

dependent men who would not always regard it as their first duty to lower valuations which at present are based on no uniform system and are in a deplorable condition in this province.

It has gone so far that the borrowing power of municipalities has been affected.

VICTORY LOAN

Committees have been appointed and before this issue comes to its readers the work of raising money will have begun.

Teachers and pupils may have a great part in this work by constantly bringing its importance to the notice of everyone and bringing about a right understanding of its objects and the needs of our country.

Our men at the front have accomplished prodigies, and those of us who have not been able to participate directly in the great struggle for our liberties and very existence, have done our utmost to give them that material support so indispensable to a successful outcome.

Let not the good work hesitate. The need is great, we have the ability, the security is all Canada. Our country and men at the front demand it.

Everyone has an influence. Let us exercise it.

SPANISH INFLUENZA

An epidemic of Spanish Influenza is spreading in American and Canadian cities and towns. There were so many cases in Boston in the last week that the drug stores were unable to fill the doctors' prescriptions for 24 hours after they were presented, and so many deaths were caused by it that the undertakers were unable to bury the dead as fast as they were required.

It is reported that there are 600 cases of the disease in Hamilton, Ont., and the schools, theatres and churches of Sydney are ordered closed on account of the presence of the disease in that city.

Many physicians think the disease is nothing more than la grippe, assuming its old time severity. It is their opinion that it is the development of pneumonia which causes so many deaths.

The New York City health department in a bulletin, announces that the so-called Spanish influenza is in reality an epidemic of pneumonia. So far no exact information has been given as to the precise microbe cause, nor its relation to influenza.

The bulletin gives these instructions as to how to avoid contracting the influenza:

Don't crowd, don't worry, don't jam the entrances to railways, theatres and places of assembly; don't put unclean things into your mouth; don't eat or drink in dirty places.

Don't expose yourself to cold or wet; don't over-exert, and avoid all excesses.

Don't go out if feeling ill. Take care—keep fit.

Don't forget to use your handkerchief, covering your mouth when coughing or sneezing.

Don't eat without first washing your hands.

CHANNEL TUNNEL NOW A CERTAINTY

One great engineering work which is almost certain to result from the war is the Channel Tunnel between England and France, which has long been mooted, but which has hitherto remained in the visionary stage. In fact a few years ago there were alarmists who feared that the integrity of the "right little, tight little island" would be imperilled if such an international enterprise were permitted. Such alarmists were oblivious of the fact that use of such a tunnel for purposes of war could be stopped almost with as much economy of effort as the victory of Horatius over the hordes of Lars Porsena of Clusium on the banks of the Tiber.

Many times since the present war began the Governments of Britain and France must have privately lamented that the projected work had not long ago been implemented. The British navy has maintained the "channel ferry" for the armies in France with astounding success ever since the first expeditionary force left England's shores in 1914; but with a tunnel the naval responsibility could have been greatly reduced, and Britain's ability to combat the submarine menace immeasurably increased.

That such a tunnel is quite feasible and offers no unsurmountable engineering difficulties is vouched for by Sir Francis Fox, who was one of the builders of Simplon tunnel. In a recent speech he said that the maximum depth of water between England and France at the projected site did not exceed 180 feet, and that borings covering the entire distance showed that the geological formation was easily workable and similar on both coasts. Problems of ventilation and motive power for trains have all been carefully worked out. All that is necessary is for the Governments of Britain and France to give the authorization and provide for the financing of the project, and a few years will see the tunnel in actual operation.

The economic value of the tunnel is unquestionable, especially as friendly relations between Britain and France are likely to continue for many years to come, and it will be long before relations with Germany will be other than cool. The Allies, it is said, have already formed plans which will divert traffic by the Orient railway line through Germany and Austria to the railroad of France and Italy. With the tunnel completed and in operation, the traveller to the East may get into his train in London and travel by rail clear through to Brindisi, Italy, before stepping on shipboard. The inconvenience of crossing the channel in rough weather will be obviated.