

Pickling Spices

BEST QUALITY
25c a pound.

Vinegar

BEST PICKLING VINEGAR
(WHITE or COLORED)
40 cents gallon

Preserve Jars

PERFECT SEAL

	Each	Dozen
PINTS	14c	\$1.50
QUARTS	16c	1.85
1/2 GALLONS	22c	2.60

Brooms

WE HAVE A NICE VARIETY

40c, 50c, 60c and 75c each

Extracts

SPECIAL

VANILLA OR LEMON

3-2 oz. Bottles	25c.
2-2 1/2 oz. Bottles	25c.
1-3 oz. Bottle	15c.
1-9 oz. Bottle	38c.
1-16 oz. Bottle	40c.

Soda Biscuits

5 lb boxes at 13c lb.

6 SOAP 25c.

5 Pecheur Salmon, \$1.00

6 Emblem Salmon, \$1.00

2 tins CORN 25c.

Plums

FRUITS ARRIVING TWICE A WEEK

PICKLING SPICE	25c lb.
MUSTARD SEED	15c pkg.
CELERY SEED	15c pkg.
TUMERIC	40c lb.
WHOLE CLOVES	80c lb.
MUSTARD	30c lb.
Whole Ginger	60c lb.
WHOLE GINGER	60c lb.
GINGER	40c lb.
CAYENNE PEPPER	60c lb.
PEPPER CORNS	30c lb.
BLACK PEPPER	50c lb.
ALSPICE	30c lb.
CINNAMON	30c lb.
GROUND MIXED SPICE	35c lb.
GROUND CLOVES	80c lb.

Sugar

100 lbs \$6.85

14 lbs \$1.00

YERXA GROCERY CO.

2 STORES

York St. Queen St.

SOCIAL BARRIERS PREVAIL ON THE BIG OCEAN STEAMSHIPS; A NEW ARISTOCRACY OF THE SEA

The most interesting (certainly the most discussed) subject aboard the liners which are racing back and forth along ocean highways this summer is the proletariat revolution which has been developing during the past few years. There is a new ocean aristocracy, says a writer in the Boston Globe.

A few years the great steamers were divided, as most of them still are, into the cabin groups—and the others. The first and second-class passengers were in the cabins, and the others, the third-class and steerage, simply did not exist, socially.

They were confined to the lower decks and the less attractive parts of the ship. Inescapable placards, "For Cabin Passengers Only," and stow-chains guarded by grim-faced masters-at-arms kept the lower-class passengers in the sections to which they were confined. To be sure, most of them would have been terrified to venture up into the realm of the gorgeous creatures who occasionally stared down at them from the upper decks.

Hurdling the Barrier.

But a few years ago some shipping official discovered that there was a large student and teaching class which possessed a certain amount of money and a yearning to go to Europe, but which was unable either to stand the expense of the journey by cabin, or the unpleasantness of the lower-class passage. He put his mind to work, with the result that he not only solved the problem of the student with great dreams and little money, but he also put an end to the financial problem of many of the lines.

The solution was the development of the so-called "tourist third class." Most of them are students and teachers and low-salaried professional people willing to put up with minor discomforts for the pleasure of a European trip and the only barrier to be overcome was their objection to the common conception of the treatment of third-class passengers.

The hurdling of that barrier was largely a matter of psychology. For one thing, the rates were slightly increased, about ordinary third-class rates, and attempts were made to confine membership in the "tourist-third" either to students or college graduates or to others who would be congenial to these types.

Formerly lower-class passengers had to make themselves comfortable about the bare decks, and had to do without personal service of any sort, except that waiters brought their food to them at table. In this new class arrangements were made to provide passengers with the luxury of deck chairs. Deck stewards were provided to cater to their wants, and stewardesses were stationed to bring meals to state-rooms for women passengers who desired this service. Baths were installed and bath stewards provided.

Last Distinction Gone.

A dance hall was provided on most lines, and arrangements made for phonograph music and small orchestras, perhaps of three pieces. Entertainments and balls were arranged. When this was finished, practically everything was being done, for the social welfare of the third class that was being done for their more glorious and more highly paying brethren of the upper decks.

To be sure, their physical comfort was not pandered to in a similar degree. The "tourist-third" staterooms are smaller, and sometimes there are six in a room, and probably, being closer to the propeller, the pounding of the engines is a little disturbing at night. Nor is the food so elaborate, but in general the young people who travel in the new class do not even recognize these discomforts.

Practically the only distinction left between the first-class and the tourist-third, after all these things had been done, was the rule which barred the tourists from the first-class part of the ship, while permitting the higher-class passengers the run of the entire vessel. The "First Class Only" signs still hung, the chains still rattled and the masters-at-arms still glared grimly.

But this was only for a while. Then came the revolution; for the tourists learned that masters-at-arms were neither mind readers nor as hard-boiled as they looked.

Time was when a third-class passenger attempting to pass the first-class barrier would have stuck out like a sore thumb. His clothes would have given him away, or his countenance, or his speech. A master-at-arms had only to demand, "Are you a first-class passenger?" and the broken or ungrammatical speech of the culprit would betray him.

Master-at-Arms Gives Up.

Today things are different. A saucy

young man in faultless tweeds saunters from the stern of the ship and nonchalantly lifts the bar to climb to the airy, elaborate upper decks. He appears not to see the sign. The master-at-arms has a problem: Is it a first-class passenger coming back from a tour of curiosity in the third class, or is it a third-class passenger attempting to "crash the gate"? The master-at-arms must be careful, for if he makes a mistake and insults a cabin passenger—ruin!

So perhaps the man approaches and asks, with a slightly deferential air, "Are you a third-class passenger?" The other glances calmly back, flicks the ashes from his cigarette and in an irreproachable Harvard accent answers: "Certainly not!" The master-at-arms turns away; and if, perhaps, he sees the young man wander back toward the third-class dining-room at meal times, he can only shrug his shoulders and say: "What's the use?" Everybody's doing it, anyway.

Once an infallible shibboleth was the dinner jacket. The cabin passengers, who dressed for dinner, recognized each other, no matter where on the boat they chanced to meet. Evening clothes were unknown in the lower-class sections. But what a difference now! The tourist-third passengers do not dress for dinner; in fact dinner comes at noon for them, and they enjoy the informality. But when a party is being held up above the suitcase opens and out come the evening clothes.

The situation has caused unending comment and considerable chuckling among the tourist-third passengers. Among the first class there has been the same unceasing discussion, with some indignation and some delight that the blithe and carefree tourists mingled with the first class to lighten the stiff and formal and somewhat dull mass.

Crashing in on All the Fun.

Immediately on the beginning of the trip the tourist-third passengers separated sharply into three classes. There was one type, including both girls and men, which was ashamed of going the cheaper way and wished to be considered among the first-class group; these could be seen eating hurriedly at the third-class dining tables, then figuratively turning up their coat collars so as not to be seen, and hustling back to the upper decks, to continue their posing. In general, these were known and disliked by both classes.

There was another type which believed in signs and feared the masters-at-arms. People of this type remained exactly where they had a right to be and saw the first-class section not at all.

But by far the most prevalent type included those third-class passengers who admitted they were third class, said they could not afford to pay first-class prices, but intended, if they could, to "crash in" on any good parties which took place up above. These passengers, which included most of the entertaining people on board, spent their days aft with the other tourists and made their friends there.

Attend First-Class Fetes.

But in the evening they could be seen throwing a roving eye the programme in the tourist section. Then they would disappear and survey the first-class festivities. If the first-class cabin, with its advantage of six-piece orchestra and luxurious accommodations, could present the more entertaining offering, there they would remain.

But, if as usually happened, the tourists, with a three-piece orchestra and rough facilities, were having the better time, the wanderers would return.

These wanderings were not confined to the men, either. If a good-looking young man in immaculate evening dress happened to see in the first cabin dance hall a charming young woman in Spanish shawl and low-cut gown, the chances were that both were from third class. Out of this some amusing situations arose.

TRAIN, UNLISTED RUNS EMPTY

Paris, Sept. 2—A Paris-Milan express has been running all summer with but few passengers. By some accident the train has been omitted from the timetables. Leaving Paris at 10.30 p. m., this express follows a Paris-Trieste express which is invariably crowded and is far slower than its overlooked rival, the existence of which is known only to a few officials.

"Does your wife pick your clothes? "No, just the change pocket."

TOLL BRIDGES STILL FLOURISH IN ENGLAND

London, Sept. 2—British motorists were surprised this week to learn that in the kingdom there remain more than 100 toll bridges. Also while there are no portions of the country not served by public roads, there are still a few toll roads which serve as short cuts.

Suggestions have been made that the government should compensate the holders of toll privileges and abolish this archaic system, but with the increase of motoring recently the toll privileges are so profitable the owners are unwilling to sell.

IF LONELINESS BE MINE.

If loneliness be mine
(And loneliness, I know is every man's)

Let me be lonely in a quiet place
Among the trees and grass
Or by the sea
Or on a distant hill
Or desert waste.

O God, let me be lonely if you will
But not in towns
These tongues are strange to me;
And when I speak what things are in my heart
Folk do not know the meanings of my words.

I would be lonely in a quiet place;
Not with my five-and-twenty busy friends
(May they forgive me)
Here is the loneliness of talk and laughter
That covers hidden tears
This barter of light nothings is a thing
More lonely than an aching solitude
More lonely than a longing and a love
That seeks and does not find
Or having found
Lies down to sleep a half a world away.

Let me be lonely where the silent night
Follows the silent day
Silence, I understand
It is my language
I understand the shadows of the leaves
And what they write upon a moonlit road
Is plain to me
The ebbing of the tide
Tells an old tale in rhythm on the sand
That I read well
The sound of desert winds
That rain upon a hill
I understand.

I would be lonely in a quiet place
Wherein remembrance dwells
Of simple things—
Pebbles and planets,
Dragon flies and dust,
A glow worm and the sun
The hand of my beloved on my heart
And Your still voice
Speaking in gardens at the cool of day
If loneliness be mine
(And everyman's)
Let me be lonely in the night
Alone.
—BARBARA YOUNG in New York Times.

HOT STUFF.

My love is like a red, red rose
That's newly come to bloom
Although she has no other lad
My heart is heaped with gloom.

When I would crush my love to me
My arms are fiercely spurned
My love went bathing yesterday
And, Lord, how she sunburned!

New York, Sept. 2—Chance for some young man to make a great hit with a girl. What is represented as the largest perfect blue diamond that has ever come out of the earth is on sale in a Fifth Avenue store for a trifle of \$300,000—127.01 carats, 1 5-32 by 1 9-32 inches. (At \$1 down the other 50 payments would figure \$5,999.98 a week.)

NOTICE OF SALE

Notice is hereby given that there will be sold at Public Auction at the Department of Lands and Mines, Fredericton at 12 o'clock noon on Thursday, the 9th of September, 1926, a number of rifles, shot guns, revolvers and traps, the same having been confiscated for violation of the Game Law during the past two years.

C. D. RICHARDS,
Minister of Lands and Mines.

FEEDS

Corn Meal, Cracked Corn, Whole Corn, Bran Shorts, Middlings, Feed Flour, Oat Chop, Oat Feed, Feed Wheat, Scratch Feed, Best Western Oats, Crushed Oats

At Lowest Market Rates.

G. W. HODGE



PALMER'S
Moose Head Brand
Hunting & Fishing Boots

For generations hunters and fishermen all over the continent have appreciated the utter dependability, honest materials and sterling construction of these time-tested boots.

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

Knee High, waterproof with noiseless Flexible Sewed-on Sole of heaviest oil-tanned leather.

Hand made to your individual measure.

Send for Catalogue, showing our complete line.

A Boot For Every Purpose
JOHN PALMER CO., LIMITED
FREDERICTON, N. B.

WE HAVE IN STOCK OUR SPRING AND SUMMER SUITINGS OF GRANITES AND SPORTEX TWEEDS, ENGLISH WORSTEDS AND GUARANTEED BLUES AND GREY SERGES. Also a nice line of SPRING O'COATINGS. English and American Style plates. PRICES RANGE FROM \$35.00 TO \$65.00.

WALKER BROS.

Queen St. Fredericton

Anglers, Attention!

SALMON ANGLING SEASON IS NOW OPEN.

IN anticipation of this we have imported from England a complete stock of angling equipment from the best and largest fishing tackle manufacturers in the world. It consists of Salmon and Trout Rods, Reels, Lines, Leaders, Fly Boxes, Leader Boxes, Flies, Spinners, etc. Our Flies were selected by experienced anglers and are especially adapted to New Brunswick waters.

We have some astonishing bargains in two Handed Salmon Rods, also Reels and Lines.

If you are in need of a Pair of Hip Boots for the fishing season we can supply them at the Right Price.

Buy Your Fishing Outfit From Fishermen.

CURRIE BROTHERS

CALL ON US FOR BARGAINS