer made an air journey in Europe which was quite notable at the time, for while many Americans flew between London and Paris, relatively few were doing more than that. The trip totaled a little less than two thousand miles, and it would now be the merest commonplace, supplanted by dozens of travelers with no special interest in matters aeronautical.

One Flies 26,000 Miles.

One business man has recently returned confessing to twenty-six thousand miles by air in the course of a European tour, and the editor of Aviation is now engaged in studying Europe's airways, from the standpoint of a passenger on each in turn. His mileage is likely to surpass twenty-six thousand considerably before the summer ends.

With the prospect that thirty or forty thousand Americans will sample one or more air lines during the coming summer, it comes to be of very widespread interest to provide a guide to European air travel, an indicator of where one can go by air and how and when.

The mileage of the regular routes with daily service is in the neighborhood of 30,000 and on some of them five or six round trips are made each day. In Central Europe it is possible to go to within a few miles of almost any city of importance by air, and in some cases a number of alternative routes are available. From Berlin to Amsterdam, to take a concrete example, one can fly by the way of Hamburg, Cologne or Essen, and the traverse of Germany from south to north permits of an even greater variety of routes, with ample opportunities for stopovers.

Costs Six Cents a Mile.

The best indication of what can be done by air is proved by the mapping of a few sample journeys, and as a first example the traverse of Europe and northwestern Africa may be selected. From Dakar in French West Africa an airplane leaves each Wednesday at sunrise, and Casablanca, not far from the Riff and 1700 miles from the starting point, is reached at 6 the following afternoon, the point of stopping for the first night being variable with the season and the weather. From Casablanca to Toulouse consumes the time from 4.30 the following morning to 7 in the evening, and the connection for Marseilles made at the last stopping point before Toulouse brings the time of arrival at that seaport up to 8 o'clock.

Having started from Dakar Wednesday morning the departure from Marseilles will be taken on Friday at 10.15 and Geneva would be reached at 4.45. Leaving Geneva in turn at 8.20 Saturday morning, Berlin is reached at 7.15.

A lay-over in Berlin would have to be made, as the air line to Moscow does not run on Sunday, but on Monday a departure could be made at 2 A. M., and the landing at Moscow would be scheduled for 5.30 that afternoon. The total elapsed time from Dakar would be six days, on one of which no flying would be done, and five nights. The total distance by air is about 4600 miles, an average of 900 miles covered in each day of flying, and the total cost would be 5475 French francs, plus 490 marks, equivalent to approximately \$275 in all. The average fare is this six cents per mile or about 10 to 15 per cent. more than the cost of riding on a limited all Pullman train in this country.

London to Paris, \$30.

Few travelers would care for traveling as intensively as that, and indeed air transport, although it has reached a very high state of development, has not advanced far enough, so that the whole 5000 miles of flying would be apt to go through on schedule and without hitch. More interesting, perhaps, are a few concrete samples of possible trips from London.

From London to Paris there are five scheduled departures each day, although in fact the number is likely to run higher than that, as extra trips are put on when the demand warrants it. The flying time is two hours and a half, making the total from the center of one city to the center of another about four hours and the fare is approximately \$20, with a 10 per cent. reduction on a round trip ticket. Visitors to the south of France can leave London at 8 in the morning and be back a little before 6 in the afternoon and pay \$60 for the privilege. Geneva could have been attained at 4.15 that same afternoon, Zurich at 3.30.

Making for south central Europe a departure could be taken from the British capital at 5 in the afternoon, with an over night stop in Paris, and Prague would be reached at 2 the next afternoon, Vienna at 4 and Budapest at 6. On the third day out the arrival at Budapest, most politically volcanic of present Balkan capitals, would occur at 2 in the afternoon, and Constantinople, nearly 2000 miles from London, would be entered well before sunset. The total cost from London to Constantinople is just under \$100. By no other means of transportation can such speed of travel between the two cities even be approached.

Other Trips.

Swinging further to the north from London a departure from London at 8 in the morning permits of arrival in Berlin at 5.15 the same afternoon at the cost of \$54, while the same machine from Great Britain connects at Amsterdam for Scandinavia, reaching Copenhagen at 5.30 and Malmo at 6, whence overnight trains bring the traveler to Stockholm, Gothenburg or Oslo in the morning. The time from London to the Scandinavian capital is thus reduced from forty-eight hours to twenty-four.

Continuation from Stockholm further East is possible by seaplane across the Baltic. Departing from the Swedish capital at 10 in the morning, Helsingfors is reached at 2 in the afternoon and Reval or Tallin, as the capital of Estonia is now named, at 3.45. It is thus possible to leave London on Monday morning and be in Moscow or the capitals of any of the Baltic States late Tuesday afternoon without having set foot on a train or boat.

I REMEMBER OLD THINGS LOVINGLY.

I remember old things lovingly—My sweet garden lying in the sun Where larkspurs smiled and when the day was done
Frail lilies closed their petals tenderly
And slept—their cradle song a dove's low plea.
Where star eyed daisies nodded high each one
A loved friend though swift-flown days, joy-spun.

How white the snows, how good it was to see
The fairies dance and rosy shadows start
Within, great wood fires burning. I recall
The sweetness of these things now never known
My old home lies enshrined within my heart
And o'er it still pale locust blossoms fall
From olden trees tall, twisted and storm-brown.
—ELIZABETH K. M'GOWEN in the Country Bard.



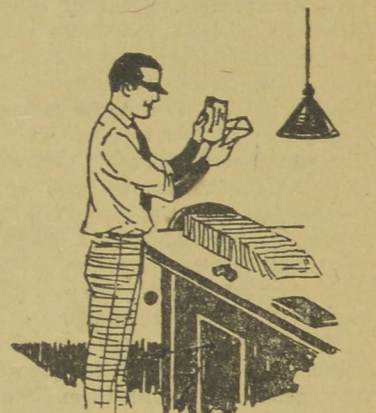
Train de luxe of the Canadian National Railways, the Continental Limited leaves Montreal daily at 10.15 p.m. for Winnipeg, Edmonton, Jasper and Vancouver. This famous train follows the scenic route across Canada, crosses the Rockies in view of the mightiest peaks, at the easiest gradient and lowest altitude of all transcontinental trains. Equipped with Radio and every other modern invention that tends for greater travelling safety and comfort—it is the Luxury Train to the Coast.

For information, reservations, etc., call—
F. B. Edgecombe,
City Ticket Agent.
R. A. MacMillan,
Ticket Agent, St'n.



Use CANADIAN NATIONAL EXPRESS for Money Orders, Foreign Cheques, Etc., also for Your Next Shipment.

BLUNDERS



WHY IS THIS WRONG?

One of the many annoyances that the postal service has to contend with is the receipt of bundles of carelessly sealed letters, many of which are stuck together. Since letters can be run through the cancelling machines only one at a time, all those stuck together must first be pulled apart by some postal employee. This may result in mutilation of the addresses or in placing the letters to one side until other mail has been handled.

FIRE ALARM LOCATION IN THE CITY

- 6 Argyle and York Sts.
- 7 Victoria Hospital.
- 8 Children's Aig Home.
- 12 Westmorland and Aber'een Sts.
- 13 Northumberland and Sau ders Sts.
- 14 Brunswick and Symthe Sts.
- 15 Charlotte and Smythe Sts.
- 16 Georg and Northumberland Sts.
- 17 King and Northumberland Sts.
- 21 Queen and York Sts.
- 23 York and George Sts.
- 24 Queen and Westmorland Sts.
- 25 Brunswick and Westmorland Sts.
- 26 Charlotte and Westmorland Sts.
- 27 King and York Sts.
- 28 Saunders and York Sts.
- 31 Queen and Regent Sts.
- 32 Needham and Regent Sts.
- 34 Queen and Carleton Sts.
- 35 Brunswick and Carleton Sts.
- 36 Charlotte and Carleton Sts.
- 37 George and Regent Sts.
- 38 King and Regent Sts.
- 43 St. John and Aberdeen Sts.
- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
- 51 King and Church Sts.
- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore St. and University Ave.
- 55 Brunswick St. and University Ave.
- 56 Lansdowne St. and Waterloo Row.
- 57 Grey St. and University Ave.
- 112 Smythe and Aberdeen Sts.
- 113 Argyle and Northumberland Sts.

50,000 HARVESTERS WANTED

FROM FREDERICTON

\$20.00

[Plus War Tax]

TO WINNIPEG

Plus half a cent a mile beyond to all points in Manitoba, Saskatchewan, Alberta, Edmonton Tannis, Calgary, MacLeod, and East.

Special Low Fares Returning

GOING DATE AUGUST 10th.

SPECIAL TRAIN Will Leave Fredericton at 1.10 P. M., Tuesday, August 10th. and run through to Winnipeg without change.

ATLANTIC STANDARD TIME

THROUGH TRAINS—COMFORTABLE COLONIST CARS—
SPECIAL CARS FOR WOMEN AND CHILDREN

Purchase your Ticket to Winnipeg via Canadian National Railways, whether or not your final destination in the west is a point on the Canadian National

TICKETS AND ALL INFORMATION FROM NEAREST AGENT

F. B. EDGECOMBE,
City Ticket Agent

R. A. MACMILLAN,
Ticket Agent C.N.R. Station



"14⁹⁸ as Advertised"

HOW do you spell 'financially'?" asked a college student of his room-mate.

"F-i-n-a-n-c-i-a-l-l-y," said the room-mate, spelling out the word slowly. As an afterthought, he added: "And 'embarrassed' has two r's and two s's."

How often have you said to a salesman, "That's more than I care to pay"? If you had known the price in advance you would have been spared this little embarrassment. That's one of the great services rendered by newspaper advertising.

By reading the newspaper advertisements before going to the stores, you know what you will have to pay for an article. You need not reveal your financial status to a salesman. You perhaps do not like to ask the price of goods anyhow. If the merchant has told you the price in his newspaper advertisement, you do not have to ask.

Any way you figure it out, IT PAYS YOU TO READ THE NEWSPAPER ADVERTISEMENTS. REGULARLY! The one advertisement you skip may contain just the news you would have welcomed. READ ALL THE NEWSPAPER ADVERTISEMENTS. KEEP INFORMED.

The intelligent way to shop is to read the newspaper advertisements and then go to the stores that offer the best values. Make notes beforehand of the articles that interest you. That's the way to get the most for your money. That's the way to save time.

When You Know the Price in Advance, You Can
Ask to be Shown the Goods—
"as Advertised"