Doubts if Smoking Injures the Heart

TORONTO, Dec. 4.—The statement recently made by Professor Paul Fleischmann, of Berlin University, that tobacco is one of the principal causes of high blood pressure was refuted to-day by Dr. Harley Smith in the course of an interview. Dr. Smith agreed that smoking to excess, might, in certain circumstances, be a contributing factor to high blood pressure, but even so he considered it relatively unimportant. "I notice," said Dr. Smith, "that Professor Fleischmann considers tobacco a greater source of danger than alcohol. That is quite incorrect, and practically every doctor, from his own experience would support me in saying so."

"Of course," he said, "in the case of tobacco, as in the case of all other habits, it is wrong to generalize. Some men have been excessive smokers since they were twelve years old, and they have reached ninety or more without being the worse for it. That does not mean that all men are capable of smoking to excess from twelve to ninety, however.

"In my opinion boys should not smoke before they are twenty, because until they reach that age they are still developing physically. Quite probably smoking would not affect them at all, even in their youth, but it is just possible that it might, and it would be foolish, therefore, to take the risk.

"Each one of us possesses certain inherited tendencies and constitutional peculiarities. We cannot tell what those tendencies and peculiarities are until physical development is completed. It would be quite easy to inherit some disability, caused or aggravated by smoking and therefore my advice to young men is to abstain from smoking until they are twenty or thereabouts.

"For the general run of men between twenty and forty-five I am sure that smoking is not harmful. Of course, there are exceptional cases, but they are relatively few. Most men can afford to smoke in moderation without any fear whatever of dire consequences. When a man suffers from a weak heart, and when he finds that his complaint is aggravated by smoking, then obviously the wise thing for him to do is to cut it out.

"A good deal of nonsense is talked about high blood pressure," he said. "When you first came into this room your blood pressure was probably a good deal higher than it is now since we have been chatting for a few minutes. Every doctor knows that the patient's blood pressure is usually higher at the beginning of an examination than at the end, for the simple reason that the patient is probably feeling a little nervous. Blood pressure is affected by most simple things and it is therefore quite wrong to jump to generalization as Professor Fleischmann. Smoking a cigarette may cause an increase in blood pressure, but that means very little."

Dr. Smith was asked if he ever advised his patients to abstain from smoking altogether. "Very, very rarely," he said. "When a man is forty-five or so I often recommend him to cut down his smoking, but rarely to abandon it altogether. Giving up smoking altogether will have a bad effect upon a man's nerves, it will make him irritable and a bear about the house. I have never known cutting down, however, to have any ill effect."

Imperial Responsibilities

Modern science has broken down many barriers of time and space, and the inhabitants of any one country have a far more intimate knowledge of the circumstances of their fellowmen in other lands than at any time in history. Fortunate countries, such as the Empire and the United States, who are blessed with so large a share of the world's resources, will be well-advised to adopt no exclusive attitude which would have the effect of throwing into sharp relief problems of relative riches and poverty in the national sphere. The extent of our control of the world's material resources is a measure of our trusteeship for the world at large. America may, for example, ultimately deem it advisable to admit more representatives of less fortunate nations to the benefits of American citizenship than she is at present willing to contemplate. The same remark applies to certain countries of the Empire, but here the situation is far more complicated. Our Empire itself embraces poor nations as well as rich, and the problem of accommodating the two takes on a domestic character. The constituent parts of the Empire show infinite variation, and in some cases differences of colour, race, language, and modes of thought are manifesting themselves in no uncertain fashion within the boundaries of individual States. These two sets of problems—our Imperial responsibility towards our own citizens, and those of other lands—will call for the increasing attention of thoughtful students of Empire in the near future.

CONFEDERATION LIFE.—nov23,tf

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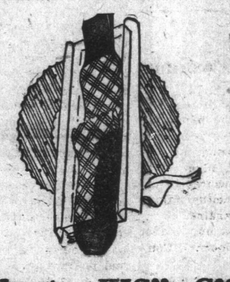

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Needles and Pins Worth 20 Millions

More than $22,000,000 worth in 1923 in the Census Bureau's record of the output of needles, pins, hooks and eyes, and snap fasteners, we are told by a writer in The Iron Age (New York). There were forty-nine establishments engaged in this work, with a personnel of 7,674, of whom 6,334 were wage-earners. Wages amounted to $6,703,079 and the value added by manufacture accounted for $14,351,493. Output and other figures are higher thanfor 1921, but considerably lower than for 1921, but considerably lower ducts was $29,305,000; value added by manufacture was $19,078,000, and wages amounted to $8,810,000, for 9,294 wage-earners. We read further:

"Some of the quantities involved are as follows: Needles aggregated 245,998,000 in 1923, with a value of $5,096,000. Pins made of steel wire come under two heads, those by the pound and those in packs. Those by the pound accounted for 582,554 pounds, or about one-fifth of the 1919 figure, which was 2,798,633 pounds.

"Steel pins, in packs of 3,360 each, accounted for 997,594 packs. This item was 1,342,119 packs in 1919 and 1,826,873 packs in 1914. The quantity of steel pins has been decreasing.

"Pins made of brass wire and reported by the pound amounted in 1923 to 1,263,734 pounds, a considerable shrinkage from the 2,180,513 pounds in 1921,but a higher figure than in 1919 and 1914.

"Pins shipped in packs of 3,600 each accounted in 1923 for 1,488,229 packs, lower than the 1,638,035 such packs in 1914, but higher than the figures for 1919 and 1921. Metal hairpins in 1923 were 3,240,326 gross, a sharp drop from the 24,310,433 gross of 1919. Safety-pins accounted for 7,878,319 gross in 1923.

"Hooks and eyes and snap fasteners and clasps all are reported in 'great gross' units. Of the hooks and eyes there were 26,752 units made of steel wire, a progressive reduction from the 654,714 such units in 1914. Made of brass or other wire, hooks and eyes accounted for 234,394 units, compared with 421,463 units in 1914. Snap fasteners of iron and steel numbered 192,913 units in 1923, a sharp drop from the 1,080,276 units of 1919. Those made of other metals, however, indicated an increase, the figures having been 1,508,656 units in 1923, compared with 1,042,265 in 1919."

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The Lost Polar Continent

Lieut.-Commander Richard E. Byrd, Jr., in command of the naval aviation with the Macmillan expedition, just back from the Arctic, is of the opinion that the "lost continent," a great mass of land rising from the uncharted areas of the Polar sea, is not a myth, but a reality.

Both this mysterious land, never yet visited by man, and the north pole, some few hundred miles from it, can, and will be reached by airplane, he said in an interview at Washington.

"Let me sit in the cockpit of an airplane circling 7,000 feet above Cape Thomas Hubbard at the edge of the Polar sea on a clear Arctic day, and I firmly believe I would be able to sight unknown land," Commander Byrd said.

Navy planes and navy flyers of which Commander Byrd was in charge flew over 6,000 miles and observed over 30,000 square miles of land, ice and water under terrific weather conditions. Now Commander Byrd hopes that United States enterprise and flyers will return to finish the job.

"There are two objectives up there—the pole itself and the 'lost continent.' I think the dash by air to the pole would be the easier of the two," he said. "They can be reached both by airship and by airplane.

Believes Amundsen Right.

"The airship project could best be undertaken from Spitzbergen. Amundsen is right in that. A dirigible could fly from there to the pole, about 700 miles and perhaps if weather was favourable continue straight on and cruise over the unexplored area and finally reach Alaska.

"But remember that an airship could not land for scientific work and detailed exploration, while airplanes could.

"I would start an airplane hop to the pole from Cape Columbia, on the north tip of Ellesmere land. It is just 413 miles from the pole, the same route that Admiral Peary took on his march to the top of the world.

"For an expedition to the unchartered polar area, I would start from Cape Thomas Hubbard, about 200 miles farther west. A flight of 350 miles from that point should take one into the centre of that unknown region."

Sawyer Bay as Base.

Commander Byrd, from the lessons learned on his recent expedition, said he could use Sawyer Bay, across Smith Sound from Etah, as the base for such expeditions.

"Sawyer Bay is 100 miles west of Etah, a good little harbor along Ellesmere Land. I believe it could be reached by land under favorable conditions as early as July, which is necessary for flight conditions. Capt. 'Bob' Bartlett, I'll wager, could buck a ship through the ice and get there.

"From Sawyer Bay emergency depots could be laid across Ellesmere Land, 200 miles to Cape Thomas Hubbard. Depots would be established there and at Cape Columbia."

As for the final flights, Commander Byrd said three planes would be necessary, one for a reserve plane and the others to travel together for greater safety.

"In July," he said, "under summer ice conditions, there are open leads of water suitable for landing. You can't land on the ice, which is rough in summer, but can land on the stretches of open water.

A Prediction.

"I venture to say that at the height of the summer period you might find open leads every twenty miles or so all the way to the pole. Amundsen didn't find them on his airplane flight, because he flew in May, too early in the season.

"The flight to the pole from Cape Columbia would be about 900 miles for the round trip, alllowing for wind. With an airplane loaded with supplies, rifles and ammunition, a collapsible rubber boat, instruments and the like, it would probably have a speed of about eighty-five miles an hour. The whole trip would take only from ten to eleven hours."

Such planes, once at Cape Thomas Hubbard, could make a series of flights into the "lost continent" region and thoroughly explore it.

"That land is there, all right," Commander Byrd said. The tides and currents, the character of Ellesmere and Axel Heiberg Land, indicate a further region to the north."

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Was Soviet Leader

Famous Woman Cavalry Captain of Russia Meets Mysterious Death.

MOSCOW, Dec. 9.—Russia's famous woman cavalry captain, Nadesha Budennaya, wife of General Budennaya, commander in chief of the Red cavalry, died to-day. The cause is not clearly known, and one newspaper described it as a "tragic incident." Captain Budennaya served with distinction throughout the war against the White Russian forces, fighting by the side of her husband, and was wounded several times.

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