

BAKE YOUR OWN BREAD

ROYAL YEAST CAKES

STANDARD OF QUALITY FOR OVER 30 YEARS

HOME-BAKED BREAD IS BEST OF ALL

A QUEEN UNCROWNED

— OR —

THE STORY IN THE LONE INN.

CHAPTER V.

Captain Alfred Disbrowe had raised his handsome eyes, expecting to see a tall, dashing, whiskered, devil-care six-footer; but looking up he saw nothing! Until he lowered his eyes, and lowered them again, and at last they alighted on a coquettish little riding-hat, perched jauntily on one side of a little head, some four feet or so from the ground.

Captain Disbrowe started and stared; and his stars were returned by the brightest and clearest pair of eyes that ever were set in a human head—returned with compound interest, too. Jack De Vere was a girl—a small, slight, delicate-looking girl, of seemingly not more than sixteen, and most elegantly and becomingly dressed, who, after her first brief scrutiny, bowed and smiled, and held out her hand, and graciously welcomed her English cousin to Fohstalle Hall.

"Jack De Vere," Captain Disbrowe repeated, like one in a dream.

The young lady smiled.

"This is some of your work, Master Frank, with your Jack De Vere! My name is Jacquetta," said she, turning to Disbrowe, "while they have the barbarous taste to transform into Jack—thinking, I suppose, a boy's name writes me best. Whether they are right or not, I must leave it to 'Oh! beg pardon! I see it all now," said Disbrowe; and the next instant he had sprung from his horse, and stood with his hat off before her. "Fear I have appeared rather rude; but I was so surprised! Allow me to rectify my error, and salute my fair cousin."

And taking her hand, he would have suited the action to the word; but Miss Jack drew back, and interposed the other hand as a shield.

"Palm to palm is holy palmer's kiss," she said, coolly. "And I, as a staunch Yankee girl and patriot, have vowed a vow, ever since the war, of eternal enmity against all Englishmen. So, my very dear cousin, you will have to admire me at a distance, until better acquainted."

"Then permit me," And he raised her hand gallantly to his lips. "I shall try to induce you to break that cruel vow before we part. The sins of a whole nation should not be visited on one individual head."

There was something about Jack De Vere that puzzled and perplexed Disbrowe not a little; and that was, her strong and indefinable resemblance to some one he had met before—who, at that moment, he could not

MOTHER OF TWIN BOYS

Tells How Lydia E. Pinkham's Vegetable Compound Relieved Her of Inflammation and Great Weakness

West St. John, N. B.—"I was in a general run-down condition following the birth of my twin boys. I had a great deal of inflammation, with pains and weakness. Finally my doctor recommended Lydia E. Pinkham's Vegetable Compound. He said that your medicine would be the only thing to build me up. I am sure he is right, for I am feeling much better and am gaining in weight, having gone down to ninety-three pounds. I was in bed for over a month, but am up again now. I have recommended the Vegetable Compound to my friends and give you permission to use my letter."

Mrs. EDITH A. RYAN, 22 Rodney St., West St. John, N. B.

There are many women who find their household duties almost unbearable owing to some weakness or derangement. The trouble may be slight, yet cause such annoying symptoms as dragging pains, weakness and a run-down feeling.

Lydia E. Pinkham's Vegetable Compound is a powerful medicine for such conditions. It has a many cases relieved those symptoms by removing the cause of them. Mrs. Riche's experience is but one of many.

You might be interested in reading Mrs. Pinkham's Private Text Book upon the "Aliments of Women." You can get a copy free by writing the Lydia E. Pinkham Medicine Co., Lowell, Ontario.

of polished oak at the further end, leading to the upper rooms. Opening a door to the right, Jacquetta ushered him into a spacious drawing-room, very high, very dark, very grand, and silent, and bearing over the high marble mantel the crest of the house of De Vere, with its brilliant silver star. The furniture was carved and massive, and evidently belonged to a former generation; and a few rare old pictures, masterpieces of master painters, hung around the walls. The immense windows, reaching almost from floor to ceiling, were hung with dark purple damask, lined with coral-colored silk, and the thick, dark carpet was no dainty Brussels or Turkey affair, but one that had evidently been used for half a century, and was likely to stand half a century more. The chairs, and tables, and sofas were all of the young Englishman lit up with pleasure. As he looked around and half-audibly murmured: "A fit home for a descendant of the old De Veres. I hate new furniture and new houses."

Riding the Storm

TO MAKE THE AIR ROADS SAFE

By C. LEROY MEISINGER Meteorologist, United States Weather Bureau.

The meteorologist's laboratory is the atmosphere itself. Unlike workers in many other fields of science, it is not easy for the meteorologist personally to work in more than a small portion of his laboratory. His efforts usually are confined to that portion of the atmosphere that lies next to the ground.

The United States Weather Bureau, however, in collaboration with the Army Air Service, recently has undertaken a project that involves the actual making of flights by one of its representatives. A series of flights in spherical free balloons now is being made at the Air Service's headquarters at Scott Field, Ill.

While the Weather Bureau does not expect to make sweeping "discoveries" in undertaking these flights, it does hope to gather data concerning air movements at free-air levels that can be observed in no other way.

Where does a given mass of air travel in the course of several days? As we stand out of doors and feel the air blowing past us, what do we know of the path over the earth's surface that a certain particle of air is following?

Unless the air is considerably stirred up by local temperature inequalities, at a given level it will move approximately horizontally. Close to the surface, topographic irregularities also play an important part in introducing vertical motions into the air but at higher levels this is not so conspicuous.

Therefore, if we may send a manned free balloon to some stated level, cause it to maintain its elevation as constantly as possible, and have the observer note carefully at all times the course of the balloon, the resulting path will be a close approximation to the movement of air at that level. This is precisely what is being attempted at Scott Field.

The work is dependent for its success upon the knowledge of the track of the balloon. In clear weather, this means only close attention to maps as the balloon proceeds. But when the earth's surface is obscured by clouds, there are two means of checking the path. One is to drop weighted postcards that may be found and returned by the finder with a notation as to the time and place of finding. The other is to determine the balloon's position by astronomical observation according to standard methods of navigation. This latter method is used only when the sky is clear overhead.

The balloons being used are of the spherical type employed for military training and balloon racing. The capacity is 35,000 cubic feet and hydrogen is used as the buoyant gas.

The total lift is about a ton, approximately half of which is carried as expendable gas. Under favorable weather conditions, such a balloon might be able to remain in the air from 35 to 40 hours, but usually this is not possible; and when rain falls on it long, the rapid weight necessitates so rapid an expenditure of ballast that the flight is often terminated within from eight to ten hours, sometimes even less.

Besides the fundamental work outlined above, data are being gathered in connection with other investigations. For instance, dust samples obtained at various elevations enable one to know the number of dust particles in a given volume of air. The vertical distribution or increase of dustiness is of considerable importance as a basis for studies in visibility, which is so important in aerial navigation.

Equally important to visibility is sky brightness. Equipment is carried also for the measurement of this.

A radio receiving set is carried in the balloon, and the forecaster at Washington is able, by communication to the personnel of the balloon, to obtain the latest changes in weather conditions in the region in which they are flying. These bulletins have been very valuable.

The first flight of the series was made by the author with Lieut. L. A. Lawson, on April 1 and 2, 1924, and subsequent flights have been made with Lieut. James Neely, both excellent pilots of the Air Service. At the time of writing six flights have been made.

For Everybody's Hurts—

Burns, cuts and sores are soothed and quickly healed with "Vaseline" Jelly. It soothes and softens the skin after exposure to sunburn and windburn. "Vaseline" Jelly taken internally for coughs, colds and sore throats, gives great relief and is odorless and tasteless.

Vaseline Mark

Petroleum Jelly

(Send for copy of our free book—"Inquire Within")

CHESEBROUGH MANUFACTURING COMPANY (CONSOLIDATED) 17 STATE STREET, NEW YORK.

All "Vaseline" Products can be obtained in Drug Stores and General Stores throughout Newfoundland.

Riding the Storm

TO MAKE THE AIR ROADS SAFE

By C. LEROY MEISINGER Meteorologist, United States Weather Bureau.

The meteorologist's laboratory is the atmosphere itself. Unlike workers in many other fields of science, it is not easy for the meteorologist personally to work in more than a small portion of his laboratory. His efforts usually are confined to that portion of the atmosphere that lies next to the ground.

The United States Weather Bureau, however, in collaboration with the Army Air Service, recently has undertaken a project that involves the actual making of flights by one of its representatives. A series of flights in spherical free balloons now is being made at the Air Service's headquarters at Scott Field, Ill.

While the Weather Bureau does not expect to make sweeping "discoveries" in undertaking these flights, it does hope to gather data concerning air movements at free-air levels that can be observed in no other way.

Where does a given mass of air travel in the course of several days? As we stand out of doors and feel the air blowing past us, what do we know of the path over the earth's surface that a certain particle of air is following?

Unless the air is considerably stirred up by local temperature inequalities, at a given level it will move approximately horizontally. Close to the surface, topographic irregularities also play an important part in introducing vertical motions into the air but at higher levels this is not so conspicuous.

Therefore, if we may send a manned free balloon to some stated level, cause it to maintain its elevation as constantly as possible, and have the observer note carefully at all times the course of the balloon, the resulting path will be a close approximation to the movement of air at that level. This is precisely what is being attempted at Scott Field.

The work is dependent for its success upon the knowledge of the track of the balloon. In clear weather, this means only close attention to maps as the balloon proceeds. But when the earth's surface is obscured by clouds, there are two means of checking the path. One is to drop weighted postcards that may be found and returned by the finder with a notation as to the time and place of finding. The other is to determine the balloon's position by astronomical observation according to standard methods of navigation. This latter method is used only when the sky is clear overhead.

The balloons being used are of the spherical type employed for military training and balloon racing. The capacity is 35,000 cubic feet and hydrogen is used as the buoyant gas.

The total lift is about a ton, approximately half of which is carried as expendable gas. Under favorable weather conditions, such a balloon might be able to remain in the air from 35 to 40 hours, but usually this is not possible; and when rain falls on it long, the rapid weight necessitates so rapid an expenditure of ballast that the flight is often terminated within from eight to ten hours, sometimes even less.

Besides the fundamental work outlined above, data are being gathered in connection with other investigations. For instance, dust samples obtained at various elevations enable one to know the number of dust particles in a given volume of air. The vertical distribution or increase of dustiness is of considerable importance as a basis for studies in visibility, which is so important in aerial navigation.

Equally important to visibility is sky brightness. Equipment is carried also for the measurement of this.

A radio receiving set is carried in the balloon, and the forecaster at Washington is able, by communication to the personnel of the balloon, to obtain the latest changes in weather conditions in the region in which they are flying. These bulletins have been very valuable.

The first flight of the series was made by the author with Lieut. L. A. Lawson, on April 1 and 2, 1924, and subsequent flights have been made with Lieut. James Neely, both excellent pilots of the Air Service. At the time of writing six flights have been made.

Riding the Storm

TO MAKE THE AIR ROADS SAFE

By C. LEROY MEISINGER Meteorologist, United States Weather Bureau.

The meteorologist's laboratory is the atmosphere itself. Unlike workers in many other fields of science, it is not easy for the meteorologist personally to work in more than a small portion of his laboratory. His efforts usually are confined to that portion of the atmosphere that lies next to the ground.

The United States Weather Bureau, however, in collaboration with the Army Air Service, recently has undertaken a project that involves the actual making of flights by one of its representatives. A series of flights in spherical free balloons now is being made at the Air Service's headquarters at Scott Field, Ill.

While the Weather Bureau does not expect to make sweeping "discoveries" in undertaking these flights, it does hope to gather data concerning air movements at free-air levels that can be observed in no other way.

Where does a given mass of air travel in the course of several days? As we stand out of doors and feel the air blowing past us, what do we know of the path over the earth's surface that a certain particle of air is following?

Unless the air is considerably stirred up by local temperature inequalities, at a given level it will move approximately horizontally. Close to the surface, topographic irregularities also play an important part in introducing vertical motions into the air but at higher levels this is not so conspicuous.

Therefore, if we may send a manned free balloon to some stated level, cause it to maintain its elevation as constantly as possible, and have the observer note carefully at all times the course of the balloon, the resulting path will be a close approximation to the movement of air at that level. This is precisely what is being attempted at Scott Field.

The work is dependent for its success upon the knowledge of the track of the balloon. In clear weather, this means only close attention to maps as the balloon proceeds. But when the earth's surface is obscured by clouds, there are two means of checking the path. One is to drop weighted postcards that may be found and returned by the finder with a notation as to the time and place of finding. The other is to determine the balloon's position by astronomical observation according to standard methods of navigation. This latter method is used only when the sky is clear overhead.

The balloons being used are of the spherical type employed for military training and balloon racing. The capacity is 35,000 cubic feet and hydrogen is used as the buoyant gas.

The total lift is about a ton, approximately half of which is carried as expendable gas. Under favorable weather conditions, such a balloon might be able to remain in the air from 35 to 40 hours, but usually this is not possible; and when rain falls on it long, the rapid weight necessitates so rapid an expenditure of ballast that the flight is often terminated within from eight to ten hours, sometimes even less.

Besides the fundamental work outlined above, data are being gathered in connection with other investigations. For instance, dust samples obtained at various elevations enable one to know the number of dust particles in a given volume of air. The vertical distribution or increase of dustiness is of considerable importance as a basis for studies in visibility, which is so important in aerial navigation.

Equally important to visibility is sky brightness. Equipment is carried also for the measurement of this.

A radio receiving set is carried in the balloon, and the forecaster at Washington is able, by communication to the personnel of the balloon, to obtain the latest changes in weather conditions in the region in which they are flying. These bulletins have been very valuable.

The first flight of the series was made by the author with Lieut. L. A. Lawson, on April 1 and 2, 1924, and subsequent flights have been made with Lieut. James Neely, both excellent pilots of the Air Service. At the time of writing six flights have been made.

Riding the Storm

TO MAKE THE AIR ROADS SAFE

By C. LEROY MEISINGER Meteorologist, United States Weather Bureau.

The meteorologist's laboratory is the atmosphere itself. Unlike workers in many other fields of science, it is not easy for the meteorologist personally to work in more than a small portion of his laboratory. His efforts usually are confined to that portion of the atmosphere that lies next to the ground.

The United States Weather Bureau, however, in collaboration with the Army Air Service, recently has undertaken a project that involves the actual making of flights by one of its representatives. A series of flights in spherical free balloons now is being made at the Air Service's headquarters at Scott Field, Ill.

While the Weather Bureau does not expect to make sweeping "discoveries" in undertaking these flights, it does hope to gather data concerning air movements at free-air levels that can be observed in no other way.

Where does a given mass of air travel in the course of several days? As we stand out of doors and feel the air blowing past us, what do we know of the path over the earth's surface that a certain particle of air is following?

Unless the air is considerably stirred up by local temperature inequalities, at a given level it will move approximately horizontally. Close to the surface, topographic irregularities also play an important part in introducing vertical motions into the air but at higher levels this is not so conspicuous.

Therefore, if we may send a manned free balloon to some stated level, cause it to maintain its elevation as constantly as possible, and have the observer note carefully at all times the course of the balloon, the resulting path will be a close approximation to the movement of air at that level. This is precisely what is being attempted at Scott Field.

The work is dependent for its success upon the knowledge of the track of the balloon. In clear weather, this means only close attention to maps as the balloon proceeds. But when the earth's surface is obscured by clouds, there are two means of checking the path. One is to drop weighted postcards that may be found and returned by the finder with a notation as to the time and place of finding. The other is to determine the balloon's position by astronomical observation according to standard methods of navigation. This latter method is used only when the sky is clear overhead.

The balloons being used are of the spherical type employed for military training and balloon racing. The capacity is 35,000 cubic feet and hydrogen is used as the buoyant gas.

The total lift is about a ton, approximately half of which is carried as expendable gas. Under favorable weather conditions, such a balloon might be able to remain in the air from 35 to 40 hours, but usually this is not possible; and when rain falls on it long, the rapid weight necessitates so rapid an expenditure of ballast that the flight is often terminated within from eight to ten hours, sometimes even less.

Besides the fundamental work outlined above, data are being gathered in connection with other investigations. For instance, dust samples obtained at various elevations enable one to know the number of dust particles in a given volume of air. The vertical distribution or increase of dustiness is of considerable importance as a basis for studies in visibility, which is so important in aerial navigation.

Equally important to visibility is sky brightness. Equipment is carried also for the measurement of this.

A radio receiving set is carried in the balloon, and the forecaster at Washington is able, by communication to the personnel of the balloon, to obtain the latest changes in weather conditions in the region in which they are flying. These bulletins have been very valuable.

The first flight of the series was made by the author with Lieut. L. A. Lawson, on April 1 and 2, 1924, and subsequent flights have been made with Lieut. James Neely, both excellent pilots of the Air Service. At the time of writing six flights have been made.

Riding the Storm

TO MAKE THE AIR ROADS SAFE

By C. LEROY MEISINGER Meteorologist, United States Weather Bureau.

The meteorologist's laboratory is the atmosphere itself. Unlike workers in many other fields of science, it is not easy for the meteorologist personally to work in more than a small portion of his laboratory. His efforts usually are confined to that portion of the atmosphere that lies next to the ground.

The United States Weather Bureau, however, in collaboration with the Army Air Service, recently has undertaken a project that involves the actual making of flights by one of its representatives. A series of flights in spherical free balloons now is being made at the Air Service's headquarters at Scott Field, Ill.

While the Weather Bureau does not expect to make sweeping "discoveries" in undertaking these flights, it does hope to gather data concerning air movements at free-air levels that can be observed in no other way.

Where does a given mass of air travel in the course of several days? As we stand out of doors and feel the air blowing past us, what do we know of the path over the earth's surface that a certain particle of air is following?

Unless the air is considerably stirred up by local temperature inequalities, at a given level it will move approximately horizontally. Close to the surface, topographic irregularities also play an important part in introducing vertical motions into the air but at higher levels this is not so conspicuous.

Therefore, if we may send a manned free balloon to some stated level, cause it to maintain its elevation as constantly as possible, and have the observer note carefully at all times the course of the balloon, the resulting path will be a close approximation to the movement of air at that level. This is precisely what is being attempted at Scott Field.

The work is dependent for its success upon the knowledge of the track of the balloon. In clear weather, this means only close attention to maps as the balloon proceeds. But when the earth's surface is obscured by clouds, there are two means of checking the path. One is to drop weighted postcards that may be found and returned by the finder with a notation as to the time and place of finding. The other is to determine the balloon's position by astronomical observation according to standard methods of navigation. This latter method is used only when the sky is clear overhead.

The balloons being used are of the spherical type employed for military training and balloon racing. The capacity is 35,000 cubic feet and hydrogen is used as the buoyant gas.

The total lift is about a ton, approximately half of which is carried as expendable gas. Under favorable weather conditions, such a balloon might be able to remain in the air from 35 to 40 hours, but usually this is not possible; and when rain falls on it long, the rapid weight necessitates so rapid an expenditure of ballast that the flight is often terminated within from eight to ten hours, sometimes even less.

Besides the fundamental work outlined above, data are being gathered in connection with other investigations. For instance, dust samples obtained at various elevations enable one to know the number of dust particles in a given volume of air. The vertical distribution or increase of dustiness is of considerable importance as a basis for studies in visibility, which is so important in aerial navigation.

Equally important to visibility is sky brightness. Equipment is carried also for the measurement of this.

A radio receiving set is carried in the balloon, and the forecaster at Washington is able, by communication to the personnel of the balloon, to obtain the latest changes in weather conditions in the region in which they are flying. These bulletins have been very valuable.

The first flight of the series was made by the author with Lieut. L. A. Lawson, on April 1 and 2, 1924, and subsequent flights have been made with Lieut. James Neely, both excellent pilots of the Air Service. At the time of writing six flights have been made.

Riding the Storm

TO MAKE THE AIR ROADS SAFE

By C. LEROY MEISINGER Meteorologist, United States Weather Bureau.

The meteorologist's laboratory is the atmosphere itself. Unlike workers in many other fields of science, it is not easy for the meteorologist personally to work in more than a small portion of his laboratory. His efforts usually are confined to that portion of the atmosphere that lies next to the ground.

The United States Weather Bureau, however, in collaboration with the Army Air Service, recently has undertaken a project that involves the actual making of flights by one of its representatives. A series of flights in spherical free balloons now is being made at the Air Service's headquarters at Scott Field, Ill.

While the Weather Bureau does not expect to make sweeping "discoveries" in undertaking these flights, it does hope to gather data concerning air movements at free-air levels that can be observed in no other way.

Where does a given mass of air travel in the course of several days? As we stand out of doors and feel the air blowing past us, what do we know of the path over the earth's surface that a certain particle of air is following?

Unless the air is considerably stirred up by local temperature inequalities, at a given level it will move approximately horizontally. Close to the surface, topographic irregularities also play an important part in introducing vertical motions into the air but at higher levels this is not so conspicuous.

Therefore, if we may send a manned free balloon to some stated level, cause it to maintain its elevation as constantly as possible, and have the observer note carefully at all times the course of the balloon, the resulting path will be a close approximation to the movement of air at that level. This is precisely what is being attempted at Scott Field.

The work is dependent for its success upon the knowledge of the track of the balloon. In clear weather, this means only close attention to maps as the balloon proceeds. But when the earth's surface is obscured by clouds, there are two means of checking the path. One is to drop weighted postcards that may be found and returned by the finder with a notation as to the time and place of finding. The other is to determine the balloon's position by astronomical observation according to standard methods of navigation. This latter method is used only when the sky is clear overhead.

The balloons being used are of the spherical type employed for military training and balloon racing. The capacity is 35,000 cubic feet and hydrogen is used as the buoyant gas.

The total lift is about a ton, approximately half of which is carried as expendable gas. Under favorable weather conditions, such a balloon might be able to remain in the air from 35 to 40 hours, but usually this is not possible; and when rain falls on it long, the rapid weight necessitates so rapid an expenditure of ballast that the flight is often terminated within from eight to ten hours, sometimes even less.

Besides the fundamental work outlined above, data are being gathered in connection with other investigations. For instance, dust samples obtained at various elevations enable one to know the number of dust particles in a given volume of air. The vertical distribution or increase of dustiness is of considerable importance as a basis for studies in visibility, which is so important in aerial navigation.

Equally important to visibility is sky brightness. Equipment is carried also for the measurement of this.

A radio receiving set is carried in the balloon, and the forecaster at Washington is able, by communication to the personnel of the balloon, to obtain the latest changes in weather conditions in the region in which they are flying. These bulletins have been very valuable.

The first flight of the series was made by the author with Lieut. L. A. Lawson, on April 1 and 2, 1924, and subsequent flights have been made with Lieut. James Neely, both excellent pilots of the Air Service. At the time of writing six flights have been made.

Riding the Storm

TO MAKE THE AIR ROADS SAFE

By C. LEROY MEISINGER Meteorologist, United States Weather Bureau.

The meteorologist's laboratory is the atmosphere itself. Unlike workers in many other fields of science, it is not easy for the meteorologist personally to work in more than a small portion of his laboratory. His efforts usually are confined to that portion of the atmosphere that lies next to the ground.

The United States Weather Bureau, however, in collaboration with the Army Air Service, recently has undertaken a project that involves the actual making of flights by one of its representatives. A series of flights in spherical free balloons now is being made at the Air Service's headquarters at Scott Field, Ill.

While the Weather Bureau does not expect to make sweeping "discoveries" in undertaking these flights, it does hope to gather data concerning air movements at free-air levels that can be observed in no other way.

Where does a given mass of air travel in the course of several days? As we stand out of doors and feel the air blowing past us, what do we know of the path over the earth's surface that a certain particle of air is following?

Unless the air is considerably stirred up by local temperature inequalities, at a given level it will move approximately horizontally. Close to the surface, topographic irregularities also play an important part in introducing vertical motions into the air but at higher levels this is not so conspicuous.

Therefore, if we may send a manned free balloon to some stated level, cause it to maintain its elevation as constantly as possible, and have the observer note carefully at all times the course of the balloon, the resulting path will be a close approximation to the movement of air at that level. This is precisely what is being attempted at Scott Field.

The work is dependent for its success upon the knowledge of the track of the balloon. In clear weather, this means only close attention to maps as the balloon proceeds. But when the earth's surface is obscured by clouds, there are two means of checking the path. One is to drop weighted postcards that may be found and returned by the finder with a notation as to the time and place of finding. The other is to determine the balloon's position by astronomical observation according to standard methods of navigation. This latter method is used only when the sky is clear overhead.

The balloons being used are of the spherical type employed for military training and balloon racing. The capacity is 35,000 cubic feet and hydrogen is used as the buoyant gas.

The total lift is about a ton, approximately half of which is carried as expendable gas. Under favorable weather conditions, such a balloon might be able to remain in the air from 35 to 40 hours, but usually this is not possible; and when rain falls on it long, the rapid weight necessitates so rapid an expenditure of ballast that the flight is often terminated within from eight to ten hours, sometimes even less.

Besides the fundamental work outlined above, data are being gathered in connection with other investigations. For instance, dust samples obtained at various elevations enable one to know the number of dust particles in a given volume of air. The vertical distribution or increase of dustiness is of considerable importance as a basis for studies in visibility, which is so important in aerial navigation.

Equally important to visibility is sky brightness. Equipment is carried also for the measurement of this.

A radio receiving set is carried in the balloon, and the forecaster at Washington is able, by communication to the personnel of the balloon, to obtain the latest changes in weather conditions in the region in which they are flying. These bulletins have been very valuable.

The first flight of the series was made by the author with Lieut. L. A. Lawson, on April 1 and 2, 1924, and subsequent flights have been made with Lieut. James Neely, both excellent pilots of the Air Service. At the time of writing six flights have been made.

St. JOHN'S

Grocery Stores

Pickled Meats at Lowest Prices.

Bologna Sausage.

Sliced Tongue.

Sliced Corned Beef.

Choice Ham Butt Pork.

Choice Fat Back Pork.

New Family Beef.

New Spare Ribs, superior quality.

Staple Strong Pickles and Chow.

Best Grade Canadian Butter

TURNIPS.

SELECTED FRESH EGGS

J. J. ST. JOHN.

Duckworth St. & LeMarchant Road.

Words of Wisdom

"I cannot see why any woman should toil and labour with unsatisfactory washing soap when this Pearline does the work with little trouble and expense." Pearlina is becoming known as the great labour saving compound. Women who wash and scrub with Pearlina never become tired and "all in" for Pearlina requires but little effort. Pearlina does the work. If this great time and labour saver cost ten dollars, it would be eagerly purchased, but when it costs only ten cents, it should be used in ever home. Ask your grocer for Pearlina. If he hasn't stocked up yet, he can do so quickly by getting in touch with the local agent Gerald S. Boyle, 1-1-1-1.

Carnations

Sweet Peas

assorted

Cut Flowers

and

Fresh Tomatoes

The Valley Nurseries, Limited.

Phone 1518 St. John's West.

June 15, 1924.

Line sherbet glasses with halved lady fingers, fill with preserves and sweetened whipped cream, and garnish with chopped maraschino cherries.

HOUSEHOLD NOTES.

To one cupful of chopped, candied ginger, add half cupful of sugar and 3 cupful of water. Boil for about 15 minutes; chill and add half cupful each of orange and lemon juice. Mix and serve with cracked ice.

Household Notes.

To one cupful of chopped, candied ginger, add half cupful of sugar and 3 cupful of water. Boil for about 15 minutes; chill and add half cupful each of orange and lemon juice. Mix and serve with cracked ice.

DO NOT DELAY!

While your mind is alert and active is the time to make your will. Do not wait until you think you are going to die. Consider now how your Estate will be distributed and managed. Confidential discussion of this matter is invited without obligation or charge.

Montreal Trust Company,

ROYAL BANK BUILDING

Sir Herbert S. Holt, President

A. J. Brown, K.C., Vice-Pres.


F. G. Donaldson, Gen. Mgr.

F. T. Palfrey,

7 Manager, St. John's

The Maritime Dental Parlor

The Home of Good Dentistry.



Your Health Depends Upon Your Teeth.

For painless work, reasonable prices and modern methods this is the office. Treat your teeth well and the will treat you well as you grow older. If necessary you can have your impressions for platework taken in the morning and your work complete the same day. Plates repaired in three hours. Crown and Bridge work at reasonable prices.

Full Upper or Lower Sets . . . \$12.00
and . . . \$16.00
Painless Extraction . . . \$1.00

176 WATER STREET.
P.O. Box 1230

M. S. POWER, D.D.S.
(Graduate of Philadelphia Dental College, Garrison Hospital of Oral Surgery, and Philadelphia General Hospital.)