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A Slump in "Tipping."

A recent complaint has been made by a London railway porter to the effect that people do not now give "tips." In fact, he alleged, one shilling would cover the year's gratuities to be divided among six of his kind. A Daily News representative, for corroboration of the statement, yesterday obtained the views of an employe on a leading line.

"Things are pretty much the same as usual with us," said he, "that is to say, the summer is our golden harvest, and the winter a dull season. But otherwise it is, of course, chiefly a question of station. At Dover, for instance, and other places where people disembark, we are only paid 15s. 9d. per week, and are glad to get it, since it is reckoned to be one of our soft jobs, as we make a substantial addition out of gratuities. Wages in town are, however, higher, as the tipping is comparatively less; but even then I don't know how we should live if we didn't obtain something from the passengers. And I'm glad to say they spend just as much as ever they did in this way."

A waiter at a well-known restaurant also gave his opinion that there is no appreciable decrease in the tipping system—in England, at any rate.

"But in Lucerne and other continental places strict notices are put up that feeling the waiter is not allowed. Naturally we get paid more in such situations by the proprietor, but not so much more as to make it worth our while to dispense with the gratuity. In this country we get paid fairly well, and in addition double the wages by tips. Oh, no, it's not a custom likely to die out, I'm glad to say."

A tea-shop girl was equally emphatic on the subject.

"Although gratuities are forbidden, I may say our tips are none the less frequent on account of the notice—nor are the public less generous than they used to be. It is only the parsimonious old lady with the reticule who sneaks off taking advantage of such a prohibition.—London Daily News.

Man Who Has Saved Lives.

Lord Lister enters his 78th year to-day, and the journalist who offers to such a man the common birth-daily congratulations shall hardly escape the charge of banality. The case is unique. Men live who have brought slaughters upon earth; here is a man who has saved lives in numbers that are beyond calculation. But for the antiseptic and the aseptic surgery of which he is the founder, a multitude of men, alive to-day, would be dead or maimed. Put the figures at near a million among the white races, and one cannot be far above the mark. To Lord Lister, therefore, are due the birthday congratulations that go only to a lifegiver; and many a letter will reach him this morning written by grateful right hands that, but for him, would have festered to amputation. "Buttends of human beings" was Stevenson's phrase for the lepers. Lord Lister has made, on a large scale, our English manhood whole.—London Chronicle of April 5.

Our Japanese Agent.

Mr. Alexander MacLean of Ottawa, who has just been appointed Commercial Agent for Canada to Japan, was in his earlier days a prominent newspaper man. He established The Mitchell Reformer in 1861, published The Cornwall Freeholder from 1865 to 1872, was Ottawa correspondent of The Globe from 1872 to 1874, was proprietor and publisher of The Ottawa Times, 1874-1875, and was managing director of The Montreal Herald, 1894-1895. With Mr. J. C. Roger he obtained in 1874 the contract for the Parliamentary and departmental printing at Ottawa, and held it until the Printing Bureau was established in 1888. In the meantime he had turned his attention to manufacturing, and in 1885 established the Canadian Granite Company, and three years later the Ottawa Granolithic Paving Company, of both of which he was president. He took considerable interest in municipal matters, and was an alderman for several terms. In politics he is a Liberal, and was for a term president of the Ottawa Reform Association. He has also been president of the St. Andrew's Society, of the Ottawa Art School and of the Central Canada Exhibition Association.

A QUEER COACH ROAD.

Passengers Pay Their Fare and Work Their Way as Well.

In the old days of canal voyaging captains of boats were not infrequently asked to give a wayfarer a lift. The man was asked if he was willing to work his passage. If he said "Yes" he was put to work driving the horses. In Europe, it seems, a similar custom is practiced on paying coach passengers.

In the Pyrenees there is a coach road between two villages, one on each side of a mountain 16,000 feet high. After the coach has proceeded a little distance and reached the steep part of the ascent the conductor begs the passengers to get out so as to ease the horses. They are even requested a push behind and help the poor animals to drag the huge vehicle uphill.

When at last the summit is reached the traveler, wiping from his forehead drops of sweat as big as kidney beans, congratulates himself on the breezy ride down the steep slopes of the descent which awaits him.

There is where he makes a mistake, for the conductor, with a sweet smile, begs the gentlemen to be kind enough to hang on to the coach behind and act the part of a Westinghouse air brake or else the horses may be injured.

In this manner the terminus of the line is reached, the passengers having pushed the coach all the way up one side of the mountain and held it back all the way down the other.

In spite of this there is a rush for places on the coach daily, as there has been for half a century.—Spare Moments.

Traits of Turkish Nomads.

The Yuruks assert that human souls return into the bodies of animals and that the spirits of the latter take also a human form and appear at determined epochs. This is certainly the reason why they are so kind to animals. A Yuruk loves his horse as much as his family. The horses have their place under the tent, and it is not uncommon to see them warmly wrapped in a magnificent robe when the Yuruk and his children are covered with rags.

Some other customs attest also a pagan origin. In the orient everybody knows that the Yuruks worship certain trees and rocks. These facts yield sufficient evidence that monotheism is by no means the essential dogma of their religion.

After the Baby's Trade.

A gentleman who recently advertised the birth of a daughter tells me that he has received in consequence almost enough stuff to stock a general shop. The outcome of his advertisement includes samples of a dozen or more different foods and preparations of milk, several consignments of different soaps, samples of well known brands of tea and other well advertised goods, not to mention specimen photographs from sundry firms desirous of depicting the features of the little stranger. He mentions that the only article that would be really useful in his household under the circumstances not received up to the present date is a baby carriage.—London Truth.

Afternoon Tea.

"High tea" is said to be of American origin. The earliest mention of it, according to Dr. Murray, goes no further back than 1856. In fact, tea as an afternoon meal is not much older. It is thought to have originated in 1837 in the house of Mme. de Circourt, a Russian lady, whose salon in Paris was at that time much frequented by the most intellectual society of the day. The fashionable dinner hours were then getting late, and she introduced a 4 o'clock light meal, at which tea was served. Fanny Kemble in "Records of a Girlhood" attributes the introduction of the afternoon meal into this country to the then Duchess of Bedford. Fanny Kemble paid a visit to Belvoir castle in March, 1842, and she relates how a mysterious invitation was received to the duchess' private rooms, where she found a small group of friends partaking of tea in a private and rather shamefaced way, and dated the 5 o'clock meal from this time. But it was several years later that the practice became general.—London Chronicle.

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June 24, 1904

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TRAINS WILL LEAVE FREDERICTON

No. 303 Mixed for Campbellton, Moncton, Chatham and Loggieville.....	5.45
No. 301 Express for Montreal, Chatham, Loggieville.....	16.40
No. 317 Suburban for Marysville.....	6.15
" 319 Suburban for Marysville.....	10.00
" 321 Suburban for Marysville.....	11.15
" 323 Suburban for Marysville.....	15.00
" 325 Suburban for Marysville.....	17.10
" 327 Suburban for Marysville.....	18.25
" 329 Suburban for Marysville.....	21.00

TRAINS WILL ARRIVE AT FREDERICTON

No. 302 Express from Montreal, Quebec, Chatham and Loggieville.....	13.05
No. 304 Mixed from Chatham Junction, Chatham and Loggieville.....	18.25
No. 318 Suburban from Marysville.....	8.15
" 320 Suburban from Marysville.....	11.00
" 322 Suburban from Marysville.....	12.25
" 324 Suburban from Marysville.....	17.05
" 326 Suburban from Marysville.....	18.20
" 328 Suburban from Marysville.....	19.15

All trains are run by Atlantic Standard Time. Twenty-four hour notation. 24.00 o'clock is midnight.

Moncton, N. B., November 18th, 1904.

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Reasons
Are
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