FOR THE LANDSMAN WHO GOES TO SEA

By LEONARD K. HIRSHBERG, A.B., M.D.

ALL adjectives and ills have three degrees—save one. Seasick and seasickness are always in the superlative. Even a "light touch" is agony to the victim, and to him is just as bad as the worst case ever suffered by mortal.

And yet, in itself, seasickness is no more dangerous than a stubbed toe, and not nearly as terrible in its possible effects as a severe bump of the knee. For the knee is one of the most sensitive portions of the anatomy, while the much-abused, yet patient, stomach can stand a lot of bad treatment.

Just what the percentage of average travelers is who succumb to seasickness savants have neglected to figure, but a conservative may place it at about 90 per cent. So, when statistical steamship agents tell you that probably 400,000 persons travel by boat on the Atlantic and Pacific oceans and the great lakes each year, you can easily compute the number of seasick sufferers at 360,000 persons. And seasickness is no respecter of persons—prince and pauper, young and old, man and woman, all alike suffer from its pangs. Even animals feel it, and feel it sorely, while some persons never outgrow it, no matter how often they go to sea.

Sailing out of port on regular trips are more than half a dozen well-known navigators who "pay tribute to Neptune," as it is euphemistically expressed, every time they strike deep water. The attack does not last long with these victims, but it is doubly conspicuous because of their position.

As every one knows, seasickness is caused by the motion of a vessel at sea, but just how the motion acts on the bodily organism is still an open question.

According to some authorities, the violent and unaccustomed movements of the stomach produce gastric disturbances, and these disturbances cause vomiting. By others the theory is advanced that the center of disturbance is the central nervous system, which becomes demoralized by the strange impressions striking the eyes.

Circulation in the medulla oblongata is impeded, say still others, with the result that a sort of storm develops in the nerve controlling the stomach. Finally, others aver that the imagination is much to blame, or that the brain itself is shocked, or that muscular fatigue, caused by efforts to maintain one's balance, is the real cause of the trouble.

On the whole, probably all of these things help. At all events, it makes no difference to the sufferer, and you may select your own cause when you next travel on the briny.

But the first symptoms are somewhat alarming. Comes a faint sense of giddiness; a creepy, chilly feeling of light-headedness. Ofttimes a perspiration breaks out on hands and forehead; your stomach seems sinking—and then comes nausea.

Regardless of the direction of the wind, the victim rushes to the side of the ship and gives up his last meal. Tears fill his eyes and his face grows white and his whole body becomes cold and clammy.

Hanging painfully to a stanchion, the sufferer wots not the passage of time nor cares for the coming of eternity. He is paralyzed, overcome by the pangs of a nameless, unearthly terror. Then kind hands lay hold on him and lead him to his cabin, where he lies in most abject misery for periods varying from 24 hours to the length of the voyage, be it six days or sixteen.

Sometimes, however, nausea does not develop, and this kind of sickness is described by its victims as even worse than that in which one gives up all within him. As the neuseated sufferers say that their form is the worse, the question is still open for discussion.

At all events, no pang known to terra firma equals in sheer terror and misery the despairing, lost sensation of the seasick. First, say those who know whereof they speak, the victim harbors a horrible fear that he is going to die. In the next stage he becomes apathetic and doesn't care a picayune whether he dies or not; in the third stage he hopes that he will die, and prays for surcease from suffering.

"Please throw me overboard," is the plea frequently urged upon sea captains by unhappy sufferers, and at the time they really mean it.

Finally, the victim fears that he will not die, and longs for strength to enable him to rush to the side and hurl himself into the depthless ocean.

Far from being a dangerous affliction, however, seasickness is beneficial in many cases, and a large majority of travelers are improved in health, rather than harmed, by the complete rest and total abstinence it enforces.

People who never are seasick invariably eat too much at sea, the salt, crisp air whetting their appetites and the luxurious bills of fare tempting their palates and stomachs to overindulgence in good things. But the victim of seasickness cannot eat, and an occasional fast is a mighty good thing for the system.

As far as is known, no one ever died of seasickness, although frequently this cause is ascribed in reports of the death of travelers. In practically all such cases, however, some organic disease has been the real cause, and not the simple seasickness itself.

For example, a woman last summer was carried ashore from an Atlantic liner, unconscious and dying, after suffering from seasickness for the two weeks of the voyage. When the end came, her death was ascribed to exhaustion, following mal-de-mer, but the truth soon was demonstrated that she had been hopelessly ill with a heart malady when she had set sail.

Some veteran traveler once counted one thousand and one alleged remedies for seasickness, but as the end was not in sight he stopped counting and roughly guessed that there must be ten thousand and ten. And each is as good as the other—or as useless. Still, each satisfies the patient's wild yearning to take something for it, and so eases his mind and contributes for it, and so eases his mand ondsOea in some degree to a sort of faith cure. A glass of water given to a nervous woman relieves her immensely, if she is led to believe it contains in solution some subtle and powerful specific.

So, too, with preventive measures; they are as numerous as the vain imaginings of man. Some are absurd and others may really be useful. As a general rule, a landsman preparing for a voyage should prepare by taking, for two or three days before sailing, some mild aperient, preferably one of the less ardent bitter waters. The sea air has the peculiar effect of impeding the intestinal functions of most persons, and the aperient serves to counteract this tendency.

As soon as the first symptom of discomfort strikes you, retire to your cabin and lie down—stretching at full length on the couch. Lie on your side, with your face to the wall and close your eyes. If you use any pillow, let it be a flat one, so that your head may not be elevated. Then try to sleep.

Should this treatment ease you and relieve you, give reverent thanks, and fervent. If however, nausea develops, prepare yourself for the worst of suffering and console yourself with the thought that "you are not the only one."

While the bromides, chloral, cocaine, chloroform and other drugs are useful in combating some of the more violent symptoms of seasickness, none should be taken without the advice of the ship's surgeon. Various wines and liquors also are recommended by certain authorities, but to be effective they must be taken in large quantities. And the relief is only temporary, the patient becoming gloriously drunk and sleeping off his "bun," only to wake up to renewed illness and nausea.

In some cases, however, champagne is really effective in relieving violent nausea, the effect being due to its carbonic acid gas, and practically the same result may be obtained by the use of soda water.

Best of all, say some surgeons of vast experience, is the plan of permitting the initial vomiting to continue.

"Leave the patient alone in his misery for a couple of hours," said one veteran to the writer. "By that time his stomach will be empty. Then give him a goblet of warm water, which will at once be ejected. After that administer half a dram of bromide of potassium in as large a quantity of water as he can swallow. If the bromide solution is concentrated, it will make him vomit again, while if it is sufficiently diluted he will retain it. Put him to bed and an hour or so later give him another dose. Nine times out of ten he will drop off to sleep and will awaken well and hungry."

By other good authorities this treatment is said to be good in smooth water, but ineffective in stress of storm, when they aver, nature must take its course, and the seasick victims can only endure in what patience they may be able to muster.

The growing custom of taking sedatives and sleeping powders on shipboard cannot be too strongly condemned. Cocaine, morphine and similar depressants are contained in most of these elixirs, and, while effective enough when administered by a regular physician, such things are extremely risky when employed in an unscientific, haphazard manner. While morphine may make a person sleep, its other effects are often dissipation, and in many persons it excites vomiting rather than abates it. In consequence, the prudent voyager will steer clear of all "bracers" that contain it.

So, too, are cocaine, chloral and chloroform and similar "remedies" open to largely the same objection, albeit it is the theory of those who recommend them that they deaden the abnormal sensitiveness of the stomach lining and thus stop the vomiting. This may be all very true, but also it is true that their effects are not limited to the stomach, while, further than this, with healthy persons the vomiting of seasickness is by no means alarming. Indeed, severe "fetching" without vomiting, is often more painful and harmful than the vomiting, and fully as disagreeable.

"Hot water for mine when I'm seasick," says one man, and, "Hot, black coffee for mine," says another, and there you are.

A list of all remedies for seasickness would fill a large book, and would include all the bromides, anodynes, narcotics, opiates and anesthetics, to say nothing of a thousand and one other fearsome things. Besides there is a long list of mechanical devices for the prevention or cure of seasickness. Some persons use tight belts and others are addicted to ice bags on their backs, while another relies upon massage. Yet none of these measures has a sound theory to back it, and none has been found generally efficacious.

Some persons are always seasick, no matter how many voyages they make; others have never been seasick and never will be, no matter how stormy the weather. May you be one of the latter number.

WORDS OF MASTER OF SATIRE

George Bernard Shaw at His Best in Answer to Invitation of Frenchmen.

Rodin's Parisian friends gave him a luncheon in recognition of his promotion to the rank of grand cross of the Legion of Honor. G. B. Shaw, whom the French papers call merely an English humorist, declined an invitation to attend, saying he himself was already assured of immortality, as the encyclopedias will henceforth catalogue him: "Shaw, subject of a bust by Rodin; otherwise unknown."

Shaw concludes:: "To entertain Rodin seems to me to be rather presumptuous. It is as if Adam, after the seven days of creation, had offered a snuffbox to the Almighty with the remark: 'My congratulations! It's quite nicely done.' Personally I do not dare, but I trust Rodin will forgive you. He already has much to forgive his country, so he must be accustomed to it by now."

What he Wished to Know.

"Here's an article in this magazine entitled: 'How to Meet Trouble,'" said Mrs. Wedderly. "Shall I read it to you?"

"No, thank you," replied his wife's husband. "How to dodge trouble is the brand of information I'm looking for."

Avoiding Attention.

"You look sweet enough to kiss."

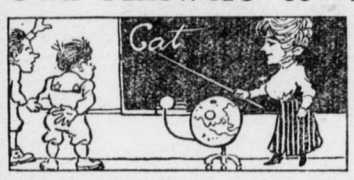
"Well, here is a railway station."

"What's that got to do with it?"

"Stupid! We'll go in there and when a train comes in I will rush up to you and throw myself into your arms."

DOINGS AT THE CAPITAL

Odd Answers to Teachers' Questions



WASHINGTON.—One of the principals in the Washington public schools has been telling her friends of some amusing incidents of the final examinations before the close of the schools for the summer.

Among the questions she gave to the children in the third grade was: "Name the five races of man." Imagine her surprise when one tot answered: "Automobile races, horse races, airship races, foot races and bicycle races."

Another question was: "Name some of the organs of men." To this one child replied: "Mouth organ, hand organ, pipe organ."

The spinal cord was defined as a string running from the back of the head to the bottom of the heels. "Ears," said one, "are just as important as good clothes and should be taken care of just as well. Don't let bugs crawl into your ears, but if one should get in there syringe your ear with soap suds and afterwards drop some molasses into it."

"Poison," wrote another, "should be doctored at once and not allowed to run on as it is dangerous. Don't treat poison rough—it is liable to run into blood poison. If anyone should take poison it is a good idea to keep it as high up out of reach as possible."

"You ought to keep poison in a little room under lock and key in a little bottle and the cork in so it can't be got out and hide the key and have skeleton on the bottle and not let nobody go in there."

"A good anty dote for poison," said one, "is to take a teacupful of soap suds every ten minutes to make you vomit till the doctor comes." (It is awful to think of the doctor's being delayed several hours.)

A class of six-grade pupils were asked to write a short biographical sketch of Longfellow. One member of the class proudly submitted the following:

"H. W. Longfellow was a grand man. He wrote both poems and poetry. He graduated at Bowdoin and afterwards taught the same school where he graduated. He didn't like teaching and decided to learn some other trade, so his school furnished him money to go to Europe and learn to be a poet. He wrote many beautiful poems for children. He wrote "Billy, the Blacksmith."

Rural Free Delivery Is Growing Fast

THE rural free delivery service of the United States means the distribution of nearly 3,000,000 letters and parcels annually along the highways and byways of every state and territory from Maine to Alaska. A force of 41,000 carriers daily go over the routes assigned to them, says a writer in the Bookkeeper.

Bringing the mail to the farmer now costs the nation $36,000,000 a year in salaries for the carriers, expense of examining new routes, maintaining postoffices, payments of inspectors, special agents, clerks and chiefs of bureaus.

To secure information to make changes in routes and carriers, where deemed necessary, to establish new routes and to record and tabulate statistics and data for the postmaster general as well as for the public, a force of only 110 persons is required in Washington, in spite of the great amount of office work and correspondence that must be finished daily.

More than a million letters are received and answered by the department of rural free delivery in a year. Many of those received are merely addressed to the department. To save time of opening and reading missives not properly directed is a part of the work of the mailing section. It includes a private postoffice through which every letter received or sent relative to rural delivery must pass.

Every one of the half-million and more letters sent from this department is copied for record by a mechanical system which saves the labor of a hundred copying clerks even where the hand copying press or the carbon method has been employed. A force of only seventeen clerks is needed in this section, yet in addition to handling and copying mail they keep a daily record of all the outlay for postage expenses of the department and sort and examine the hundreds of letters daily received which must be returned to the postoffice where they should have been directed.

What the service does in receiving applications for new routes, petitions for carriers, decisions of the department, the payments and receipts, is told by the postoffice newspaper. Published every day by the accounting section, it is a record of what every one in this postal counting house, including himself, is doing.

The esprit de corps of the rural free delivery is best shown by the last annual report. During the year it states that out of the 41,000 in the service the total dismissals for cause were only 165, less than the total number of deaths.

The reasons for the dismissals were principally incompetence and failure to obey instructions. No dismissals whatever for stealing from the mails or other dishonesty were on the records.

Baseball and the Declaration Mixed

WASHINGTON had a "safe and sane" celebration of the national birthday. In years gone by the national capital has been noted for the noisiest Fourth of July celebration of any city in the union. Last year they adopted the "safe and sane" idea. Day fireworks and a parade in the morning with speechmaking on the plaza fronting the city buildings. In the afternoon a motor parade and, at night, an illumination of the Monument grounds and more fireworks.

The "safe and sane" idea took well at first and Washington determined to stick by the modern form of celebration this year. Therefore the celebration last Monday began with the reading of the Declaration of Independence in front of the city buildings. Ten o'clock was the hour set, but, as luck would have it, the same hour the Boston Red Sox and the Nationals crossed bats. The Washington Post and the Washington Times have offices opposite the city building. A crowd of about 1,000 people had gathered for the ceremonies. At the newspaper offices the megaphone men had been connected by wire with the baseball park.

Promptly at ten o'clock a baldheaded man in a frock coat arose on the flag draped stand in front of the city building cleared his throat and began:

"When the course of human ev—"

Across the way the megaphone man interrupted with:

"Milan is at the bat—Ball one!"

—"vents it becomes necessary," continued the baldheaded reader.

"Foul—Strike one," roared the megaphone.

The masculine portion of the listeners became restive. Their attention turned in the direction of the megaphone man and their backs toward the baldheaded patriot.

"for one people to dissolve the polit—"

"He hits to left—For two bases—Lelivelt at the bat—"

By this time 794 male members of the Independence day audience had dashed madly across to Newspaper Row. Of the original audience of the "safe and sane" celebration, 134 women 22 children, a salubriously intoxicated cab driver and the police guard remained.

"Lelivelt sacrifices————Elberfeld singles————Milan scores."

"Hurrah!————Wow! Wow!" bellowed the crowd and the remainder of the reading of the glorious document was interspersed with "Good boy, Doc!" "Oh, you Gabby Street!" for 14 hot innings.

But Boston won.

Why Burton Didn't Climb Mountains

SINCE Senator Burton took his congressional investigators of European waterways abroad he has been relating this one. The senator was in Switzerland. In front of the hotel at which he was stopping a mountain climbing party was arranging for a start to the top of one of the lesser Alpine peaks. The guide was as busy as a bird dog nosing around, and giving limitless advice and instruction in what to do and how to do it.

"Is he a thoroughly skilled climber?" asked the Ohioan of the hotel proprietor.

"Ah, zat he ces," exclaimed the hotel man. "He have lost two partez of tourcents down zee mountaine side and boze times he have come off wizout so mooch as zee one leetle zeratch."

Burton did not climb any mountains during his sojourn.

The "Done Up" Shirt Waist.

Half the looks of a shirt waist depend on the way it is done up. If it is washed with cheap strong yellow soap, so that it gets streaked and stained instead of being cleaned and beautified, it is "done up" sure enough. The woman who values her personal appearance—and that means every woman—will see to it that her shirt waists are laundered with a soap that leaves them white and clean and sweet and new-looking. Easy Task soap is the only one that will do this. Same price as others—five cents a cake, and the greatest enemy to dirt and friend to fabrics ever made.

Plenty of Material.

"Son," said the press humorist, "you have inherited some of my humor."

"Not enough to make a living with, dad."

"Never mind. I'm going to leave you all of my jokes."

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"Well, you see, he was 'in wrong.'"

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For children teething, softens the gums, reduces inflammation, allays pain, cures wind colic. 25c a bottle.

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The most successful remedy in this country for the cure of all forms of female complaints is Lydia E. Pinkham's Vegetable Compound. It has stood the test of years and to-day is more widely and successfully used than any other female remedy. It has cured thousands of women who have been troubled with displacements, inflammation, ulceration, fibroid tumors, irregularities, periodic pains, backache, that bearing-down feeling, flatulency, indigestion, and nervous prostration, after all other means had failed.

If you are suffering from any of these ailments, don't give up hope until you have given Lydia E. Pinkham's Vegetable Compound a trial.

If you would like special advice write to Mrs. Pinkham, Lynn, Mass., for it. She has guided thousands to health, free of charge.

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