FLYING BOAT MAKES BEAUTIFUL SHOWING IN HANDS OF PORTE

Wanamaker Hydroaeroplane Shows Perfection In Every Details—Carries 3,000 Pounds on First Flight.

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Hammondsport, N. Y. Special: With a sureness certainly that promised well for the discharge of its appointed task—the crossing of the Atlantic ocean—Rodman Wanamaker's flying boat, America, took the air late yesterday on the first of the trial flights at Lake Keuka. The first time she was driven by her builder, Glen Curtiss; the second effort, which was the more serious of the two, she was handled, and handled in faultless manner by the man chosen from the world to drive her, Lieutenant Porte, of the British navy. She answered every question in a way that delighted those concerned. She is to be given several more trial flights and then she will be boxed up and shipped to New Foundland, from where the flight is to begin about the middle of the coming month.

(By Lieut. Cyril Porte, R. N.)

Hammondsport, N. Y., June 24.—The America flew yesterday. Every expectation of her builder, Mr. Curtiss, and myself was equalled. She behaved as soberly as a woman of maturity, instead of a very fresh and shy young debutanta. She showed none of the wild antics that usually go with the try out of a new craft.

She showed us speed, lifting power, buoyancy, rudder elevator and aileron control and absolutely perfect engine action. And in that last factor lies our greatest hope.

With the engines throttled down we got 50 miles an hour out of her. From the moment that she began going ahead under her own power we, getting the feel of her, knew that she would rise at our direction and when we tried her out she did.

It was as successful a first flight as ever I had a hand in and Mr. Curtiss tells me that he has never turned out a machine that has done better on her first attempt. Light as she is in her hull construction she did not make a dip of water even when traveling on surface at best speed.

The day's proceedings began when Mr. Vernon, of Syracuse, christened his flying boat which has been built alongside of the America, and then made a trial flight, after which he carried four passengers. This was an encouragement. It was just 2 o'clock in the afternoon that we got the petrol in her and starting the engines to see how they worked. We let them speed up to 1,300 revolutions per minute and their action was an earnest of their behaviour later when they were asked to do real work.

Worth of Two Motors.

The trials demonstrated clearly the worth of two motors, each hitched to a propeller. Two propellers, operated by separate motors, is rather an unusual method in this country and not often employed abroad, but it appears to the the construction of the future. Even when there was a slight variation in the number of revolutions per minute between the two blades it had absolutely no effect upon the steering controls. It was about 3:15 o'clock when the controls, having been adjusted, the work of sending her off the ways up which she had been hauled to complete the last few jobs, began. It was just 3:30 o'clock when Mr. Curtiss and I took our places in the cabin. On the top, in the engine section, stood George Ballett, my assistant pilot, and two of the Curtiss skilled workmen, George Robinson and James Lamont. Pushed out clear Hallet turned our engines over. The left was stiff and took a bit of cranking. The right started before its mate but even with that propeller going hard, we were able to keep her nose straight by warping the rudder.

When the left engine came in she seemed to gather up under us like a race horse at the starting post. When she shot forward, plowing through the water at first, until her speed made her rise to the surface. At the outset she seemed just a trifle tail-heavy, but that fault, more apparent than real, was conquered and we found ourselves traveling through the lake, or on it, at something like 40 miles an hour, Curtiss at the whel. He felt that it was his duty as the builder to see that at least she showed ability to perform the elementary part of the job for which she had been constructed. Both he and I were rather familiar with the type of control that is being used tin America. I have been used to steerting with my feet and working the ailerons with my hand. In this craft I steer with my hands and work the ailerons with foot power. We sped along for about three-quarters of a mile. Mr. Curtiss made no effort to rise although she strained under us as if anxious to get up in the air. We stopped and Robinson and Lamont got into the work boat that followed. Then we started again. We were more at home in her by now and Curtiss shot her ahead at a good pace and at 3:36 o'clock she left the surface of the water and flew.

Skips Along Like Rock.

Like the rock of legend, she climbed for 20 or 30 feet and then went on about her business on even keel. Then we came down again and she slid along the water as gently as a bird. We went about a mile further and then stopped. We turned slowly around and picked up quickly and flew back, making two jumps on the run home.

We found her elevators worked smoothly. Her engines were singing truly and in unison. The ailerons kept her balanced to a nicety. The wings lifted powerfully. In short she was a success. Reaching the landing stage Curtiss alighted and I took the wheel with Hallett by my side. We put in a 100 pound bag of ballast and took on a 200 pound man who stood up on the engine section to observe the motors in action. Then we tried our second flight and this time she did even more than was asked of her. I wore a helmet and flying overalls and Hallett wore his overalls too. It was just 4:10 when we pushed off for the second trial. She got under way with amazing rapidity considering the stiffness of her new engines and in a few hundred yards she had left the water for the air. I let her down again and stopped the engines to test them out. They started again easily, upon cranking and we went ahead getting up to 50 miles an hour when she took the air. She went straight and true answering her helm as easily as a toy balloon is pulled here and there by a string. We shot up about 100 feet and then continued at that elevation for about three miles, flying in a straight line. Behind and over us the motors sung with a sureness of timing that delighted our ears. If Curtiss has done nothing else he has built two fine motors. I depressed her and we came down as easily as a leaf. In this flight I had taken her but little out of a straight coarse. We tried no banking but we used our wing flaps or ailerons at sufficient angles to show us what she could do when it becomes necessary. It is a rule of Mr. Curtis and other good builders not to try sharp turns during the early flight. The boat has to first find herself before the more difficult manuevers are gone though with.

Runs Easy As Liner.

We about faced nicely, the rudder working like a liner's and then started home. This time I put her through some of her paces. We flew through about 40 degrees of a cycle steering from side to side and climbing and descending with a precision that was good to realize.

On our back trip I saw over to one side of the lake a motor boat holding the Tribune correspondent and I laid my course toward him, passing about 40 feet over him and about 20 feet to one side. Flying around pylons takes less accuracy than that. I mention this to show the finesse with which her course can be laid. On the way out I made the jumps; in going back I made one sustained flight. She seemed to rejoice and was allowed to keep the air.

She acted quite as if that were her native element. Every foot of her wing surfaces was doing its duty splendidly and carrying the weight as if it were nothing. Certainly her lifting power left little to be asked for. I shut off the motor and volplaned down to the water a quarter of a mile from the landing stage and she shot ahead under her own momentum for a considerable distance, showing how lightly she sits on the water. I opened the throttle again and she speeded on the surface behaving just as well as she had if the air. When we pulled her out again she was found to be quite shipshape. Not one thing was wrong, in fact her various parts were in better shaps after the tuning up than they had been before she was broken in.

Mr. Curttiss and I have agreed upon one change—one that we believe will aid her greatly in leaving the water when she carries her full load. That is to attach two water planes to either side of her hull about amidships. This will give her greater and smoother planing surface to make her rise to the water's top and skim along before she mounts. Her hull is built to carry a heavy load and offers great resistance to the water as she is driven through it.

The hydroplanes will reduce this resistance, thus easing the strain when she starts up. The machine weighed yesterday about 3,500 pounds. When she is fully equipped and has her tanks full of petrol she will go about 5,000 pounds. That increased weight holds no fear for us for we did not use all our power yesterday.

Today I shall make further flights. In fact I shall continue them clear through the week, at the end of which I hope to be able to leave for New Foundland, although it is quite sure that I shall not be able to get away for another seven days.

We plan to have the boat follow on July 4, reaching St. Johns on July 9. Then she will be reassembled and tried out under actual flying conditions. I do not look for this to take more than a week. I sincerely believe that we shall be off on our trans-Atlantic voyage by July 15 or 16. The outcome is in the lap of God. But if the ingenuity of Mr. Curtiss and the confidence of my assistant and myself play a part in shaping the result we shall go along way toward reaching England.

Devil Spots.

By Julius Muller in the Century.

The most important advice that I can give the northern stranger who visits the Carribean tropics is this: If you are walking along a West Indian road at night and step suddenly on a warm spot, leap away from it at once. A devil has been lying there asleep.

The devil spots are so warm that they can be felt by the bare feet of the natives, and a West Indian's soles are a bit tougher than ordinary boot soles. Even West Indian surgeons have a mild scare sometimes when they find how deep they have to cut into a bushman's foot to reach flesh.

Last year we lived near a road that was a regular dormitory of devils. When we sat on the veranda at night we could always tell where they were lying whenever a file of natives came paddling along with their swift glide. The leader suddenly would check himself, sidestep swiftly, and glide on. Without a word the rest would follow suit. There always is a file of natives at night in the West Indian islands. It is ever so much safer, if you are a bush dweller.

Frohman's Advice to a Playwright.

In the American Magazine, Marjorie Benton Cooke, writing a story entitled "Bamby," describes an interview between one of the characters in her story and Charles Frohman, the famous theatrical manager. Following is an extract from the interview:

"'How long have you been at this playwriting?'

"'Three years.'

"'How long do you suppose it took me to learn to be a manager?"

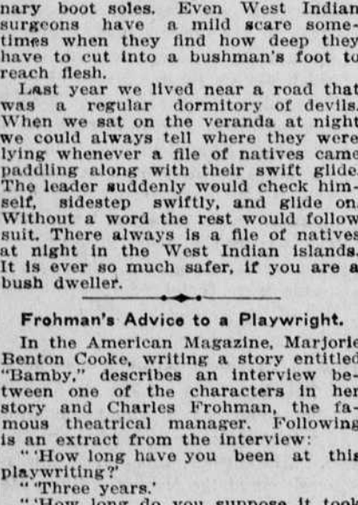
"'I don't know.'

"'Well, nearer three times 10 than three years, and I am still learning. You writing fellows never want to learn your trade, like other people. You talk about inspiration and uplifting the public, and all that, and you want to do it in six months. You go to work on this new idea, and come back here when you've finished it. Then it will be time enough to talk about my end of it.'"

WORK OR FEE?

By Ruskin.

If your work is first with you, and your fee second, work is your master, and the lord of work, who is God. But if your fee is first with you, and your work second, fee is your master, and the lord of fee, who is the devil.



A Great Comfort.

Father—I suppose you know, Susie, that in keeping you indoors I punish myself, as well as you.

Susie—Yes, sir; that's why I don't mind it.

Richest Woman In Kentucky Takes Up Husband's Affairs

MRS. MAYO, HER CHILDREN AND HER HOME.

In the little town of Painstville, Johnson county, Kentucky, lives a woman upon whom the eyes of the whole state are fixed. She is Mrs. John Calhoun Mayo, widow of the richest man in Kentucky, who died of Bright's disease in New York recently.

Mrs. Mayo is now the wealthiest widows in the central west, and perhaps the most interesting, since she is to take up the gigantic business affairs left by her husband and carry them out. Mrs. Mayo's wealth, consisting principally of vast tracts of timber and mineral lands, is estimated at $20,000,000. She has two children to help her enjoy it. They are John, aged 13, and Margaret, aged 8.

The Mayo home, where Mrs. Mayo will conduct her business, is the handsomest in eastern Kentucky. Its buildings and surroundings, with furnishings, some of which came from over the sea, cost in the neighborhood of a quarter of a million dollars. Mrs. Mayo will fit up offices in a part of this big home and there, with the assistance of secretaries and experts in the various lines of work her husband was interested in, will carry out what she believes he would have her do.

Mrs. Mayo is probably 45 years old, though she does not look it. She has a keen grasp of affairs and her counsel was always sought by her husband in business deals. These confidences enabled her to step into his business shoes with more readiness and ability when the time came that she must succeed him. Those who visit her offices find there a calm, keen-eyed business woman, thoroughly capable of looking after her own affairs—a most gracious lady socially, a most talented woman in a business sense.

CARE OF BABIES.

In the last 20 years infant mortality has been reduced in this country 50 per cent, and it is probable that with the spread of our knowledge concerning babies the next 20 years will see the present mortality, which is still appallingly high, cut in two.

The lessened death rate has come about not so much from improved methods of treating diseases as from the successful endeavor to prevent disease. It is by means of preventive measures that the fight against sickness is to be won. It is simpler safer, and more economical to keep the baby well than to cure the baby. Keep the baby well and you won't have to cure him. Our endeavors to prevent disease in babies should be directed along three lines hygiene, diet, and protection from infectious diseases.

The environment of the baby has much to do with preventing disease. A well ventilated room with an abundance of sunlight and protection against sudden changes in temperature should be provided. A daily bath with careful drying of the skin is no longer considered a luxury but a need. There is a superstition that daily baths are weakening, but the opposite is the fact.

The baby's mouth should be left alone until the teeth have pierced the gums—there is danger of injuring the delicate mucous membrane of the baby's mouth—but when the teeth have appeared a small tooth brush is of the greatest service in preserving the teeth.

The eyes require no special attention after the first day of life, nor do the ears. The nose should be washed gently with a very moderate solution of table salt in the water.

Of the greatest importance is preventing disease in a rational diet for the baby. The infant has a restrictive tolerance for food and if the tolerance is exceeded it is with hazard to the baby. The one rational food for the infant is mother's milk and every effort should be made to obtain this food. Infants nursed at the breast have a lower death rate than artificially fed babies, and they resist sickness much better.

Stated in figures, the bottle fed baby is in 10 times more danger than the breast fed baby. The baby should be nursed at regular intervals. The nursing should be continued for the greater part of the first year, though it is advisable to give the baby one bottle of artificial food about the fourth month, not so much as a welcome relief to the mother as getting the baby accustomed to this means of taking artificial food, which may be difficult to do at a later period.

Weaning should be accomplished gradually and according to the individual condition. If the baby cannot have human milk, the greatest care should be exercised in selecting artificial food. Cow's milk such as is sold in this country as certified milk should be selected and then modified so as to resemble as nearly as possible human milk and at the same time respect the restricted digestive power of the baby.

Lastly may be mentioned the prevention of infectious disease. Keep the baby away from every sick person; rigidly isolate every one suffering from a contagious disease; disinfect all the excreta from the sick and destroy all the effects which may have come in contact with the invalid.

It is not generally appreciated that the seed of tuberculosis is usually sown in infancy, but such is the case. Knowing that babies are especially sensitive to tuberculosis, they must be protected from every source of infection, both human and bovine. It is not possible wthin these limits to do more than to enumerate some of the measures of preventing disease in babies, but if our thoughts can be directed to the prevention of sickness, victory in our fight against infant mortality is assured.

Eleven miles of subways are being considered to solve Liverpool's congested traffic problem.

ARMY NO LONGER FACES SPECTER OF TYPHOID

Jack London in Collier's.

The United States was the first country to inoculate its soldiers and sailors against typhoid, and it is safe to assume, no matter in what other ways its soldiers may lose their lives in Mexico, that none will die from typhoid. This inoculation is a fairly simple matter. The serum is hypodermically injected into the arm in a series of three injections, the intervals between injections being 10 days.

In a way the injectee becomes a sort of peripatetic graveyard. The first injection puts into his blood the nicely dead carcasses of some 500,000,000 micro-organisms along with all their virtues of deadness, which bring about a change in the constitution of the blood that makes it resistant to future invasions of full powered, malignant typhoid micro-organisms. With the first injection, theoretically, the man has had reduced the 100 per cent of his non-immunity to typhoid to 32 per cent.

The second injection, 10 days later, consists of 1,000,000,000 nicely dead carcasses of the disease. Also it reduces his non-immunity to 8 per cent. The third injection introduces another 1,000,000,000 of the same ably efficient carcasses and reduces his non-immunity to zero. In short, when his body has become the living cemetery of 500,000,000 more dead bodies than there are live humans in all the world, he has become so noxious to the particularly noxious and infective typhoid that he may be classed as a positive immune.

It is very easy, the actual process of inoculation. I have had the pleasure of reducing my non-immunity of 100 per cent to zero per cent. The first inoculation was perpetrated in a transport hospital, the second in a captured academy turned into an army hospital. The third in a field hospital. The stab of the hypodermic syringe, different from administering morphine just under the skin, goes straight down and squarely down into the meat of the arm for half an inch, but the pang of the stab is no severer. The hurt of the stab is over the instant the skin is punctured. It is only the nerves of the skin that protest in either case.

After an inoculation there is no indisposition. The arm is a trifle sore for several days and that is all. Some inoculatees aver that they awaken from the first night's sleep with a dark brown taste in their mouths. In rare cases a mild increase of temperature is noted, reaching its height some six hours after the inoculation and fading quickly away. I have talked with a daring one who took the total quantity at one time, and who stated that the impact was equivalent to a man's fist between the eyes, and that he was not quite himself again for all of the 24 hours.

But the big thing about the whole affair is the statistics. Individuals do not count. What counts is the results achieved by the inoculation of thousands of men. What counts is the reduction to nothing of typhoid cases in the army hospitals. What counts is the reduction to nothing of the army funerals due to typhoid.

Fog and Sea Safety.

From the Chicago Herald.

Will it be necessary to call another international convention for the discussion of safety at sea?

Fog, the most terrible enemy at sea, has been teaching navigators some solemn lessons latterly. The moral of the disaster in the St. Lawrence has been emphasized by the collision between the Wilhelm II and the Incemore in the English Channel. Five or six other accidents, some of them serious have occurred in the last few days, and they have all been attributed to dense fog, coupled with overconfidence, perhaps.

The London convention on sea safety has not yet been ratified by our Senate. Some of the objections thereto have been removed by a resolution reserving the right to impose [illegible] on vessels in American waters. Other objections are still under discussion. The fog question, apparently, has not received sufficient attention. Too much is left to the discretion of captains and other officers, and some take chances where prudence should suggest the stopping of the engines. We have had accidents enough to make the question urgent.

BLOOD PRESSURE TESTS

BY DR. W. A. EVANS.

When one puts his fingers on the wrist he "feels the pulse." He notices a little triphammer stroke transmitted to his fingers. He may notice that the pulse is fast and bounding, or that it is slow and soft. In this simple test he has been making a crude effort to determine the blood pressure and to discover the rapidity of the heart's action.

The second half of the test, determining the pulse rate, developed about as far as it could be developed when the use of watches with second hands became general. The determination of blood pressure was a guessy performance until a few years ago when simple instruments for its measurement began to be generally used. We have learned more about blood pressure in the last 10 years than in all the preceding history of the world combined, and the probability is that the next 10 years will teach us more than the last 10.

The blood pressure apparatus is a means of measuring with a mercury column the impulse which, when felt with the finger, we called a bounding pulse or a soft pulse, as the case might be. The blood pressure apparatus consists of an unelastic cloth band, within which is a hollow rubber tube, similar to an automobile tire. The inner tube is connected on the one hand with an air pump and on the other with a column of mercury and a perpendicular scale.

The band is fastened loosely around the bare arm. The inner tube is blown up. As the band will not allow expansion externally, as the tube inflates it must compress the arm. The inflation is continued until the pulse cannot be felt at the wrist. In the meanwhile, as the pressure on the arm increases, the mercury is forced up the perpendicular tube.

When the pulse disappears the amount of pressure is shown by the height to which the mercury has mounted. We speak of 120, meaning that the column of mercury has risen 120 millimeters, or about 4.7 inches.

Some of the blood pressure apparatuses, instead of using a column of mercury as a recorder, make use of a dial and hand, somewhat similar to the arrangement of a water gauge or steam pressure recorder. When the brachial artery, the artery of the arm, is pressed on until caught between the bone and the inner tube, no blood can flow into the radial artery, and in consequence the radial pulse disappears.

Blood pressure then is the amount of pressure or squeezing necessary to apply to the arm to collapse the brachial artery. The pressure applied to the skin is transmitted the artery without losing force. Therefore the measure of the pressure in the inner tube is a measure of the tension of the blood in the artery. The blood in the artery is pressing out against the blood vessel wall with exactly the same pressure as that shown by the column of mercury to be the pressure in the inner tube.

What makes the blood in the artery press out? When the heart contracts it forces the blood into the arteries. The elastic arterial walls squeeze the blood to keep it moving forward. The amount of heart squeeze plus the amount of wall squeeze is just equal to the amount of force necessary to push the blood through the small vessels, capillaries, and veins back to the heart again. If it were not for the pressure of the blood in the vessels little force would be required to collapse an artery.

The large artery coming off the heart is called the aorta. It is so called because its discoverer thought it carried air. It was thought to carry air because after death it was found to be a great round tube nearly empty of blood and partly filled with gas. The aorta has a wall stiff enough to make it remain round and uncallapsed when empty.

This, however, is not true of the smaller arteries. Drain the blood out of them and a feather's weight will collapse them. Therefore the blood pressure is a measure of the blood in the artery and not a measure of the stiffness of the wall.

If you have ever watched when the blood pressure was taken you have noticed that the mercury runs up with each pulse beat and down between the beats. If an index pressure recorder was used you noticed that the needle played back and forth in the same way. What is called the blood pressure is the highest point reached by the needle or the mercury as the wrist pulse stops.

To speak more accurately, the examiner pumps up the tube until there is no longer any pulse at the wrist. He then permits air to escape until the first faint trace of a pulse can be felt. This is called systolic pressure. He then allows more air to escape, and presently the faint thready wrist pulse is replaced by a full pulse. The point at which the full pulse appears is read off as the diastolic pressure. The difference between these readings is the pulse pressure.

The diastolic pressure is the measure of tension of the blood in the artery between heart beats. When the heart beats and throws an extra quantity of blood into the artery the pressure jumps up and produces systolic blood pressure. Then the diastolic pressure is the tension of the blood in the artery; the pulse pressure is the measure of the force of the heart beat, and these two added together make the systolic blood pressure. This last is what we mean when we speak simply of the blood pressure.

The pulse pressure is the measure of the force of the heart beat. The diastolic pressure is the measure of the blood pressure inside the vessels between beats. What is ordinarily called blood pressure, better called systolic blood pressure, is a measure of the pressure due to the heart force plus the vessel force. Or, to put it again and in another way, the pulse pressure shows the condition of the heart muscle; the diastolic pressure the condition of the vessel walls; the systolic pressure the maximum pressure to which the vessel walls are subjected.

To determine what the pressure ought to be, Faught recommends the following formula: A normal man at 20 has a pressure of 120; a woman at the same age has 110. To get the normal pressure for a given age add 1 for each two years over 20. According to this rule, a man of 50 should have a pressure of 135 and a woman of that age one of 125.

The Faught scale allows for a variation of 36 between high and low normal, as he terms it. A man for whom 135 is normal may have as low as 118 without being disturbed, or it may go as high as 142. These would be his low and high normals.

If the blood pressure goes more than 15 over the high normal or the same below the low normal the case should be carefully inquired into.

The blood pressure, the pressure that the blood is under in the vessels, is dependent upon two groups of forces. The blood is caught between these forces like a file in a vise. Pushing from behind is the force of the heart and the force of the arterial elasticity. Pushing from the front is the resistance of the vessel walls everywhere throughout the system.

Therefore what we do when we measure blood pressure is in a way measuring the resistance throughout the body. When one is young, with elastic tissues, this resistance is at a minimum. When one is older and with worn out tissues the elasticity is less, and the resistance is at a higher level.

Gibson has formulated a rough way of estimating the force of the heart beat from the blood pressure. His rule is that one-third of the blood pressure, or systolic pressure, is due to the pulse pressure and two-thirds to the diastolic pressure.

According to this rule, if a man has a blood pressure of 150 he should have a pulse pressure of 50 and a diastolic pressure of 100. This is the normal relation.

It may vary materially, and there is where one of the dangers from accepting blood pressure on its face without further analysis comes in. For instance, there may be an increase in resistance in the vessel walls, but at the same time heart disease may be present. The resistance would increase the diastolic pressure, but the limping heart would pump less effectively than normal. In consequence the pulse pressure would be relatively decreased; the normal relation of pulse pressure, 1; diastolic pressure, 2; to systolic pressure, 3, would be disturbed.

Outside the variations due to age and disease, there are variations called physiological. There will be a variation according to muscular strength of 5 to 10 on each side of the normal. A physically weak person will have low pressure, and a physically strong one a high one. Obesity adds a little to the blood pressure.

Active exercise will add 29 to the blood pressure, if the record is made soon thereafter. A full meal will increase the pressure 20 during the next hour. The pressure should be taken sitting upright, and the cuff on the arm should be at the level of the heart.

A change in posture from the erect to the horizontal causes an increase in the blood pressure. If one lies down five minutes and then sits up it will cause a fall in pressure.

The pressure falls about 25 during the early hours of a heavy sleep, and then gradually rises through the night. Early the next morning it is still low. During the day there is a gradual rise, and the maximum is reached late in the day. The range from deep sleep to shank of the day may be as high as 40.

Pain, anxiety and violent emotion cause sharp rises. Excessive draughts of water will raise the pressure 5 to 10. Large amounts of beer cause a marked rise. Strong alcoholic drinks cause a sharp short rise.

Habitual drinkers develop a chronic high pressure, not much augmented by a single drink. Excessive smoking during a short period of time causes a rise of 20. Habitual smokers usually have a low pressure.

For several years we have been hearing much about blood pressure. Average men have heard of it, and a fair proportion of them have had one or more blood pressure examinations. The insurance companies want to know the pressure of those whom they insure. The companies who offer their insured a periodic examination include a blood pressure examination.

Cabot is quoted by Faught as follows:

"If I were allowed only two instruments of precision for my aid in physical diagnosis they would be the stethoscope and the sphygmomanometer (the blood pressure apparatus). I regard this measurement of the blood pressure as the most important of all the resources that have been added to our armamentarium as physicians in the last 15 years."

We are now in possession of statistics as to the average length of life of select groups having certain blood pressures. We can assume that there is no further need of stimulating general interest in blood pressure.

The man in the street wants to know his blood pressure. When he goes to a physician for a general physical examination he knows that, if no blood pressure is made, the examination is not complete. When he comes up for a life insurance examination he expects to have a blood pressure taken.

What we need now is a better analysis and a better understanding of the relation of different conditions to blood pressure. The bald fact that one's blood pressure is 160 is not enough on which to base an opinion.

The relation of age to blood pressure is somewhat understood, yet some people need to know about that. The relationship of eating, drinking, and sleeping, of exercise, time of day, posture, excitement, all this needs to be talked about more. By we I mean the general public, who now knows enough about the basic subject, blood pressure, to be ready for the next lesson—namely; the relation between systolic, diastolic, and pulse pressure.

Finally, it is time to begin general discussion of the relation of different diseases to blood pressure and of the possibility of raising or lowering blood pressure by changing one's mode of life.

In 1913 Bermuda shipped more than 93,000 pounds of onion seed to the United States.

TO HEAD DISASTER PROBE COMMISSION

LORD MERSEY.

The news that Lord Mersey, who presided over the British inquiry into the loss of the Titanic, is to be a member of the royal commission appointed to investigate the Empress of Ireland disaster, has been received with satisfaction by those who desire the inquiry to be thorough.

As Lord Mersey was president of the Titanic court, it is assumed that he will be similarly honored when the royal commission meets at Montreal. The Canadian members of the commission are Chief Justice Ezekiel McLeod, of New Brunswick and Sir Adolphe Routhier, of Quebec.