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ST. JOHNS, NEWFOUDLAND, IS LIKELY TO BE USED AS A HALF WAY PORT BY AIRMEN

Washington, Jan. 15—The airplane has made heroes and heroines. Will it make cities.

If headlines hint of the future the faith of St. John's and Harbor Grace N. F. Horta in the Azores; Valencia Ireland; Dakar, Africa; Pernambuco Brazil; Karachi, India; Port Darwin Australia and many similar seacoast towns may well pin their faith on the airplane.

The railway unction of yesterday is the metropolis of today. Perhaps the airports of today will be the great cities of 1950 if the business of aerial travel and transportation continues in its forward strides.

Surest of blessings from aviation the National Geographic Society believes is St. John's N. F. from which and over which so many famous flights have been made. It was from Trespassy Bay near St. John's that the NC-4 departed on its successful flight to the Azores and Lisbon and it was to St. John's that Alcock and Brown flew in the same year from Clifden, Ireland.

May Use St. John's

Although Lindbergh, Chamberlin and Byrd did not stop at St. John's to buy gasoline it is deemed likely that commercial transatlantic aircraft will use the port as the half way place on the great circle route between the United States and Europe and even on the Azores route.

Columbus pioneered the best Europe-to-America route for aircraft. He sailed before the trade wind to the Azores and commercial airplanes will undoubtedly take Columbus's southern route to avoid the vicious westerlies farther north that beat down two planes from Europe in 1927 and forced a German flier back. Favorable winds will be the making of Horta, on the Azorean island of Fayal, as an airport on the Atlantic.

The South Atlantic extends slightly warmer hospitality to the airplane than does the North Atlantic although the water gap between the continents measures nearly the same—1900 miles from St. John's to Valencia island, Ireland, and 1980 miles from Pernambuco to Dakar.

Future Airports

But Africa pushes the Cape Verde

islands 300 miles off coast to help the airmen, and South America reaches out with Fernando Noronha 300 miles northeast of Pernambuco. Then there is St. Paul island a dot of land midway between the continents and a possible future emergency station. So Dakar and Pernambuco are likely to be airports of 1950.

The airplane as a city maker is functioning already in some places. Girardot, Columbia, is a thriving town today because seaplane service up the Magdalena river abbreviating the long, racking trip from Barranquilla on the coast to Bogota the capital ends at the Giradot hangars.

Boma near the Congo mouth in Africa has an airplane future by virtue of a Belgian colonial service which shortens the tropical journey to Elizabethville a whole month. Yesterday Kisumu was a British outpost on Lake Victoria in mid Africa Today it is the terminus of the air service from Khartum—tomorrow, perhaps the air metropolis of Africa.

India's Air Gate.

Gaza in the Palestine and Bagdad in Mesopotamia see the glory of caravan days returning as the express drops down from the skies. Karachi already a port and rail-head is the natural air gate of India for planes which go up the Indus river to Delhi down the Ganges to Calcutta and on to Singapore and Australia.

Four flights in recent years have blazed air trails and cities of the future; The army round-the-world fliers on their jump from Seattle to Tokio by way of the Aleutian islands; the flight of six Russian planes from Moscow to Pekin; Col. de Pinedo's daring adventure up the middle of South America and the Hawaiian flights.

The first marked Dutch Harbor for future air fame, the second fixed Omsk, Artuusk and Urga as stations on a better air route between Europe and the far east. The third made a short cut from Buenos Aires to the United States through the Amazon valley and the last opened up the last lap of a route to Australia and New Zealand with stop-off privileges on the beach of Waikiki.

HOW THE TELEPHONE GETS ITS INDIVIDUALITY; TEN DIFFERENT TONES IN TELEPHONE BELLS

(New York Sun.)

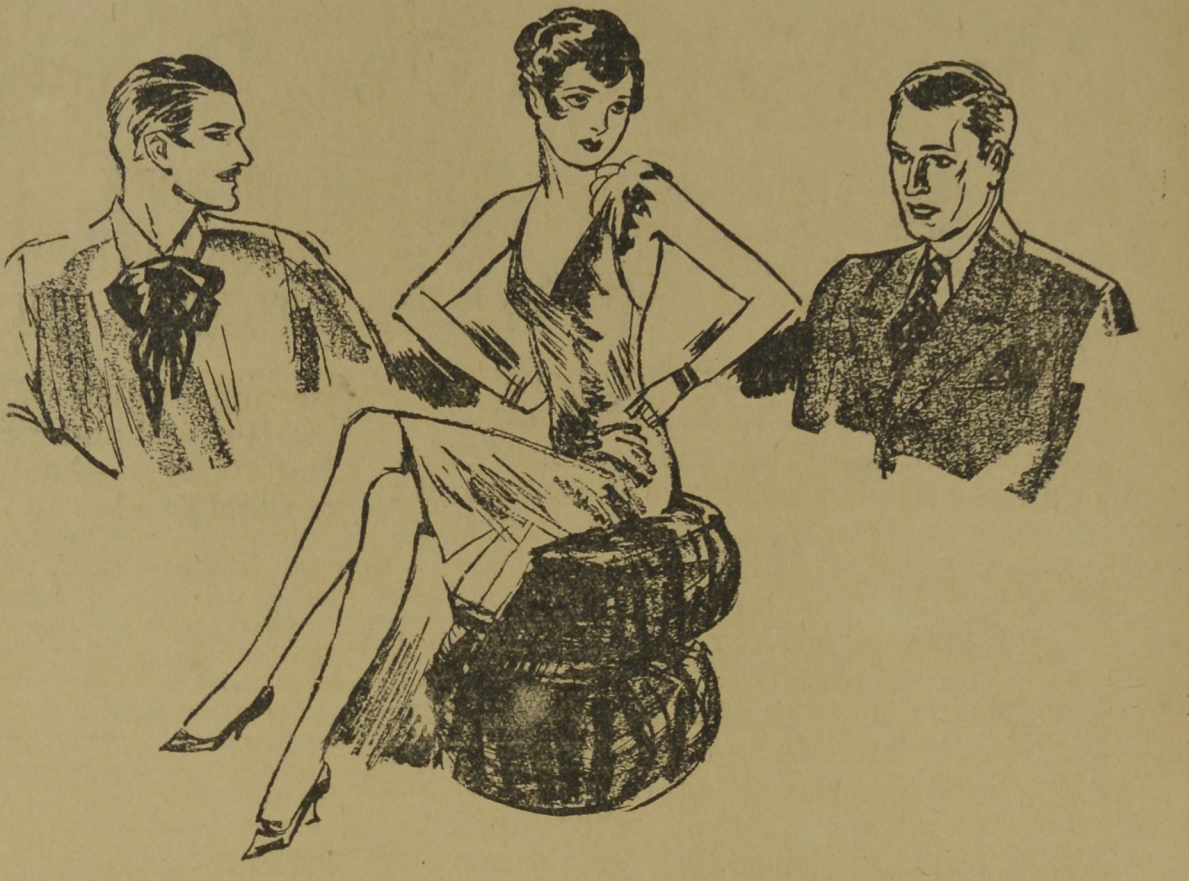
Competition with Edgar Allan Poe is not part of the scheme of life of the telephone company, but that organization will roll the poet for ten varieties of bell tones before it considers itself faded and not covering. And, after all, Poe had in mind bells for many purposes, while the telephone company's tinklings are designed with one idea—inducing you to lift the receiver and say "Hello."

Telephone bells with distinctive rings first became a necessity when enough instruments were clustered in one room to cause confusion. When all the bells rang alike—ah! those were the times that tried men's souls. When a bell jingled, occupants of the office could point at one of their fellows who was "it" for that turn and demand of him. "Guess whose." Apparently subscribers were seldom in the mood for such pastime, for a demand arose for bells which would speak in no uncertain tones and to one person alone. What was wanted, it was indicated, was a faithful, one-man telephone which would not call just anybody in the office.

T-Bell and Cow Bell.

That demand the company at first supplied by equipping instruments with special types of bells. There was the T-bell and the cow bell which tolled melodiously and at first is thought to have caused not a few non-native New Yorkers to start up hurriedly from their desks and prepare for milking time. There was also the sleigh bell type which seemed to jingle the spirit of Christmas all year round and

Two Husbands Wanted by Hazel Deyo Batchelor



WATCH FOR THE OPENING CHAPTER OF THIS THRILLING STORY IN THE DAILY MAIL TOMORROW

THE MOON IS THE CHIEF FACTOR IN CREATING THE TIDES; EASILY BEATS OUT THE SUN

Washington, D. C., Jan. 12—"Al- seen on close thought that two weak though the moon is the chief factor forces that are considerably different in creating tides, the sun also makes operating one on the earth and one on itself felt noticeably in piling up the the waters, can cause a greater separation than two very strong forces that the Washington, D. C., headquarters of are nearly equal.

"Light and gravitation act somewhat alike in that each grows weaker as the source of light or gravitational pull is moved farther and farther away and that both grow weaker very rapidly—in proportion to the distance of the source multiplied by itself. The differences in gravitational pull on which tides depend can be visualized therefore, by an experiment with light.

"Turn on an electric desk light or other single bulb and hold near it a sheet of ordinary white. Hold the paper with one edge toward the light and only two or three inches away and turn it very slightly so that the light shines along the sheet and illuminates its whole surface. There will be a noticeable difference between the brightness of the light at a point near the close edge and at a point near the far edge.

"Now hold the paper in the same way at a distance of 10 or 12 feet from an even brighter light, or hold it in the daytime at such a distance from a bright window. You know that there is still a difference in the degree of

illumination of the two sides, but it is so very tiny that you can not detect it.

"The two points on which the sun pulls to make the near tide—the surface of the ocean nearest the moon and the earth's centre—are 4000 miles apart, and this 4000 miles is a tiny fraction of the earth-sun distance, a little over four-one-hundred-thousandths. In the case of the moon this same 4000 miles is a relatively large fraction of the earth-moon distance—1666 one-hundred-thousandths.

"When all the values for distance and mass are inserted in the rather formidable equations for the pulls of the moon at the centre of the earth and at the surface, and for the pulls out that the difference in the moon's pulls are roughly two-and-a-quarter times the difference in the sun's pulls. The moon, therefore, exerts two-and-a-quarter times the tide producing power exerted by the sun.

"Most of the time the sun and moon are pulling in different directions. But twice each month they pull in the same line. It is then that our coasts have their highest tides.

"Theoretically, every star and planet and satellite in the universe raises its separate tide in our oceans. Actually however, even Jupiter, the greatest of our sister planets, is so far away and relatively so small, that its influence cannot be detected. To all intents, therefore, it may be said that only the moon and the sun, our nearest and our most powerful neighbors in space have a share in making the earth's tides."

CITY OF FREDERICTON—NOTICE OF SALE OF LANDS

NOTICE is hereby given, that pursuant to the provisions of the City of Fredericton Assessment Act, 1926, there will, for the purpose of satisfying taxes assessed and levied in the said City of Fredericton, for the years mentioned hereunder, against the parties hereinafter named, unless the several sums due, together with the costs of this notice are sooner paid, be sold at Public Auction in front of the City Hall, in the City of Fredericton, at eleven o'clock in the forenoon of the 21st day of January A. D. 1928, all the right, title and interest of the parties hereinafter named in and to the lands and premises in the said City of Fredericton, hereunder mentioned and set opposite their respective names.

Property to be Sold	Name of Person Assessed	Arrears for Years	Total Due
Lot of land and building, eastern side of Carleton Street, leased from His Majesty the King in right of Dominion of Canada by said Company.	Arctic Rink Company Limited.	1925-1926-1927 Interest	\$ 416.57 37.63
Lot eastside of Smythe Street, near line of Valley Railway, described in deed from H. J. Patterson to said August Lofstrum dated February 20th, 1918.	August Lofstrum	1925-1926-1927 Interest	\$ 151.23 11.16
1.—Lot at Corner of York and King Street, 43 feet 2 inches on York, and 92 feet on King. 2.—Lot on south side of George Street, deed from Isabella Staples, October 2nd, 1916, to Alonzo Staples. 3.—Lot on Northumberland Street west side, south of Aberdeen Street, 100 feet, 45 ft. front.	Alonzo Staples	1925-1926-1927 Interest Water Rates	\$2159.13 126.32 169.75

Dated the 17th day of November, A. D. 1927.

FRED I. HAVILAND,
City Treasurer of the City of Fredericton.