

Tips: Those Who Pay and Those Who Gain LIKE A DAGGER IN HER BACK

(New York Sun)
In a valiant effort to solve the perennial tipping problem, the Nanking-Shanghai and the Shanghai-Hangchow-Ningpo Railway Administration of China has announced that the giving of tips to waiters on the dining cars is strictly prohibited.

Dismissal and severe punishment are the penalties held over the heads of any waiter and his superior should a 'cushaw' or tip be demanded. So far from demanding tips, the waiters have been told that they must remain adamant in the face of attempts by passengers to thrust tips upon them.

Services performed by the waiters, declares the announcement, are only their duties and should be performed without any thought of individual reward.

In United States cities the problem has been largely shelved, if not solved, through the depression years by sheer inability of patrons to give tips. The quarter tip once so frequently bestowed on waiters has become almost as rare as the dodo; a coin of that amount goes to pay for the meal. Even dining tips have become scarce; in many establishments the waiter has had to be content with a nickel or nothing. This has been hard on waiters dependent on tips to eke out wages.

To save themselves embarrassment diners have resorted in increasing numbers to cafeterias and automats where self-serving obtains. Before the depression most bootblacks took tips for granted. In many cases they must now be content with a nickel as total payment for a shine.

Sensible comment on the tipping system was made recently by Arthur Towie, controller of the hotel services of the London, Midland and Scottish Railway Company. Revisiting this country, where he learned the hotel business, after an absence of 35 years, he said:

Tipping? Ah, that's a thing! Still, you and I know this world is not a paradise, and that, detestable practice though it is, tipping will probably go on because there is no adequate way around it. I know what you are going to say: the French system—used elsewhere, too, of course—of adding 10 per cent, to the bill. But that isn't perfect either. Do you mean to tell me that the man who comes in and stays the night for 15 6d., with no luggage to speak of and no wants besides his supper and a bed to sleep in, should have to pay 10 per cent. for tips, while I, too, who come in with a mountain of luggage, may need some clothes valetted and a lot of other little odd jobs that take several people quite a little time, only have to pay 10 per cent. likewise for tips? That's absurd. I know very well what you mean about feeling ashamed of tipping people. Nevertheless, as things stand, we know that quantities of people are dependent on the system, and I don't see what to do in its place.

Many valiant attempts have been made to end tipping, some on the theory that the fee degrades the recipient, others on the theory that it overburdens the giver; and the distribution of gratuities endures.

Skyscrapers Are Planned

London County Council Would Raise Limit On Buildings

London, Eng.—An increase in the height of London buildings from the present limit of 80 feet to from 120 to 150 feet is one of the aims of the London County Council in its bid to Parliament to abolish the old building law and pass a new one for the ultimate re-making of the world's metropolis. The speeding up in the passing of plans for new buildings is another object the L.C.C. has in view.

The draft bill to be submitted to Parliament by the London County Council embraces the classification of buildings into five grades according to height and fire-resisting materials used, also the abolition of restrictions which limit the use of reinforced concrete and steel framing.

For two years and a half a committee has been working out schemes to be embodied in a new bill to take the place of the present London Building Act. This is a consolidated measure which still retains certain clauses that were in operation in the 12th century, and what is wanted now is a modern London in its architecture. Antiquated safety regulations make it impossible for builders in London to avail themselves of the latest methods of modern construction, hence the County Council's movement for 150-foot buildings.

Father — You take accounting at school, don't you, son?
Son — Yes, sure, father.
Father — Well, how can you account for the brasserie and panties you sent home in your last laundry?

Fixed With Rheumatism

GREAT BENEFIT FROM KRUSCHEN

A woman correspondent writes:— "I was crippled with pains stabbing me like a dagger in the lower part of my back. From there they would go from joint to joint, almost fixing my shoulders so that I could not move my arms up and down for pain. At times I thought I would never rid myself of this terrible agony. I walked the room night after night with no sleep for week after week. I tried lotions of all kinds, but got no relief whatever. Then I tried Kruschen Salts, and started straight away with the wonderful results which I am obtaining at this present moment.

"No fear of going to bed, not afraid to eat a meal. My food used to nearly choke me. It must have been all acid in my body, which I am very thankful to say is not the case now. I am reaping great benefit from Kruschen, which I take regularly every morning. To me it is worth its weight in gold. It has put new life in me.—(Mrs.) E. P.



The pains and stiffness of rheumatism are caused by deposits of needle-pointed uric acid crystals in the muscles and joints. The six salts in Kruschen stimulate your liver and assist them to get rid of the excess uric acid which is the cause of all your suffering. When poisonous uric acid—with its deposits of needle-pointed crystals—goes, there's no doubt about those aches and pains going too! Nor is that all. Kruschen keeps your system so regular, so free from stagnating waste matter, that no such body poisons as uric acid ever get the chance to accumulate again.

Kruschen Salts is obtainable at all Drug Stores at 45c and 75c per bottle.

Royal Air Force Sets Safety Record

(By the British Aircraft Society.)
The Royal Air Force in 1934 set a record which will speak more eloquently of the skill of British aviators and the trustworthiness and efficiency of British aircraft material than the most spectacular flight.

In the year Service airplanes have done more flying than in any previous 12 months since the War, yet the number of serious accidents shows a substantial decline and is better even than in 1921 when the Royal Air Force was about one-third of its present size and flew little more than one-tenth of the distance flown this year.

A conservative estimate shows that R.A.F. machines have flown in 1934 about 47,000,000 miles. In 1921 every 2,238 hours' flying was at-

tended by a death; in 1934 the figure has risen to approximately 12,000 hours.

And in '34 the decreased number of fatal accidents goes with an exceptionally good record in other accidents which were not fatal but caused injuries to personnel. For comparison, the French Air Forces flew last year about 38,000,000 miles, employing about twice the number of aircraft flown in the British Service, which returned 44,000,000 miles in 1933; French casualties last year amounted to 45 deaths.

The present figure shows that the 93 squadrons of the R.A.F. have sustained 19 fatal accidents in 1934, involving 28 deaths. Corresponding figures in 1921 were 33 squadrons, 22 fatal accidents, and 37 deaths. That year the Service flew not more than 5,000,000 miles. In the worst year—1926—61 squadrons in all had 54 accidents, involving 85 deaths.

Risks are inseparable from military flying. The Royal Air Force is charged with patrol and policing duties over a million square miles of territory. It flies daily in three continents, much of the time over a perilous country where engine failure would mean disaster.

Even in the British Isles, the force gets much bad weathering; it can see no region of sunshine and perfect visibility comparable, for example, with the great state of Texas, where much of United States military flying is done. And this year's record is the more striking in view of the increased flying done in air exercises and manoeuvres that were conducted as far as possible under active service conditions.

Undoubtedly much credit for the improvement must go to improvements in recent years of training methods and to extension of the instructional period. Every Royal Air Force pilot, for example, is trained nowadays in "blind" flying by instruments alone, which makes for safer navigation in fog and cloud. But perhaps even more credit must go to modern British aircraft and aero engines. Engine failure is now a rare occurrence; engines in the service commonly run 400 to 500 hours without overhaul so dependable and troublefree are they. Aircraft frames are not overhauls but they have flown some 1,000 hours.

That is the kind of progress in aeronautical engineering of which one hears all too little, bearing directly on the safety of all kinds of aviation, civil as well as military.

The girl who hopes to get bushels of kisses may end up by getting only a couple of pecks.

The Necessity of Hospitalization In the Early Treatment of Infantile Paralysis

By DR. J. L. McDONALD
(Surgical Staff, Hospital for Sick Children, Toronto)

In this War against Disease, the cause of certain conditions still remains unsolved, and one of the most striking examples of this is Infantile Paralysis (Acute Anterior Poliomyelitis). Here we have a disease which appears to be on the increase; and at the present time is responsible for more crippling in childhood than any other. Medical men in various parts of the world have been working feverishly to discover the cause of this condition and to produce some type of prophylactic serum to protect children against it. In this war that is being waged the lives of many brilliant young physicians have been sacrificed, but up to the present the problem still remains unsolved.

We do know, however, that when an individual becomes afflicted with Infantile Paralysis, early in the disease there is a widespread paralysis of muscles, and that as time goes

on some degree of recovery occurs in every case which in many instances may be complete. During this period of recovery, it is very important that the paralyzed muscles be protected by splints to keep them from becoming stretched, and that massage be instituted early to keep up the nourishment of the affected limbs. It is during this period that it is imperative that the child be treated in Hospital, because it is almost impossible to obtain as good results if treated in a private home.

The length of time that the child should remain in hospital varies in different cases, but generally speaking it should be long enough to have the patient become thoroughly accustomed to wearing splints and braces and until the case has become one that can be easily handled by the mother at home without taking too much of her time from the other children.

Keeping Them Amused While Convalescing



Children in hospital have a good time. While getting well they do not get bored. A special instructor keeps them occupied with basketry, leather work and carpentry.

WILL ROGERS EXPLAINS ALL

Cowboy - Humorist Tells Philadelphia How Things Stand

Philadelphia—The ABC's of the United States have been explained fully to Philadelphians, thanks to Will Rogers.

The cowboy-humorist made everything clear recently at a dinner of the Poor Richard Club, commemorating Benjamin Franklin's 229th birthday, where a medal was pinned on Rogers' blue serge suit, honoring him as America's ambassador of advertising. The blue suit, he had explained, "doubles" for a tuxedo at formal functions.

Most of his talk concerned President Roosevelt, who he said had "wisely up" the night previously at Vice President John N. Garner's dinner in Washington.

"You can't meet the president and not love him," Rogers said. "He's doing a lot of cockeyed things. But his hold on the American people is due to the fact they have confidence in his honesty of purpose.

"He can't answer whether we're going to have inflation or what the dollar's going to be worth. He can't tell. But he's trying hard to do things."

Rogers said he thought he had "got the president off the idea" of appointing any more "guys" to the supreme court.

He also expressed his appreciation of the medal by telling Franklin's home town what he thought of its Sunday "blue laws."

"Philadelphia is a great little town . . . six days a week but on Sunday, the best thing you can do is get right out of town," he said, urging Mayor J. Hampton Moore that Sunday moving picture would be a good thing for the city.

Would Seize Tombstones

Memorial Craftsmen Say Monuments Bought, Not Paid For

Toronto.—Can a tombstone be sold better in the cutter's shop than in the cemetery plot? This question brought forth heated argument at the 24th annual convention of the Canadian Association of Memorial Craftsmen.

An Ottawa dealer, speaking in

praise of the sale-on-site system, said he had been able to boost one tombstone sale from \$600 to \$6,000 by accompanying the relatives to the site.

Exception to this was taken by a Toronto man who declared that if the dealer went to the cemetery his prospects were likely to start picking out parts of every tombstone to be incorporated in one, thus leaving unsold the stock he had chiselled out all winter.

The executive announced it would apply to the Ontario Government to allow dealers to take from cemeteries unpaid for tombstones. One dealer claimed a Toronto man had refused to pay for a tombstone pointing out it was impossible for the dealer to do anything about it.

The Canadian Hen

The Canadian hen in the last year or two has been building up a commerce of her own. Four years ago Canada was sending no dressed poultry to Great Britain, but lately there has been a sharp development in the export trade. A large supply was sent to the British Christmas market last year and the year before. During the past twelve months over two and a quarter million pounds of dressed poultry have been exported and another generous supply was delivered to the British Christmas market. A large supply of Canadian poultry finds its way to Newfoundland. Two years ago only 270,000 dozen, but it is now running at the rate of two million dozen in the year, having increased nearly eight times. Great Britain is the chief market.

BEFORE BABY CAME

Mrs. George Schrumm of 128 Stoney Rd., Woodstock, Ont., says: "My strength was almost gone before the birth of my little girl. I couldn't sleep, did not care to eat and headaches upset me terribly. Two bottles of Dr. Pierce's Favorite Prescription strengthened me so that I suffered no more weakness. I continued in the best of health." All druggists. New size, tablets 50 cts., liquid \$1.00. Large size, tabs. or liquid, \$1.35.



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Wireless Launches New British Liner 12,000 Miles Away

Barrow-in-Furness, Eng.—An electrical impulse originating nearly 12,000 miles away in Australia recently launched a new 14,000-ton liner here.

The Duke of Gloucester, then touring Australia, touched a button while attending a concert in Brisbane and almost simultaneously the "Orion"—12,000 miles away—was released from the clutch of the stocks to glide down the slipway into the water.

The method used for this remarkable long-distance launch was wireless telephony. The arrangements were made by the co-operation of the British and Australian Post Offices. The electric current went by land line from Brisbane to Sydney thence by radio to England where it was put onto the land telephone trunk-line to Barrow.

The new liner is 665 feet long and there is to be only one mast. She will be employed on the Orient Line's England-to-Australia service. Her engines are to be twin-screw turbines with water-tube boilers fired by oil fuel developing about 24,000 horse power.

The managers of the Orient Company have long wished to have a vessel called "Orion." Now the owners of other existing ships of that name have agreed to rename their craft to make way for the new liner and thus avoid confusion.

The liner's launching occurred the day before the first air mail direct to Australia was started from England. Both are instances of how distance is being clipped and lessened by natural science in its remarkable developments.

Toronto Port Collections Rise \$6,305,088 in 1934

Toronto.—Customs and excise collections for the port of Toronto for the year 1934 were greater than those for 1933 by \$6,305,088, the first substantial gain for a calendar year since 1929.

The revenue for the port for 1934 amounted to \$45,937,694, according to the report of Mr. J. H. Bertram, collector of customs.

The revenue of \$2,793,170 for the month of December was the highest it has been for the past five years. Total revenue for 1932 was \$52,906,087, for 1933 it was \$39,632,605, and for 1934 totalled \$45,937,694. The increase, said Mr. Bertram, shows a definite trend toward better times.

Animated Map Traces Growth

From Year 1,000—Explorers of North America are Followed

Ottawa.—By means of the new "animated map," Lawrence J. Burpee, Ottawa, recently took members of the Canadian Institute of Surveying step by step over the routes followed by the early explorers of the northern part of North America.

Beginning about the year 1,000, whose ships were the first known to reach this continent from Europe, his screen picture showed the map of Canada coming into being with the first tiny fringe of Labrador located by these Norsemen. Then it carried on through the St. Lawrence and Great Lakes, indicating the work of

Growing Deaf With Head Noises? Try This.

If you are growing hard of hearing and fear catarrhal deafness, or if you have roaring, rumbling, hissing noises in your ears, go to your druggist and get 1 oz. of Parment (double strength) and add to it ¼ pint of hot water and a little sugar. Take 1 tablespoonful four times a day.

This will often bring quick relief from the distressing head noises. Clogged nostrils should open, breathing become easy, and the mucous stop droppings into the throat. It is easy to take. Anyone who is threatened with catarrhal deafness or who has had head noises should give this prescription a trial.

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explorers such as Cartier and Champlain.

The outline of the Pacific Coast was being shaped up through the discoveries of Captain Vancouver and his contemporaries. Chartings of great northern waterways of Canada, by men like Thompson and MacKenzie were photographically shown search of the northwest passage.

Sir John Franklin's explorations which ended with the tragic loss of his entire expedition in Arctic water as the map added the outline of Canadian northern shores. Amundsen's contributions in the early part of the present century in the schooner "Gjøa," the first and only ship to ever sail from the Atlantic to the Pacific Ocean by the northwest route, were also indicated.

Assessors' School Planned in Alberta

Calgary, Alta.—In an endeavor to establish an equalized standard of assessment on property in different parts of Alberta, Hugh Allen, Minister of Public Works, informed the Alberta Association of Municipal Districts convening in Calgary that the Government has under consideration establishment of a school for assessors.

By this means land assessors would be trained toward a similar viewpoint in placing a valuation on property which would aid greatly in equalizing the tax levies throughout the province.

Mr. Allen pointed out that gradual changes in land values had been effected year by year, and felt that an assessors' school would serve to equip those employed as assessors with a better and more uniform basis for valuation.

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