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Vinegar
Best Quality WHITE WINE or
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45 Cents per Gallon.

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30 Cents per lb.

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See our BARGAINS in Lemon or
Vanilla Extracts.

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Try our CHASE & SANBORN FRESH
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57 Cents per lb.

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We have large sale of Bulk Tea. Buy-
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Splendid Value. Try it.
55c lb. 5 lb. pkg, \$2.65.

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Don't Forget to get a Basket of
Preserving Plums.

Green Gage \$1.00
Other good kinds .. .90

Preserving Jars
You Will need a few more.
PINTS14c \$1.50
QUARTS16c \$1.85
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Biscuits
McCormick's Biscuit
Cocoanut Snacks, 23c lb.
London Mixed ... 25c lb.
Brown Betty 23c lb.
Vanilla Creams ... 25c lb.

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2 STORES
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AIRPLANE SERVICE LINKS

ALL OF EUROPE; AMERICANS

TELL OF THEIR IMPRESSIONS

Now that there is a new Boston-Hartford-New York air line it is interesting to remember that the distance from London to Paris is about the same, or two hundred and ten miles, writes Robert H. Allen in the Boston Transcript.

There are special inducements of course, for flying between Dicken's Two Cities. The fastest time by rail and boat is seven and one-quarter hours. By air, with an early start to Croydon, you are sure, unless the day is stormy to be in Paris for luncheon, and in Zurich, Switzerland, or Marseilles, on the Mediterranean for dinner.

Your baggage is taken in charge at the Hotel Victoria, near Trafalgar Square, and you need only cast a supervising glance at it from time to time until you open it in the presence of officials of the country of your destination. The passport line cannot exceed fourteen, unless several planes arrive at once, which is not often, even at Paris. You arrive, if you have been fortunate enough to be near an open window, with your lungs full of mountain air. The difference in price is only two or three pounds.

Noise is Amazing.

The noise of the motors is a drawback to be reckoned with, like the "vibration" of an ocean liner. People who like to talk must play deaf and dumb for a few hours while in the air. My experience has been that my ears ring for about fifteen minutes after landing, and after that I forget about them. After two hours and twenty minutes between Croydon and Paris, my ears did not ring any more than after twenty minutes over East Boston on the occasion of my only previous flight.

After two hours and thirty-seven minutes between Paris and Basle, Switzerland, on the afternoon of the same day, I noticed no cumulative effect. The actual nervous strain of flying was considerably less than that of taking a bus from Boston to Portsmouth over the Newburyport Turnpike. The turf at Croydon was much easier than the Charlestown cobblestones, and the congestion along the way consisted only of a Paris-Croydon Air Union plane, which passed a hundred yards below us near Abbeville, and another plane we met just east of Chaumont, possibly a Strasbourg-Paris plane going south of the Vosges Mountains on account of the rain and clouds that afternoon.

Windows Closed.

Not everybody likes fresh air on board a plane, and on the trip to Paris with all thirteen chairs full, we had only one window opened an inch down from the top, and another half an inch. But between Paris and Basle, in the same plane, with six empty seats, we had a window ten inches open on each side, until the rain began to come in, and the north window had to be closed, and the south window practically so. It was interesting to find that the poise of the engines was no worse through the open window.

Your first impression, on getting into one of the Handley-Page fourteen passenger planes used by the Imperial Airways, is its resemblance to a parlor car. You enter amidships by a low step ladder as in boarding a Pullman. The baggage, mail and freight compartment occupies the after half of the fuselage. As you step—stooping—into the after end of the passenger compartment, you see first a water cooler with a paper-cup machine, and then thirteen straw chairs, seven on one side of the narrow aisle, six on the other. A plane's "near" side, like a horse's, is the left, and there is a folding chair at the after end of the near side for a fourteenth passenger.

The straw armchairs are solid enough to grip in case of sharp turns, or a bumpy landing, but there was no occasion to do so during the nearly five hours I was flying. A plane is as easy to walk about in as a street car. Next each seat is a window which can be opened down by turning a crank, like the window of a limousine. Over the windows are net racks for your coat and hat or other light articles. Within reach are tubes with cotton wool to be rolled into small plugs for the ears.

Barometer Tells Height.

Through a small door at the front can be seen the pilot on the left and the mechanic on the right. The 1926 Handley-Page machines have a clock in the passenger compartment, and next to it two dials, one indicating speed, which is generally between eighty and ninety miles an hour, usually ninety, and the other indicating thousands of feet above sea level. This being a barometer, it may be a hundred feet or so off at any time, but is accurate enough for all practical purposes.

As the "ceiling" of clouds was low on the day we flew, we did not go

above 1200 feet between Croydon and Paris, and over the channel, to avoid the clouds, flew as low as 200 feet. Between Paris and Basle our altitude was sometimes as high as 1950 feet, but the ground below us was often 1000 feet above the sea.

Near the Alsace boundary for instance, the barometer read "1400 feet," but the elevation of the land was 1200 feet, and we were actually only about 200 feet above the ground, so near that the hens ran across the roads and into the barns as if to avoid an automobile.

Ignored by British.

When we flew over the Kent countryside, about 800 feet above the ground, the haymakers and cattle paid no attention to us, but when we went over Picardie about 200 feet above the ground—we had just turned landward from the channel at Berck, and had not yet come out from under the low-lying clouds of the seashore—the haymakers stopped work and waved and individual cows ran short distances and looked back at us.

Under similar circumstances in Alsace a man gave us a military salute, and we could see very distinctly the white caps worn by the women and the flowers in the fields.

More Women Passengers.

Women outnumbered the men passengers on our Croydon-Paris voyage—seven to six. The British also outnumbered the "aliens"—seven British, five Americans, one Swiss. This judging from the passengers' register in the Imperial Airways booking office at Croydon, was fairly typical of the passenger lists for the season, beginning in May. Perhaps the average proportion would have been six British, five Americans, two Continentals. The Americans who signed were usually tourists, sometimes honeymooners, and the Middle Europeans were usually business men.

Our particular plane's list, as I remember it, was as follows: Englishman and his wife going to Basle (he seemed about seventy and she over sixty), one Englishwoman going to Zurich and four to Paris, an American motion picture salesman, his typist and two Dartmouth students, going to Paris, Transcript reporter going to Basle, one Swiss business man going to Zurich. Three German-speaking men got on at Paris, and about an equal number at Basle.

We were all seated in the plane at Croydon at 9.15, ready to start (it was twenty minutes past the scheduled starting time) when the conductor opened the door and said:

"Ladies and gentlemen, a wireless has just been received from Paris saying that the visibility has become less. The departure of the plane will be postponed three-quarters of an hour. Sorry, but every precaution must be taken for your safety.

Woman Would Quit.

"I think I'll take the train," said a woman, rising.

The conductor quickly assured her that the train would take seven hours and a quarter, and the plane only two hours and a half. We did, in fact, land at Le Bourget Aerodrome, five miles from the centre of Paris, at 12.20 P. M., and the woman (who, like all the rest of us, flew) undoubtedly lunched at Paris. Otherwise she would have been lucky if, under the circumstances she arrived in Paris in time for dinner.

The difficulty with the weather that morning was the "seaward visibility of less than fifty yards" at Eastbourne and the channel, one of the Air Ministry stations which send hourly wireless weather bulletins to the special meteorological officer at Croydon. These bulletins, posted against their proper places on a blackboard map at a corner of the flying field, where everybody can see them, tell of all weather conditions.

Falling Leaves.

We're sad at times of falling leaves. That all this beauty should be lost; And so for this our spirit grieves, Until by autumn winds they're tossed—

I could say more, but let it pass (O, how they clutter up our grass).

Sore, Aching Corns
Drop Out in Hot Bath

To take the sting out of corns and to be sure you are going to be rid of them quickly, the hot foot bath employed with Putnam's Painless Corn Extractor is best of all. To use "Putnam's" is to end corns quickly. The sting disappears, toes feel better at once—another application or two and the corn goes away. Satisfaction is Putnam's Painless Corn Extractor. 25 cts at all dealers.

TRADITIONS OF

DOLL LIVE DOWN

THROUGH AGES

Many customs and traditions are woven about the doll in various parts of the world, says the New York Times

In the Orange Free State every Fingo maiden receives upon maturity a doll which she retains until she becomes a mother. Then her mother gives her a new doll, which she carefully conserves until she has a second child, and so on. These dolls are held sacred and the owner never voluntarily parts with them. Similar customs prevail among other tribes, notably the Basutos.

Frequently dolls have a religious significance and are associated with sacrificial rites. The little girls of the East Indies at the time of the Dassivah feast dress themselves in their best costumes and go solemnly to the nearest river or pond cast their cherished dolls into the water. This offering of dolls to the spirits that preside over the destinies of the children is said to symbolize the spirit of thanksgiving. The girls must go without dolls until three months after the Dassivah feast.

In ancient Rome the girl's frequently made votive offerings of their dolls throwing their plaything into large fires, erected by their elders to propitiate the gods. Another widespread custom of Roman girls when they reached the marriageable age was the offering of their dolls to Venus as a sign that childhood's days were over and life's work was about to begin.

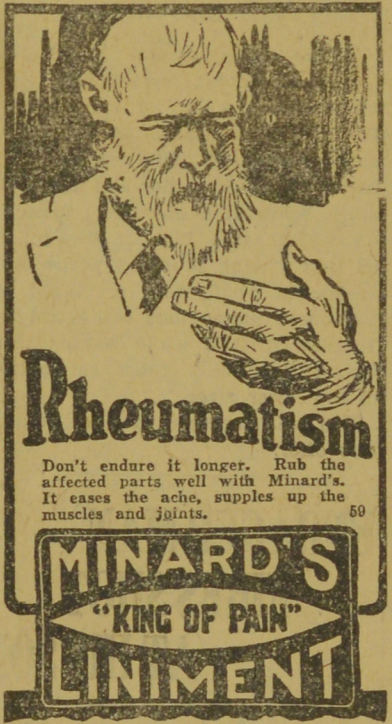
At certain times of the year Hindu children express thanksgiving by casting their dolls into the sacred Ganges.

A girl from a telephone exchange fell asleep while at church.

The preacher announcing the hymn said "Number 428."

At that moment the girl awoke. "I'll ring 'em again," she murmured.

Doctor—Feeling worse, are you?
Polite Patient—Yes, than you, doctor.



Rheumatism
Don't endure it longer. Rub the affected parts well with Minard's. It eases the ache, supplies up the muscles and joints. 60

MINARD'S
"KING OF PAIN"
LINIMENT

Time Changes C. N. R.
Effective Sept. 27th

Commencing Monday, Sept. 27th, Canadian National Train No. 242 will leave Fredericton at 6.45 a. m. Mondays, Wednesdays and Friday, instead of Wednesdays and Fridays, arriving Saint John 11.45 a. m., same as at present.

Train No. 240, leaving Fredericton at 3.00 a. m. Mondays only and arriving Saint John 7.30 a. m. will be cancelled.

These are the only changes in Canadian National train services in and out of Fredericton effective this date.

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LADIES' LISLE HOSE25c.
LADIES' SILK HOSE35c.
MEN'S COTTON SOCKS15c.
MEN'S BALBRIGGAN UNDER-WEAR, per garment45c.
LADIES' SILK SCARFS65c.
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LOTS OF OTHER BARGAINS.

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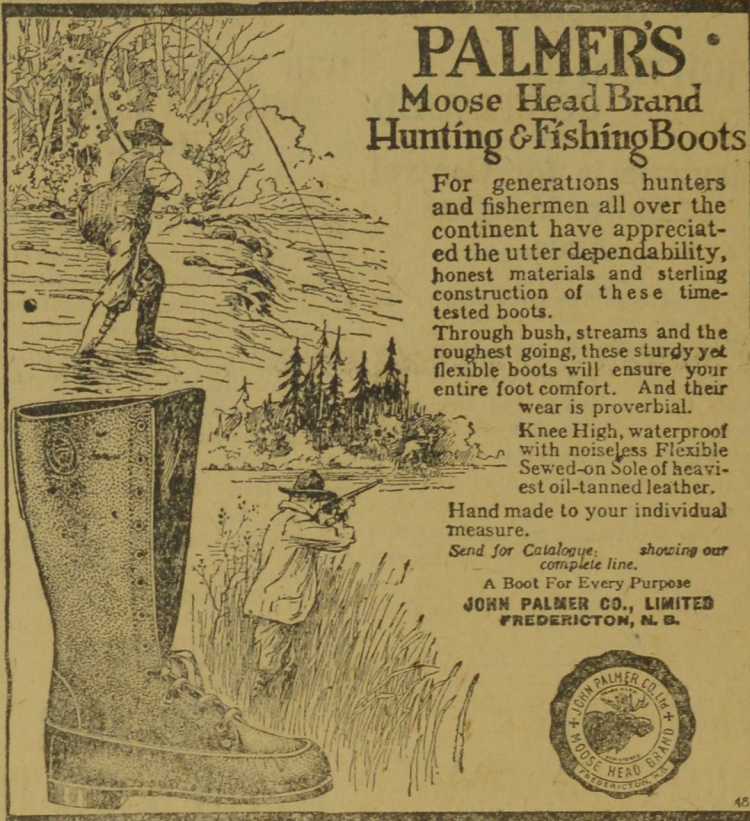
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Through bush, streams and the roughest going, these sturdy yet flexible boots will ensure your entire foot comfort. And their wear is proverbial.

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