Periodic Health Examinations

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I had a very good friend—a leading professional man, in middle life. "I had"—what a tragedy those two words can suggest, as they do in the present instance. By hard work my friend had earned a position of the highest standing. He was a leading citizen, a gentleman. He was at the top of his profession. In terms of life generally, he had reached that broad, calm plateau which some fortunate men attain after the climb and the storms of youth re over. He seemed to be in the best of health; Canada had reason to expect of him long years of mature work, and thought, and guidance.

And then one evening he dropped dead.

What a shock to his family and friends. What a loss to the community in which he lived—that this individual of ripened, matured judgment, of great force of character and personality, this leader, should have been stricken down just when the star of his destiny seemed to be shining brightest.

And the greater tragedy was this: this his death was unnecessary. There was no need for him to have died for another twenty, or thirty years.

There are thousands of deaths like that, every year.

For scores of years, people have been saying: "an ounce of prevention is worth a pound of cure'. If only those who say that so glibly could appreciate its profound truth. If only they would take the trouble to apply it to their own health and well-being.

My friend died suddenly of a heart condition that was entirely unsuspected. He had never experienced any symptoms, so had no reason to believe that anything was the matter with him. To most people, that fact is sufficient to indicate that the death was absolutely unpreventable. But that is not so.

Medical science has progressed far beyond the knowledge of the layman. The X-ray sees things that are hidden to the naked eye. And if he had been in the habit of subjecting himself to a thorough physical examination every year, or every six months, the heart condition or its cause might have been detected long ago. He would have been warned by his doctor, could have dealt with conditions which neglected result in heart disease, or were the heart diseas already in existence could have so regulated his life as to impose the least possible strain upo nhis heart—so that up to a point, that organ would have overcome its disability, and gotten better instead of worse.

There is no possibility of error here; it is recognized by leading doctors the world over, that the person who has his system examined and "overhauled" regularly just as a sensible motorist has his car overhauled regularly, has a far better chance of longer life than one who does not.

No one doubts such a reasonable claim. It isn't public skepticism that has to be overcome; it is public indifference. The average man is too busy trying to add a thousand dollars to his income to bother about adding ten years to his life.

A very large proportion of illnesses, if dealt with in their incipient stages, will not become serious. During those incipient stages, the symptoms are so slight as to be scarcely noticed by a layman. In fact, no exterior symptoms may be present, whatever. Furthermore, there are many physical conditions that are forerunners of illness—conditions that may lead up to illness if not checked. It is the little things that have to be watched—the inconsiderable acorns that grow into great oaks of disease. Here the importance of regular physical examination looms large. High blood pressure, overweight, are example. Or a man's habits may need to be corrected. Cancer, syphilis, tuberculosis are all diseases that it is supremely important to combat early—and whose earliest symptoms are not always manifest to the patient.

In a pamphlet issued to physicians by the Dominion Department of Health, and compiled by the Canadian Medical Association, the following appears: "The average man habitually accepts his variations from the normal as something to which he should be resigned. The Army experience demonstrates clearly that a very high percentage of supposedly fit and active men among rich and poor alike, have some physical impairment which in many cases, is due to preventable causes. It has been shown further that improvements may result upon the correction of such defects and by the establishment of proper hygienic and dietetic habits."

Periodic health examinations afford the only systematic opportunity:—

(a) To observe the development of the individual;

(b) To detect the earliest signs of change from the normal and of impending disease;

(c) To observe the effects of a hygienic daily regime;

(d) To note abnormal conditions arising from neglect of the laws of health;

(e) To recognize the benefit of following advice given to correct these abnormal conditions;

(f) To detect the early signs of focal infections an dthe results of their persistence;

(g) To accumulate facts regarding early symptoms of disease and treatment;

(r) To investigate the possibilities of cure in cancer, tuberculosis, venereal disease, etc.;

(i) To study the importance of hygienic and dietetic treatment in general.

From the foregoing, some idea of the advantages of periodic physical examinations, both to the individual, and to society, may be gathered. It is up to those who desire to partake of these advantages to govern themselves accordingly.

Dirigible Starts Month's Inflation

London—Inflation of the new Burney passenger airship R-100, designed for Atlantic flights, has been begun at Howden, Yorkshire. Five million cubic feet of hydrogen gas will be needed for the inflation, which will occupy nearly a month, after which the Air Ministry will conduct speed tests.

These will be folowed by preliminary flights over Great Britain, varying from 3 to 49 hours, duration, and by 7 days at the mooring mast before flight to Canada is attempted.

Accommodation is provided for 100 passengers, and besides a restaurant seating 50 people, there are promenade decks and lounges. The maximum speed an hour is still air and a cruising speed of 74 to 75 miles an hour is expected. The cruising radius when carrying a full load of fuel and passengers, will be approximately 3000 miles.

The Monitor is informed that the entire accommodation for the maiden flight fro mEngland to America has been fully reserved, as much as £1000 having been offered for a berth.

The Mystery of the Loaf

Victoria Times (Lib.): Several weeks ago the price of wheat went down to $1.05 a bushel. But not a word was said about reducing the price of bread. When trading began in Winnipeg the figure stood at $1.75 and the closing price was $1.68. We are now told in a despatch from Vancouver that we soon shall be compelled to pay more for our loaf. We have never been able to solve the mystery of the price of bread. We think of ten cents for sixteen ounces here and eighteen cents for a four-pound loaf in the Old Country. We grow the wheat from which the flour for Britain's bread is ground. It has been said that the Canadian loaf is more costly to produce by reason of certain preservatives which enter into its manufacture, that wages paid to Canadian bakers and deliverymen are much higher than the wages paid in Great Britain. We have no reason to doubt the truth of this statement; but it still seems exraordinary that in a country where the wheat is grown the price of bread should be just twice as much as it is in a country which depends upon our wheat — and which is three thousand miles away.

Britain's Recovery

Murray Williams in his Financial Review: Since returning from England the writer has been asked a dozen times if the coal industry in Britain is dead beyond recall. Can it be that Canadian newspapers have failed to record the almost sensational recovery in the coal trade? Or perhaps the newspaper readers have failed to see the news. While it is true that British coal production is still far below the pre-war level and also true that prices are low and the wage question is still a live issue, the coal movement has increased substantially, so much so in fact that at times the coal companies have suffered from a scarcity of ships. More British miners are at work than for years past and Britain is now exporting as much coal as Germany, America and Poland combined. In one week in June 600,000 tons were shipped from ports in South Wales. With lower sea freight prevailing Britain is slowly recovering its lost markets.

Guests of Canada

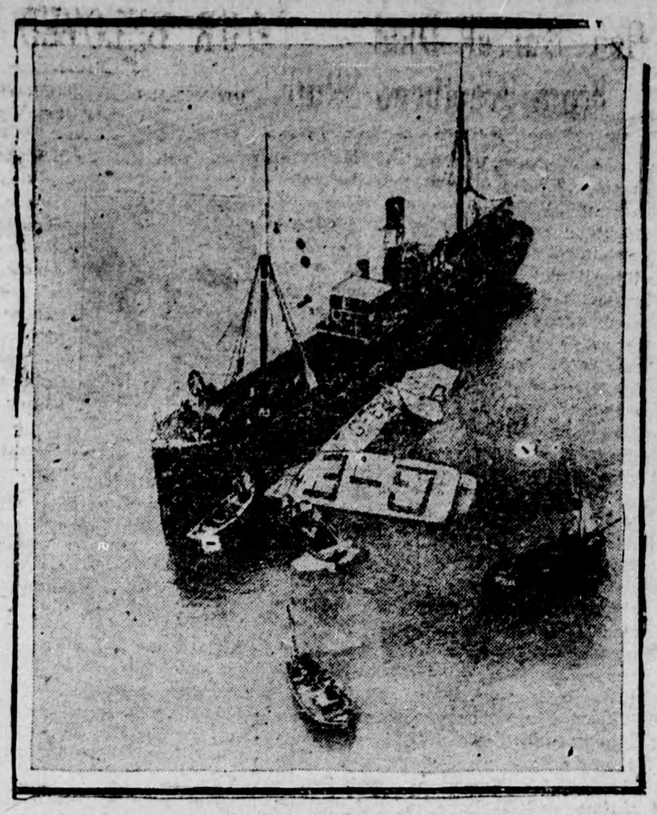
Windsor Border Cities Star (Ind.): The American tourist is welcome to this country and to this Dominion. While here, he is a guest, and is entitled to all the courtesy which we, as his hosts, can extend to him. There are two things, however, which he must not do. He must not flagrantly abuse our laws, and he must not go back home and make unfounded and unwarranted complaints when he is brought to book for his misdeeds.

"How Miss Eel answered that fresh Mr. Fish when he popped the question!"

The Sublime

The sublime and the ridiculous are often so nearly related that it is difficult to class them separately; one step above the sublime makes the ridiculous and one step above the ridiculous makes the sublime again.

Gathering Up the Pieces



WRECK OF CITY OF OTTAWA CHANNEL PLANE

Remains of giant Imperial Airways plane, City of Ottawa which fell into the English channel recently carrying seven of its passengers to death.

His Excellency Gives Tourists Great Surprise

Lord Willingdon Offers Aid to U.S. Tourists When Auto Turns Turtle

Quebec. — His Excellency the Governor General, Lord Willingdon, enacted the role of good Samaritan, to two stranded American autoists on the Rivere du Loup road, a couple of days ago.

The Americans in question were proceeding towards Rivere du Loup in their automobile, when it suddenly turned turtle on them as it left the road.

The machine was practically ruined, and as it was in a remote country district the tourists didn't know what to do.

Unknown to them a big, shiny limousine drew up close and a tall, elderly man alighted. Approaching the wrecked car and its occupants he asked them if he could do anything for them, such as give them a lift to the nearest village, or something else, after being informed of the mishap.

The Americans in question stammered out their thanks, but stated that they preferred to carry on afoot and make for the nearest farm house, after asking the gentleman in question his name.

A short while after they reached Rivere du Loup, where one of them started talking of the adventure, stating, among other things, that the car had no license plates but had instead a silver crown on a black plate.

The man who was getting the story asked if he remember what name the gentleman had given him, to which the American replied: "Yes, if I remember rightly, it was a Mr. Willingdon." and he was greatly surprised to hear that the gentleman who had offered him a lift on the road when he was stranded was no other than the King's Representative in Canada, His Excellency, the Governor General.

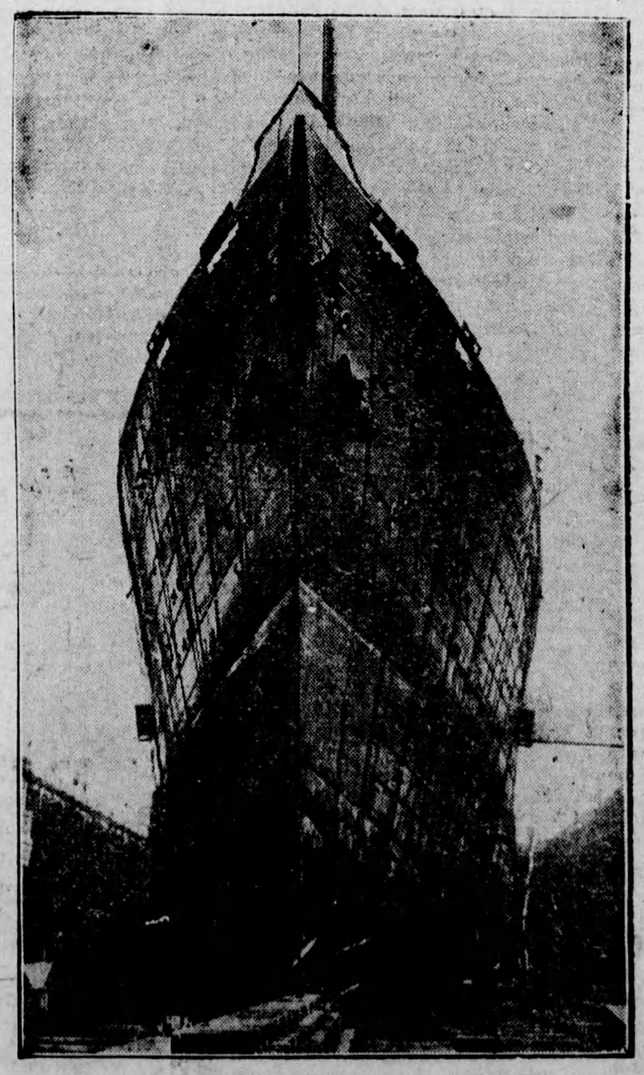
The War on the Border

Toronto Star Ind.): The increased activity of United States preventive officers has put a temporary crimp into the operations of those who run liquor across the border. The increased effectiveness of the United States patrols, however, does not weaken the arguments in favor of neighborly action on the part of Canada; first, because there is danger of international complications arising from possible clashes between armed patrol boats and armed rum-runners, and, second, because it is a reasonble assumption that the co-operation of both countries is required in effecting a permanent suppression of the traffic.

"Canadian Citizens"

Manioba Free Press (Lib.): The proposal of the Native Sons is that there should be a definition of the term "Canadian citizen" to include all adults born and resident in Canada, all adults naturalized in Canada and all adult British subjects not born in Canada who, after five years' residence, shall have taken a declaration of Canadian citizenship. The resolution is imed at certain people who can be found here and there throughout Canada; residents born in Great Britain who want everybody to understand that they are not Canadian citizens, but the holders of a lordier title, that of British subjects.

In Drydocks



THE LEVIATHAN GETS SEMI-ANNUAL OVERHAULING

The giant liner, flagship of the United States lines, in yards at Boston, Mass., for her semi-annual house-cleaning. Her present three-blade propellers are to be replaced by four-blade type.

Zeppelin Lands At Lakehurst

Second Atlantic Crossing Beats Old Time Making Trip in 94 Hours 1 Minute

CROWDS CHEER

Naval Air Station, Lakehurst, N.J. Graf Zeppelin, mighty German monarch of the air, landed on United States soil to-day, completing its third crossing of the Atlantic within a year. Last October the huge dirigible completed its first round trip from its base at Friedrichshafen, Germany, to the navy reservation here, where the naval dirigible Los Angeles has its home. At 5.55 o'clock (eastern standard time) this afternoon a speck was sighted 14 miles away to the east yb Coxswain William Bishop, lookout man for the Los Angeles, and half an hour later the huge silver bag poked its shining nose into the sunset over the field.

Manœuvering in salute to a cheering crowd of almost 100,000 persons, the Zeppelin disappeared over the northern horizon and cruised over New York City before returning to the reservation, where it dropped its landing ropes at 8.49. It was dragged to a stub-mast on the field, pending its removal into the huge naval hangar which will be its home until it departs on the return ourney. The landing was accomplished 94 hours and one minute from the time the ship left its base 4,175 miles distant last Wednesday night.

TRAVELLED 5,331 MILES.

An average speed of approximately 45 miles an hour was credited to the big ship up to the time it was first sighted, but the craft slowed down as it approached its destination and rode leisurely to New York, and it was believed that the final computation would reduce the early average.

Authorities estimated the Graf traveled 5,331 miles on its latest voyage, including the side trip to New York City, in 94 hours one minute, as compared with the 109 hours, 58 minutes, required to cover a course of 6,275 miles to New York last year.

When the Graf takes off on its return trip it will be starting a cruise around the world, which will be followed next spring by a transArctic exploration cruise.

Dr. Eckener, commander of the Zeppelin, announced on his arrival that if fuel and oil supplies could be taken on soon enough, he will start back Wednesday night to Friedrichshafen. The return flight will be the first of a fourleg cruise around the world.

The North-West Passage

Halifax Herald (Cons.): The people of this part of Canada would not venture to offer an opinion regarding the value of the Hudson Bay Railway as a development route for the transport of whatever products may come out of that sub-arctic region, but they always have been, and are still, in an inquiring mind regarding the feasibility of the Hudson Bay water route. People who live by and on salt water may be expected to know something of the hazards of shipping and what militates against shipping operations. It is very difficult to convince persons along the Atlantic littoral of Canada that the Hudson Bay shipping venture is a sound one.

Hertzog's Government

Glasgow Bulletin: In every way during its term of office, which has just been renewed, this party has exhibited its dislike of the Imperial connection; it has flouted the old British sentiment in its "flag" policy, its determination to "do what it likes with its niggers," its preference for German usiness over British, and in other ways. How far the Premier, General Hertzog, will go in this direction, now that the plebiscite has gone in his favor, no one can tell. For ourselves we can see no end to the tendency to slip into a declaration of independence.

Liquor Smuggling

Saint John Times-Globe (Ind.): The United States can hardly expect Canada to make strenuous efforts to aid in preventing the smuggling of liquor into that country, when it declines to insist on clearances for its own small craft so that a check may be kept upon them.

No Harvesters Needed

Saskatoon Star-Phoenix (Lib.): Never before has Saskatchewan been able to get through the work of the harvest season without help from the East. It will be possible this year for the first time because of the relatively small crop, use of labor saving machines such as combines, and the increase in western industrial population.

Buy at Home

St. Catharine's Standard (Ind.). If Canadian wheat exports fall off this year as predicted, this country will simply have to keep the Canadian dollar at home. Otherwise the trade balance will be against Canada to the tune of many millions and our dollar in New York may again face the eighteen per cent. discount of a few years ago.

Maisie: "How do you know that Chaucer dictated to a stenographer?" Jack: "Look at the spelling!"

Explorers Find Two Cities In Palestine

Jerusalem.—In an endeavor to correlate the little-known Palestinian archæology with that of Egypt, an expedition organized by Sir Flinders Petrie, noted Egyptologist, has spent two seasons at Tell Fara, 18 miles south of Gaza, examining two mounds of ruins on the Egyptian border of Palestine, where two lost cities of Judæa, Beth-pelet and Gerar, have been discovered.

The expedition, says a special account by Lady Petrie just received here summing up the results of last season, revealed that Gerar was in the midst of a corn country, as borne out by numerous sickles of iron and flint, as well as by the Biblical account of Isaac reaping a hundredfold; and that Beth-pelet, described in Joshua, was an important military centre from which David drew half his bodyguard.

In speaking of Gerar, Lady Petrie says: "Here was settled Abimelech, a Philistine resident for the corn exports. Very fine weaving was done here in early times; iron was brought in by 1350 B.C., and furnaces were built about 1200 B.C. early all the gold is of 1200 B.C.; the allusion to the Ishmaelites wearing gold marks the record as being contemporary. At the time of Shishak the lozenge-marked lance, the triangular arrow, the arrow with a barb, the broad dagger, the chariot models, and humped oxen of pottery, came down from over the Euphrates. The Assyrian invasion brought in eastern pottery, incense altars and the lazuli cylinder. Lastly the Persians built immense granaries here which would hold corn for an army of 100,000 during three months, so that the route to Egypt was assured. Few sites have so many contacts with the history of surrounding peoples; the cities of Gerar illustrate and amplify the ancient records.

Professor Petrie found that 19 out of 38 areas containing cities mentioned in the Book of Joshua retain their Old Testament names.

In the present season the work has gone lower, and under the fort and residency of the Roman age have been found an earlier fort and residency.

Before 1600 B.C. the Hyksos, or shepherd kings, had dominated this district. Their history, as it emerges will be helpful in determining the dating of the middle period of Egyptian history and with it the dating of early Europe, and this increases the importance of the Hyksos. These people had cut a vast earthwork round the flanks of the Tell, with a trench 80 feet wide, descending 28 feet into a ditch and rising 62 feet to the fort, with steep glacis slopes as in Egypt and Syria, copied from Central Asia. Their tombs contained daggers, toggle-pins and many scarabs—one with the name of a new king (raising the number to 34 known kings). It may now be assumed that at the end of their time they ruled Egypt and Palestine under one lordship

Naval Parity

Washington Post: (President Hoover's order to suspend construction of three of the five American cruisers, now building, is strongly criticized.) It is unfortunate in more ways than one that the President has been persuaded to take advantage of a technicality even though his action may weather the storm certain to arise when the Senate convenes. Whoever advised Mr. Hoover to trade the expressed will of the American people for a mess of British disarmament pottage rendered poor service indeed. In the first place it was calculated to weaken the foundations of naval reduction negotiations at a time when confidence of the American people is badly needed to counteract the impression that the United States is altogether too likely to be the easiest sort of victim to British diplomacy.

The latest thing in the way of automobiles holds the road and runs with alcohol.'

Standard of Actions

It behoves us to always bear in mind that while actions are always to be judged by the immutable standard of right and wrong, the judgments which we pass upon men must be qualified by considerations of age, country, station, and other accidental circumstances; and it will then be found that he who is the most charitable in his judgment is generally the least unjust.—Southey.