

## THE COMMON COLD

By W. E. Hill

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The cold that runs through the family. First Junior caught a cold, then Mummy took it, then Leona, the maid, caught it, and now Daddy has it. Pretty soon Junior will get reinfected, and so it will go.



"Don't worry, I'm not afraid to kiss you, Cousin Clayton, even if you have a cold, because I have the teeniest one myself!"



Nose and throat specialist's anteroom filled with common cold victims all set to enjoy nose passage spraying, blowing out of ears, sinus draining and tonsil treatment.



Two nose blowers. Showing (left) the dainty blower who snuffles and makes terrible whistling noises, and (right) the loud blower who sounds like a noon whistle and fog horn combined.

"Her house is always damp, and I hadn't been there five minutes when I commenced to get all stopped up." (The girl with the interesting sinus, who is under the impression that every one longs to hear how she caught the cold, explains at length over the telephone.)

Life with fractious husband. "Doctor, I can't do a thing with him! I CAN'T make him stay in bed, and I fixed the oil with ocolate sauce so he wouldn't taste it, and I CAN'T make him take it!"

The husband who enjoys playing invalid stays home to break up a head cold. Thinks he's going to die and wants plenty of sympathy from the little wife.

## Mary Serves a Little Lamb

By MARY MEADE

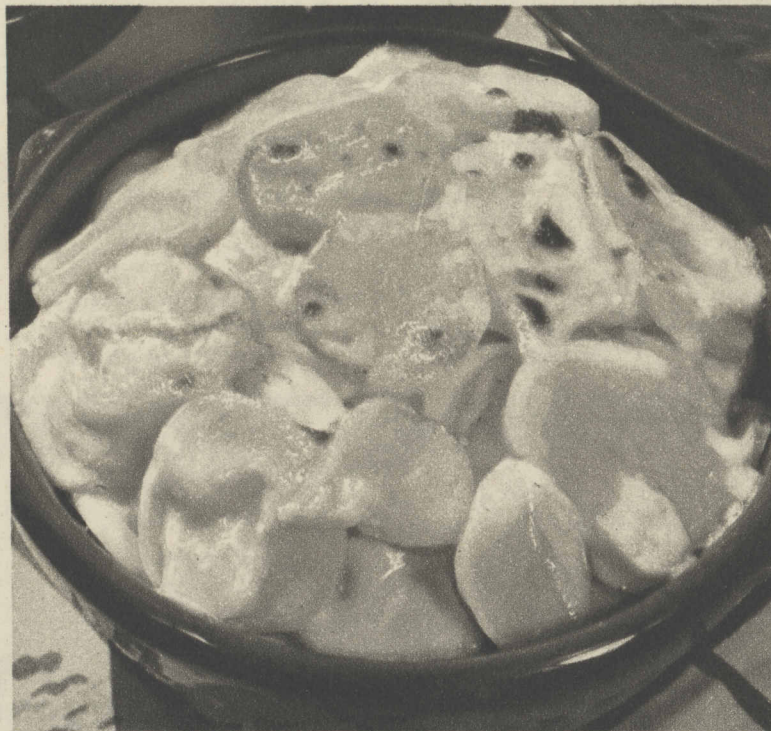
PLAIN FOOD served attractively has more appeal for the average American than have more unusual dishes. Corned beef hash, scalloped potatoes, and lamb patties "am what they am"—they're easily recognized and therefore readily welcomed by most of us.

Lamb patties served on slices of cooked acorn squash, with small buttered beets, make an attractive and inexpensive meat platter. The patties, bought ready shaped at the market, are broiled, and the boiled squash slices are buttered and browned with them. Try this combination for a family dinner and just see if it doesn't win praise for the cook!

Corned beef hash has long held a proletarian reputation, but nowadays is popular with everybody, not just with the lean in pocketbook. Canned



A welcome breakfast platter—bearing scrambled eggs and corned beef patties browned in butter.



At left: Scalloped potatoes—simple food, but good, and easy to serve frequently.

Below: Broiled lamb patties served atop squash slices.



corned beef hash is so easy to use and adapts itself so well to many a breakfast and luncheon platter that women find it pays to keep several cans on hand.

It's pictured in patties, accompanied by scrambled eggs. The garnish consists of strips of pimiento. Canned corned beef will readily slice into these

neat patties if it is chilled first. The cooking is simple—just a browning on both sides in a little hot butter.

Scalloped potatoes are another welcome plain food. Potatoes, salt and pepper, butter, flour, and milk are the only necessary ingredients, though cheese, diced ham, sliced egg, minced green pepper, or pimiento

may be added before the dish is baked. Here is the recipe:

### SCALLOPED POTATOES

(Serves six)

6 medium potatoes, sliced thinly  
Salt, pepper  
Flour  
2 teaspoons butter (or more)  
2 cups hot milk

Place a layer of the thinly sliced potatoes in a buttered

baking dish, sprinkle with salt and pepper, and dredge with flour. Repeat with another layer. Add butter to hot milk and pour over the potatoes. Bake covered at 375 degrees for half an hour, then uncover and bake about fifteen minutes longer, or until a delicately browned crust has formed on top.

## How Air Lines Keep Stafs Healthy

By WAYNE THOMIS

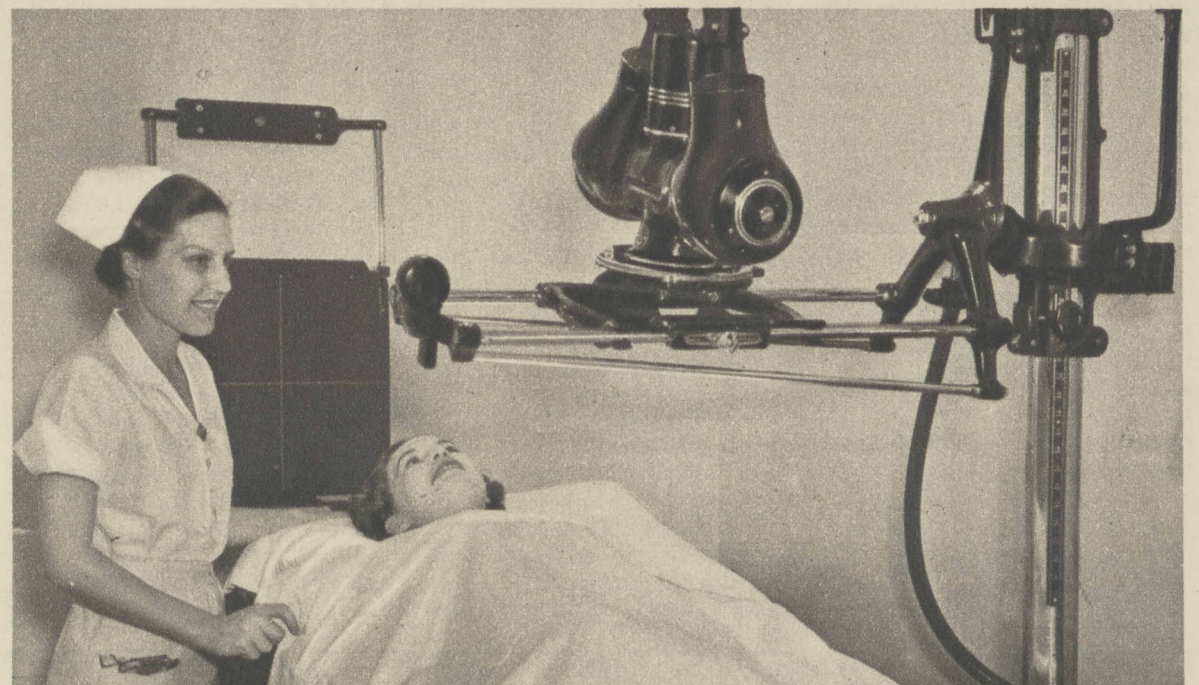
PROVERBIALY the Chinese pay their doctors to keep them well instead of to cure their illnesses. The commercial air lines of the United States take the same position with regard to their flying personnel—pilots and stewardesses alike.

Pilots are a highly trained group of experts. The air lines find that it pays to keep their pilots healthy, happy, satisfied, and keen about their jobs. One of the ways of achieving this is to give them frequent medical examinations through which incipient physical troubles can be detected and nipped in the bud.

All the larger air lines employ physicians of their own. These doctors examine every pilot twice a year and in special instances oftener. At the same time the pilots must appear twice annually and allow accredited physicians of the Civil Aeronautics authority to give them complete physicals. These examinations are staggered for any given flyer, so that he goes before a doctor at least once every three months.

A typical example of the modern aviation medicine laboratory is found at United Air Lines' new operations building just across Cicero avenue from the company's shops and hangars at Chicago municipal airport, 63d street and Cicero avenue. Here in a completely equipped twelve-room laboratory the company has installed Col. Arnold D. Tuttle, former head of the only aviation school of medicine in the world—the army air corps' medical center at Randolph field, Texas.

Colonel Tuttle is the chief of a staff of nine company physicians who are conducting periodical pilot examinations and otherwise tending the fitness and physical well being of 2,000



Mrs. Marvin Whitlock, United Air Lines' X-ray technician, preparing to "photograph" Stewardess Helen Dobrick.

employees in various cities on United's system.

A test of any pilot takes two hours, and there are thirteen mimeographed pages of questions. First come the eyes. In this examination there are twenty-three steps, sixty-three differ-

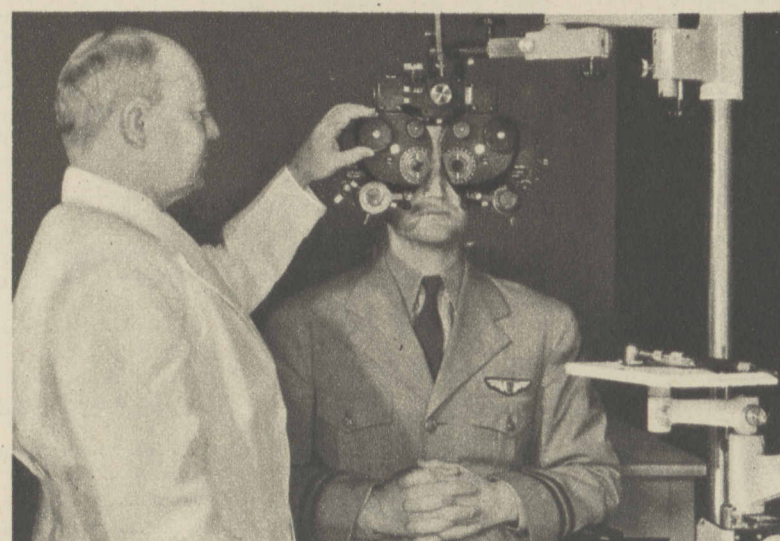
ent tests being made. Pilots with transport ratings must have at least 20-20 vision—"perfect" for ordinary persons. Then come color tests, and a darkroom where eye muscles are tested and refraction is measured. There is a telebinocular appa-

ratus, too, to check the pilot's depth perception, and all the usual other tests.

In a soundproofed room he sits at the audiometer and hears radio signals exactly like those he gets in flight, to test his hearing. Next come blood tests, various measurements of blood pressure, heart, temperature, etc.

The pilot then must indicate the capacity of his lungs by blowing into a spirometer. In an X-ray room his chest and trunk are examined under the fluoroscope and X-ray machines.

In addition to examining personnel, Colonel Tuttle is charged with watching over passenger comfort and experimenting with heating, lighting, and ventilation of aircraft. He also is responsible for leading a war on flies, mosquitoes, and other insects that affect passengers and company employees. At present he is conducting tests to determine the feasibility of using oxygen in high-altitude flying planned for the near future.



Medical Director A. D. Tuttle examining the eyes of a U. A. L. pilot.