

DIET AND HEALTH

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"THE DIET CURE."

(Continued.)

You cannot go to church or the opera, especially in the winter, when less air and light are admitted, without admitting into your air passages, enough germs of consumption or of pneumonia or other germ disease, to send you to the grave, if the vitality of the blood is so low as to allow these disease germs to multiply so far as to develop the disease in virulent form.

Many of us have had consumption so far started, without knowing it, that post-mortem examination of our lungs would show that small colonies of the tuberculosis germ had started their work of destroying the lung tissue but had been overcome by the natural defensive powers of the system. And this applies to nearly every other disease. How often we read of death from the scratch of a pin or a nail, because the blood was in bad condition, the defenses weakened!

Some modern medical philosophers hold that the vitality is in the nerves, that, therefore, the secret of health lies in keeping the nervous system in order, and that, consequently, cure depends upon toning the nervous system, which they aim to do by soothing drugs, by mental influence, by electricity, by change of scene or by rest, or all of these.

It is true that all the physical functions are controlled by the mind, with the nerves as conductors of sensation carrying impressions from every part of the body to the spinal column and the brain, and carrying messages from the brain and spinal column to every cell in the body, with the sympathetic nerve system directly controlling the vital processes—digestion, pulsation, etc., subject to suggestion from the objective mind, which is constantly going on while we are awake—every thought, every mental picture influencing the body, sometimes so powerfully, as in fright, as to cause death; but the nerves are as powerless to act, of themselves, as are the wires from a battery to produce a current. They must be charged from the dynamo, the brain, and that requires a galvanic battery, with the blood as its liquid; and the quality of the current must depend, largely, upon the quality of the liquid, the blood. Unless the necessary elements are supplied to the blood and the waste removed death must, in time, ensue. Poisoned blood will no more support life than will worn out liquid supply life to a battery.

It is important, indeed, to treat the nervous system, and profound knowledge of physiology and of psychology are necessary to do this wisely, but the material vital supply must come from the food. Proper feeding is the prime condition of a sound nervous system. Let a child be ill nourished, pre-natal, or post-natal, and you have a weak, "nervous" child, but feed a child well (avoiding the almost universal error, too much food) and it is vigorous in every way.

"Cold" is a form of congestion, as, indeed, every disease is, in a sense, congestion; resulting, primarily, from bad feeding, including defective elimination.

Diligent searchers after disease germs have at length discovered a germ to go with pneumonia, the grip and, as was to be expected, with each kind of "cold," a great variety. Now germs play a very important part in the causation of disease, a part as important, at least, as the common house fly plays in the causation of filth. It is worthy of note, that the typhus fever germ has almost disappeared, because the degree of filth necessary to entertain that festive bug has been relegated to a semi barbarous age.

The blood is circulated through every tissue by the vital impulse of the nervous system, which controls the expansion and contraction of the heart and the arteries, as it controls every other vital function. If the temperature of the body be suddenly lowered, contraction of the minute blood vessels at the surface of the body results, driving the blood inward and away from the extremities.

Now if the circulation is free and easy through all the tissues, if the system is not clogged by the waste from imperfectly digested food, and if the nervous energy is high, and not abnormally sensitive, the balance of the circulation and nerve supply are easily restored, but if the circulation is sluggish and vitality low, a more or less permanent congestion results; we have a slight or a severe "cold," showing chiefly in the head, the lungs, the throat or congesting the kidneys and precipitating rheumatism, if the system is predisposed to rheumatism by improper food and sluggish circulation or, if the vitality is very low, as in the aged or the inebriate, pneumonia may result, even without any record of a distinct chill, or, if there is an hereditary predisposition to consumption, that dread disease may gain a foothold.

The blood thus leaving the surface

of the body, the pores of the skin are more or less closed, and the work of the skin, which is to throw off a large part of the waste of the body, is imposed upon the lungs and the kidneys. The functioning of the nervous system is also unbalanced, which contributes to the same result. The action of the interior skin, that is, the mucous lining of the air cavities, and of the alimentary tract, is disturbed, on account of sympathy with the outer skin; it is congested. The lining of the interior of the body is but a continuation of the outer skin. It is for these reasons that there is an extraordinary discharge of mucus, often general, when one is suffering from cold, and, with the extraordinary congestion, closing the pores of the skin, to a large extent, and the increased waste of tissue, due to fever, the urine contains more waste.

The purpose of the fever is to burn up the waste matter in the system; it is a natural curative process, and to "cure" the fever except by doing the same thing that nature is doing by the fever and thus render the fever unnecessary—to stop or lower the fever by quelling it with anti-febrile drugs is always to combat the cure, and is sometimes extremely dangerous, as in pneumonia in a vigorous, full-blooded man. Blood-letting, a therapeutic agent now relegated to a barbarous age, though often "indicated," is far more scientific than that—but lack of space forbids an interesting explanation here.

To stop a cough by drugging is equally irrational, as a rule. The cough is a curative measure.

If the fire bell were to sound on a cold night in a hotel where every guest knew that a quick run down a long, cold hall, would bring him to a safe place—not warm, but safe—few or none would "take cold" by making the run and back immediately, bare-foot and protected only by a night robe, (even though they might encounter millions of influenza and pneumonia germs on the way), but let a dozen of the same people discover on awakening quietly, that they must walk through that same long hall, barefoot, and protected only by a night robe and many of them will contract cold, one tonsillitis, another influenza and perhaps one (a sallow inebriate) even pneumonia. Almost every reader must have seen the proof of this, so I shall pass at once to the conclusion: Don't fear that every draft will give you cold; set your mind against taking cold, but don't choose to sit in a draft. Keep moving when you are exposed to an unusual degree of cold; tense mind and muscles, walk fast. The atmosphere in ill-ventilated rooms is poisoned and the system is far more likely to be overpowered than by even a slight draft than it would be in cold but pure air in the open. No poison, no "cold," no pneumonia, even at 20 below zero, with the ears and fingers freezing. Grip, or common influenza is "catching" in a poisoned, "close" atmosphere, and where it finds lodging in a body laden with poisonous matter from unexcreted waste of superfluous food, it may become firmly established and lead to serious consequences. The germs of influenza, consumption, or pneumonia are always at hand, like vermin, ready to perform their office.

Those who hold to the theory that the germ is the prime cause of cold, say that a draft or wet feet or a drenching cold rain, may be ignored, if we can only avoid the germs, but it is a physiological fact that extreme heat and cold affect every living organism, even when conditions are otherwise normal. I formerly suffered much from tonsillitis, but not since I understood and applied the theory of osteopathy, that disease is due to interference with free circulation of the nerve energy and the cure, "take off the pressure"—that is, relieve the congestion—a theory that finds useful application often, even though it is only a part of the truth. Osteopathic treatment is especially indicated in pneumonia even where there are no "bones to set" and aside from massage, which is also beneficial, but it is no more wise to treat pneumonia by osteopathy alone than to treat it by drugs alone or by "science" alone.

An old physician says that he has noticed, for many years, that pneumonia sets in more frequently at the beginning of the week, than at the end. This is undoubtedly because people as a rule eat more heavily on Sunday, so that the vitality is more absorbed in eliminating waste matter, leaving less to resist the attacks of disease and also because, in winter and spring, people are more indoors on Sunday.

Some authorities name among the predisposing causes of pneumonia, under-feeding. Manifestly the prime cause is defective nutrition, with exposure as the existing cause and the germ as the incidental or secondary cause. Improper feeding, most frequently eating too much or eating the wrong food, is usually the prime factor in the mal-nutrition predisposing to pneumonia or "cold." The statistics show also that pneumonia, which is second in death-dealing power only to consumption, becomes gradually more frequent toward the close of winter and spring when people eat most heavy food and least fruit and are most indoors and subject to sudden changes of temperature, (March, April and May, when the weather is most changeable, showing the largest harvest of death), and that the fewest deaths occur in July and August when the weather is least changeable, when most fruit and least meat are eaten and people are most in the open air.

Because I have not space enough to give the natural treatment for pneumonia, and because it is advisable always to have a physician, in serious cases, whose instructions should be followed implicitly, I shall give only the treatment which will apply to any

form of cold, and to the initial stage of pneumonia.

This treatment is clearly indicated by a proper understanding of the true causes of cold or congestive chill, including pneumonia, and by a proper understanding of the effects of such chill and the means by which nature can be assisted in restoring the normal condition—that is, the condition in which all the powers of nutrition are performing their respective functions naturally, the condition of health.

The essential primary factor in the causation of common cold, consumption and pneumonia, is defective feeding and it must follow that the natural diet, simple but nourishing, is the most important means of prevention.

I know a man who can break the ice in the river in winter, and take a plunge bath and be none the worse the next day. If the average healthy man were to fall off a city bridge and break through the ice, the danger would be not pneumonia but the result of the mental and physical shock. If he were quickly landed without physical injury, and immediately run to an adjacent hotel and have a brisk rubbing with a Turkish towel, and then dress at once, and feel that he was none the worse, the effect would probably be the same as in the case of the man who voluntarily can take a river bath in January, but in no case is this advisable. It indicates, however, like the example of the hotel guests, an important means of prevention, which everybody should follow in varying degree according to age and strength, in winter. It also indicates the serious mistake of preparing for a cold, grip, or pneumonia, by hugging the stove continually or remaining closely in an ill-ventilated, dark, steam-heated, carpeted room. The temperature of the sleeping room should not be above 50. It is best to breathe outdoor air, whether one is in average health or suffering from pneumonia.

The farmer's boy who 50 years ago saw the stars shining through the roof when he awoke in the morning after a severe storm in February, with a blanket of snow around him, was not addicted to catching cold as much as we who think we must bear the steam hissing before we venture to expose our hands or feet.

On awakening in a temperature of 30, we can at least be sure that although the nose and ears may feel cold, there is no danger of catching cold. The Indian, asked why he did not catch cold like the white man, said, "Me all face." If we can extend this immunity to the arms, then to the legs and then to the entire body, and maintain it, we shall have a permanent defense against the exciting cause of "colds" including pneumonia.

Rub the arms, alternately extended, uncovered, vigorously, for five minutes, then neck and chest. When a glow has been induced in the upper part of the body, jump from bed and begin to rub the legs, vigorously, alternately, with the hands, till a glow has been secured, all the time breathing deep and fast. Next begin to rub briskly the trunk in every part that can be reached, going to the extremities when a tendency is felt to chill, thus keeping the circulation equalized. Follow ten minutes of this exercise with movements exercising every muscle in the body, flushing the small arteries in every tissue. Then begin with a wet towel, rubbing vigorously the extremities and then the trunk, finally removing the robe and ending with a dry Turkish towel rub. This may take 30 minutes, but it will be the most profitable investment of the day. It may require weeks' or months' gradual approach in a mild temperature before this full program can be carried out in a freezing temperature but the effort will be repaid many times. With a walk of five miles daily, this will supply ideal physical exercise and be an insurance against disease, if the proper food is eaten and the mental conditions right.

But if these preventive measures are neglected, the nutrition is bad and a severe chill takes place, threatening perhaps pneumonia: Fresh air first, the colder it is the quicker it will burn off the waste, relieve congestion and give life to the blood by furnishing oxygen. Empty the alimentary canal as quickly and completely as possible, by emetic, (if a meal has been eaten within two hours) enema and rhubarb; stop eating till you are sure that normal conditions have returned, resuming with acid fruit, fresh if possible, after one or two days or longer in serious cases. Sit with the feet in hot water up to the knees for half an hour, adding hot water as the bath cools. When the stomach settles, drink as much lemonade (no sugar) as possible. While sitting with the feet in bath or reclining have a cold pack about the head and neck. Have thorough massage and osteopathic treatment and a vapor bath and, in ordinary cases, no cold or pneumonia will develop.

Don't yield to the inclination to eat ravenously; the appetite is not natural. There is a rapid burning up of waste matter, but that should go on without interruption, whereas a heavy meal will interfere with the cure. "Feed a cold and you'll starve a fever" (later), the popular maxim should read. Fever is a beneficial process; it is nature's house cleaning. To stop it by depressing the action of the heart is always wrong, often fatal.

The high temperature, as in pneumonia is prolonged by the poisonous matter generated in the blood by the pneumo coccus pneumoniae, the specific germ of lung fever, degenerated blood being rapidly poured in upon the heart, but to refrain from adding fresh poison by eating when the stomach cannot digest and to keep the alimentary canal clean and clear and to furnish plenty pure air at the lowest temperature to burn off the waste in the blood and vivify it with oxygen—this is simple but effective, always.

NEBRASKA NEWS AND NOTES.

Items of Interest Taken From Here and There Over the State.

Sheriff Bauman of Dodge county, received a telegram from the sheriff at Rochester, N. Y., to hold Rainbodi, alias Davis, for forgery.

Mrs. Anna Jenkins of Clearwater, was before the board of insanity in Antelope county, and committed to the Norfolk asylum.

An electric light franchise was granted by the town council of Scotts Bluff to Clarence J. Morley of Denver and James C. Caine of Salida, Colo.

The new Christian church at Fairfield was dedicated last Sunday. It takes the place of the building destroyed by cyclone in June last. The structure cost \$25,000.

The State Railway commission issued an order permitting the Auburn Telephone company to charge \$1.25 for individual service, the former rate being \$1 for individual service at first.

A. Benjamin of Arapahoe, had a public sale of a car of mules in Humboldt which averaged better than \$465 per span, the highest price paid for one span was \$500.

The grain growers' association of Nebraska, Kansas and Oklahoma have chosen Hastings as the headquarters for the organization and have opened their rooms there.

It is reported that a proposition is being considered by the Union Pacific whereby another motor is to be added for the run between Beatrice and Lincoln.

An express car on the west bound Burlington train caught fire while the train was between the towns of Chalco and Gretna and burned, with practically all its contents.

The Hygienic dairy at Fairbury was broken into by burglars, but the burglars found themselves locked in the refrigerator after gaining ingress to the building and were unable to go further.

A telegram was received in Nebraska City telling of the death of Miss Anna McMeachen at Kansas City, where she has been ill for some time. The deceased was one of the pioneer settlers of Otoe county.

At the front door of the court house in Plattsmouth Attorney C. A. Rawls sold at referee's sale 104 acres of land adjoining the town of Union belonging to the Joshua Lynn estate for \$12,300, or a little over \$104 per acre.

Two boys, aged 13 and 15, who ran away from the orphan's home at Atchison, Kas., have been in charge of City Marshal Vaughn of Fort Calhoun for some time. Mr. Rokes of Atchison arrived and took them home.

Churches, lodges, schools, clubs, places of amusement and all other public gatherings of adults or children in Gothenburg have been placed under a ban by a proclamation issued by the Board of Health in an effort to stop the ravages of scarlet fever.

The Young Men's Christian association in state convention at Hastings unanimously re-elected the following officers: W. J. Hill, Lincoln, chairman; W. O. Henry, Omaha, vice chairman; E. C. Babcock, Omaha, secretary; M. C. Steele, Omaha, treasurer.

Senator Alex Laverty of Saunders county received information from Colonel Gardner of Fort Crook that the government would lease a tract of land three miles north of Ashland for the purposes of a rifle range. This is the range used by the state troops.

Word was just received in Bloomingdale that "Happy" Nelson, a young farmer living with his older brother four miles east of Center, was killed in a runaway. Young Nelson had taken his brother to Creighton to catch a train or Wahoo. On his way home his team became unmanageable and ran away.

Mrs. Mary R. Stokes, widow of Edward D. Stokes, who was found dead on the Scisson farm, north of Alinsworth, January 16, with a wagon box across his neck, has begun suit against Ben H. Able and Jesse D. Birdsall, two saloonkeepers and the Lion Bonding and Surety company and the Bankers Surety company for \$20,000. The body of Elmer Charf, aged 28 who had been missing since February 8, was found Tuesday under a drift near Ponca creek within fifty feet of the main street of the town of Lynch. He had lost his way and perished in the severe blizzard of two weeks ago.

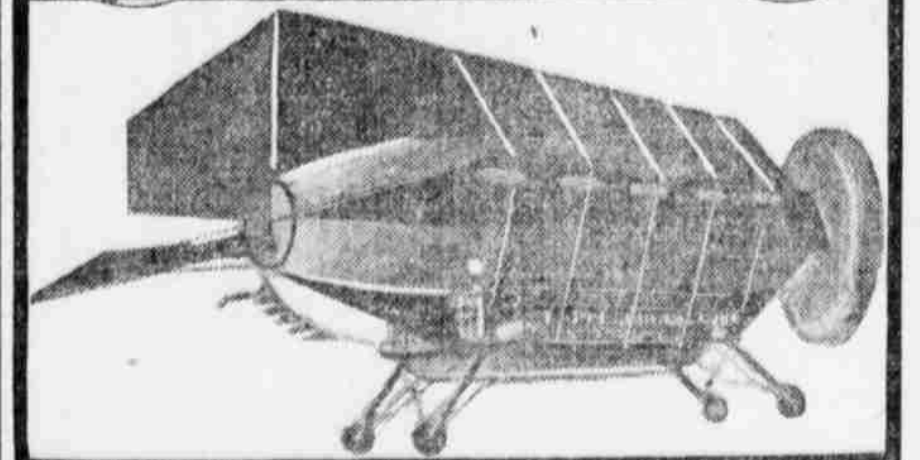
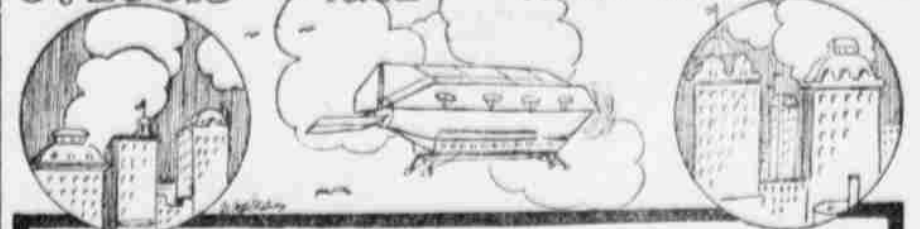
A dispatch was received in Hastings stating that the Mrs. Thomas Cooper who was murdered in her home in Chicago recently four days after her wedding, was a Miss Ida Cress, formerly of Hastings. Inquiry develops the fact that the murdered woman did live in that city and that she married a man named Carl Miller in 1905. He was a carpenter by trade and later moved to Pauline.

Acting under the direction of the board of trustees of the Child Saving Institute of Omaha, the building committee, of which Rome Miller is chairman, has opened headquarters at the Hotel Rome, room 30, parlor floor, where the active campaign work will be conducted for the raising of the \$75,000 building fund for the proposed new Child Saving Institute. A. W. Clark, the founder and superintendent of the institute, reports the receipt of several liberal subscriptions.

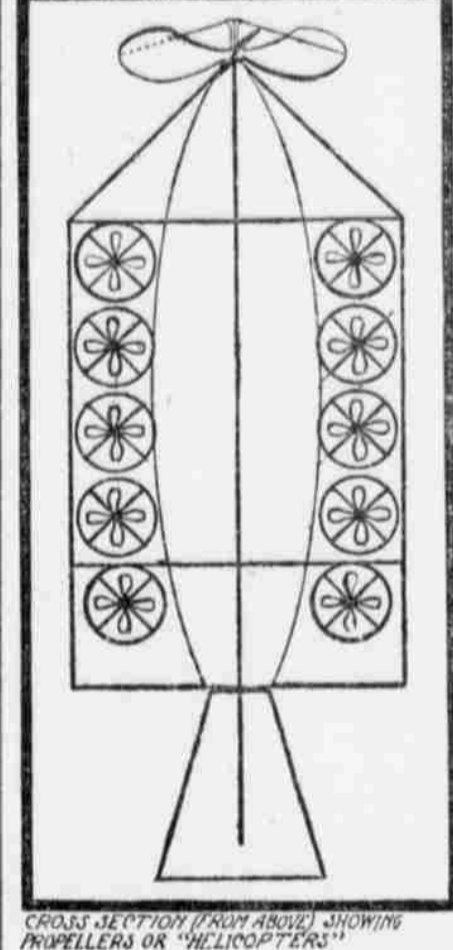
O. A. Cooper & Son, Humboldt millers, have received news of the decision of the Interstate Commerce commission on their case against the Burlington railway, in which was involved the freight rate on grain shipments to the western part of this state and Kansas.

Bloomfield people are rejoicing over the recent appointment of the Bloomfield Musical association band as the first regimental band of the state. Governor Shallenberger has made the appointment and it is understood the appointment has been ratified by the adjutant general.

AIR LINE ROUTE BETWEEN ST LOUIS AND NEW YORK CITY



THE PENNINGTON AIRSHIP



CROSS SECTION (FROM ABOVE) SHOWING PROPELLERS OR "HELICOPTERS"

Fact is stranger than fiction. A two million dollar airship is being built for travel between New York city and St. Louis. Is the present year to see a realization of practical flight over long distances? Men with the money believe so and have contracted with Louis Nixon, the ship builder, for a monster craft which is intended to sail on the air, not on the water.

This original air liner will sail, according to present plans, between New York and St. Louis. Because of the frequency of travel between the two cities it is probable that the route will run by Chicago. By the air route the time between the two largest cities of the country will be reduced to much less than the present brief time of the limited trains of the two most prominent railway thoroughfares. There will be a saving of time because the route will be more direct, all the meanderings necessitated by rivers, lakes and mountains being eliminated in the untrammelled air.

In addition to this it is predicted that the speed of the airship will be much greater, ordinarily, than has yet been attained by steam or electric engines.

Railway officials claim that a 14-hour run between Chicago and New York is perfectly feasible. Their claims have been substantiated in actual running. Fancy, then, reducing this record by four or more hours! That is the claim set forth by the inventor and the capitalist backers and the builder of the leviathan which is going to plow the air, just as the wonderful, swift ocean liners push their way through the water.

This prognostication is not an idle dream of a novelist. Actual work has already been started on an airship to have a carrying capacity of 1,000 passengers, and which, if the experiment proves successful, will some time during the early summer be launched with imposing ceremonies and undertake its maiden trip from New York to Chicago and St. Louis.

The material for this air-going ship is now being forged and collected in the shipyard of Lewis Nixon, on Staten Island, N. Y. It is to cost roundly \$2,000,000, and the capital has been furnished by a number of wealthy men who have faith in the future of aerial travel as a profitable investment.

Among these men, located in various parts of the United States and elsewhere, are Oscar B. Bergstrom, a New York banker; Arthur Lewis of the Standard Oil Company; James H. Roberts, ex-comptroller of the state of New York; Walter G. Allison, a Philadelphia capitalist; H. W. Denison of the Allis-Chalmers Company; George A. Taylor, a banker; John Chisman and Clarence H. Bennett, capitalists, of New York; T. R. White, a real estate owner and builder; George Kennedy, a Boston capitalist; Arthur Scofield of New York; Frank Damon, president of the Bridgeport Realty and Trust Company, of Bridgeport, Ala.; George Howard of Washington, D. C.; J. H. Underwood, a civil engineer of Buenos Ayres, and J. Lamair, president of the Lemair Construction Company.

Thurlow Weed Barnes of New York is credited with the getting together

of this galaxy of moneyed men who are willing to take a substantial risk in furtherance of commercializing air travel. The plans of the new vessel have been worked out through a number of experimental years by Edward J. Pennington. As much as 15 years ago Pennington attracted a great deal of attention by his airship inventions.

This new airship that Mr. Nixon has undertaken to build is the result of 17 years' study on the part of Mr. Pennington, the inventor. He is generous in acknowledging his indebtedness to Count Zeppelin, whose exploits with his dirigible balloons last year were one of the spectacular developments of aerial navigation in a wonder-working year. Pennington believes, however, that his own idea of discarding silken bags in favor of what he calls a "buoyancy chamber" made of steel will, with his other improvements, render his craft immune from the dangers which are sure to beset the present day dirigible balloon.

"The great advantage of our ship," says Mr. Pennington, "is that we shall never need to bring her to the ground to renew her gas. Pure hydrogen gas as a lifting force will be used in the buoyancy chamber, and this gas, properly confined, will last for years without deteriorating, or need of renewal. That is the real solution of the whole problem, and once our ship is in the air she will float there, out of harm's way, until the wear on her machinery renders her useless."

The plans for this wonderful air liner contemplate a steel vessel 1,000 feet long over all. The cigar-shaped buoyancy chamber will measure 700 feet from tip to tip and eight feet at its greatest diameter.

The principle upon which the levitation of the air is operated is that upon which all the later dirigibles, including Count Zeppelin's, are constructed. This is the principle of the annihilation of gravity.

In other words, the ship is given a buoyancy just sufficient to counteract its weight. That is to say, Mr. Pennington's airship, with its buoyancy chamber filled with hydrogen, will, for all its 1,000 feet of steel, weigh almost nothing. A child could lift it with one finger or toss it aloft like a rubber ball.

The ship will be equipped with 11 propellers, five on each side and a larger one, as shown in the picture, in front. The side propellers revolve on a horizontal plane when it is desired to raise or lower the craft, acting, in the parlance of aeronautics, as "helicopters."

When, however, the ship has reached a proper altitude and it is desired to drive her ahead, the "helicopters," which work on swivel joints, are adjusted to the vertical plane and propel the ship on her chosen course. Or, similarly, they may be reversed to drive her astern. Two or more or all of these propellers may be used at any time. Eight propellers will drive the ship at an average speed of 30 miles an hour; 11 propellers will send her through the air at a 40 mile clip.

It is not necessary to use all the propellers at the same time when going with the wind, and the big craft can partly "coast" in these circumstances, just as an automobile or railway locomotive does when descending a grade.

The buoyancy chamber, as before stated, is to be constructed of steel, and will have many compartments to insure safety in case of puncture.

"Perhaps," said Mr. Pennington, "I am proudest of the automatic rudders which I have devised for our airship. By means of these two, one horizontal and one vertical, and the mechanism which governs them, the ship will maintain her altitude and direction automatically. Acting in combination with the barometer, which makes and breaks an electric circuit controlling the motor which handles the altitude or horizontal rudder, the latter is forced to act so as to compel the aerial craft automatically to conform to the curvature of the earth. The vertical rudder, which governs the direction of the ship, also acts automatically through an electric motor, whose circuit is made or broken by a connection with the compass.

"For example, should the vessel be traveling west and the wind blowing from the north, she would automatically be pointed northwest; but she would travel, in fact, straight to her destination. In short, if we want to go to a certain place we simply set our direction gauge for that place, and will reach there without further steering."