MAD DOG SCARES

Hydrophobia an Uncommon Disease

WHAT TO DO IF BITTEN; THE BUISSON TREATMENT; WARM BATHS ESSENTIAL.

Mad dog scares recur with a degree of regularity suggesting deliberate promotion. By some singular process the public has been led to believe that hydrophobia is a most common malady, when all authorities agree that it is quite the most uncommon disease known to science. The vital statistics of the city of Philadelphia, covering a period of more than twenty years, do not show a single death from hydrophobia, and thousands of active medical practitioners have gone to their graves after many years of active practice without having ever seen a case of hydrophobia.

Without discussing the merits or demerits of the Pasteur tratement for hydrophobia, it is important to emphasize the fact that the records of the Pasteur Institute prove that less than 15 per cent. of those treated by the method required any care beyond the usual dressings for an open wound.

It is of vast importance that all persons should know that a dog bite is not of necessity a serious injury, however painful it may be.

It is very important that all persons should know that hydrophobia is exceedingly rare, and therefore little to be feared from an ordinary dog bite.

It is well to keep in mind the fact that all dogs running amuck in the summer season are not afflicted with rabies, and that the state of mind of the person bitten has much to do with the success of the subsequent treatment.

Authorities worthy of consideration disagree as to the best method of final treatment, but all concede that the first thing to do is to clean the wound. It is not at all difficult to accomplish this early treatment anywhere and at any time, as nothing is required but clean cotton cloths and hot water until a physician arrives and assumes responsibility for the after-treatment.

There is no occasion for excitement. There is but a very remote chance of serious complications. The patient need not anticipate the worst by worry. In eighty-five cases out of one hundred the wound resulting from a dog bite is no worse or more painful than a wound coused by any other agency. There is more real peril in the mental attitude of the patient than in the physical aspect of the wound.

A cheap and most effective cure for hydrophobia has been perfected by Dr. Buisson. The Buisson vapor-bath treatment is free in England and in all the colonies where it has been established by the Crown, and it can be most successfully given in any home with but little expense. No special or costly apparatus is required. A foot-bath, a cane-seated chair, and an oil stove or spirit lamp is about all the equipment required, in addition to a number of blankets and ice water for the cold towels to be applied to the head. An ordinary cabinet or box bath is the ideal apparatus, but the makeshift proposed will answer very well, as there is nothing to the treatment but a process of sweating.

In the course of treatment followed.

ing it will be noticed that the use of a box or cabinet bath is assumed.

The head should be well bathed with warm water before getting into the box. Assuming the patient seated on the chair with the feet in hot water, a cold wet cloth should be placed frequently on the head. The duration of the sweating process may extend to an almost unlimited time; geenrally from twenty to forty minutes are sufficient, and during this time the patient should be supplied freely with cold water to drink.

Regarding temperature and duration of the bath, the most rational mode is to give as much heat as can be comfortably borne, and to keep the patient sweating profusely, but under no circumstances should he be given a higher temperature than 130 degrees Farenheit in vapor; that is, with the head exposed and breathing the ordinary air. A bath of thirty or forty minutes would be attended with greater benefit than, say, for twenty minutes; that is, if the patient can bear it without any nervous upset. After the sweating there should be a cool or warm ablution as the patient can best bear.

The frequency of the bath entirely depends upon the period of time that has elapsed after the supposed infection from a bite, or symptoms of hydrophobia developing. If the patient is subjected to the bath on the first day of hydrophobic symptoms, probably the first bath would prevent its development; but it is advisable that the patient should take the sweating bath every six hours for forty-eight hours.

If the patient is not subjected until the second day of the development of the symptoms, it is recommended that the patient should take the bath in bed (with apparatus) without after-ablution, plenty of clothing heapon on, with a cold cloth to the head and a hot bottle to the feet, plying the patient with barley water (adding a teaspoonful of cream of tartar to a quart), to be drunk through a cane or straw tube; on no account use glass.

If the patient is calm, repeat the bath in four hours until thffie painful symptoms are relieved; and even after the patient is apparently well continue the sweating bath three times a day for a week, followed by a watery ablution; the duration of the sweating process being from twenty to forty minutes each time.

Give the patient freely light farinaceous and fruit diet, as he must be kept going well with nourishment.

The Tyranny of Speed

The motor-car nuisance is evidently quite as great in England as in this country, and in some respects conditions are worse there because the country is smaller. Nor has more progress been made than in the United States toward checking excessive speed, though the problem is engrossing much attention, and some steps have already been taken. It may be that England will be in advance of America in this respect, for as railroad regulation shows, the English are more careful about risking human life. But just now the excitement of speed has upset normal conditions, and no way has been found to curb the reckless automobilist. If police traps are set, the offending motorists combine to give each other warning. The case is the more difficult because, the sport, being expensive, has fallen largely into the hands of those who should be, on the old English theory, the lawmakers of the nation, being the people who have "a stake in the country." Quis custodes custodiet? as they are fond of saying in Parliament. Who but our old friend Pro Bono Publico of the fourth estate? Here and there is already to be found a village Hampden like E. H. Hodgkinson, whose book, "The Tyranny of Speed," is published by the John Lane company. He writes like a sturdy whig squire and he professes himself a moderate motorist. As for his remedies they are drastic.

It is nonsense, he says, to fix a legal maximum of 20 miles an hour, and then allow the use on them of vehicles geared to 50, 60, even 100 miles an hour. It is not in human nature to obey the law when a mere touch will yield an acceleration as exciting as it is illegal. Even those who mean well are forced into competition by the reckless speed of others; it is not pleasant to be virtually standing still all day in a cloud of dust, running a bare 20 knots while others are roaring past at double or triple the speed. So the highways of England are virtually being turned into race courses, with many distressing accidents, much damage to the highways and adjacent property, and great discomfort and risk to the nonmotoring public, all of which conditions Mr. Hodgkinson demonstrates from the records of recent years. It has become so bad, he says, that motorists expect pedestrians to get out of the way, instead of turning out themselves, though a foot passenger on his own side of the road has as much right there as a vehicle. As an example of the absurdly egostic view which high-speed motoring encourages Mr. Hodgkinson cites the complaint of an English motoring journal: "Why people will persist in walking in the middle of the road at night without carrying lights has often been a puzzle to motorists."

To remedy this state of affairs the author with Draconian severity proposes to make it an indictable offense to sell cars capable of braeking the speed law. For this there is some precedent in the police regulation of motor omnibuses in London, one clause of which reads: "All cabs must be so geared that their highest speed shall not be in excess of the maximum laid down in the local government board order." This proposal has often been made, and is highly unpalatable to motorists, who declare moreover that such a provision would not guard against reckless speed in descending hills. To meet this latter point, Mr. Hodgkinson proposes to add an automatic signal, a sort of burglar alarm, so to speak, which will go off as soon as the legal rate is passed, whereupon the driver would be compelled under heavy penalties to proceed to the nearest police station to report and get the signal reset, reporting also to the first constable met on the road, who would ask for the driver's card carrying the address and the number of the car. The fee charged for resetting the signal would act automatically as a fine, and the author adds grimly: "As to tampering with the signals, imprisonment would seem to be a suitable punishment, or impounding the car, if necessary, would prabably prove sufficiently effective." In short, the motoring laws would be made serious like the laws regulating railways and shipping, so that a motorist would no more go on the highway with an illegal machine than a skipper would sail without his clearance papers. Racing cars would have to be taken in tow.

The results hoped for from the proposed reform would be that no one could go faster than a speed within the power of all, and that therefore the incentive to racing would be lacking. The author proposes to grade cars in eight classes. Small cars would be allowed 20 miles per hour, and taxicabs and large touring cars 12; commercial vehicles would range from 4 to 12 miles an hour, and for public service there would be special vehicles capable of as high a speed as might be needed. Such restriction, thinks Mr. Hodgkinson, would draw the fangs of the viper, and defend the right of the public to use the road in safety. He says with much justice: "Motorists should remember that although they are occupying more of the highway than the pedestrian or the cyclist, they are not necessarily more important to the state."

Worked the Visitor.

"Speaking about visiting Englishmen," said a hotel manager recently who had been reading about one in the newspapers, "reminds me of one that came to the Palmer House in Chicago some years ago when I was room clerk out there. He and another had been paying a visit to the Rockies, and their last stopping place had been Cheyenne Coming east they had fallen in with some Americans who made themselves agreeable, with this result:

"After they had put their names on the register one of the Englishmen leaned over the desk.

"'I say,' he whispered, 'I am expecting President Cleveland's son to call this evening to return £50 which I lent him on the train. Will you please put the money in the safe for me if I do not happen to be in?'

"I promised, for I had not the heart to shatter his confidence in human nature. President Cleveland didn't happen to have such a thing as a son at that time."—New York Sun.

A Cook In Need.

Husband—Did the cook you hired show up?

Wife—No. Wasn't it fortunate? Another one rang our bell by mistake looking for Mrs. Gillet next door, and I've kept her instead.—Pittsburg Press.

Intensive Farming.

They used to have a farming rule
Of forty acres and a mule.

Results were won by later men
With forty square feet and a hen.

And nowadays success we see
With forty inches and a bee.

—Ware.

NOTICE OF ADMINISTRATION,
ESTATE OF
LEE CALVIN SMITH,
Late of Lake Township.

All persons indebted to said estate are notified to make immediate payment to the undersigned; and those having claims against the said estate are notified to present them duly attested, for settlement.

MINNIE TOWNSEND,
Executrix.
Ariel, Pa., April 8, 1911. 30oct6

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