

# PHYSICAL STANDARDS FOR THE CHILDREN

United States Public Health Service Making an Important Study.

Washington, Feb. 6.—The U. S. Public Health Service has for a long time been occupied in various parts of the country in an investigation of physical standards for children.

Before relief can be fairly applied to children it is necessary to know whether or not a particular child really needs it. Of course, many children show their need plainly, but many others whose need is even greater may not show it to casual inspection until it is too late wholly to prevent the consequences.

The common test of a child's health development, and about the only test in mass, is to ascertain by some standard table of age-weights prepared for the purpose, whether or not they weigh as much as they should at their age. If the child is 10 per cent, or more under standard it is considered to be under nourished and is treated accordingly.

This, however, may or may not be the case, for the standard tables are largely approximations. Nevertheless they serve a useful purpose, pending the establishment of more accurate and scientific standards, by calling attention to individual children and causing a more careful examination to determine whether the substandard weight is due to a remediable cause.

Some of the age-weight standards used in the United States are merely averages of all classes of children, including with the well those who have hampering physical defects and those who are actually undernourished. They probably never did apply to all parts of the United States and quite possibly they no longer apply even to the particular part for which they were originally devised.

Immigration may have worked great alteration in the population; the region may have changed from agriculture to industrial, or other changes may have occurred.

The population of the United States is very varied. It comprises lanky New England fishermen, short, strong Italians, heavy, broad-shouldered Germans, small, little Cockneys, and men of many other racial strains (not to mention a few ancestral Americans)—and blends of them all. Moreover, it lives under many different climatic conditions, wet or dry, cold or hot; and it lives on diets that in one section depend largely on meat, in another on sea food, in a third on corn meal and pork. All these conditions are more or less local and all tend to produce children whose physique conforms to a local and not to a general standard.

In view of this the Public Health Service is making studies of the physical development of normal children in different states and is accumulating data that may serve as a basis for a possible (though unlikely) general standard for a number of standards which may apply to more or less homogeneous parts of the country and may indicate, far more accurately than any existing standard, the physique of the normal child by which the condition of the nutritive needs of the particular child may be judged.

These studies comprise the making of physical measurements of all children and of collating them according to race, sex, age, habitat (city or country), and ancestry (native born of American born parents, native born of foreign-born parents, or foreign-born of foreign-born parents). The data obtained should help to determine the influence of the different racial types and of immigration as a whole on the national physique.

In this work the Public Health Service has obtained the co-operation of several of the largest cities of the educational and health authorities and in many rural counties of the state directors of child hygiene. The work and association will be extended in other states in the near future.

One state where such an investigation is being made by the Public Health Service in co-operation with the State Board of Health is Florida, where the population is largely homogeneous—lives under similar climatic and food-supply conditions and is largely native born. A state-wide investigation, now in progress, concerning children's problems, particularly the effects of physical defects and septic mouth conditions on nutrition and development, is being supplemented by careful physical examinations and measurements in two counties of all school children; and from this it is hoped that a standard for the state and the region may be framed.

Fred Campbell, 32 Duke street, west end, slipped between two boxes in No. 3 shed yesterday afternoon about 3.30 o'clock while working on the unloading of the C. P. S. Ltd., liner Empress of France and received a severe gash in his left leg. He was carried over to the emergency hospital, where his wound was dressed and he then proceeded home.



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## MONTREAL'S RECORD Exports for Season Just Closed are Largest in the Port's History.

The closing of the port of Montreal with the termination of navigation on the St. Lawrence brought to a close the most remarkable season in the history of that port. Shipments of agricultural products, not only of Canadian but also of United States origin, exceeded by a wide margin all previous records, tending the capacity of the harbor to the limit. The chief cause for this unusual movement is attributed to the existence of the emergency tariff, which virtually cut off the export of Canadian agricultural produce by way of the border and diverted the voluminous products of the Western prairies to the Atlantic for shipment overseas.

The total of grain by boat and rail into the port of Montreal from May 1 to Dec. 1, reported by the Secretary of the Montreal Board of Trade, reached 140,036,445 bushels, a volume in excess of all other Atlantic ports combined from Halifax to Philadelphia and New York, according to a bulletin issued by the Canadian Pacific Railway.

A total of 64,559,360 bushels of grain arrived by lake boats and 75,557,085 by rail, continues the bulletin. Total wheat accounted for, 56,632,609 bushels; corn, 45,233,443 bushels, and oats 22,283,667 bushels. Shipments of wheat to Montreal from the United States rose from 11,648,250 in 1920 to 27,226,000 in 1921, and corn from 85,516 bushels to 178,981.

"The total export of grain of all kinds from Montreal in the season was 119,602,185 bushels, the significance of which is realized when compared with the previous year's total of 53,145,505 and the previous record of the port of 75,961,829 in 1914. Though wheat showed a substantial increase, the most remarkable development was in corn, which, from shipments of about 600,000 bushels in 1920, jumped to more than 43,000,000 bushels in 1921.

"The shipment of cattle to the overseas market did not commence aggressively until the season was well advanced, yet in the course of the seven months of open navigation 35,000 head left for Liverpool and Glasgow, whereas shipments via the St. Lawrence in the previous years have been negligible.

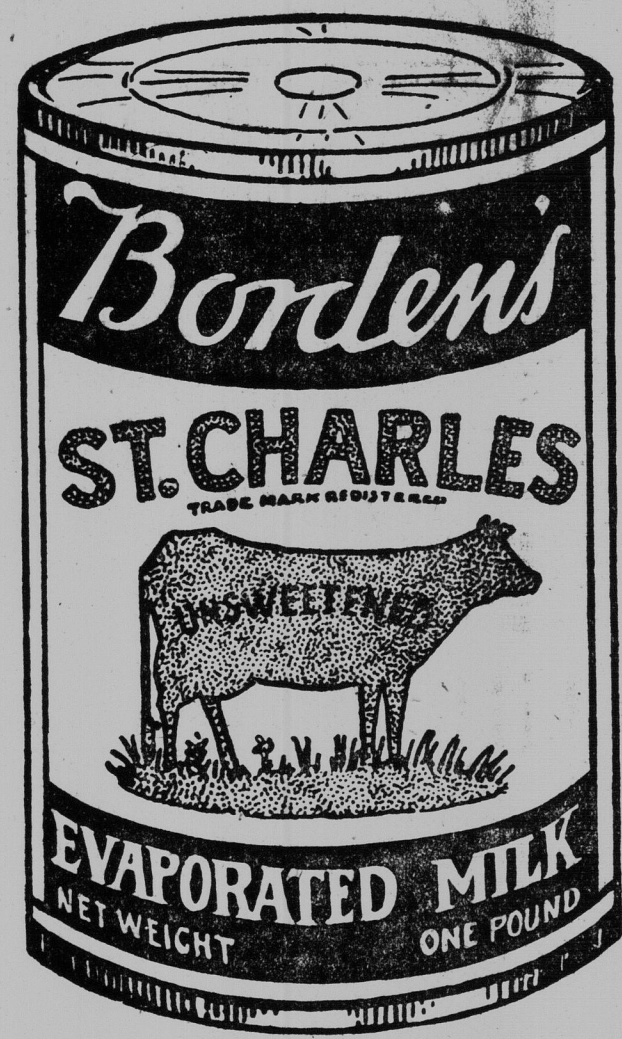
"There are other developments, assured and projected, in the port of Montreal, deeply significant of the importance of its future. Many shipping companies, for instance, are reported to be asking for docking rights in the harbor, and the opening Spring on the St. Lawrence should see a movement of unparalleled activity. According to the plans of the steamship companies, nearly twenty additional transatlantic passenger steamers will be using Montreal as their western terminal in Atlantic traffic. An increase in cargo vessels is naturally forecasted. Already the St. Lawrence River carries more than one-third of Canada's shipments to and from the port of Montreal, the annual volume of which exceeds \$750,000,000, and prospects are that both the volume and the proportion will increase.

"Montreal is already the second port of the American Continent, its fifth city in respect of population and the greatest inland port. It is the principal point on the American Continent for the export of grain and other agricultural products, and now the greater part of the enormous harvest of the Western prairies is finding its outlet by way of the St. Lawrence instead of across the international border.

"The work of developing the accommodation and capacity of the harbor is a continuous work, progressing unceasingly. To date, at a cost of more than \$30,000,000, the harbor provides 100 steamship berths from 300 to 750 feet in length, with a depth of water from 23 to 35 feet. There are two large elevators at which 9 vessels can be loaded with grain simultaneously, 60 miles of harbor railway and a total wharfage of about 12 miles. Montreal has trade relations with every country of the globe. During 1921 12 of the world's greatest shipping lines used the port as a terminal, while the number of vessels arriving yearly approximates 1,000.



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## Recipes worth saving

**MOLASSES DROP CAKES**—1 cupful cornstarch; 1 teaspoonful ground cloves; 1 teaspoonful ground cinnamon; 1/2 teaspoonful nutmeg; 1 1/2 teaspoonfuls baking soda; 1/2 cupful St. Charles Milk diluted with 1/2 cupful water; 2/3 cupful molasses; 1/3 cupful sugar; 1/2 cupful butter; 1/2 cupful chopped raisins; 1 egg; 1/2 cupful barley flour; 1 teaspoonful salt.

Mix soda with spices and cornstarch. Put ingredients together in order given. Drop large teaspoonfuls on oiled pans, about three inches apart. Put nut or raisin in centre of each, bake in a moderate oven.

**COCONUT PIE**—Beat together 3 eggs and 4 tablespoonfuls sugar until light; then add 5 tablespoonfuls St. Charles Milk diluted with 1/2 cup water, a little grated nutmeg, and 1 egg grated coconut.

Line two pie dishes with plain paste, fill with this mixture, and bake in a quick oven one-half hour.

## MUTT AND JEFF—MUTT WAS THINKING OF SLEIGHBELLS, SNOW AND EVERYTHING

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By "BUD" FISHER

