

AUTOMOBILES

MEDICAL SIDE OF MOTORING

Automobile Not Suited to Every Person's Physique.

BENEFIT IS NOT FOR ALL

Doctors Urge Moderation for the Nervous—Pace Too Swift for Some—Preference for Walking.

Automobiling is not for all persons. There are folks to whom it is a benefit which could be got in no other way. To others again a ride for any length of time unless on very smooth roads and very deliberately undertaken positively is harmful. This isn't to say that a doctor's advice or permission should be got before an automobile is purchased, but it should be remembered that even those whose income sets no bar sometimes perform automobileless.

It is the duty of persons who feel malaise and distress after extended trips to discover whether the cause lies in automobiling. The disinclination to walking exercise, to which the possession of an automobile predisposes, is something that may be responsible for the feeling of discomfort. In the early days of motoring having a car did not mean freedom from walking by a whole lot, but by now the machine has grown out of many of its early faults. The reasonable man, however, who is in good health, gets return in fresh air while motoring enough to offset the lack of exercise.

These are some doctors who say that exercise is overdone, that enough can be got in brief walks to take one through the day. They characterize much of the present system of exercise as overexercise. If that is so motorists need not fear they are riding too much. However, it is well to remember that where one man gets robust and healthy on continuous riding another may get thoroughly sick.

Moderation Urged.

Moderation is a good bet any time it starts and this applies to motoring, to be sure. Drive moderately fast and moderately far and harm isn't likely to result. That the prevalence of motoring has made a difference in the health conditions of many cannot be denied, because as an altogether new form of transit and a much more rapid one than usual in the stress it has had its certain effect on human systems.

As they are readily adaptable to all conditions it has taken only the brief lifetime of motoring to bring about a new generation as well accustomed to motoring as if that method of locomotion had been known and used for a much longer time.

Some doctors have been outspoken in condemning motoring as helping to create new nerve sufferers and those who were afflicted by eye strain. Others have said the benefit far outweighed any bad results there might be and so were enthusiastic in favor of the motor car. As one doctor put it: "It is like many kinds of medicines, in moderate doses it has little or no possibility of injury to the strong or well, but according to individual conditions it may be very beneficial or the opposite to those who are delicate."

Nervousness is a thing of which a great deal has been heard of late in this country. "For average neurasthenics," says a doctor, "a beneficial effect can be predicted with a great deal of certainty under the following conditions: When riding at moderate speed they obtain great benefit from the constant effort at maintaining equilibrium from the muscular effort per se from the necessary fact that they are induced to breathe more deeply and also for the reason that the exercise is in the open air. For the average neurasthenic moderate speed reduces fear to a minimum and the tolerable degree of risk gives to the mind that agreeable thrill pertaining to all unusual experiences. Position in the car often determines whether such slight unavoidable risks will be a curative stimulant or a depressant for the patient. Put such a person on the back seat and an approaching vehicle may be an object of terror, whereas if the patient sat in front the ease of passage would at once be evident."

Pace Too Swift.

Careless or hasty driving, bumping into ruts and hitting uneven spots at speed are bound to have an unpleasant effect on those whose constitutions for any reason are not of the most sound. It is not recommended to those who don't feel in top notch condition to essay a Glidden tour, for instance. The pace is too swift for weak stomachs.

Most nervous persons are self-centered and from their ailments are shut in, concludes this authority. "Since the motor car opens a wide field of view they will have multitudes of new impressions forced into their minds as they ride through the city or country in spite of themselves and their mood. Lastly, if the person is so circumstanced that he can drive the car himself there is a peculiar compensatory combination of impressions evoked. A new interest is born in connection with the operation of the machine, and he is diverted from the constant contemplation of his ailments by the curious interest in the meaning of every new sound of the engine and by its infinite capacity for being adjusted.

"The strain of driving is generally counterbalanced by the exhilaration of the conquest of the small difficulties encountered at the start, while the consciousness of ability to cope with some difficulties tends in all but the advanced cases of nervousness to arouse the dormant self-confidence. That accomplished the man is himself again and the doctor has become a useless luxury."

Quite so, but there is on the other hand a type of nervous person so impatient of temper that he cannot contain himself long enough to settle down to the effort of attempting to adjust automobile machinery. So little mechanical ability has he that a mishap on the road will redouble his nervousness and make him even untappier than before.

"The first condition that must be insisted on in order that motoring may be a proper amusement for any one, ill or well, is that the speed must be moderate.

Truck Efficiency is Demonstrated

The efficiency of the auto truck was very clearly demonstrated in New York City during the work of clearing away the ruins of the Equitable building immediately after the fire.

"Motion through the air at a rate faster than our wont gives rise to a sense of exhilaration, which stimulates circulation from its mental effect and also from mechanical stimulation of the nerves on the surface of the body. So long as this is the effect that rate of speed is salutary, but when that point is passed it becomes injurious.

"The pressure of the wind rises rapidly after such speeds as I have mentioned are passed, and respiration becomes more difficult. All grades of exhaustion may result, and it is possible to dilate the heart. Another injurious factor appears now, fear. In spite of a sense of exhilaration fear of the possibility of accident begins to form in the mind, there is developed one of the most potent causes of depression of the heart, with the result that exhaustion instead of exaltation will be the result of the trip.

"The former agreeable succession of objects now becomes a series of disjuncted impressions before the eyes, and they induce in a constant struggle with the unattainable. As the eye really sees only in the brain, a tired brain comes home with a tired body.

"At moderate speeds the readjustments necessary to neutralize the motion of the car constitute a very good form of exercise, but if a moderate speed is exceeded every muscle becomes overstrained. It is familiar to all of us that in the presence of anything that implies extreme effort—from a prima donna's struggle for a high note to the athlete's muscular tension in lifting a great weight—we are apt to put our own muscles into a sort of systematic tension. No one familiar with high motor speeds will fail to notice his own heightened muscular tension in sympathy with that of the chauffeur or with the thrust of the engine.

"I have said that motoring is like a medication and should be the subject of a prescription if it is to be taken by those who are ill. Medicines have an ordinary dose, but extraordinary ailments may demand extraordinary doses, and that analogy still holds. Speed does blot out all but the present, and there are intense sufferers whose functional ailments, vertigo and pains—both mental and physical—are blotted out by flights through the air at a rate which renders analysis of impressions as futile that all attempts at interpretation are abandoned; consequently these persons give themselves up to an indescribable but pleasurable sensation."—New York Sun

AUTO TRUCK SETS GOOD RECORD IN TWIN CITIES

Making fifty to sixty miles a day with its 7,000-pound load over roads and streets where every horse-drawn vehicle is a sled, is a pretty good record for a motor truck. That is what a three-ton Avery truck is doing for Stacy & Sons in Minneapolis and St. Paul, Minn. The truck is doing more than the work of three teams and doing it at less than the cost of two of them, under circumstances where team hauling has every possible advantage.

The firm of Stacy & Sons is one of the biggest fruit and grocery wholesale houses west of Chicago and uses besides the three-ton truck two two-ton Avery trucks, and loading one of these with sixteen barrels of the required size. "There is nothing that can touch these two-ton

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The Pierce Arrow Suburban is the feature of the company's exhibit. It is finished luxuriously. Other cars of importance in the line are the six-cylinder, forty-eight-horse power, seven-passenger touring car and the six-cylinder thirty-horse power brougham, seating five persons and equipped with two folding emergency seats.

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Sweeping Maxwell Victory in Glidden Tour No Surprise to 47,000 Maxwell Owners

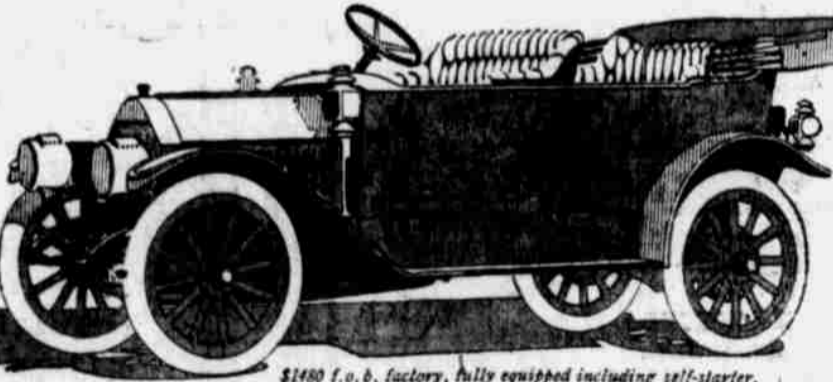
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