

Fall Bulbs Need Plenty of Food

Bosewell Is Excellent Food; Avoid Fresh Manure

An impression is often held that bulbs which are newly planted in the Fall do not require plant food. It is true that mature bulbs have stored up food in themselves which largely supplies the energy for early spring growth, and which may be sufficient to produce a flower. But this is only part of the story.

At the time the flower is being produced a large number of roots are being formed. These roots seek in the soil for plant food and water which they supply to the growing plant. If there is a deficiency of plant food in the soil, the growth of the plant is greatly hampered. The production of a vigorous, perfect flower of normal size and color requires this additional nourishment taken from the soil, without which the flower will certainly suffer, and may fall entirely.

Fully as important as flower production is the development of well matured bulbs for the following year's flowering. Bulb plants that are neglected soon become worthless. Since bulbs start to grow so early in the Spring, it is difficult to work plant food into the soil so as to get it down to the bulbs before growth starts. It is therefore advisable to mix a complete plant food thoroughly in the bottom of a trench at the rate of two pounds per 50 feet of row before planting the bulbs.

Also give a light feeding in the early Spring. Sprinkle the plant food around the plant shortly after it comes through the ground.

Gets Paid for Being Hard to "Stump"

Life to Director U.S. Information Service is Just One Question After Another

WASHINGTON — A woman who gets paid for being hard to stump figures that she has answered some 200,000 questions in the last couple of years.

She is Harriet Root, director of the United States Information Service. Just to give an idea of the director's task, here are some of the queries which pour in from all over: Are my fingerprints on file at the Justice Department? What is the speed of the wind in Tennessee? Do you wear a white or black tie in the White House?

Most of the questions are serious ones about the government, and the service supplies the answers without charge — even without an enclosed postage stamp.

"You can't imagine," said Miss Root, "the questions that we get every day. We had a letter from a man with five sets of twins. He wanted to know who else had that many and if the government handed out premiums on them."

Not long ago a woman called up trying to locate a government worker in a hurry. She knew his home address, where he worked and what he looked like — just about everything but his name.

"When you locate him," she said, "tell him his house is burning down!" Incidentally the information service found him.

Practical Marvel

A magnet that keeps a cord of light straight is one of the interesting and practical marvels recently produced by a famous electrical firm. "Osira" discharge tubes, which are well known in the lighting of many of our streets, have been adapted to floodlighting, and large numbers have been installed for spectacular colored lighting effects.

These discharge lamps have no filament, but consist of a sausage-like glass tube containing two electrodes immersed in mercury vapor. The electric current passes from one electrode to the other, forming a cord of intensely luminous vapour about the thickness and length of an ordinary pencil, and giving a light of nearly 2,500 candle power.

When used in a horizontal position, it was found that the cord of light bent itself upwards at the risk of damaging the glass, but scientists discovered that if a suitable electro-magnet were placed beneath the lamp the cord of light could be held centrally within the glass tube.

In floodlighting projectors, this magnet is arranged to swing so that whatever the position of the projector the magnet is always directly beneath the lamp.

"The cause of most ailments is over-eating. Most men eat too much."

—King Edward.

"I am not a fatalist, and I believe that no one may put off the hour of death when it strikes."

—Mahatma Gandhi.

The Papers Say

EDITORIAL COMMENT FROM HERE, THERE AND EVERYWHERE.

CANADA

Recipe For Education

If Lord Tweedsmuir never did anything more in Canada than to make speeches such as the one he made the other evening before the students and graduates of Victoria University, his tenure of office would still be worthwhile. For this speech outlined a purpose and ideal in education which we, in this country, are too apt to forget.

Lord Tweedsmuir did not tell Victoria University that the purpose of education was to train young men for "success" in life, to make money. The principle of the "living philosophy" instilled by a university should be "on the one side reverence and godly fear; on the other a cool, sane and clear-sighted attitude to the world around us."

"If I am right in my survey," continued Lord Tweedsmuir, "then we have a philosophy of life, a philosophy based upon a humble and reasoned optimism. The duty of a university is to transmit to the next generation the philosophy which we have learned from our fathers, widened and deepened by our own experiences."

It will be good for our cultural development, for the whole future of education among us, if we keep these truths in mind.—The Ottawa Journal.

Their Reward

Girls who are golf sensations get their pictures in the newspapers, but merits of a good pumpkin pie maker get no recognition at all.—Sault Ste. Marie Star. Tut. Tut. Doesn't she get her name in the Fall fair prize lists?—Stratford Beacon-Herald.

The Cultural Ideal

Are school studies to be scaled down to the capacity of the listless and incompetent, and is the cultural ideal to be abandoned? The civilizing influences which have transformed the world came to birth when Rome, eminently practical and hard-headed as she was, turned to more imaginative Greece, and the intellectual refinements it had to offer. What the Academy at Athens stood for—pure culture—must never be allowed to be sacrificed.

We still retain the name "academic" in our educational efforts, but are more turning away from the spirit connoted by the name. Democracy must combat such demeaning tendencies, if it hopes to survive the challenge of the times.—Hamilton Spectator.

Shouldn't Be Published

There was something in the paper about the driver of a car who ran his machine into a railway engine at a level crossing near Chatham, and the railway engine was disabled and had to be towed in, while the auto was not seriously damaged. Nor was the driver.

We doubt much whether such items of news should ever be printed in the papers. Some person is almost bound to come to the conclusion: "If a man near Chatham can do that, so can I." It is much safer to have the public glued to the

His Method

The village blacksmith was a cockney Englishman with a sense of humor. One day a customer called and asked his price for welding a piece of iron, a very small job and went into detail by asking the smith how he arrived at his charges: whether he charged for the time consumed, or had flat rates for the different jobs, etc.

The smith replied: "When hi gets me job done, hi looks hit hover, and charges hall that my conscience will hallow. Then hi shuts me eyes and doubles hit."—Exchange.

lief that if a car and an engine meet at a level crossing the railway engine will deal roughly with the lesser contender and at the same time may demolish the driver. There are drivers doing so many wild things on our roads today that it is not well to encourage the belief that the lesser force can successfully contend with the greater.—The Peterborough Examiner.

A Rail Problem

Siamese twins presented a problem to the conductor of an American railway when only one of the pair had bought a ticket. It seems railroad troubles of late seldom come singly.

Men Singing in Choirs

The Ontario Music Teachers' Association has been in conferences in Toronto, and whenever there is a conference or a convention one may be certain some person will rise up

and say something quite unusual. Harry Holgate of St. Catharines, claimed "it is almost impossible to get even third-rate choruses for our churches today." And Toronto organists and choir masters started at once saying yes and no. The trouble seems to be in getting male voices. The young men find so many other things to do today they have no time for choir practice.—The Peterborough Examiner.

Thrill of Death

The craving for "thrills" cost the lives of ten young people near Pittsburgh, Penn., on Sunday recently. "A thrill or your money back" was the slogan which induced them to go for a ride in an airplane. A few moments after the plane left the ground it plunged into a woods and caught fire, and then the ten excursionists were given "the thrill"—but it was the thrill of death. It is such incidents as this, which are keeping a large number of persons from becoming air-minded. The airplane is a wonderful invention, and it is destined to occupy an important place in the transportation systems of all countries, but it is a mistake to regard airplanes as instruments for producing "thrills."—Chatham News.

Future Aviators

One thousand students are to be selected from South Africa universities for training in the new Air Force Reserve. Pilots will be trained at the rate of 200 a year. It may be remarked that response in Britain to the governments appeal for youths to join the Royal Air Force has been immediate. France also is making great efforts to "catch them young." Canada has a notable record for carrying freight and passengers up into the northern mining sections. Otherwise aviation development here lags somewhat. We might take a leaf out of our sister Dominion's book and encourage the light airplane clubs more.—Montreal Star.

Wrong Setting

In Spokane, Wash., a thief was subjected to X-rays and seven diamonds were discerned in his interior. It was the conclusion of the judge that this was not the right setting.—Brantford Expositor.

Uphold British Traditions

With the lifting of depression conditions there is evident in different parts of the Empire realization that the question of migration must be considered. With abundance of room, the bars cannot be kept up indefinitely. And it is a wholesome sign that all discussions stress the wisdom of filling these vacant spaces with settlers who will uphold British traditions.—Toronto Globe.

The World's Best Seller

The extraordinary demand, all over the world, for the Holy Bible is well illustrated by the fact that the Bible Society last year issued over eleven and a half million copies. No other work printed, old or new, enjoys any liking like such widespread reading.

Shining Star



"Nothing like travel to acquire polish," thinks pretty Claire Adams, musical comedy actress known as the "Canadian Nightingale," while her shoes are shined at Charing Cross, London. Miss Adams will play a leading part in a forthcoming British musical show.

Part of the demand, no doubt, is for replacements of worn-out copies, and part represents new readers won through the spread of literacy. But, as the London Spectator remarks: "At a time when the decay of interest in religion tends to be taken for granted (far too readily and on quite insufficient grounds) this ceaseless and increasing absorption of copies of the Bible is a fact of some significance."—Montreal Star.

The Empire

Betrayed

We usually think of children when the new war on the civilian front is envisaged. And what do children (and also their parents), when they fit their gas-masks and do their fire drill, think of the world into which they have been born and that last war which was to make it "safe, for democracy"?—Hong Kong Press.

Spoiling Warfare

War behind the front, war that drops out of the blue into jolly towns and gay doings, war that chokes women and children, that shows no respect for important directors of important companies, "constant readers" of the Daily Miracle, church wardens and deacons, the man who hears the chimes at midnight, the man who keeps the Stock Exchange busy and the man who never misses a cup match or a Covent Garden ball, no respect at all for all the props of the British Constitution and Britain's greatness—such a war is a new and terror-inspiring idea. A war which is not confined to professionals is no longer a gentlemanly war. It has ceased to be glorious and honorable, and become instead bestial, a crime against humanity. The devil that lives in the profiteer is definitely frightened. Better he thinks to be cut off from desirable profits than to lose his own life. Profits are still attractive if they can be made out of honest neutrality, as, for instance, by a scrap between Italy and Abyssinia, but this business of being dragged in is quite another matter.—Calcutta Statesman.

15-Hour Trip Montreal To West Coast

Main Line Via Armstrong—Feeder Service Later To Lakehead Cities

A fast Trans-Canada air service, handling mail and passengers, will go into operation July 1 next from Montreal and Toronto to Vancouver, Hon. C. D. Howe, minister of transport, announced at the Head of the Lakes recently.

A feeder service will be provided from Armstrong to the Head of the Lakes, although this may not be in operation by July 1. Technical experts of the department still have to determine whether hydroplanes or land planes should be used on the route, the minister said.

Hon. Mr. Howe received with evident satisfaction, news that the city councils of Fort William and Port Arthur had approved the principle of leasing land for an airport at intercity.

Daily Service

The Trans-Canada service will be daily each way, flying the distance from Montreal to Vancouver in 15 hours. Connection will be made for Toronto at Scotia Junction, north of Toronto. When airports have been completed, a service will be operated also from Montreal to Halifax.

Five planes, two flying and three standbys, will be required for the through service. At first it is likely that Lockheed Electra planes, with capacity for ten passengers, will be used. Later the 23-passenger Douglas planes may be used, the smaller planes being put on the feeder lines.

The service will not be operated directly by the government, but probably will be let by contract "to a company close to the government," the minister said. The railways may be connected closely with the operating company, he intimated.

Hostesses for Planes

It is likely that hostesses, which

are used on all the long distance air lines in the United States, will be part of the crews in Canada. On a 15-hour flight there must be some provision for serving meals, and other services, and hostesses do much to inspire public confidence in the service, the minister said.

The new service would bring back to Canada mail and passenger business now going to air lines in the United States, Hon. Mr. Howe declared. It would not mean any loss in business for the railways, but on the contrary the airway feeder lines would bring business to the railways, he said.

Already about \$7,000,000 has been invested by the Dominion in the airfields, most of it being spent for relief work. An expenditure of a further \$1,000,000 would be required on airports, beacons, and equipment.

Personnel of the service had not been chosen yet, the minister said. In fact, he said, the personnel presented a difficult problem, particularly in the ground service which was very technical. The development of air service would open a new field for young men, with much opportunity. Flying services now employ about ten men on the ground for every one in the air, he said.

Just back from inspection of the major United States air routes, the minister said that he was impressed particularly by the sleeper planes used on the transcontinental service. He spent a very comfortable night in one of the planes, he said. During his inspection he flew in almost every type of equipment in use on the passenger lines, and endeavored to determine the successful features of the American airways, he said.

Hockey Requires Plenty of Money

The whole problem of professional hockey for Windsor this winter boils down to a question of money, observes the Windsor Star. Whether or not the fans realize it, cash is required to operate a team in the league. If there were some chance of coming close to breaking even, the promoters would go for it again. But, from their experiences in the past, they don't see how they can run a team again this year without standing ready to pour a lot of money into the pot. Even before they got started this year, there would be let-over debts from last season to be cleared.

In the last few years the hockey team has not been given strong support. Fans were more conspicuous by their absence than by their presence to root for the boys. And empty seats don't meet expenses. Mr. Wallace R. Campbell, head of the company operating the arena and the Bulldogs, and his associates have been stung too often during the last few years. They believe the Detroit senior team does not want Windsor to have a minor league club at all. The Detroit seniors have sent the Olympics to Pittsburgh and, with Windsor out, the Detroit seniors will have a strangle-hold on professional hockey in this area. Besides, if the franchise is lost by not operating, Windsor can never regain the right to a professional club unless Detroit consents. This ruling applies because Detroit's senior franchise calls for all rights within a radius of 50 miles from the Detroit rink.

Most of the other minor league clubs are operated as farms for major league teams. Windsor is not a farm. It is possible negotiations might be completed with some team, perhaps the Montreal Canadiens, to take over the Windsor franchise and operate a farm club here. The present owners of the arena and Bulldogs would be quite content to have that happen as they would get a minor percentage of the gate receipts, but the senior club owners would take the rest and then carry the bag for any deficits, or take whatever profits that might occur.

It will be disappointing if professional hockey is abandoned here for the winter. But, looking at it from the viewpoint of the local owners of the arena and the club, it must be granted that they cannot expect to continue forever as Santa Claus.

Almost every Imperial territory in which airline companies are registered contributed to the year's route mileage increase of 26 per cent. Great Britain herself accounted for an expansion of 5,000 miles, including regularly operated internal routes and routes worked overseas solely by Imperial Airways or by other British companies. Canada returned an increase from 5,050 to 6,111 miles; Australia, including New Guinea, advanced from 12,050 to 15,524 miles; South Africa added 800 miles; Southern Rhodesia added 600 miles; Kenya added 700 miles. New Zealand appeared in the table for the first time, with 335 miles of regularly worked air route.

France Will Need Overseas Wheat

PARIS.—France, it is expected, will need more overseas wheat. The French crop has not met expectations. There is the further necessity of preventing a spectacular rise in the cost of living as a result of devaluation of the franc.

One of the objects of the trade talks between the Canadian and French ministers was to insure that in any increased imports of overseas wheat, Canada would have a fair share. Premier Mackenzie King, it is understood, received this assurance.

On the other hand, French farmers' organizations are actively campaigning against any increased importation which would have the effect of lowering the internal price.

Movie Attendance As A Barometer

Authorities Report 80 Million Per Week Attendance In U.S.

Amusements constitute a barometer of conditions and it is reported that the number of theatres devoted to films and their patronage both are on the increase. The regular patron is aware of this development, for if he arrives late at a popular theatre he may have difficulty in obtaining a seat. This is in strong contrast with the situation which prevailed at the worst stage of the depression, when the movie houses always had plenty of empty seats, even on holiday nights. Authorities of the film industry report that in the United States the weekly attendance now averages 80,000,000, some 10,000,000 more than the case during 1935. It is estimated that, at the present rate of progress, 1937 will see weekly audiences of at least 85,000,000, and perhaps more if the industrial movement is maintained. This will be quite an approach to the all-time record of 110,000,000 a week in 1930.

There are also more theatres devoted to films, the figure at present being 16,000, as compared with 14,500 last year and 12,000 in 1933. Some of the higher-class houses in the larger cities have felt justified in transferring their lower-priced seats to a higher classification, a change that would have been impossible a couple of years ago. In the main, however, the charges for admission remain unchanged. There is likewise improvement in the fare provided, objectionable films now being very rare. Under the voluntary agreement entered into by the industry in the summer of 1934 it was understood that decency should prevail, and the condition has been so well observed that more than 99 per cent of American pictures have met the standards of the Legion of Decency. Incidentally, it may be mentioned that a couple of pictures that prompted general complaint were importations. This is eminently satisfactory and it is gratifying to know that with the better films there has been growth in attendance at the many thousands of theatres throughout the country. The fact should encourage producers to continue to provide entertainment to which no reasonable objection may be taken. Moving pictures are the sole form of public pastime and amusement for multitudes of people and their influence is great. It is desirable, therefore, that they should be free of harmful elements. On the record as presented, the industry is acting in a proper manner and is being rewarded by greater patronage.

Empire Leads in Air

Writes the Toronto Mail and Empire:—For the first time the British Empire takes world leadership in regular air route mileage. The British Air Ministry's annual report on the Progress of Civil Aviation, just issued, reveals that Empire routes in operation during 1935 aggregated in length 53,291 miles, an increase of nearly 12,000 miles over the 1934 figure. In second place the Report ranks the United States, with 52,461 route miles, France with 24,451 miles of regular air routes, Germany 22,221 miles and the Netherlands 12,593 miles. No figures are cited for the Soviet Union, which in all likelihood ranks third, after the British Empire and the United States, but well ahead of all other states.

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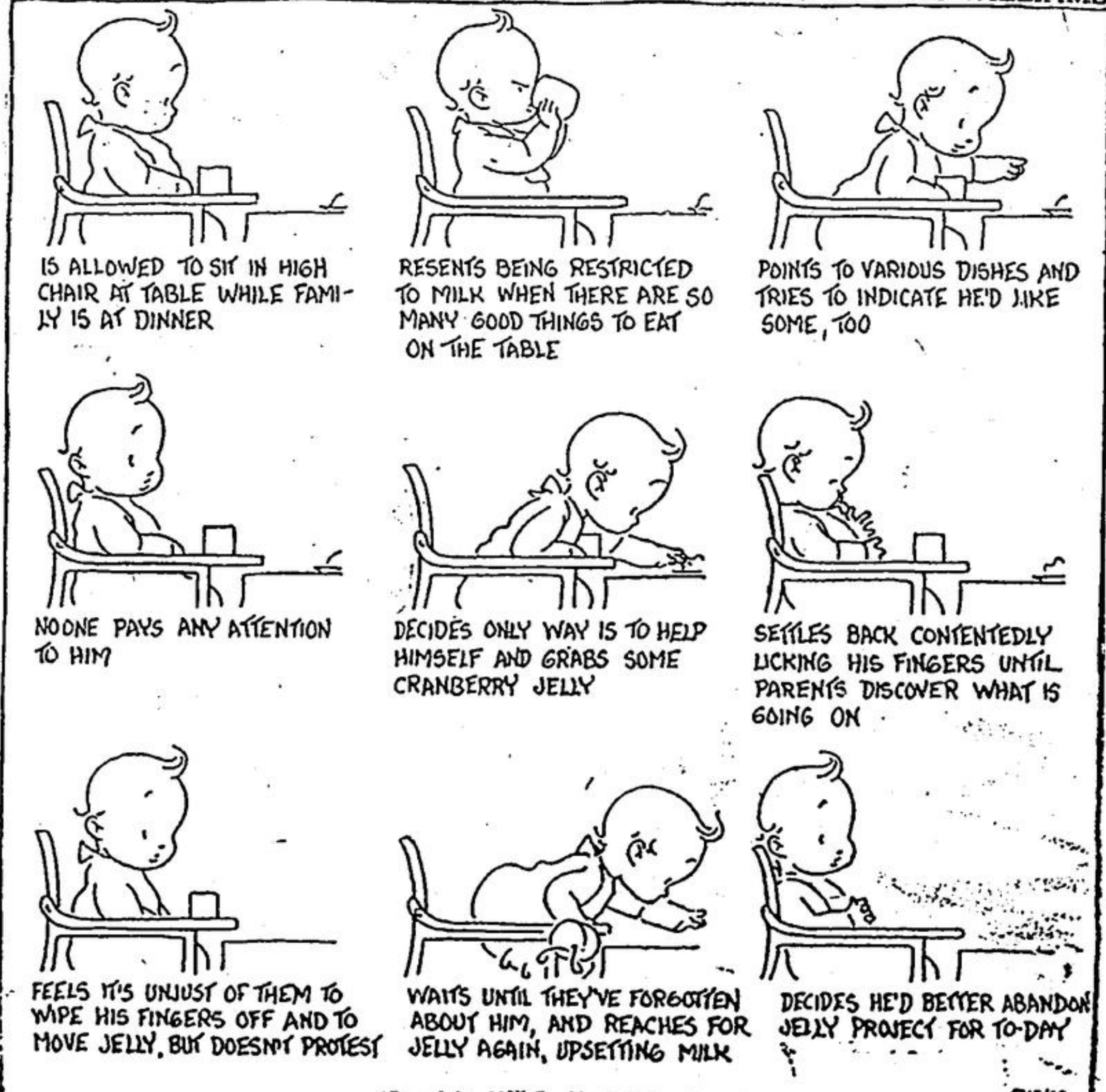
Girl Athletes to Have Uniforms

EDMONTON — Girl athletes in Edmonton elementary and intermediate schools will perform in uniforms designed by Major Hector Kennedy, director of physical education for public schools and approved by a committee appointed by organization of teachers seeking to promote athletics in intermediate and elementary schools, it was decided at a meeting of women vice-principals.

They are of navy blue pleated shorts with belt and one school color on each side, white polo shirt with school crest on left side pocket, white ankle socks and white rubber-soled running shoes.

RESTRICTED DIET

By GLUYAS WILLIAMS



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