

Opening of Research Institute Celebrates Insulin Discovery

Diabetes is Beaten—Victory Over Anaemia is Bound Up With Insulin

Toronto recently celebrated the decade of insulin by opening the Banting Research Institute.

For the first time in the whole history of medicine the decade of a discovery will be universally recognized. All the leading English-speaking universities were represented when Lord Moyrhan of Leeds, declared the institute open.

The decade emphasizes the romance of insulin. Ten years ago Dr. Frederick Grant Banting was known only to his classmates and even to them was not regarded as a brilliant student or a keen scientist. His natural preference was to surgery. The war had caused him to miss post-graduate work, considered essential to the scientific side of medicine.

Ten years ago this fall he conceived the idea that has already saved thousands of lives, banished the dread of scourges of mankind and placed his research in the forefront of medical research work.

Banting had his idea but no money. He had just come back from overseas and was starting practice in London. He did the only thing possible—peddled his idea and traded it for a fellowship at the University of Toronto, which brought him laboratory space, an assistant and \$1,000 a year.

Other men had had the same idea. They had slipped on its development. University circles were not enthusiastic. They expected the ingenious Banting to slip, too. They did not think much of what has proved the most spectacular idea in the history of medicine.

Banting had barely enough money to live on. He eked out his income by doing the odd tinsmithery for classmate friends. His assistant was an undergraduate who had just completed half the combined arts and medical course.

Assistant Went to Top
The assistant, Charles H. Best, within a few years, was the head of the department in which he worked as a junior fellow, the youngest full professor of physiology at one of the world's leading universities.

Banting and Best plodded on together. They surmounted the difficulties that had halted others on the same medical trail. In a few months other scientists became interested. In a year rumors had reached other universities.

What became known all over the world as the Toronto group was formed and in the most rapid and effective co-operative research on record, insulin was perfected and proved and the whole world learned that diabetes had been conquered.

What was even more remarkable, other medical centres accepted the Toronto discovery and put it into immediate practice. As a rule a development of the kind takes years to penetrate. The opposition that had

confronted Lister, whose portrait will be unveiled in the Banting Institute was entirely absent. The disbelief that greeted Minot's discovery of liver as a cure for pernicious anaemia a year or two later, was not encountered.

Incidentally, pernicious anaemia was conquered because Banting won his fight with diabetes. Minot is a diabetic. Insulin came in time to save his life and permit him to continue his work on anaemia.

Simultaneously with the announcement that insulin provided the first real remedy for diabetes, the University of Toronto took an unprecedented step and patented the extract in all the countries of the world. It definitely put insulin out of the reach of quacks and at the same time facilitated its use by other medical centres.

Banting Shirked Limelight
Banting continued to work steadily along. His discovery made for the time little difference in his life. He was still the modest young doctor and shirked publicity.

Biologists of the continent held their convention in Toronto. The centenary of Pasteur fell due. A special Pasteur dinner was given. The great hall at Hart House was crowded with doctors. At the back it was hard to hear. Banting and a reporter moved from the back and sat down on the stone floor in a shadow a few feet from the head table.

And Banting, unobserved, continued to sit on the floor while the Pasteur banquet became a Banting celebration and the leading medical scientists of the continent linked the name of the young doctor with the great Frenchman. Banting's insulin was hailed as the greatest single medical advance since Pasteur, and the serious-faced young doctor still sat on the floor.

Within a few months the British Medical Association added its tribute to Banting. The Parliament of Canada, the Legislature of Ontario passed special legislation honoring the discoverer of insulin. He became the head of a new department of medical research. The Banting Research Institute was formed. He became acutely uncomfortable as the storm of publicity raged and magazines and newspapers throughout the world published articles about him. The climax came when he was awarded the Nobel prize.

He stuck to his job. Gradually he managed to slip out of the limelight. Soon he was happy again. The terrific pressure of the insulin hunt was over and he found time to develop outside interests.

The Banting who sat at the head table in Hart House recently is world famous. He is a recognized amateur artist as well as a scientist. He will never have an opportunity again of sitting on the floor.

Havoc By Gales Off French Coast

Losses by Storm in British Isles Estimated at \$5,000,000

Paris.—Equinoctial gales, reaching at some points a velocity of 80 to 100 miles an hour, swept the French Atlantic seaboard and channel coast on Sept. 21st.

The winds, which had been blowing furiously for 72 hours, showed no signs of abating. They drove before them to refuge in ports nearly 40 ships and took the lives of at least eight sailors. Seventeen ships had taken refuge in Cherbourg Roads. Twelve were sheltered at Brest and seven more at L'Orient, on the south coast of Brittany.

Many of these craft had had their rigging or their bridges swept away by wind and heavy seas.

The Greek steamer Theodoros Bulgariis, 2,767 tons, which sailed from Istanbul on Aug. 11, was abandoned and left drifting in latitude 46.45 north, longitude 6.40 west, straight in the path of ships plying between Channel ports and Gibraltar and South Africa. Two of her crew were drowned before the steamer British Advocate succeeded in taking off those on board. The French liner Rochambeau spent 11 hours standing by to be of assistance.

When the Rochambeau reached Havre, the captain reported one of the worst storms he had encountered in his 30 years of sailing the seas.

While the Theodoros Bulgaria was left drifting in the Bay of Biscay, another freighter, the Italian Uvivaldi, 2,762 tons, was towed into the Port of Brest waterlogged. It was salvaged by the ocean going tug Iroise.

The British steamer Illingsworth reached Havre Roads with her flag at halfmast. Her third engineer had been swept off the deck by a wave in the Bay of Biscay on Sept. 20.

The trawler Notre Dame docked at Boulogne with two survivors of the Dutch schooner Fouxhod, which sank in the Channel on Saturday. The master of the Fouxhod, his wife and their two-year-old baby perished.

A cabin boy, whose name was given as Urvooy, was killed aboard the United States freighter Oregon when a steel cable snapped while the ship was drifting away from the breakwater at Havre.

Heavy Damage in Britain
London, Sept. 21.—Damage in the week-end storm over the British Isles was estimated at \$5,000,000 to-night. Underwriters of Lloyds were said to face liabilities of hundreds of thousands of pounds sterling.

A new low-pressure storm area was approaching the British Isles from the Atlantic Ocean, due to strike Southern Ireland and England.

The storm which raged in the Channel Saturday and Sunday morning abated, but swept out over the North Sea, striking the Dutch, German, Danish and Norwegian coasts.

When a man hasn't enough worry he should marry.

Edison Pronounces Auto Gyro Airplane Greatest Since Wrights' Invention

Newark, N.J.—Thomas A. Edison paid his second visit within a week to Newark Airport, this time to inspect two Pitcairn Auto-Gyro or "windmill" planes which were flown here from Philadelphia when the great inventor expressed a desire to see them.

On his previous visit Edison expressed great interest in parachutes, and commented that it ought to be possible to develop much more efficient ones.

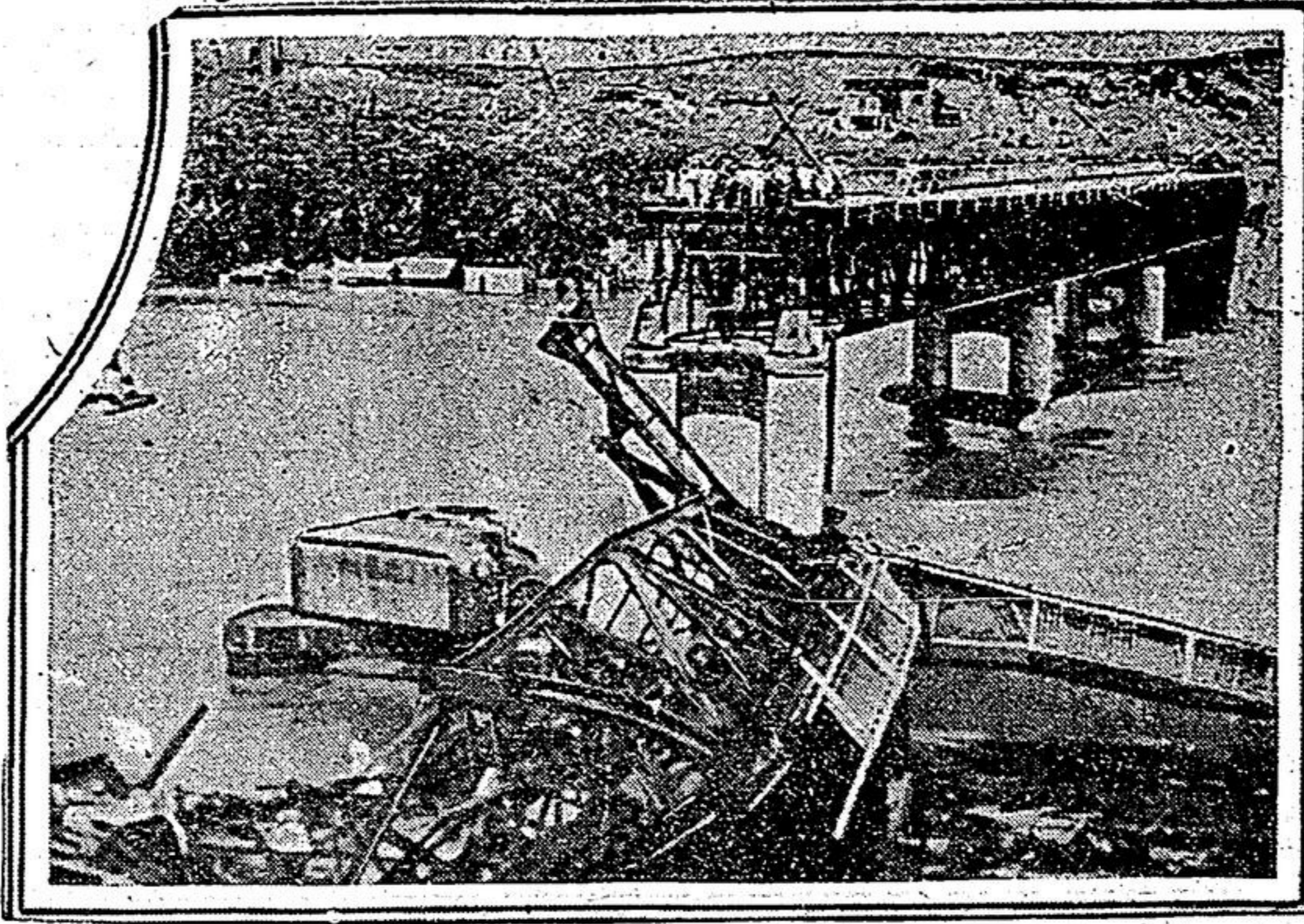
Edison watched while the Auto-Gyros were put through a series of de-

monstrations—landing as slowly as a parachute, taking off in less than 40 feet, and flying at a speed of about 125 miles an hour.

Just as the "windmill" ships landed, a swift Lockheed plane streaked across the field at nearly 200 miles an hour.

"That's beautiful," Edison said, "but these machines are the answer to the needs of aviation and of those people who have always wanted to fly but have been afraid. It seems to me they are the greatest advance made since the Wrights."

Devastation!



Shattered bridge at Santo Domingo, where section was torn loose in recent calamitous hurricane, and hurled into river below with deadly force. Destruction as far as eye could see marked path of this tropic storm.

Free Transportation On the Wings of the Wind

You may have heard—and laughed—at the story of the American farmer whose hat was blown off in a wind-storm, and who received it back by post three days later from the next State. But the story is not a joke at all; it is perfectly true. The farmer was Mr. Chester Bevans, of Keola, Colorado, and his hat was returned from Sidney, Nebraska, forty miles away.

Nor is there anything very remarkable about the incident, for the storm was of a cyclonic type—that is to say, it was a great eddy in the air which lifted every light object within its reach.

Storms such as these will carry the sand of the Sahara out to sea, to fall on the deck of a ship 200 miles from the African coast, covering it a quarter of an inch thick. Fine desert dust of this kind has been carried right across the Mediterranean, to come down as "red rain" in France.

Some years ago a cyclonic storm struck the town of Kirksville, in Missouri. Notes, letters, and papers blown from the city were found next day in the State of Iowa, ninety miles away. But the most amazing freak of this storm was that it caught up three people, a Mrs. Webster and her young son, and Miss Moorehouse, and dropped them a quarter of a mile away so gently that none of the three was hurt.

Flying 'Flu'
Look-up towards the sky on a fine day. The air appears clear as crystal; yet let a chemist catch a sample of this air and analyse it, the results will astonish you. For it is full of dust of all kinds—not merely dust from the roads or fields, but meteoric and volcanic dust.

Meteoric dust is always being swept into the net of our atmosphere from outer space. It is very fine, but is present everywhere. Being largely composed of iron, it can be easily collected with a magnet.

Volcanic dust consists of tiny fragments of lava which have been driven high into the upper atmosphere and are carried hundreds and even thousands of miles before they fall. After the great eruption of Krakatoa, in the Java Sea, dust from that amazing explosion fell even in England.

Besides mineral dust, the air car-

ries quantities of other substances, such as the fine pollen of the plants and scales from the wings of butterflies.

And worse things than dust are carried on the wings of the wind. Germs and spores of certain diseases are air-borne; and it is believed that influenza may be carried in this way.

Stout Opera Singers Are Warned to Reduce

Stockholm.—Professor John Forsell, chief of the Swedish Royal Opera and onetime celebrated singer, has warned his singers—men and women—not to grow fat, and that those who already have grown too heavy must do their best to reduce.

"Our audiences do not alone pay to hear the singing, but expect an aesthetic picture of those who execute the music," he says.

The Swedish press unanimously shares Forsell's view and hopes that soon there will be no heavyweight artists with the Royal Opera.

Brazil Will Build Plane Beacon in South Atlantic

Rio De Janeiro.—A beacon for aerial navigation, the beams of which may be seen for a radius of fifty miles from an altitude of 1,000 feet, is to be constructed on the rocks of St. Peter and St. Paul, far out in the South Atlantic, by the Brazilian government.

The steamer Belmonte sailed recently for the two lonely rocks carrying men and equipment necessary for the task.

Flier Reaches Bagdad

Bagdad.—Captain Matthews, British flier, arrived here Sept. 21st from Ramadi, Mesopotamia, refueled, and took off in the direction of Jask, Persia, in his attempt to set a new speed record between England and Australia. The present record of fifteen days is held by Bert Hinkler.

Roast Duck!



Fair of happy duck hunters, who have something to show for their day's outing on the Miramichi river, N.B. Roast duck is marked plainly on the menu.

Canadian Flights In Arctic Praised

Many in Northwest Rank Finest Flying Work in U.S., Says Hawks

Winnipeg.—Daring flights in Canada's north country, rated in the barons as every-day duties, won praise recently from Capt. Frank Hawks, U.S. speed-demon record-holder, in Winnipeg as referee for the national air tour, believes that many of the air-heroes in the North West Territories rank with the finest achievements acclaimed in the United States.

Capt. Hawks, who says his air "mystery ship" hits 380 miles an hour "on the dips," thinks plenty of praise is due to the pilots who do their traveling over country where settlements are rare and landing-places ill-equipped. He is intrigued by the spirit of the frontier-lands, he says, and he hopes some time to make an air trip far up the Mackenzie.

"They're doing pioneer work along the portion of the logical route to the Orient," commented Capt. Hawks in reference to the travels of pilots who journey from Edmonton north along the Mackenzie. He considers that the "north-west" passage through the clouds from New York will bring planes by way of Winnipeg and Edmonton over the Upper Rockies to Nome, Alaska, and thence along the shore of Behring Sea to Japan and China.

Farm Fire Hazards Are Ever Present

Dept. of Agriculture Enumerates Eight Outstanding Dangers

This is one of the best times of the year to check up on farm fire hazards, and the Dominion Animal Husbandman of the Federal Department of Agriculture calls attention to the following points:

1. Make sure chimneys are properly cleaned out.
2. Gasoline and liquid dynamite should be stored in a safe place where it will do no injury to buildings.
3. Cars and trucks should be housed for the winter in separate buildings. They are a real fire hazard.
4. Electric wiring should be carefully checked over to make sure it will pass inspection.
5. Keep smoking strictly away from farm buildings. The sparks from a pipe, cigar or cigarette may do a lot of damage. Be particularly careful where cigarette butts are concerned. "No Smoking" signs are at least constant reminders of the ever present danger.
6. Watch your hay mows. Spontaneous combustion of damp hay is no myth, and this source of fire is not always easy to detect.
7. Check up on your insurance, see that it is adequate and that the premiums are paid.
8. Have a good type of chemical extinguisher handy. These are not expensive and often serve to stop a fire at its outset.

Check up your fire hazards before winter sets in.—Issued by the Director of Publicity, Dominion Department of Agriculture, Ottawa.

Tree-Climbing Cow is Latest

Curro, Texas.—Bossie, S. J. Parker's cow, never could win a prize at a live stock show, but when it comes to tree sitting she's in a class by herself.

The cow's adoption of the fad that swept the country last summer was unintentional. She saw fresh green leaves in a tree that was leaning at such an angle she could climb it easily. But once there, she couldn't get down again.

Bossie had been missing three days when Parker found her, seated in the leafy branches, a bit uncomfortable, but chewing her cud contentedly.

The Markets

PRODUCE QUOTATIONS.

Toronto wholesale dealers are buying produce at the following prices:
Eggs—Ungraded, cases returned, fresh extras, 32 to 33c; fresh firsts, 29 to 30c; seconds, 22c.

Butter—No. 1 Ontario creamery solids, 32 to 33c; No. 2, 30 to 31c.
Churning cream—Special, 31c; No. 1, 30c; No. 2, 27c.

Cheese—No. 1 large, colored, paraffined and government graded, 15 1/2 to 16c; net, 15c.

Quotations to poultry shippers are as follows:
Poultry (alive)—Fatted hens, over 5 lbs. each, 21c; over 4 to 5 lbs., 18c; over 3 1/2 to 4 lbs., 16c; under 3 1/2 lbs., 14c. Spring chickens, over 5 lbs., 25c; over 4 1/2 to 5 lbs., 23c; over 4 to 4 1/2 lbs., 20c; under 4 lbs., 15c. Broilers, 1 1/2 to 2 1/2 lbs., 17c. Pullets, straight bred, 2c above chicken prices. Spring ducklings (white), over 5 lbs., 17c; over 4 to 5 lbs., 14c; colored, 2c less. Old roosters, over 5 lbs., 17c; over 4 to 5 lbs., 10c. Dressed poultry if in good condition will be paid 3 to 4c above alive prices.

PROVISION PRICES

Toronto wholesalers are quoting the following prices to the trade:
Smoked meats—Hams, med., 28 to 36c; cooked loins, 48 to 52c; smoked rolls, 34c; breakfast bacon, 26 to 40c; backs, pea-meal, 34c; do, smoked, 44 to 50c.

Pork loins, 36c; shoulders, 22c; butts, 27c; hams, 26 to 27c.
Cured meats—Long clear bacon, 50 to 70 lbs., 22c; 70 to 90 lbs., 20c; 90 to 110 lbs., 19c. Heavyweight rolls, 40c; lightweight rolls, 25c.
Lard—Pure, tierces, 16 1/2c; tubs, 17c; pails, 17 1/2c; prints, 18 to 18 1/2c.
Shortening, tierces—12 1/2c; tubs, 13c; pails, 13 1/2c.

GRAIN QUOTATIONS

Grain dealers on the Toronto Board of Trade are making the following quotations for car lots:
Manitoba wheat—No. 1 Northern, 80 1/2c; No. 2 do, 78 1/2c; No. 3 do, 76 1/2c; No. 4 feed, 72 1/2c; No. 6, 59 1/2c (c.i.f. Goderich and bay ports).

Special barley—No. 1 feed, 32 1/2c; No. 2 do, 29c.
Argentine corn, 82c, c.i.f. Port Colborne.

Millfeed, del. Montreal freights, bags included—Bran, per ton, \$25.25; shorts, per ton, \$26.25; middlings, \$31.25.
Ontario grain—Wheat, 75c; barley, 35c; oats, 28c; rye, 50c; buckwheat, nominal.

HAY AND STRAW

Wholesale dealers in hay and straw are quoting shippers the following prices for carload lots delivered on track, Toronto:
No. 2 timothy, \$14; No. 3 timothy, \$12 to \$13; wheat straw, nominal; oat straw, nominal.

LIVE STOCK QUOTATIONS

Heavy beef steers, \$6 to \$7.50; butcher steers, choice, \$7 to \$7.50; do, fair to good, \$6.25 to \$6.75; do, com., \$5 to \$5.75; butchers cows good to choice, \$5.25 to \$5.50; do, med., \$3 to \$4.50; canners and cutters, \$1.50 to \$2.50; butcher bulls, good to choice, \$4.50 to \$5; do, hologna \$2.50 to \$3.50; baby beef, \$9.50 to \$11.50; feeders, good, \$5.50 to \$6; stockers, \$4.50 to \$5.25; calves, good to choice, \$11 to \$12; do, med., \$9 to \$10; do, com., \$6 to \$8; do, grassers, \$4 to \$5.50; milkers, \$50 to \$85; springers, \$80 to \$110; lambs, choice, \$8.25 to \$8.50; buck lambs, \$6.50; sheep, \$1 to \$4; hogs, bacon, w.o.c., \$12 to \$12.25; do, trucked in, 25c w.c. under w.o.c.; do, selects, \$1 per hog premium; do, butchers, 75c per hog discount.

Violent Gale Rages On English Coast

Torrential Rain at Dublin and Isle of Man Loses Heavily

London.—A furious gale, still raging after 36 hours, had caused extensive damage along the English Channel and had disabled a number of vessels while others raced for port.

The Italian oil tanker Tuscania, the Yugoslav steamship Dohodak, the steamship Vivaldi and the British steamships Chesham and Templehead were among those who had called for help. The Templehead later radioed that it was all right.

The steam-drifter Champion was wrecked on Tyne rocks near Lossiemouth Harbor, Scotland. The crew were pulled to safety through heavy seas by ropes.

There was a terrific gale at Bournemouth, on the coast. Hundreds of beach tents and huts were destroyed, and telephone and telegraph wires were blown down. Many pleasure craft were sunk in Bournemouth Harbor. A wooden pier was smashed at Swanage.

Gales were reported almost throughout England. At Plymouth the wind's velocity was 70 miles an hour. There was a torrential rain in Dublin, where flooded all over town.

Damage in the Isle of Man, reports said, totalled \$2,500,000. Crops in portions of Scotland and Wales have been destroyed. Furniture in many flooded homes was washed into the sea at Pontypool, Blaenauvan, Aberystwyth and Lower Garmouth.

In North Wales, the Rivers Conway, Clwyd, Dee and Severn are overflowing.

Friend: "Why does your servant go about the house with her hat on?"
Mistress: "Oh, she's a new girl. She only came this morning, and hasn't yet made up her mind whether she'll stay."

Exchanging A Rainy Day Inheritance

Marion Whitcomb

Marion stood, a disconsolate little figure, her nose pressed to a white button against the window pane, watching the steady splash of the rain in pools outside. "Oh, Mama," she said, "I don't like the rain. I can't play. I can't do anything. Why does it have to rain?"

Mother, busy with Baby, glanced up sympathetically and said, "I don't like the rain either, dear, but perhaps it will stop before long."

Somewhat comforted by her mother's sympathy and understanding, Marion watched and waited for the rain to stop, but it kept on and on. No occupation was suggested other than the usual "Run and play with your toys," which did not appeal, and by nap time Marion and Mother were irritable and out-of-sorts.

"And I can't blame her," said Mother to Aunt Nell that afternoon when she dropped in. "Rainy days always make me miserable and blue—and Marion must have inherited it."

"Well," said Aunt Nell, wise in experience gained from rearing a large family, "possibly it's inherited, though I doubt it, but you might be able to help her overcome such a handicap—and it will be a handicap if she grows up feeling that a rainy day must be a gloomy, disagreeable day. I used to try and plan something a little unusual for rainy days when the children were small. Sometimes we kept a few special toys for such days, or I had little surprises for them. I'll tell you, I'll start Marion off with a rainy day box!"

Mother was dubious, but agreed it was worth a trial, and a few days later Marion received a large parcel. Removal of the outer wrappings disclosed a box, securely tied, and pasted across the top with a rainbow label marked, "Do not open until it rains." During the two sunny days which followed the mysterious package remained unopened, and for the first time Marion could remember she was happy to find it raining on the morning of the third day. At last she could open the package!

After breakfast the box was opened, disclosing more packages—four of them, all bearing, rainbow labels. Marion pulled out the top one and Mother read the note which said:

"After breakfast open me—"

"I'll keep you busy, just you see!" Inside Marion found a shiny, new pair of scissors, many pages of bright magazine pictures and a large square of muslin to spread on the floor or table to catch the scraps.

Marion wanted to open the other packages at once, but Mother explained that the note on each one told just when it was to be opened—one at eleven o'clock, another after lunch, and the fourth after nap-time. Their contents—a picture book, bright-colored beads and strings and a soap bubble outfit—kept the child busy and she was glad to help Mother by amusing the baby with her strings of beads.

Thoroughly convinced of the value of the plan, Mother told Marion at tea time that they would put the new toys back in the box and keep them for rainy days. The next rainy day Marion found a red balloon in the rainy day box. Another day Mother made tiny sandwiches for her doll's tea party. Magazines with pretty pictures were saved for it and a scrap book started—and gradually rainy days were looked forward to as a cozy play time rather than "days when you can't do anything."

Issued by the National Kindergarten Association, 8 West 40th Street, New York City. These articles are appearing weekly in our columns.

Canny

Sandy wished to catch the early train to London, and, being a very heavy sleeper, was in doubt if he would wake up sufficiently early.

For a long time the Scotsman tried to think of a method whereby he could be called, but each, he soon discovered, necessitated a tip. Finally, he decided to send himself a letter without a stamp.

"That night he went to bed and slept soundly.

Early the following morning there came a thunderous rap on the front door. The Scot threw open the bedroom window and stared down at the postman.

"Here's a letter for you without a stamp," said the latter. "There's threepence to pay."

"Tak' it back," replied the Scot angrily. "Carelessness like doona deserve to be encouraged."

One secret of success is to go off where no one knows you and pretend that you amounted to something where you came from.

The shop assistant's temper was plainly suffering from the effects of the heat. Selling footwear is a trying occupation when the mercury is attempting to gush out of the top of the thermometer. The portly woman who entered the shop was in the throes of a violent attack of hay fever. Her distress was acute. "I want—ash—oo," she began. "I want—ash—oo—oo—ash—oo." The assistant drummed his fingers on the counter impatiently. "I want—ash—oo." The assistant's short stock of temper was exhausted. "Can't be done, madam. I can't do do!" he said brusquely. "We only sell them in pairs."