The Conquest Of Diphtheria

Centuries ago great Greek and Roman doctor's described in their writings the ravages of a nose and throat disease. They did not call it diphtheria in their records, but that is what it was.

A lot of things have happened since then. Medical men through the ages, have given the disease their best thoughts, until now more is known about diphtheria than any other of the communicable maladies on the lists of human experience.

But, even though knowledge is power, it does not mean, in this case, that the battle is completely won. Having acquired their information, the doctors must take further steps in order that it may do some good. They must tell the public, and convince it, and move it to action.

In the case of diphtheria, if they succeed in doing these things, you may be reading in the newspapers some day, "So-and-so died today of diphtheria. A coroner's jury will investigate." And the jury will want to know "who caused So-and-so's death" —not "what caused it?" mark you, but "who caused it?" In other words, we are reaching the point where it is considered unnecessary for a single death from diphtheria to happen, and when one does happen it will be considered the result of somebody's carelessness, and that somebody will have to be punished.

Diphtheria results from a germ settling in the victim's throat. The germ gives off a poison called toxin, and it is toxin that spreads through the system and causes illness. So the first treatment for diphtheria found by medical science was called anti-toxin.

Here is how it was made: A vigorous, young horse, carefully tested to make sure that it had no disease, is used. It is carefully injected with increasing doses of diphtheria toxin —that is, the poison of the diphtheria germ. The horse's system immediately begins developing anti-toxin in order to fight the effects of the toxin. After six weeks or so, if the horse, through tests, is shown to be reacting satisfactorily, the horse is bled, the serum separated and refined by special methods which make it ready for humans.

Now, this anti-toxin is an almost certain cure for people who have contracted diphtheria. It is greatest in its work when it is used immediately the patient catches diphtheria, and every hour of delay means additional danger.

But there has been developed, through further research work with anti-toxin, another and more powerful weapon with which to defeat diphtheria. It has been developed only in the last few years, and it offers complete immunization. The person who takes this treatment will not be subject to diphtheria at all.

Toxoid gives what is called active immunization, as compared with the passive immunization offered by anti-toxin. Toxoid contains no serum but is the product of diphtheria bacilli, rendered completely non-toxic by suitable treatment. Toxoid goes further than anti-toxin, because once in the human system it continues to stimulate our blood to produce its own anti-toxin. So the effects of toxoid are permanent, as far as can be discovered in the length of time it has been in use, as compared with anti-toxin, the powers of which disappear after a short time.

Then there is one more discovery which has great bearing on the impending "Decline and Fall of Diphtheria", about which I would like to tell you. It is called the Schick test and it was invented by a very modest man of that name who lives in Boston, and is little known to the outside world because he does very little but work and eat and sleep. The work he has done has been of great benefit to mankind, because the Schick test enables doctors to find out whether or not a person is apt to get diphtheria. The Schick test is made by injecting into the skin of the forearm about three drops of a test toxin. If the subject is susceptible to diphtheria a red spot will appear on the arm within 2 or 3 days. It will be about the size of a ten cent piece ,and when it comes it means the subject is apt to get diphtheria and that the toxoid is needed. If not, he is immune. The Schick test is just a skin test—the toxin used for the test does not enter the blood, so that no damage can result.

"The Art of Thinking"

Hilaire Belloc in the New Statesman (London): Thinking has often been condemned during the last century, and even lately in the English tongue as a solvent of judgment and instinctive power. . . I fancy that those who decry the ancient and honorable practice of thinking are mixing it up with two things very different, which are called reductions from insufficient premises, and deductions from false premises; or perhaps they are mixing it up with argufying —which of all the destestable habits of man is perhaps the most intolerable—unless, indeed, it be set to work upon matters wholly undiscoverable, wherein it is a very tolerable pastime. Indeed, you may note that men in their cups generally talk metaphysics. And this, let me tell you, is not particularly true of the over-educated, but of all men whatsoever.

Still Friends With France

A Tribute to M. Briand

"I shall never think of negotiating with any State any alliance from which France could be excluded, or which would be hostile to her."—Mr. Ramsay MacDonald.

The Labour Party and the Labour Government, to the surprise of many people, are paying very pleasant compliments to M. Briand. It was thought that the latter's friendship for Sir Austen Chamberlain might mean the new Labour Government would have certain difficulties to overcome, but the "Daily Herald's" Geneva correspondent, Mr. George Slocombe, dispels this idea. He writes:—

"About M. Briand there can be no two minds. He is the foremost European of our time. If any man can be, instinctively as well as intellectually, the citizen of a continent as diversified and as ancient upon the ruins of its successive ruined Empires as Europe, it is the French Premier.

"With no other Frenchmen have I felt that he represented the essence and the wit of modern France, the France of the Revolution and of the Three Republics, of the peasant and theh artisan, the stubborn and cynical individualism combined with an instinctive and natural democracy, as is the case with M. Briand.

"He is a great, almost an inspired, orator, in whose speech the subtle intellingence, the lively and mocking wit struggle for the mastery over a grave and profound emotion. And what is rare is an orator, he can not only move the masses; he can move their leaders.

"No other speaker at the League Assembly in my recollection, with the single exception of Mr. Ramsay MacDonald, has had and held so long the undivided attention of the leaders of the nations. M. Briand is singularly at home in the Assembly. It is an orchestra in which he plays the first violin. Under the subtle inspiration of his sure touch the vast harmony surges forth in waves.

"He knows his power, and he would not be human if he did not, in his sly, humorous fashion, enjoy it to the full. But at heart the French Premier is simple. He is obsessed by but a single passion—the prevention of war. Something of the French peasant's horror of the devastation which war brings upon his smiling, ordered fields, and wreaks upon his industrious heatr has entered like a searing iron into the soul of Aristide Briand. He is still a politician, but he is a man without a party. He has only an idea. To seek peace and to pursue it."

Naval Agreements

Leo Maxse in the National Review (London): We regret these efforts of the English-speaking nations to arrange each other's navies. They are neither sensible nor satisfactory from any stanpoint, and are likely to leave things worse than they found them. The good intentions of the White House and Downing Street are not in question but something beyond good intentions is needed in international affairs, especially Anglo-American affairs, in which it is infinitely easier to err than in any other sphere, and Anglo-American mistakes seem to produce more bad blood than most. . . . . As, moreover, British statesmen are never tired of declaring that war with the United States is "unthinkable," we cannot conceive why the size of the American Navy possesses any interest for them or why Mr. Ramsay MacDonald should deem it necessary to go to Washington to discuss so academic an issue. "Build what ships you please ,leaving us to do likewise," should be our attitude on this question, unless both parties wish to borrow trouble.

Thirty—and Sixty

George Leeks in the Red Book (New York): Most of us have the idea that a man's education ought to be complete when he is about twenty. As a matter of fact, in all the more difficult callings, those in which sheer luck and low cunning are of least importance, and knowledge, power and experience of the greatest, man is just out of school at sixty. This is as true in the rarefied upper realms of business as everywhere else. The younger man who manages to attain to some showy second or third rank among financiers and business men is so remarkable that the cheer leaders of low literature write him up in the go-and-get-'em weeklies and the sob sisters move down upon his abode in echelon formation. The money and business power of the land is in the hands of old men.

Naval Competition

Hamilton Spectator (Ind. Cons.): There was a time when Britain could and did maintain the largest navy in the world, but that time is passing. How is Britain ,heavily in debt as she is, faced with problems which would have reduced any other nations in the world to despair, to finance large naval and military appropriations? How is she to rise superior to the growing naval aspirations of the United States? To these questions there is no practical answer. And even if Britain could enter into naval competition with the American Republic, could such a rivalry be observed without apprehension by every man whose judgment was not warped by prejudice or blinded by jingoism?

The City Drivers' Nightmare

ILLUSTRATING INCREASED TRAFFIC PROBLEMS

The photograph here shows what Yonge St., Toronto, looks like during lunch hour when vehicular congestion concentrates in impenetrable mass between Queen and Albert Sts.

Drinking Drivers Scored by Jurors

Hamilton Grand Jury Demand More Adequate Penalties

Hamilton.—"Rum might be advisable on the battlefield to give soldiers reckless courage, but it is certainly not wanted on our highways," read a clause in the grand jury report presented last week to Mr. Justice Wright in supreme court. In the presentment, the jurors urged stricter motor laws and more severe punishment for careless drivers.

"More cases of reckless driving should reach the court before killings result." The statement continued: "We recommend that the more serious the offence the more adequate should be the penalty provided for the rigid control of our highways.

"We believe that convictions for reckless driving should result in cancellation of drivers' permits for a period commensurate with the seriousness of the offence. It is recognized that a high percentage of offenders are drivers who imbibe intoxicants and we think some means ought to be sought to reduce this class."

The grand jury's report was favorably commented upon by Mr. Justice Wright, who added that it is not often that grand jurors display such promptness. (Ed.—We wonder what the Legion members will think of the "rum and courage" part.)

Prince to Preside At Banquet to V.C.'s

London.—The Prince of Wales will preside at an unique dinner to be held two days before Armistice Day. He is desirous of meeting all holders of the Victoria Cross. There are about 500 men who received this decoration for bravery still living in Great Britain and the British Legion is arranging for the attendance of as many as possible at the dinner.

Imperial Preference

Otago (N.Z.) Times: the policy of the Labor Party at Home, like that of the Liberal Party, is opposed to both the McKenna duties and the so-called safeguarding duties introduced by the late Government, and is opposed to protective duties of any kind. Preferential duties as applied to goods from overseas are not protective in the ordinary sense, but they conflict with the view which the Labor and Liberal parties hold concerning the desirability of keeping trade as free as possible from Customs duties of any description.

Ultra-Violet Rays Proved Beneficial

Irradiation Increases Germ-Killing Blood Properties, Says Noted Doctor

London.—Dr. Eidinow, writing in the Lancet on the curative powers of ultra-violet rays says: "In 182 cases tested the germ-killing blood properties were increased in 84.5 per cent. of cases, two hours after irradiation, by 6.5 per cent. In severe debility, following illness, the treatment has hastened the return of vigor and health. On general body irradiation the short ray therapy has improved the general health, lessening susceptibility to colds and acute bronchitis. Intensive radiation on hands and feet has completely cured chilblains by improving the circulation."

FOG BEATEN

Guided by visual radio beam, Lt. J. H. Doolittle, recently made blind flight, test proving science had conquered greatest flying danger, fog.

Germany May Get Portion of Africa

Berlin. — Several German newspapers printed reports that the British government contemplated restoring to Germany the southern section of former German East Africa. Official circles said that they knew nothing to confirm the report. German East Africa, now known as Tanganyika territory, is administered by Britain under mandates approved by the League of Nations.

Beware of doing that which you are likely, sooner or later, to repent of having done.

Perhaps the way to state a great truth is that man wear too many foolish clothes and women not enough sensible garments.—Boston Shoe and Leather Reporter.

Is Spy Alive?

Story Goes That Mata Hari Famous Dancer-Spy Reprieved

Paris.—Is Mata Hari, the fascinating dancer-spy, still alive?

Well-informed persons declare that the mysterious woman found unconscious on the seashore at Montalivat, near Bordeaux, who gave her name as Gloria MacAlister, and said that she had fallen from "the British steamer Eagle," is in reality the Dutch woman spy condemned to death in the last year of the war and shot in the moat of Vincennes fortress.

At least six eye-witnesses have described the execution of Mata Hari. They told how she was comforted during the last minutes of her life by a nun and by Maitre Clunet, the veteran barrister who defended her; how she removed her white kid gloves and gave them as a souvenir to the officer commanding the firing party, and how she fell, apparently riddled with bullets.

Reprieve Myth.

There has grown up the strange supposition, however, that as a consideration for information given, and at the request of highly placed personages, Mata Hari was really reprieved. The shooting at Vincennes, it is declared, was stage-managed like a cinema scene and there were no bullets in the rifles of the firing party.

And now it is stated that the woman who gave the two false names, first that of Gloria MacAllister with the false story that she had fallen off the non-existent steamer Eagle, and secondly that of Benita Adamson, of Riga, is in reality Mata Hari.

It is pointed out that the photographs circulated of the castaway are all different, and that her apparent age, her knowledge of languages and her personal appearance identify her closely with the tragic figure of the Dutch woman dancer.

The woman found at Montalivet, it is admitted, came from the military prison of the Fortress of Ha, near Borteaux. The police declared that she had been sentenced to a short term of imprisonment as a vagabond. But since when, it is asked, have women prisoners been sent to the Fortress of Ha, and how is it that the official police description given of her has been discovered to be false?

Escape Planned.

Is she not rather one of those mysterious State prisoners whose real identity is kept a close secret?

It is pointed out that a mysterious boat showing no lights was riding at anchor not far from Montalivet on the day the woman was found lying exhaused on the sands, and it is surmised that her escape had been planned by powerful friends, but that something went wrong at the last minute, and the woman, trying to swim out to the rescue ship, found her strength failing her.

On the other hand, the whole story is scouted in French official circles as a wild dream.

UTILIZING WOOD WASTE

There are in the Bordeaux district of France, some three hundred motor trucks being operated on wood gas as a motor fuel. Developments in this line are being followed at the Forest Products Laboratories of Canada, Department of the Interior, Ottawa since the use of wood gas as a motor fuel may offer one valuable method of utilizing wood waste, particularly in outlying districts.

The north magnetic pole is located in Boothia peninsula on the Arctic coast of Canada and the south magnetic pole in South Victoria Land south from New Zealand.

The French have reluctantly ratified the dept agreement. This does not mean however, that they will ever forgive us for lending them the money.—New Yorker.

Canal Finished In Amsterdam Dwarfs Panama

Ymuiden Sea Lock Is Built to Anticipate Shipping for Great Many Years

Designed Before the War

Undertaking Started 10 Years Ago Now Ready for Use

In the course of a few months there will be opened to traffic a large new lock for ocean-going vessels entering and leaving the ship canal which forms the principal approach to the port of Amsterdam from Ymuiden on the North Sea, writes a correspondent of "The London Observer." The lock is of outstanding size, and far exceeds any other structure of the kind in existence at the present time. Compared with the Panama Canal locks, the chamber for the reception of shipping represents an increase in cubic apacity of over 100 per cent.

The dimensions of the new lock in English units are 1,312 feet long by 164 feet wide, with a depth of water over sill of 50 feet below main sea level. The Panama Canal locks have a length of 1000 feet, a width of 110 feet, and a depth of 42 feet. The locks on the Kaiser Wilhelm Canal from the North Sea to the Baltic, specially enlarged just before the war, are 1,083 feet long by 118 feet wide by 45 feet deep.

The Ymuiden sea lock is not only far in excess in size of any ship canal lock in the world; it is also much in advance of any ship at present navigating the high seas. The largest vessel at the present time is the Majestic, which has a length of 956 feet over all, a beam of 100 feet and a loaded draught of 38 feet. There is a vessel building for the White Star Line of somewhat greater tonnage, but the dimensions of the Majestic will not be greatly exceeded in the new liner.

Built For Future

Obviously, it indicates great confidence on the part of the port authorities at Amsterdam in future developments at the port to construct a lock of such a size and to incur an outlay thereon which is represented in round figures by £500,000. The undertaking, indeed, was embarked upon fully ten years ago, when the building of large ships was more definitely in abeyane than at present, and the enterprise and forethought so displayed, if justified by the future, will redound greatly to the credit of the Dutch people an dtheir technical advisers.

The magnitude and duration of the work warrant some notice of its inception and execution.

The Port of Amsterdam, which up to the beginning of the nineteenth century could only be reached from the open sea through the shallow channels of the Zuider Zee, is now in direct ommunication with the North Sea by means of a canal fifteen and a half miles in length, which was opened in 18766, and which affords a passage for ships with drafts up to about thirty-two feet.

New Locks Provided

A pair of entrance locks were originally provided, the larger of which was 394 feet long by 60 feet wide, with a depth of 26½ over sills. It was not long, however, before an entrance of these modest dimensions proved inadequate for requirements.

A new and larger lock had to be provided, and such a lock with a length of 737 feet, a width of 81 feet and a depth of 33 feet was constructed to the north of the old locks and brought into use in 1896. Not many years afterwards it was realized that the developments in ship construction had again overtaken the available accommodation.

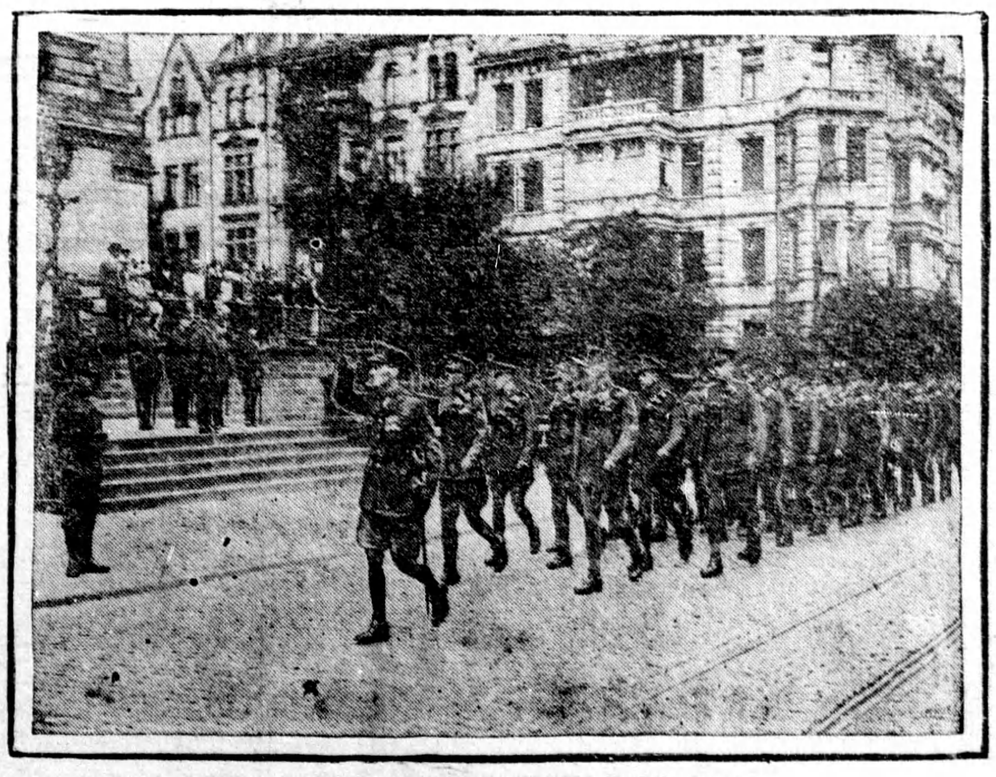
Another lock of larger size became imperative and a commission appointed by the Dutch Government in 1909 to examine the question decided on a lock with dimensions 1,148 feet by 141 feet by 44¼ feet. Before effect could be give nto the commission's recommendation, the war intervened and when onstructional operations were actually begun in 1919 the dimensions adopted weer those already stated at the beginning of this article. In view of the earlier miscalculations it was felt that this time a sufficiently large margin should be available to cover any possible developments for a number of years to come.

The Farmer's Help

Violet Stubbins in the Spectator (London): (The writer has spent sixteen years in the West of Canada.) Perhaps one of the greatest drawback all foreign settlers to Canada experience is the difficulty of landing wives! For a bachelor on a ranch is rather handicapped. It has a large crop he must hire help. The help require food and plenty of it. It is hard to cook for your crew and direct your own harvest operations. A wife is really a form of domestic economy almost essential to the well-doing of the farmer. Time was when a girl was willing to work for her husband year in and year out, with but few new frocks and fewer holidays. But times have changed. Even our new emigrants feel that.

It'll only be a matter of time until refueling-flight contestants will have to make a seasonal change of clothes a part of their preparation.—Washington Post.

Rhineland Troops Parade Before Sailing For Home



SOME BRITISH RHINELAND TROOPS MARCH PAST

Troops marching past General Sir William Thwaites, officer commanding British troops at Wiesbaden, before further troops left Rhine area for "Blighty".