

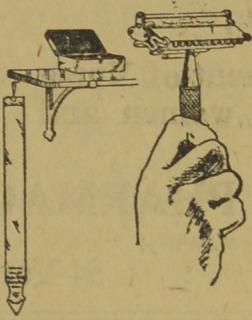
"Then, I Learned How to Shave."

"I had developed the habit, like lots of fellows, of shaving year after year with the same old 'safety'."

"I was out camping with a chap who used a Valet AutoStrop Razor and was very enthusiastic. 'Just try it,' he urged."

"Results! What a difference! It is all in the stropping, I learned."

"I'll never go back to the ordinary 'safety' because I'll never be content with the blade giving only a few shaves, the blade getting duller with every shave. Believe me, those two weeks convinced me that I had been in a rut as far as shaving is concerned."



This is the experience of many men. Maybe you are in a habit rut. Have you tried the Valet AutoStrop Razor which automatically sharpens its blades without removal—cleans too, without removal?

Why keep to old fashioned ways? Just try a Valet AutoStrop Razor. Note its superiority.

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Reg. in Canada

Note:—
Leather strop for sharpening blades is supplied as part of every set.

Prices:—
Complete Outfits, \$1.00
De Luxe Models, \$5.00 up.

Sold the world over
Millions of satisfied users

A LITTLE THING

THE power called habit is a little thing * * * but it can pull your eyes open at a certain hour every morning, determine whether you dress the right or left foot first, drop a fixed amount of sugar into your breakfast coffee—free your mind for thoughts that demand actual choice.

The little habit of glancing over these advertising columns daily, checking this and that which appeal to you, frees your mind from any guesswork about the merits of a product; helps you choose wisely when you buy. If you are familiar with newspaper advertisements, you can discriminate merits, weigh one product against another, these truths against those. And the habit of buying only advertised goods takes the hazard out of shopping; puts in a good, sturdy sure.

Start a Friendly Little Habit That Will Pay.
Read the Advertisements in These
Columns today.

TESTS FOR THE AIR PILOTS ARE NOW HARDER THAN EVER

(Frederic J. Haskin in Boston Traveler.)

Washington—Does it spoil your whole day to have your wife give you a cup of coffee at breakfast? If so, you are temperamentally unfit to be an airplane pilot, according to those charged with the selection of pilots for the army and navy. A successful pilot must not allow such small things to worry him—he must be able to forget them.

What caused Crashes.

In the early part of the world war it was found that 90 per cent. of the crashes were due to defects in the pilots themselves, 3 per cent. to the enemy, and 7 to faulty material in the planes. Mere rigid physical examinations were instituted and an improvement was shown in the percentage of crashes due to the first named cause.

Every candidate for the aviation service must now pass not only the physical examination, but also what is termed a neuro-psychiatric examination. In other words, he is thoroughly psycho-analyzed. He asked to give something of his family history, in order that the examining physician may in this fashion ascertain tactfully whether there has been an insanity in the family or other taint which might be emphasized by the unusual conditions with which a flyer is faced while in the air. There have been cases where acute mania and even epilepsy have first become manifest in the air. Perhaps the man had never before suspected that he had such a tendency.

The candidate's personal habits and history are inquired into, and he is asked as to use of alcohol or drugs. It is important to know whether he is subject to fainting spells, headaches or dizziness. His dreams are psycho-analyzed and his phobias inquired into. Plainly a person who is afraid of high places would not be the proper one to pilot an airplane.

One of the most important qualifications of a potential flyer is a cheerful temperament. He must be free from worries and a man who has a family or a wife who emphatically objects to his flying will not be accepted. He must be stable and self-reliant. There must be no mental lag. A fraction of a second's hesitation between the mind's impression and the muscular co-ordination may result in a crash. He must be able to do the necessary thing almost automatically—there is rarely time in an emergency to think out the proper course.

Must Be an Enthusiast.

Above all, the candidate must be enthusiastic about flying. The man who, when asked about his worries, replies "I am just worried that I won't pass this examination," will be accepted, if everything else is satisfactory. But the man who has financial difficulties, domestic worries or other unsolved conflicts will be doomed to disappointment.

It is emphasized, however, that while pilots must be carefree and enthusiastic, they must not be reckless. A man who does not care what happens is not an asset to the service. As one officer put it, "If he does not care anything for his life, we do care something for some \$20,000 worth of plane."

The most important physical requirement is perfect eyesight. No pilot is permitted to use corrective lenses in his goggles. It has been explained that often pilots come down from a flight with oil splashed over their goggles and before they make a landing it is necessary to take them off. If he needed his glasses in order to see to make a landing, a pilot would be very likely to meet with trouble. Men who have passed both the physical and psychological examinations satisfactorily up to this point have been turned down because of a slight defect of the eyes.

The general physical examination is very rigid, and the desirable pilot is one who is physically fit plus. The schneider index is the method by which a candidate's circulatory efficiency is determined. It is dependent on six factors—the reclining pulse rate, the standing pulse rate, the difference between the standing pulse rate and the rate following a standard exercise, the time for the pulse to return to the standing rate after the standard exercise, and the difference between the reclining and standing systolic pressures. An arbitrary value of minus three to plus three has been given to each varying factor with a maximum plus total of 18. A score of 18 is perfect, 14 to 18 excellent, and 7 is unsatisfactory.

Examined Annually at Least.

Examinations are made of pilots at least once a year and as much oftener as is deemed necessary under individual circumstances. A very careful check is kept by flight surgeons to see that pilots are in excellent flying condition. Often they notice symp-

toms that are not apparent to the man himself. Above all a pilot must not be permitted to become stale, and when evidence of this is indicated he is sent out to play golf, take a trip—anything to make him forget completely about flying for the time being. Usually, it is said, it takes only a few days to restore him to normal. Aviation medicine is becoming an important phase of the medical profession and one which is being constantly enlarged.

While the army and navy have identical examinations for their pilots and are co-operating in every way, there has not been any way of checking the civilian flyer. In many cases a man who has been turned down by one branch of the service will go into civilian flying, even though it is known that he is in some way unqualified to be a pilot. Under the new division of aviation of the department of commerce, however, a method of controlling civilian pilots is being worked out. Under this plan it will be necessary for these pilots to obtain licenses and in order to do this they must take an examination which, if not identical, will be similar to that given service pilots.

A flight surgeon must know the pilots intimately and observe them daily in order to be able to detect the first signs of deterioration. A navy surgeon recently said: "The greatest psychological factor in getting close to a pilot is flying with him or his squadron, experiencing his emotions and strains, as well as sharing in his enthusiasm. An unusual comradeship exists between personnel undergoing the same hazards, and on short of extended flights the flight surgeon renders a subconscious sense of security and is present to detect the first signs of the physical or psychological abnormal."

Civilian physicians have been urged to take up the study of aviation medicine, since special training is necessary in order to be qualified to select, classify and care for flyers. The number of commercial air lines is being constantly increased, and the safety of both passengers and freight carried by commercial planes depends largely upon the fitness of the pilots. The government is doing all in its power to make aviation safer, but the civilian can aid by doing his bit.

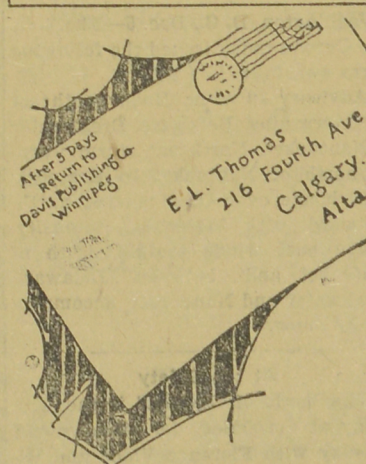
GRAHAM TO GET VACANT SENATE SEAT

Toronto, Dec. 3—A special despatch from Ottawa to the Toronto Telegram today says:

"Hon. George P. Graham will be appointed to the Senate in place of the late Senator Blain. It is understood that when he was named chairman of the tariff advisory board this was merely to keep the genial George in harness until there was a vacancy in the Red Chamber. Now he moves up. It is reported here that Percy Parker, a strong Toronto Liberal, will succeed Mr. Graham as head of the tariff board."

"The vacant Irish-Catholic Senatorship in Ontario is reported to be earmarked for W. T. Kernahan, head of the O'Keefe Breweries, and a strong supporter of Liberalism in Ontario."

BLUNDERS



WHY IS THIS WRONG?

Thousands of letters are delayed in delivery from two to ten hours in big cities because business men do not place their return street address on letterheads and envelopes. Even though a company may be an important one, all postal employees do not have its address committed to memory. Consequently its mail will surely be delayed if persons who must reply to its letters are given no street address.

TRAP NESTS

If you are in the Poultry business go at it systematically. Keep tabs on your hens by trap nesting them.

It's the only way to pick out the boarders.

I make a complete set of four nests for only \$4.00. Satisfaction guaranteed. Send me a trial order.

FRED LYONS
260 Aberdeen Street
FREDERICTON, N. B.

WANTED!

LIVE WILD GAME and
FUR BEARING
ANIMALS

Moose, Deer, Fox, Otter, Sable, Fisher, Bear, Weasel, Raccoon, Mink. A specimen of the above named live animals is required by the Department of Lands & Mines to be exhibited at the Boston Sportsmen's Show on January 29th next. Any person having any of these at present in captivity are requested to communicate immediately with the Chief Game Warden at Fredericton.



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- 52 George and Church Sts.
- 53 Union and Church Sts.
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- 55 Brunswick St. and University Ave.
- 56 Lansdowne St. and Waterloo Row.
- 57 Grey St. and University Ave.
- 112 Smythe and Aberdeen Sts.
- 113 Argyle and Northumberland Sts.

WEATHER BY RADIO.

New York, Dec. 4—Weather reports from 80 ships at sea and five distant cities came by radio during an address by Maj.-Gen. James G. Harbord. In a few minutes after his inquiry London and Paris reported cold, Buenos Ayres hot, Berlin fog and Honolulu fine swimming weather.