

INFANTILE PARALYSIS

(Issued by the Department of the Public Health, Nova Scotia.)
Acute anterior poliomyelitis, commonly called infantile paralysis because it usually affects young children, is at present epidemic in exceptionally virulent form in the city of New York, and has caused many deaths inasmuch as there is a possibility that the epidemic may spread it is thought wise to issue this bulletin.

The disease is not unknown in Nova Scotia, an occasional case being reported in widely separated localities. With us, it is more common in the rural districts in the cities and towns.

It is due to one of the tiniest of microorganisms, an organism so small that it can be detected only when massed in groups in the field of the microscope. The germ loses its virulence very quickly when exposed to the air, and this is doubtless one of the reasons why the disease is not more prevalent than it is. Some "strains" of the organism appear to me more active in causing the disease than others. It is thought that the "strain" responsible for the present epidemic in New York may have been brought by immigrants from southern Europe.

We are ignorant of many of the factors concerned in determining an attack of the disease. It is infectious, and yet it is unusual for more than one child in a family to be attacked even though several exposed to infection. Occasionally, however, several members of a family may be infected, and on rare occasions adults suffer from the disease. Often the strongest and apparently the healthiest member of a family is the one to fall ill, so that the best of health does not insure safety from attack.

The first symptoms are, as a rule, indefinite and may suggest only some disorder of digestion. The characteristic paralytic paralysis usually does not appear for three or four days. During the time of epidemic, therefore, the slightest indisposition on the part of a child should lead to a physician being summoned.

Many cases are "abortive" and do not go far enough to cause any paralysis. Such cases may, however, transmit the infection of others.

The infectious element is given off especially in the discharges from the nose, throat and mouth, but possibly also in discharges from the bladder and bowel. It is thought that infection is received principally through the mouth. All dis-

charges from a patient should, therefore, be disinfected immediately upon issuance from the body, and any article soiled by such discharges should also be disinfected at once. It is of special importance that the hands of those in attendance upon the patient be most carefully cleansed after rendering the patient any service. The dishes used by the patient should be separately washed, better sterilized, and reserved for his use alone.

It is generally thought that the infection is disseminated especially by "carriers"—people who, although not themselves ill, have been in contact with patients or their discharges and harbor the germs in their throats. Those who have had the disease, even in the abortive form, may also be carriers for some time after convalescence has set in.

It is difficult to identify carriers, but all who may have come into contact with patients suffering from the disease, or who may themselves have had it, should regard themselves as possible carriers and ask the advice of a physician as to how they may render themselves non-infective.

Every patient suffering from the disease should, of course, be strictly isolated, and every case of the disease should be immediately reported (as required by the Public Health Act) to the appropriate Medical Health Officer. If energetic measures are adopted upon the appearance of a case, the community may be saved epidemic.

Dangers of a Thunder Storm

The fear of being struck by lightning is both a very real and a very sensible fear says the Philadelphia Inquirer.

But lightning can be avoided like all other evils. It will strike in certain places and it will not strike in other places. There are reasons for its behavior: in both cases for nature never operates by chance.

A steam engine or a railroad coach is as safe as any place in the world as far as lightning is concerned. No one has ever been struck by lightning while he was aboard a train.

The business part of a city likewise is never struck by lightning. Neither are the tall skyscrapers ever hit. It is a matter of record that insurance companies never have any losses from lightning striking any building with metallic sides and framework of iron and steel.

A steel battleship is also safe from the bolt from the clouds, as is a steel wind mill tower. This is because every one of the objects is its own lightning rod and needs no further protec-

tion than they can give themselves.

There is another list of things which lightning will surely strike. It will strike a country house or a house in the outskirts of a town. It likes to hit a barn, church, school house, tree, stack or animal, especially if it is near a wire fence.

As for a house, the safest place in a lightning storm is your iron or brass bed. It is very dangerous to stand near the bed because you are taller than the bed. The reason why you are safe when lying on it is that the bed head and foot extend above the bed and the current will not leave the bed to pass through your body. The walls and the floor of the room may be ripped to pieces but you will be safe as long as you lie still in your bed.

Feather beds offer no protection whatever from lightning unless they lie on a metal bed. If the bed is of wood and the springs are steel the food of the bed may be split to pieces, but you will nevertheless remain unharmed.

During the day the safest place in a house is in the centre of a room, provided there is no stove near.

Contrary to the popular opinion it makes no difference whether doors or windows are open or closed. Lightning can get in under any circumstances if it wants to.

Says the Halifax Recorder:—A. B. Crosby's name is mentioned in connection with the vacant senatorship, occasioned by the death of Senator MacDonald, Cape Breton. Mr. Crosby, while not a native of that County, resided there for some years.

The Victoria election recount is finished, and Premier Murray and his colleague, J. G. Morrison, are declared elected with increased majorities.

The new Y. M. C. A. annex recently completed by C. H. Wright, contractor, of Wolfville, will be a great asset to Alford. It measures 40x100 feet, has a good hardwood floor, and is fitted with electric lights. Almost the entire floor space is given to an auditorium in which concerts and services of various kinds will be held. A ledge which runs around three sides of this room will serve a double purpose, in supplementing the now overcrowded writing tables in the old building adjoining, and as gallery seats for a favored few when an entertainment or a service is in progress.

For Sale—Extra fine Senator Dunlap Strawberry Plants, \$3.00 per 1000. Order early. Radcliffe & Veraker, Chipman Corner.

THE GRAY-DORT
The Car that has captured Canada

THE GRAY-DORT—The wonderful car that was chosen from the entire American Market as the car best suited to the needs of the Canadian business man and farmer. The powerful car, enthusiastically sought by the automobile agents from every part of Canada, as the car most worthy of the backing of their name and experience. The car that within three days completely outdid the capacity of the factory for many months ahead—an unprecedented achievement.

The Gray-Dort has Arrived Here—
Price \$850.00 The Car with every Vital Advantage
F. O. B. Chatham

Light in Weight — A Giant in Power

Nothing could give a more delightful sense of perfect comfort than the roomy, deep-ushioned tonneau. But that's not all. Look at the big, pulsing heart of the car—the wonderful Planche motor. Four-cylinders, L-head type, cast in bloc with removable head—a motor with a long stroke of 5 inches—possess of boundless power.

Come in to our Garage and let us demonstrate this Car to you. The Car you have been waiting for.

A. L. PELTON & CO.
Main St. Kentville, N. S.

Get Real Tire Economy!

Nothing is so sure as a pleasure and a business. One might say it was used sixty per cent. for commercial purposes. Yet no matter whether you use your car to get orders or cones, your greatest economy will be the reduced cost of mileage.

No accident ever befell an automobile, but what the tires were forced to play a part in it. And no accident ever was averted but what the tires had a say in that too.

If you will drive fast,
If you will make those sudden stops,
If the city will under asphalt,
If rain will make muddy roads;

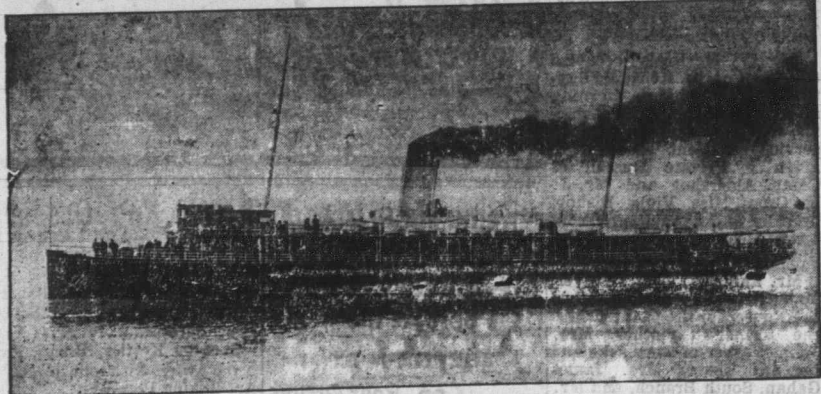
Why then—the possibility of skidding will always be with you, unless you figure on these chances of danger when you buy your tires. When you think of how to avert danger in meeting you immediately think of —

DUNLOP TRACTION TREAD

DUNLOP TREAD

SEAL OF QUALITY

S.S. Empress for Bay Route.



THE C. P. R. steamer Empress recently took the place of the S.S. Yarmouth between St. John, N.B., and Digby. The Empress is an ideal passenger and freight boat. She has all the accommodations of an Atlantic liner and the fittings handy can be surpassed for convenience. Her staterooms are large and well furnished with all that is necessary, while her saloon is very commodious and occupies most of the length of the ship. Like the stateroom the saloon is furnished and upholstered in plush, while the chairs are roomy and comfortable. To the person travelling for pleasure or business the main thing is comfortable accommodation and no better can be found on many a larger steamship than the Empress possesses. The ship also possesses a post office where letters, etc., can be posted without looking up the purser.

Another feature is a covered observation look-out situated at the stern of the steamer, where there are clear views all around, and also sheltered from rain and high winds. In fact, the Empress is fitted out with all necessities for the comfort of the traveller.

The Empress machinery is of the latest design, such as triple expansion engines and all other new devices in marine equipment. She was built at Newcastle-On-Tyne in 1904. She is an iron vessel of 1,242 tons gross and 612 registered. She is 235 feet in length, 34 breadth of beam and 29 feet in depth. Her engines are of 265 horse power. She was on the route between Rhodes and Summerside for nine years.

Haines Bros. PIANOS

WHAT makes a "perfect piano?" Three things: Beauty, Durability and Tone. Professional musicians find an inexpressible satisfaction in the perfection of the Haines Bros. instruments. Permit us to show you the Louis XV and the Colonial styles, and the new features.

Sold by J. R. WEBSTER

DOMINION ATLANTIC RAILWAY & STEAMSHIP

Kentville Time Table effective July 1916. (Service daily except Sunday.)

LEAVE

Express for Halifax	9:00
Express for Yarmouth	9:15
Express for Yarmouth	11:15
Express for Halifax	11:30
Express for Halifax	11:45
Accom for Annapolis	12:00
Accom for Kingsport	12:15
Accom for Kingsport	12:30
Express for Kingsport (Sat. only)	6:00
Express for Kingsport daily	7:00

ARRIVE

Express from Halifax	9:00
Express from Yarmouth	9:15
Express from Halifax	11:15
Accom from Halifax	11:30
Express from Yarmouth	11:45
Accom from Kingsport	12:00
Accom from Kingsport	12:15
Accom from Kingsport (Sat. only)	6:00
Express from Kingsport daily	6:00

Midland Division

Trains of the Midland Division Windsor daily (except Sunday) for Kentville at 7:05 a.m., 6:00 p.m. and for Windsor at 6:25 a.m., 6:00 p.m. Connecting at Itrare with the Intercolonial Railway and Windsor with express trains to and from Halifax and Yarmouth. Buffet parlor cars run daily (except day) on Blitstone trains between Kentville and Yarmouth.

Canadian Pacific Railway

to St. JOHN and MONTREAL (via Itrare) (Daily Sunday excepted) S. S. EMPRESS leaves St. John at 7:05 a.m., arr. Digby 10:15 a.m., Digby 1:50 p.m., arr. St. John 5:00 p.m. making connections with the Canadian Pacific trains at St. John for Montreal and the West. Trains run on Atlantic Standard Time.

BOSTON SERVICE

Steamers of the Boston and Yarmouth S. S. Co., sail from Yarmouth for Boston after arrival. Express trains to Halifax and Itrare, daily except Sunday. R. U. PARKER, Genl. Passenger Agent. GEORGE E. GRAHAM, General Manager.

Splendid Addition to Y. M. C. A. Building at Camp Aldershot

Addresses by Military Officers and Y. M. C. A. Directors at Music and Readings.

The new Annex to the Y. M. C. A. building at Aldershot Mill Camp, was formally opened with addresses, music and readings Wednesday evening, Mr. J. F. Ser, chairman of the Maritime Committee of the National Council of Y. M. C. A., presided.

The speakers of the evening were Col. Hayes, A. D. M. S., Day of the 185th Battalion, representing the brigade; Capt. McNeil of the 219th Battalion, spoke for the chaplains in chief; Maj. Margeson of the 25th Battalion, Mr. E. B. Newcombe, Chairman Maritime Military Committee, Y. M. C. A., Kentville; Mr. A. S. McArthur, Maritime Secretary of the Y. M. C. A., and Capt. S. A. W. Secretary in charge at Aldershot. Lieut. Fred Manning of the 2nd Battalion and Private A. K. Wainwright of the 97th, contributed no small part of the program, the former a baritone solo, and the latter a reading.

All the speakers touched upon the practical and pertinent manner of the ideals, aims and work of the Y. M. C. A. among the Canadian soldiers in Canada, England and the front. Maj. Margeson, recently returned from service with the 25th Battalion in France, stirring words in appreciation of service rendered by the Y. M. C. A. to the men on the firing line.

With this fine addition to equipment the Y. M. C. A. at Aldershot is fitted to continue on a large scale, its splendid work among men in khaki. Together the buildings surpass all other facilities of the kind for work amongst Militia in Canada.

NOTICE

All bills due me must be paid by Feb. 1st, 1916. After that date, 1915 all blacksmith work will be strictly cash.

S. R. JACKSON
Cannard, I.