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WHAT THE HOLIDAY SEASON MEANS TO MAJORITY OF PEOPLE

To the Average Person it Means Getting Away Somewhere

(The Daily Mail, while it finds "Observer" articles interesting and popular, does not always agree with what is said, and is not responsible for the writer's opinions).

Now that the holiday and Summer season is definitely over, let us stop and consider a little just what this season has meant and habitually means to the majority of people.

To a great many people the Summer season, stretching from about the last of June until after Labour Day does not mean an unbroken period of holidays. To those who work in stores and offices there will come hardly any more holidays than occur in any other portion of the year of similar length. There are, to be sure, public holidays in May, June and July. And recently there have been the Thursday half-holidays for places of business. These half-days are an unmitigated nuisance to the buying public, but are doubtless much appreciated by those who receive them.

Then there are other groups to whom the Summer period is one long holiday. To such people the statutory holidays mean very little, since the day before and the day after are likewise holidays. This protracted holiday must become a little boring unless those affected by it have planned out some form of activity that will cover the whole period.

To the average person the best way to spend a holiday is to go somewhere. It doesn't matter whether the holiday is of one day's duration or of several weeks, the underlying idea seems to be to be on the go. Now days it isn't "what are you going to do on the holiday," so much as it is "where are you going to go?"

The advent and development of the automobile has made it possible for the great majority of people to get away at short notice, and to cover distance. As a consequence there has grown up what we may almost call a disease, and what for lack of a better name we may call "car-mania." Car-mania may be described as a disease which first affects those who don't own cars. The first symptom is an urgent desire to purchase a car. This desire will usually be realized, all financial difficulties being disre-

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garded. The car having been acquired, usually on the installment plan, the disease begins to take a firmer grip on the proud car owner.

The next stage of the malady is marked by a total inability of the sufferer to stay at home when not actually eating and sleeping there. He will be on the road, going he knows not where, nor cares. But he's going, that's the main thing. But it is on holidays that the disease may be seen at its most malignant stage. Early morning will see the victims of car-mania pile into the car and start, where? They do not know. Why? Because it is a holiday. Don't they ever get tired of it? No, they never tire because it is the nature of the disease to increase in intensity as time goes on.

There is only one cure. It was formerly thought that when the sufferer was financially unable to buy another gallon of gas, when he had pawned everything saleable in the house with which to buy more gas; when his children were starving and without proper clothing; that then the disease would have run its course. But no; the sufferer could always buy a gallon of gas somewhere. The only sure cure is when the dealer takes back the car because the payments have not been met. And even then the cure is sometimes not permanent. A month or two later the victim of this terrible malady is often seen on the street with another car. Don't ask me where he gets it. That is one of the eternal mysteries.

So our holidays are mostly given over to the ravages of car-mania, and the attendant fatalities. There is a modified form of this disease which seems to confine the sufferer to the city limits. This is a very mysterious affliction, and defies all analysis. The person suffering from this form of the disease seems to be unable or unwilling to go any distance from his starting point. On the contrary, he goes up one street and down the next, out one block and back the next, passing a given point two or three times an hour. And that, so help me, is the way some people spend their holidays.

I think there is a moral to all this, somewhere; but I'll leave it to my readers to find. All I can say is, that to one person at least, a holiday does not seem to mean what it once did. What's the answer? —OBSERVER.

YEAR'S REVENUE OF CANADA IS \$372,542,039

OTTAWA, Oct. 1—The total revenue of Canada for the fiscal year ended March 31 was \$372,542,039, according to Finance Department figures published in the current issue of the Canada Gazette. The grand total expenditure in the same period was \$532,531,598.

At the same date the public debt totalled \$3,492,893,427. During the year net debt increased by \$159,989,558.

With regard to revenues taxation accounted for \$315,898,984, with excise taxes figuring at \$112,733,048. Income collections were the next highest item of revenue at \$82,799,802. Customs collections amounted to \$74,004,559, and excise duty to \$44,409,797.

Other Receipts

The Postoffice contributed \$32,507,888 to the nation's Treasury. Other items were: Interest on investments, \$10,614,124; radio licenses, \$1,547,431; the Canada Grain Act, \$1,213,086; miscellaneous revenues, \$2,041,690; and miscellaneous taxes, \$2,041,776. Special receipts totalled \$319,833.

Outside the interest on the public debt, which was \$134,549,169, the largest item of outlay was special expenditure amounting to \$102,047,284. This item included unemployment relief disbursements, public works construction acts, loss on the 1930 Wheat Pool stabilization operations (payments to Canadian Wheat Board of net liability assumed as at Dec. 2 1935,) and the 1930 wheat crop equalization payments.

Disbursements for Government-owned enterprises accounted for \$50,904,401. These included \$41,795,757 to the Canadian National Railways, \$5,625,707 to the C.N.R. Eastern lines, \$1,126,055 to the Harbor Commissions, and \$269,969 to the Canadian National Steamships.

Other items in Government-owned enterprises included loans and advances to the Canadian National Steamships and Harbor Commissions. Pensions and National Health was the largest spending department, with \$54,843,802. The Postoffice came next with \$31,437,718; the Finance Department, including old-age pensions payments, accounted for \$27,633,739.

Any Time is Tea Time

"SALADA" TEA

DINING IN FRANCE HAS ITS THRILLS

EUROPEANS SUPPLY MARKET CANADIAN GOODS

Tourists Find Marseille Cafe Place of Surprises

MARSEILLE, France, Sept. 30—It is all very amusing, but, like most amusing things, quite human. In fact it is the humanness of the thing that keeps you from getting annoyed. Even the head waiter seems to be in the conspiracy to keep you amused.

You have ordered an omelette of fine herbs. This means to say it is supposed to be filled with green specks of different things—and the French, they know how to cook such a dish. But what the head waiter sets before you is just a simple omelette of somewhat doubtful complexion. You call his attention to it and he smiles. He goes back to the kitchen and presently returns.

This time he brings you a saucer full of chopped parsley. You gaze at it and so does he. A smile hovers around the corners of his mouth. "And this? What is it?" He explains, "This is the fine herbs—the cook forgot to put them in the omelette."

This restaurant is filled with surprises.

Must Not Finish Bottle

It is quite informal, too. He brings you a bottle of Bordeaux, you having refused to sample the restaurant's specialty of Algerian wine. He says, as he wipes the neck of the bottle, "The real price is 10 francs, but I'll charge you 6 provided you don't finish the bottle."

"Uhuh, what's the catch?"

"There is none." He seems quite sincere. "Now will you have mushrooms or spinach with your omelette?"

"Mushrooms."

"Very good, but I suggest the spinach. That is fresh."

The spinach arrives a long time after the omelette is finished. In eating it your teeth hit a snag. It turns out to be a piece of anthracite coal, Marseilles being a seaport. Is the waiter astonished? Not at all. He had expected it and confirms your first opinion—anthracite; and your second opinion—this place is full of surprises.

Cook is Angered

The female cook back in the kitchen has raised her voiced into a shout. The head waiter is nothing if not tactful. He turns on the radio while persuading a testy client at a nearby table that the programme is really worth listening to. Unfortunately, at the moment there is nothing on the air. The cook's strident voice dominates. It seems she doesn't want to know how the piece of anthracite got in the spinach so much as to know why in the name of conscience somebody has to be ill-natured enough to draw it to her attention.

As you leave the restaurant the head waiter shakes hands with you. He tells you he has seen you before—was it in Paris in 1920, or in Marseilles back in 1918. It was neither, but he is eager to show you he holds no ill feelings against you for having exposed his omelette.

Enter Different World

As you step on to the Rotterdam Lloyd liner, out from Batavia and now en route to Gibraltar to look into such a thing as a Spanish revolution, you enter an entirely different world. Here you are back in Asia once more. You wonder just how many languages the obliging blue-eyed Dutch purser can speak. Quite a number. You find in your cabin a little pamphlet that well bears perusal. It comes to 85 pages, including the index, and is in five languages—Dutch, English, French, German and Spanish, testifying in its quiet manner how assorted the passenger list is.

The book doesn't reveal much that the usual traveller doesn't already know, though you might be interested in the little passage that says in four tongues that negligee is allowed on deck before 8 a.m. and after midnight except when in a port of call and when passing through the Suez Canal. The ship's company ceases to be an isolated community at such times. That must be it.

Canada spent \$17,122,230 on national defense, \$13,768,953 on subsidies to Provinces, \$12,945,277 on public works, and lesser sums among the remaining administrative departments.

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