

LOOK!

If you were told of a new discovery for the treatment of coughs, colds and bronchitis, as certain in its action on all chest troubles as anti-toxin is on diphtheria, or vaccination on small-pox, wouldn't you feel like giving it a trial?

Peps are the discovery! Peps are little tablets, containing certain medicinal ingredients, which, when placed upon the tongue, immediately turn into vapour, and are at once breathed down the air passages to the lungs. On their journey, they soothe the inflamed and irritated membranes of the bronchial tubes, the delicate walls of the air passages, and finally enter and carry relief and healing to the lungs. In a word, while no liquid or solid can get to the lungs and air passages, these Peps fumes get there direct, and at once commence the work of healing.

FREE TRIAL Cut out this article, write across it the name and date of this paper, and mail it (with 1c stamp to pay return postage) to Peps Co., Toronto. A free trial packet will then be sent you. All druggists and stores sell Peps, 50c. box.

Peps

The Tons You Eat

The Millennium Guild takes the daily average of half a pound of meat eaten by each inhabitant of the United States and finds that in 50 years the average meat eater consumes four tons and a half or, to put it in another way, this average person at the end of 50 years, has eaten enough tons of meat to be the equivalent of 6 beef cattle, 15 calves, 22 sheep, 40 lambs, 10 hogs, 100 turkeys, 200 chickens and ducks, one deer, besides pigeons and small birds a goodly number. What a slaughter-house we have made out of the world! Yet two thirds of the population of the globe, it is estimated, never eat meat. Among these latter are millions of sturdy, healthy toilers. We also know that the horse, the ox, the elephant—strongest of our animal workers, build their strength on grasses and cereals.

WANTED This month a small house with little land in or near Kentville. Apply to Mrs. P. Flynn, Box 409 Kentville 2 x.

Nothing in the Lavender Report

After a most thorough investigation, the military authorities have reached the conclusion that there is nothing in the story of a foreign woman selling disease carrying sweet Lavender powder on the streets. The woman was arrested and held by the authorities, pending an investigation. However to safeguard the public against any attempt to spread diseases, the authorities advise the citizens requiring sticking plaster or talcum powder not to buy them from persons on the streets, but through the proper channels. — Chronicle

That 4,750,000 people have died of starvation in Europe since the war began and that even more will die in Russia during the coming winter, was the startling statement of Henry E. Thomson, food controller of Canada.

Keep Minard's Lintment in the house.

Save Your Money for the coming Victory Loan

A. M. JACK & SON, Halifax

Correspondents of
A. E. AMES & CO. Established 1869
Toronto, Montreal, New York

"Spanish Influenza"

(Issued by the Department of the Public Health, Nova Scotia)

In the last issue of the "Quarterly Bulletin" the opinion was expressed that this province was unlikely to escape an invasion by the condition known as Spanish Influenza, which at that time had for some months prevailed in epidemic form throughout Europe. Unfortunately the prediction has been fulfilled. The disease has found its way to the North American Continent, and has become epidemic in many localities. Nova Scotia has not escaped, and from several parts of the province it has been reported as quite prevalent.

The condition resembles in many particulars the old-fashioned la grippe, but the bacteriological investigations which have been made have shown the influenza bacillus to be present in but a small percentage of cases, while other organisms, causative of inflammatory conditions of the respiratory tract are quite common.

Clinically the disease has been characterized by an acute onset, symptoms developing with such rapidity that the victim may have to stop within a few minutes. Pains in the head, back and other parts of the body, dizziness and weakness, slight soreness of the throat and sensitiveness to light are complained of. The temperature rises quickly to 103 degrees or 104 degrees F. Movements of the eyes from side to side, and suffusion of the whites of the eye's are not infrequently noticed.

As a rule the attack is of short duration, but it is important to note that relapse is not uncommon, so the patient should be warned against too early a return to duty. Occasionally the course is somewhat erratic with an irregular fever which may be due to bronchitis, bronchiolitis, bronchopneumonia or a bacterial invasion of the blood stream. The respiratory tract usually bears the brunt of the attack. Cases of gastro-intestinal type are unusual, and the diagnosis of gastro-intestinal influenza is looked upon with some suspicion in view of the likelihood of disturbance of the digestive tract being dependent upon food which is either more or less decomposed or which through the exigencies of the time is of a character to which the individual is unaccustomed.

The disease generally runs a favorable course, and fatalities have been rare. In contrast with previous experiences with influenza, serious complications and disabling sequelae have been unusual, through weakness sometimes persists for a considerable time.

In treatment, rest in bed is requisite and should not be abandoned too soon. A preliminary purge is advised. Aspirin and the salicylates give relief from the discomfort, but care is to be exercised in the use of any drug which may add to

depression, and such drugs should be taken only upon a physician's advice.

Crowding and imperfect ventilation appear to have a marked influence in spreading the disease. Free ventilation is therefore imperative as a preventive measure. The infective element is given off particularly in the discharges from the respiratory tract. Such discharges should consequently be promptly destroyed, and every effort should be made to limit the issuance of the organisms in the spray caused by coughing, sneezing and loud speaking. Prophylaxis is therefore similar to that in any infectious respiratory condition. Doubtless many cases of the disease are so mild that the victim does not lay up, but goes about spreading the infection. Hence the need for constantly urging everybody to pay strict heed to the small rhyme:

"Cover every cough and sneeze.
For if you don't you'll spread disease"
To avoid infection, keep away from crowds, dodge the careless cougher and sneezer, get plenty of fresh air indoors and out of doors, and endeavour to keep general health good October 1, 1918.

The Earl of Minto, son of a former governor-general of Canada, has arrived in Canada to take the position of aide-de-camp to the Duke of Devonshire. He is a captain in the Scottish Guards and has seen service in France.

DANGER LURKS IN EVERY ONE OF US

We Are As Full of Deadly Poisons As A Germ Laboratory.

AUTO-INTOXICATION OR SELF-POISONING

"FRUIT-A-TIVES" Absolutely Prevents This Dangerous Condition.

The chief cause of poor health is our neglect of the bowels. Waste matter, instead of passing from the lower intestine regularly every day, is allowed to remain there, generating poisons which are absorbed by the blood.

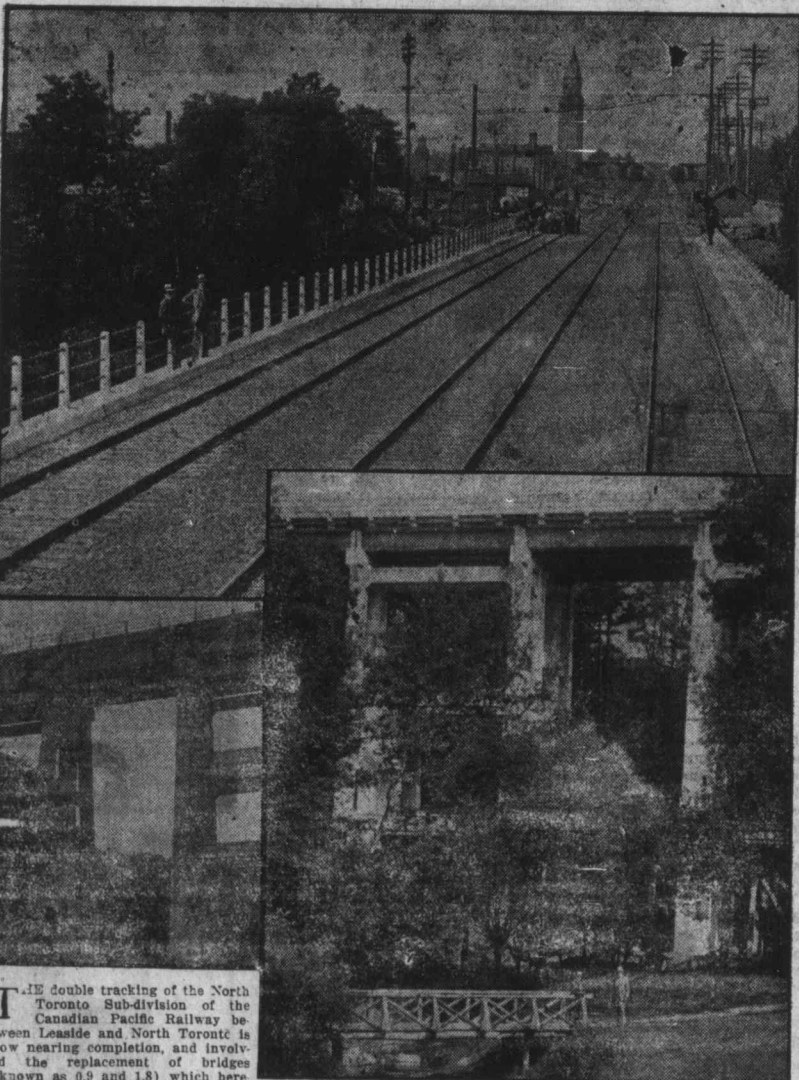
In other words, a person who is habitually constipated, is poisoning himself. We know now that Auto-intoxication, due to non-action of the bowels, is directly responsible for serious Kidney and Bladder Troubles; that it upsets the Stomach, causes Indigestion, Loss of Appetite and Sleeplessness; that chronic Rheumatism, Gout, Pain In The Back, are relieved as soon as the bowels become regular; and that Pimples, Rashes, Eczema and other Skin Affections disappear when "Fruit-a-tives" are taken to correct Constipation.

"Fruit-a-tives" will protect you against Auto-intoxication because this wonderful fruit medicine acts directly on all the eliminating organs.

50c. a box, 6 for \$2.50, trial size 25c.

At all dealers or sent on receipt of price by Fruit-a-tives Limited, Ottawa.

Record In Concrete Bridge-Building



THE double tracking of the North Toronto Sub-division of the Canadian Pacific Railway is now nearing completion, and involves the replacement of bridges (known as 0.9 and 1.8) which heretofore had been trestles constructed of steel. Owing to the high price of steel and the difficulty of procuring it since the war began it was found that reinforced concrete competed successfully against steel.

The bridges were therefore constructed of this material and are a triumph of railway construction work. No. 0.9 being 386 feet long and 50 feet high carrying two tracks and No. 1.8 of similar dimensions but a three track structure. The length of the individual spans and the details of their construction are unprecedented in the engineering world. Previous to this no reinforced concrete beam with a length of more than about 25 feet had been attempted; the spans of these two C. P. R. structures are each from 35 to 57 feet long. These spans have been made possible by the employment of unit construction by which each span was designed as two T-beams which, after being manufactured near the work, were laid side by side on the previously built reinforced concrete towers. The towers themselves are really reinforced concrete buildings constructed in the usual manner by means of wooden forms built around a steel reinforcement

which was previously assembled and securely wired together. When all was in readiness the concrete was poured by means of long spouts which led in several directions from the main mixing tower. The pouring of the concrete was maintained as continuously as possible until a whole tower was completed. This work was done during the winter at low freezing point; it was performed inside of what was virtually a building erected to maintain a suitable temperature around the newly deposited concrete until it was out of danger of being damaged by frost.

These two structures are provided with narrow sidewalks and hand-rails, which enable trainmen to move conveniently along side-standing trains. The hand rails add considerably to the aesthetic appearance of the structures, which are extremely artistic in appearance and at the same time satisfactory from a general and utilitarian point of view, besides being absolutely permanent. Both are designed to carry the heaviest engine in existence with a considerable margin of safety, and are epoch-making in the art of bridge engineering

inasmuch as they have demonstrated that reinforced concrete can take the place of steel for a very large number of permanent bridges. These two structures are so solid that when passing over them on a train one gets the impression that he is on a solid fill instead of a bridge. The method employed in the erection of the reinforced concrete spans is a specially interesting feature of the structures. Each slab, as a unit, weighed 55 tons, which, as the limit load that could be handled by the C. P. R. 100 ton standard wrecking cranes. The crane engaged handled no less than 110 slabs, each 55 tons in weight, or in all something like 6,000 tons, and all this was done without a single mishap to either men or material. Another remarkable feature is that both structures were built without interruption from June, 1917, to July, 1918, which was a shorter period than would have been required to manufacture and erect similar structures in steel. Passenger and freight traffic on the C. P. R. main lines was continued without interruption during the progress of these interesting works.

ALTHOUGH, a world-wide directed to by reason of the late "flues" and alluvia gold in the in the streams of trial—and for many vest was reaped from mining as an impurity of the Province by far the most in British Columbia launched until near later; and the bull smelter in 1896 young American king, F. Auguste made Roseland, since produced gold per to the value round figures, but enormously stimulated development and capital in mining in the province. But tially a business man, his sue not actuated by a eleasary motive of his plan to open the profit of any. Hence although a grant from the P. ment as a consideration of the narrow-gauge railway section between the and the mines at R. obtained an assurance million Government dollar on each ton also took care that on the treatment should be a tolera fact ere long, as the the mines progress necessary to market grade average, the left to the miners al ment charges became stricted; and conse faction was very 1898 the reduction way were acquired Pacific Railway, and at once reduced ver is fair, however, to sh owners were in a ntion to undertake to cost owing to the de fuel following the de Crewneest coalfield. smelter became the Consolidated Mining Co. of Canada, whic