

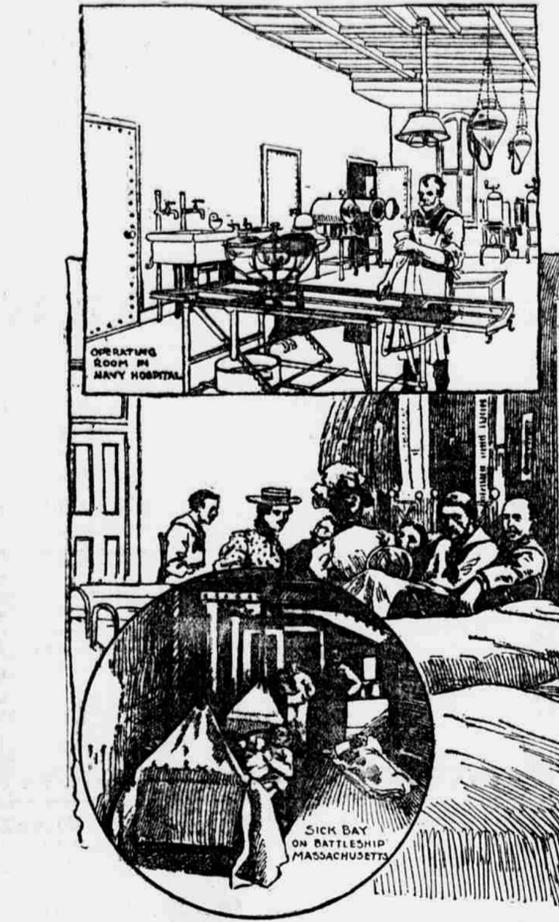
CARE OF SICK ON WAR SHIPS

Perfect System of the Navy for Attending to Disabled Men.

SHARP CONTRAST WITH ARMY METHODS

Best of Care, Comfortable Quarters and Pleasant Surroundings Make Jack's Lot an Easy One—How it is Done.

While the whole country has been agitated by the discussion of alleged neglect and carelessness in the treatment of our sick and wounded soldiers, not a word of complaint has been heard in regard to the administration of the medical department of the navy.



War brought a decided increase in the navy, and new ships meant new crews and greater responsibilities for the medical department. There were few changes, however, in the system followed for many years.

The general plan followed by the medical department of the navy may be considered under three divisions—first, the local medical staff attached to each vessel in commission; second, the naval hospital ship; and third, the naval hospitals on shore.

Every vessel in the service carries at least one surgeon, an apothecary and a bayman or nurse. The larger ships are provided with two commissioned medical officers, and flagships with three, one being the fleet medical inspector.

During the time of war it is necessary to locate the medical department in a place removed from the possibility of accident and where the surgeons and attendants can work undisturbed by shot or shell.

The provisions for transporting wounded men to the temporary sick bay during action of the construction of the modern war vessel will

permit. Narrow passages, numerous partitions and small hatchways make the task a difficult one. It is found otherwise enough, even in drill maneuvers, to lower a well man down through two or three decks, but when the excitement of combat and the possible condition of the patient are added, the work is greatly complicated.

On each vessel in the service a call known as "sick call" is sounded by a bugler at three bells, 3:30 a. m. Just prior to the sounding of the call the surgeon on duty repairs to the examining room or sick bay and takes his station in readiness to see those requiring medical care.

Those in the crew who wish to consult the doctor form in line outside the sick bay door and are called inside in their turn. The surgeon examines each person carefully, and if the case is mild, the required treatment is entered in the apothecary's book.

In a war ship, where the crew consists of from 200 to 500 men, some special mark is necessary to designate those excused from duty. For this purpose each man whose name figures on the binance list is compelled to wear a white badge bearing a red cross upon the arm.

It is a matter of personal pride with both surgeon and commanding officer that the reports of sick sent quarterly to Washington should contain as few cases as possible. This in itself is enough to cause the local medical department to labor zealously.

One of the accusations made in the case of the alleged bad treatment of the ill and wounded soldiers returning from Cuba, and also those in camps, was that poorly prepared and insufficient food was served out instead of a rational diet.

Previous to the Spanish-American war, when it became necessary to invalidate a disabled officer or sailor from a foreign station home, the patient was sent either on some returning naval vessel or by a regular passenger steamer.

Every vessel has an apartment known as the "Sick Bay" which though small in size is well fitted out as a local hospital. In times of peace when there is no danger from projectiles, it is generally located on the forward berth or gun deck, although its precise location varies with each ship.

John Smith, seaman of the Indiana, for instance, happens to fall down a hatchway and breaks his leg. He is attended by the surgeons on board, and is considered expedient to send him north for more thorough treatment and better climate.

He is taken in hand by the surgeon on duty, given a refreshing bath and a suit of pajamas, and generally looked after by a trained nurse, John, who has served in the old navy, concludes that he is dreaming, and that he will presently awaken in a stifling sick bay on some old-time wooden corvette.

Modern ambulances carry the sick over to the naval hospital on a hill back of the marine barracks. It is a great stone structure surrounded by ample grounds and recently modernized in every particular.

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THE FIELD OF ELECTRICITY

Problem of Cheapening Electric Light Approaching Solution.

FIRST STEP TAKEN IN NEW YORK CITY

Prices Brought Within the Range of Gas—"Borrowing" Telephones Credited—Developments in Other Branches.

The Edison Electric Illuminating company of New York City is blazing a path designed to bring incandescent light into more general home use.

The Edison company claims to have solved the problem of cheaper electric light, which it now proposes to furnish customers at prices as low as gas. The result has been achieved by new apparatus, combined with cheaper fuel and cheaper materials.

The new rates announced are: "For retail use, 20 cents per kilowatt hour, equivalent to 1 cent per 16-candle power, fifty watt incandescent lamp hour, or 10 cents per standard arc lamp, for first hour's use; 15 cents for second hour, 10 cents for the third and fourth hours, 5 cents for all use above four hours."

"For wholesale, 10 cents per kilowatt hour for the first four hours and 5 cents for all use above four hours, with reduction for quantity."

In explanation of the manager of the company said: "These rates give customers the benefit of the fact that electricity for long-hour use can now be produced and sold cheaper than any rival illuminant."

Although operating costs for coal and other supplies, varying almost directly with the amount of electricity produced, do not show a like saving, yet the long-hour user can be supplied at a much lower rate per hour than the short-hour user, reaching half or less proportion of the one-hour price."

The significant statement is made that if the present experiment proves as successful as the directors of the company expect it to be, a still further reduction will be made, it being the ultimate intention of the company to reduce the price down to three-quarters of cent per sixteen-candle power lamp, which is much cheaper than coal gas at the rates now charged by the New York gas companies.

At the meeting of the British association a sort of general conversation took place in connection with a paper contributed by Prof. Oliver Lodge, F. R. S., on a magnifying or "borrowing" telephone, an attempt to provide means by which, in connection with wireless telegraphy, an operator might easily be called up.

A new portable electric safety lamp is being developed by the inventor of the "borrowing" telephone, which is accepted as the best form of lamp that has yet appeared for certain needs of the miner. It can be carried on a belt or in the pocket. A dry battery is used. The lamp is of six candle power, with a white enameled parabolic reflector, which

PLANS FOR PEACE JUBILEE

Chicago Proposes to Have Speaking at Six of the Large Halls of the City.

CHICAGO, Oct. 6.—The committee on invitations and speakers for the peace jubilee have perfected arrangements for the meeting of welcome. It will be held in the Auditorium at 10:30 on the morning of Tuesday, October 15.

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The new rates announced are: "For retail use, 20 cents per kilowatt hour, equivalent to 1 cent per 16-candle power, fifty watt incandescent lamp hour, or 10 cents per standard arc lamp, for first hour's use; 15 cents for second hour, 10 cents for the third and fourth hours, 5 cents for all use above four hours."

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EVOLUTION IN SWITZERLAND.

American electrical engineers are keeping a closely interested eye on an evolution in the country of the Alps.

It is true that the plumage-gatherers have killed thousands of herons, but the farmers' drains—the canals and covered ditches whereby vast areas of water feeding grounds have been made dry—have killed millions. Fifty years ago the sloppy prairie and quack swamps of Illinois, Iowa, Indiana, Michigan and Ohio were the haunts of countless swarms of migrating herons, geese, brant, duck and crane.

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REGAINED HEALTH.

Gratifying Letters to Mrs. Pinkham From Happy Women.

"I Owe You My Life."

Mrs. E. WOOLHISER, Mills, Neb., writes: "DEAR MRS. PINKHAM—I owe my life to your Vegetable Compound. The doctors said I had consumption and nothing could be done for me. My menstruation had stopped and they said my blood was turning to water. I had several doctors. They all said I could not live. I began the use of Lydia E. Pinkham's Vegetable Compound, and it helped me right away; menses returned and I have gained in weight. I have better health than I have had for years. It is wonderful what your Compound has done for me."

Mrs. GEO. LEACH, 1609 Belle St., Alton, Ill., writes: "Before I began to take your Vegetable Compound I was a great sufferer from womb trouble. Menses would appear two or three times in a month, causing me to be so weak I could not stand. I could neither sleep nor eat, and looked so badly my friends hardly knew me. I took doctor's medicine but did not derive much benefit from it. My druggist gave me one of your little books, and after reading it I decided to try Lydia E. Pinkham's Vegetable Compound. I feel like a new person. I would not give your Compound for all the doctors' medicine in the world. I can not praise it enough."

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BOILER AND SHET IRON WORKS. DRY GOODS. Drake, Wilson & Williams. Successors Wilson & Drake. Manufacturers boiler and iron work, and fittings, pressure, rendering, sheep dip, lard and water tanks, boiler tubes, constantly on hand. Special hand bolts bought and sold. Special and prompt repairs in city or country. 15th and Pierce.

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E. H. Sprague & Co., Rubbers and Mackintoshes. Cor. Eleventh & Farnam Sts., Omaha.

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CARRIAGES. E. H. Sprague & Co., 1858. Side Spring Arrangement—No Horse Motion. Get a Simpson Duggy with the Atkinson Spring—the best and cheapest rider in the world. 1409-11 Dodge Street.

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HARNES-SADDLERY. J. H. Haney & Co. HARNES, SADDLES AND COLLARS. Jobbers of Leather, Saddlery Hardware, Etc. We solicit your orders. 1515 Howard St.

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