

POINTS ON KEEPING WELL.

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WHAT CAUSES HEART DISEASE?

MUCH time is being given today to the study of heart disease, not as in previous years to the individual case, as to the murmurs, peculiar valve sounds and exact conditions of a single patient, but rather to what might be called the study of heart disease in the mass.

What causes it, what is its most frequent cause, what age and class of patients are most frequently afflicted, what cases are preventable and how can they be prevented? These are the questions which are now occupying the time and attention of men especially fitted to investigate them.

In the American Heart Journal, a bulletin published by the American Society for the Prevention of Heart Disease, Drs. John Wychoff and Claire Lingy of New York present a study of 1,000 cases, enough to give a fairly good number of the various kinds of heart trouble.

In these thousand cases they found that about one-fourth, or 250, were caused by, or at least preceded by rheumatism; two-fifths, or about 400, were caused by arteriosclerosis or hardening of the arteries; one-tenth, or 100, were caused by scarlet fever and diseases of the kidneys, caused another tenth, while the rest were due to causes which could not be learned.

Rheumatism, which causes heart disease, was generally rheumatism of early life. Only rarely did it occur after fifty years of age. Ninety-five per cent of rheumatism causing heart disease occurred before fifty, and 50 per cent of these occurred before thirty. So it is evident that any effort to prevent the heart disease caused by rheumatism must begin 20 years before the patient had heart disease.

It must begin before he is thirty and before he has rheumatism. In three-fourths of the cases of rheumatic heart disease, the patient had had one or more attacks of rheumatic fever. In one-fourth of the cases, the patient had had tonsillitis. So it comes down to this, that the way to prevent heart disease is by preventing rheumatism among children and young people and especially people under thirty. And the way to prevent rheumatism in children and young people is by preventing tonsillitis, infected teeth, abscesses and infections generally, as well as preventing scarlet fever.

So it's like the house that Jack built. It isn't simply preventing something after the patient is past fifty. It's preventing the cause far back and stopping the cause of that.

HICCUP

HICCUPS, like many other common ailments, are caused by many things and are a symptom in many diseases. Everybody has them at times and, in the great majority of cases, they are harmless and temporary; in some cases, however, they are persistent and exhausting.

A hiccup is a muscular spasm. The muscle in this case is the diaphragm, a muscular partition which stretches from the ribs and the backbone to the front of the chest wall, forming a thick, heavy wall dividing the chest above from the abdomen below. When this muscle contracts suddenly, usually just as the lungs are being filled with air, the glottis, in the throat, closes as the diaphragm contracts, causing the peculiar jerk.

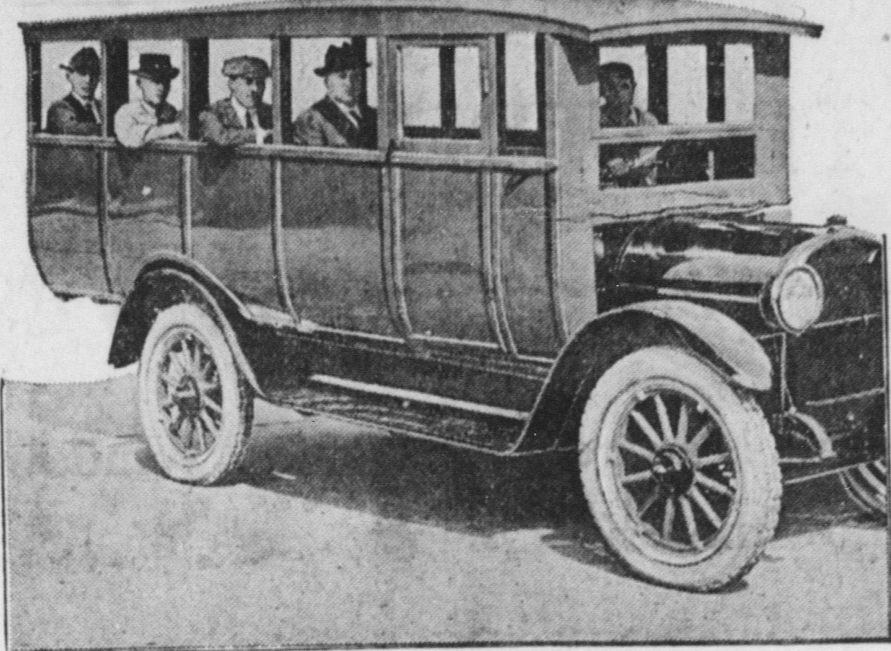
The milder forms cannot be better treated than by following the advice that Eryximachus gave Aristophanes in Plato's day. The Greek philosophers had gathered for a discussion. When Aristophanes' turn came to talk, he had the hiccups and couldn't speak. Eryximachus, who was a physician, advised him to hold his breath, to gargle some water, or if neither of these remedies were of any use, to tickle his nose with a feather until he sneezed. The breath holding and the water drinking were of no use, but the tickling did the business. Aristophanes then indulged in a long and poetic rhapsody, to the effect that the tickling had appealed to the harmony of his body. But Plato, always a hard-headed old philosopher, said Aristophanes had the hiccups because he had eaten too much.

That was thousands of years ago, but Plato said all there was to say on the subject of hiccups.

But hiccups may appear in some serious conditions. An abscess of the liver, a new growth in the abdomen or the chest, enlarged glands at the root of the lungs, may, any of them, cause long-continued and persistent hiccups. It is frequently present in the last stages of uremic poisoning, in typhoid fever, in hemorrhage of the brain. During the severe epidemic of influenza in 1917-18, some cases were accompanied with severe hiccups and were known as "hiccuping flu." It is also found in "sleeping sickness" and in some forms of hysteria.

Simple methods are all right for simple cases, but in severe cases more vigorous methods must be tried. Blisters or plasters over the back of the neck, cold applications or strapping the lower ribs with adhesive tape or, in cases demanding extreme measures, ether, chloroform or morphine may be used.

JUDGE DECIDES FIFTY-ONE MILES SAFE



Typical Style of Western Bus.

E. P. Middleton, judge of Urbana, Ohio, is getting not only a liberal amount of publicity for himself, but his desk is stacked high with letters asking for copies of a recent ruling made by him that a speed of 51 miles an hour was not unsafe. In fact, he said it was just about right for safety, but, of course, it depended wholly upon other conditions.

The ruling was made in the case of the state of Ohio against the driver of a bus operating between Lima and Urbana. The driver was arrested by two officers, who, happened to be passengers, and who swore the speed attained "part of the time" was 51 miles an hour. The driver, E. A. Larrick, was indicted, tried and found not guilty.

Judge Middleton held that "a driver may go 45 miles an hour and still not be guilty of speeding, if the pavement is dry, the road clear and the car in good mechanical condition."

"If a driver were to pass a school house at recess time at a speed greater than 15 miles per hour he might be found guilty of traveling too fast, but with a clear, wide roadway ahead, without curves, and a car mechanically perfect, 51 miles an hour is not in excess of the so-called lawful or legal limit."

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REGISTRATION ESTIMATE FOR 1926 SHOWS SLIGHT INCREASE

Revised registration figures reported to the bureau of public roads, Department of Agriculture, show an increase of 1,927,141 vehicles registered during the first six months of 1926 as compared with the corresponding period of 1925, an increase of 10.8 per cent.

Total motor vehicle registration for the six months, according to the revised figures, was 19,697,832 vehicles. This is 118,064 in excess of the figures published July 29 in Motor Age.

The following are the revised registration figures for the first six months of 1926, covering cars and trucks:

Alabama	197,602	New Hampshire	78,979
Arizona	64,165	New Jersey	575,237
Arkansas	177,235	New Mexico	46,571
California	1,459,570	New York	1,562,482
Colorado	225,810	North Carolina	371,353
Connecticut	238,727	North Dakota	144,979
Delaware	40,303	Ohio	1,370,756
Florida	407,777	Oklahoma	490,090
Georgia	238,618	Oregon	195,641
Idaho	84,161	Pennsylvania	1,326,682
Illinois	1,217,265	Rhode Island	96,652
Indiana	990,794	South Carolina	151,012
Iowa	648,282	South Dakota	155,763
Kansas	433,561	Tennessee	227,775
Kentucky	247,104	Texas	904,050
Louisiana	216,590	Utah	81,820
Maine	128,496	Vermont	62,899
Maryland	227,491	Virginia	277,125
Massachusetts	627,736	Washington	324,500
Michigan	962,174	West Virginia	183,788
Minnesota	574,356	Wisconsin	590,797
Mississippi	180,030	Wyoming	44,367
Missouri	583,450	District of Columbia	89,807
Montana	92,340		
Nebraska	329,669		
Nevada	20,527		
		Total	19,697,832

*All states but North Carolina report details for the first six months, 1926. North Carolina has registration year ending June 30, which full year is used here.

WAR ON SCHOOL CHILDREN LIFTS

Warnings Issued Against Dangerous Practice.

Almost simultaneously Traffic Commissioner Donahue of Washington, D. C., and the American Automobile association came forward with timely warnings to motorists against "pick up" rides to children on their way to and from school.

The traffic commissioner branded the practice as a breeder of street accidents in which children, playing on the big-heartedness of the motorist, are often the victims.

The least that usually happens, Donahue declares, is a nasty traffic snarl created by the distraction resulting from a child's cry for a lift and the interruption of the flow of traffic as the "big-hearted" motorist snakes his way toward the curb in an effort to gratify the wish of the child.

"Hundreds of accidents are caused annually because children do not realize that this practice constitutes one of the gravest of highway hazards and parents and motorists should concentrate their energies on discouraging this habit which seems to be manifesting itself on a constantly larger scale," the A. A. A. national headquarters declared.

In the opinion of both Donahue and officials of the national motoring body, the problem calls for full co-operation on the part of parents and motorists. Neither, they declare, can afford to shirk responsibility in the matter. Teachers, too, can do much toward discouraging the child from taking such rides.

Realizing that the rear of the car is the wrong place to carry a spare tire, the efficient car owner at least tries to make the best of it. That is why he makes it a point to turn the spare around now and again, so that one side of the tire will not always be exposed to the mud, water and oil from the roads. If the tire carrier is such that the spare must hang in the same position all the time, at least the shoe can be turned.

It's well they are building new highways, with the daredevil motor speeders acting as if they own the old.

It's your real optimist who buys the car with the idea that he can let it remain idle until gasoline gets cheaper.

Another reason airplaning is safer than motoring is because there is so much less fresh gravel to cause skidding.

When riding in somebody else's car, don't be a back-seat driver. Give him a chance to drive.

The early bird catches something else if he lets his engine race and wakes up the neighbors.

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