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PRONOUNCING NAMES DIFFICULT IN GREAT BRITAIN; CONFUSION CAUSED IN LARGE PART OF SPELLING

When the British Broadcasting Com-pany decided that the name of its new station should be pronounced as it was spelled, Daventry, they shocked a great many lovers of old ways. Here was a body, with a power over Eng-lish speech much greater than that of stage or pulpit, setting a bad example. No matter what the spelling, the sound was "Daintry." It always had been "Daintry," says the London Times.

A little later Ernest Law returned to the charge in defense of a famous old Cotswold town. He protested in the Times' columns against the "modern atrocity" of the name Cirencester, which he held to have been forced up on the people of that town by etymolo-gists. Let them revert to "the old, cor-rect spelling," which, he declared, was "Ciceter." And then a Cirencesterman, Mr. Vaisey, wrote to say that "Ciceter" was not the old, correct spelling; that it was not even a true literal render-ing of any local pronunciation.

Others Have Say.

Others, with memories of Cirences-ter as long as Mr. Vaisey's, might bear witness that forty years ago the name was pronounced both as Sizziter and (though more rarely) as Sissister. And how long another might ask, has Daventry been called "Daintry?"

In Domesday Book it is spelled Dav-entrie, in twelfth century records Dav-entre. May not the British Broadcast-ing Company have blundered upon a pronunciation of the name even older than that beloved by the champions of old usages?

These few details taken from the correspondence are enough to suggest that the matter is not so simple as it appears. And the more we look into the differences between the spelling and the pronunciation of English names of place and of family, the more does it look as if, indeed, we spelled them Cholmondeley and pronounced them Marjoribanks. "Others may call it Alexandria; you and I, sir must certainly say Alexandria." Would that there were always such firm ground of decision! Pronuncia-tion of English names seem sometimes to follow it slavishly.

Other Freaks.

In the names of London, of Ponte-fract, of Derby it disregards the writ-ten letters; but, while the eruption of

the French Hautbois into Hobbis is easily under stood, how comes it that in Chesham Bois and Theydon Bois the English sound "Boys" in due not to a corruption of the French sound, but to a close following of the written letters? It is the same with the Eng-lish forms of other foreign names. Writing, not speech, must be the ori-gin of our trippers' "Bolone" (for Boulogne), our soldiers' "Wypers" and every Englishman's "Paris".

Yet no one outside a dramatic acad-emy would dream of pronouncing the first syllable of England as it is spell-ed, and the Gloucestershire man's "Glorster" is scarcely more like the written word than the cockney's "Glos-ter." Old usages are pleasant. It flat-ters one's self-esteem to get things right; to say "Shroesbury," as Shakes-peare did, instead of Shrewsbury; to know, in Worcestershire, that it is really "Lye" Court, though it is spell-ed Leigh, and in Sussex how to say Cowden or West Hoathly.

Pedantry of Usage.

But there is a pedantry of usage as well as a pedantry of letters; and an attempt to make the spelling fit the pronunciation would be to build a house on sand, to mold the more en-during upon the less enduring. Lit-tera scripta manet at least a little longer than the spoken sound, and amid all the uncertainty one thing seems fairly certain; that in these days when every one reads and writes, the pronunciation of names tends more and more to follow the written letter. Few omnibus conductors now know "Tibbalds road."

Ask at a railway booking office for a ticket to "Sizziter" and you will prob-ably be given a ticket to Chichester. Inquire in Essex the way to "Brittle-sey" or (more knowing still to "Brick-lessey," and even a street boy or a rustic will correct you to the politer Brightlingsea.

As time goes on, places and even families must expect to have the pro-nunciation of their names settled for them by the book. In the hearts of those who know and love these places the familiar sounds, like music when soft voices die, will vibrate in the memory. But it may be that the book, the written word, is even older, and therefore righter, than the cherished usage.

MANY WORDS PASS IN THE NIGHT OF CHANGE; OLD TERMS ARE RELEGATED TO LIMBO OF MEMORY

"Ever since the day when Macaulay wrote 'advertising is to business what steam is to machinery' we have re-peatedly undergone readjustments of occupation," ruminated Dr. Frank H. Vizetery, tilting back the uneasy chair of the managing editor of a dic-tionary, says the New York Times.

"A short time ago attention was di-rected to the changes that had oc-curred in the calling of those who go down to the sea in ships. There was a time when most of our people who lived upon the ocean strand or inland sea-board were familiar with the nom-enclature of the sea and of sailing ships, name its parts from forepeak to poop, fame and fortunes for those who owned and sailed them.

Old Terms Passe

"Today there are very few of us who could board an ectype of the Santa Maria, Pinta of Nina, Henry Hudson's Half Moon or even the May-flower, and martingale stays or mizzen-topgallant. The modern lexico-grapher, the reflector of the language, has long felt bound to retain this nomenclature, from foretruck to keel, yet who ever reads of off a horse collar. How many of us yards or of splicing the main brace today?

"True, when we have yacht races certain of the terms come back into use. We read of spinnakers and spin-naker booms, of malingaff topsails and balloon jibs, but with the passing of the season in which we enjoy the salt spray we relegate the yachtsman's vocabulary to the boatswain's locker where we pack it carefully for future use. With the passing of the line of battle ship and of the privateersman whole batteries of words went out of action.

Vehicle Terms Go.

"Even as it has been with the nom-enclature of steamships, so it is, per-haps in not quite so strict a degree, with the old world on wheels. Where are the coach and four, eight, twelve or sixteen of our childhood? Today the motor vehicle has superseded the brougham and the buggy the surrey and the victoria, the gig and the dog-cart, and the harness that went with

them is almost forgotten—forgotten so far that it is rarely that one meets a man who knows how to put on or take off a horse collar. How many of us who have put a horse between shafts can explain the reason for, or give the name of, the metal piece, half-way down the side of the shaft, through which we pass the tug of a single-harness wagon? I mean that part through which we pass the loop that supports the shaft.

"There are some parts of the world where the harness is still in use. On great state occasions, such as the opening of Parliament in Great Britain or the installing of a Lord Mayor in the city of London, horses are still harnessed in state and civic coaches, and postillions, in full regalia, handle the reins. The steam plow and the steam tractor have both done much to aid agricultural development, but they have not entirely superseded the use of four-footed animals. Black oxen still plow the land on the slopes of the South Downs in Sussex, England.

Dialects New.

"In the great cities, where the horse-car has been altogether displaced by the motorcar, the dialect of the driver has been completely superseded by that of the motorman.

"Turn to the art preservative of all the other arts—that of printing. In my my boyhood, when I used to potter around the case, we not only had great primers, English and picas (We didn't spell it then as we do today—pikers), bourgeois, nonpareil, agates, pearls and diamonds, but we had every thing that went with them, paragon, canon, columbian and what-not. We used quoins and galleys instead of pa-tent furniture, composing rules as well as composing sticks, hell boxes and various other appurtenances of the devil. But with the readjustment of the art of printing much of the old no-menclature has passed. The point sys-tem has taken the place of the old names, and new methods of composi-tion by type-setting machines have almost driven the old-fashioned printer out of a job.



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TEN RULES FOR SUCCESSFUL HOUSEWIFE

Boston, Oct. 11.—Ten command-ments for the successful wife were laid down at the first session of a real "charm school" here. Mrs. Elizabeth MacDonald, home making authority, is conducting the school at Boston Uni-versity.

Some seventy married women have registered for the course which is de-signed to teach them how to become even "better halves." The instructor's ten antidotes for the peril of propin-quity are:

1. Be orderly.
2. Don't be "neat."
3. Let your husband enjoy his home.
4. Be efficient enough to have plenty of leisure.
5. Learn to relax.
6. Do your work sitting down.
7. Wear an afternoon dress, not an apron, when husband comes home.
8. Don't do unnecessary work in the evening.
9. Keep your house peaceful.
10. Don't scold your husband when he drops ashes on the rug.

There is a great distinction between "neat" and "orderly," Mrs. MacDon-ald told her class.

"Let neatness be merely a byprod-uct of order. Always subordinate that factor so that no one will suspect that you are one of those 'neat women.' 'Neatness' has broken up many a pleasant home.

"Learn to relax. You must learn how to have leisure. Do your washing and ironing sitting down. Don't be one of the women who are forever complaining about standing on their feet all day. Remember that being on your feet all day isn't the same thing as taking a walk.

"When you relax, let the chair hold you up instead of your holding the chair up. And when you lie down to go to sleep the same principle applies. The bed will hold you up. The only way to go to sleep after a day's work is let the muscles relax."

Scientists say the moon is backing away from the earth at the rate of about seven feet a century and if it had not already come to your atten-tion it is possible you need glasses.

Printing Also Hit.

"As it has been with printing, so it is also with engraving. Draw-point and dry-point, copper plate or steel engrav-ing are now almost forgotten arts, and wood engraving, with all its special tools and terms, has long since been relegated to oblivion. Etching is dying hard. The passing of these arts and their nomenclature has been caused by the pressing demand for cheaper and quicker work and the introduction of new processes to meet the demand.

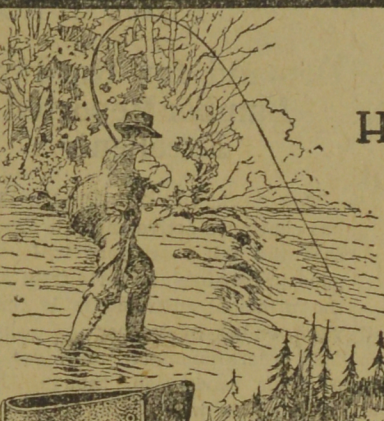
"There is scarcely a walk in life that has not been affected in some way or another by the advance of cul-ture. Some of us can recall the days when the night watchman went his rounds with his lantern and club. Others remember the lamp-lighter who used to make his rounds with a long staff, at one end of which was a hook and lamp in a protected cage, which he used to open the lamp and turn on the gas and ignite it. But be-fore him was the man who cleaned, trimmed, filled and lit the lamps. The lamp-lighter is no more, and even in some cities electric lamps are lit automatically."

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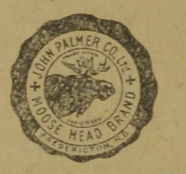
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