



WEST POINT CADETS AT CAVALRY SKIRMISH DRILL.  
Before the Board of Visitors in Commencement Week.

## AVERTING SEASICKNESS.

THE CHIEF BANE OF OCEAN VOYAGES.

SUGGESTIONS DESIGNED TO REDUCE IT TO A MINIMUM.

It may be confidently asserted that no single cause detracts so much from the pleasure of an ocean voyage as seasickness, actual and anticipative. The monotonous moan of the foghorn, the tremor that results from a twin-screw mechanical equipment, the crying or excessively sociable child, which begins demonstrations in an adjacent cabin at 5 o'clock in the morning, and the spilling of a plate of soup into one's lap when the vessel rolls heavily, are either exceptional or trifling drawbacks. But seasickness finds a larger number of victims, dominates them for a longer period, and is a much more serious matter than any of these other experiences. The acute manifestations of the malady may not be prolonged, but, susceptibility to it having been discovered, the sufferer becomes more or less apprehensive, his plans and movements are trammelled, and his ambition is paralyzed. Fortunately, the majority of those who suffer at all are troubled only during the first two or three days of a voyage, or else only when the ship pitches badly. But even so, it is highly desirable to mitigate the severity of the attack if possible. And this may be done by observing a few simple precautions.

Dr. Herman Partsch, of Brooklyn, contributes to "The Medical Record" a number of excellent suggestions on this subject. Some of them will seem rather familiar to the veteran voyager; others may appear more novel. In any case, however, it is to be noted that the man who offers these hints spent two and a half years at sea as the medical officer of various steamships, and in 1886 received a prize from the Medical Society of California for an essay on seasickness. Moreover, several other doctors who have served a similar apprenticeship and the leading steamship companies of San Francisco have strongly recommended Dr. Partsch's instructions.

In the first place, a passenger who expects to be sick should secure a cabin as nearly amidships as possible, and should give that part of the vessel the preference when out on deck, inasmuch as the motion of the ship is felt much less there than out forward. Secondly, one cannot have too much fresh air. It is vastly better to be out on deck than cooped-up in a cabin. But the latter should be as well ventilated as possible. One need not worry about draughts. It is a singular fact, due perhaps to the humidity of sea air, that on the ocean it is practically impossible to take cold. Dr. Partsch urges the advisability of wearing shoes that are warm and comfortable, and that can be put on and removed with ease. Indeed, convenience in dressing and undressing is to be studied in the choice of clothing taken on a sea voyage.

The victim of seasickness will learn from experience, sooner or later, that his posture greatly

affects the behavior of his stomach. If he lies flat on his back he may get along for hours without inconvenience; whereas if he sits or stands erect for a few minutes he is liable to be overcome on short notice. But it is better to take advice on this point in advance and not wait for original discovery. Dr. Partsch makes it an important feature of his programme, and an elaborate explanation of the fact is offered. He says that the first part of the physical mechanism to be affected by a ship's curiously complicated motion is the vaso-motor nervous system. The blood vessels in the abdomen dilate, and in consequence get more than their fair share of the blood. Thus the brain is robbed, and to that deficiency Dr. Partsch attributes the nausea which is the most disagreeable symptom of seasickness. Now, by lying down one can restore the equilibrium in the blood distribution; and if this precaution be taken promptly, it is asserted, more violent manifestations can be avoided entirely. "The stomach has nothing to do with seasickness, except as it is incidentally and accidentally implicated," says Dr. Partsch; and if while reclining the patient closes his eyes he will thus prevent optical vertigo, by which term is meant the dizziness and nausea that result from visually observing the ship's rolling and pitching.

The most remarkable part of the self-treatment recommended by the Brooklyn expert relates to indulgence in food and drink. The victim is advised to eat, as patriots are sometimes told to vote, early and often. Ordinarily the person who is disposed to be seasick lacks an appetite, if, indeed, he has not a distinct aversion for food. Dr. Partsch insists that the sufferer should disregard this fact, though. He argues that one cannot escape seasickness, even if lying down, unless the blood is kept well supplied with nutritive material—the more the better. The three regular meals of the day ought to be supplemented by four or more others. On this point "The Medical Record's" contributor remarks:

Always eat and drink at least ten minutes before rising in the morning. It matters little what it is, provided only it is what you want. Porter or stout is good; so are hard, sour apples. At sea we may find ourselves liking and longing for things that we hardly ever think of on shore. Whatever you really want, that is the best thing to take; and porter or stout is always good, whether you want it or not.

When one is already seasick, those liquid foods are best which require least digestion, are most rapidly absorbed, and yield the quickest returns—beer, ale, porter, stout, broth, soups and meat extracts. These cannot all be prescribed with success; they should only be suggested—then the patient will choose which he wants, and the stomach will agree on the choice. The sicker the patient the oftener he must eat, and the less at a time; and when he feels a repugnance to all other foods, porter or stout taken without raising the head, directly from the bottle, a mouthful at a time, at about five minute intervals, will prove a great success.

The yolks of two raw eggs, beaten up with an equal quantity of brandy, and taken by the teaspoonful at ten minute intervals, constitutes a particularly valuable "emergency ration." And it is asserted that the best time to take this, or

a little stout, or, indeed, a hearty meal, is immediately after the stomach has been in active rebellion. The spasms of retching are separated by intervals of ten minutes or more. And food that is taken promptly after one of these is pretty sure to be retained.

Although these instructions are meant for people who make long voyages, they can hardly fail to prove useful also to those who merely go yachting and fishing and find that they are not good sailors. Except in one or two respects, the soundness of this advice is well established by independent evidence. And where Dr. Partsch's suggestions seem a little unusual, his practical experience entitles him to the confidence of the unprofessional reader.

## MANY INDUSTRIES REPRESENTED.

A CITY BLOCK NOT DEVOTED TO A BUSINESS SPECIALTY.

There are many streets in New-York in which certain lines of business are so largely represented that they have become known as headquarters for the particular class of wares which are handled by the majority of dealers. Fourth-ave. is the place for old furniture, "antiques" and bric-à-brac; Division-st. is the headquarters for millinery of the cheap class; Baxter-st. has a monopoly on high grade cast off clothing and new garments of the class that fit like the glass on the bottle, and old books find their way to Ann-st. and vicinity. There is a drygoods, a jewelry and a real estate district downtown, and these are subdivided so that the knowing person has little difficulty in making the tour of the trade in certain lines in a short time.

The block in Fifty-ninth-st. between Eighth and Columbus avcs. is a good sample of the other side of the picture, for although it contains few business houses in the shape of stores it contains a curious collection of commercial establishments.

On the south side, going west, there is a bicycle establishment, then a gymnasium and physical culture school, and next to these a bowling alley, with lager beer attachments. Beyond this is a "mandolin and guitar studio," and then a tailoring establishment, with a sign explaining that ladies' suits are a specialty. After this comes a doctor's office, and between this and two ladies' tailor shops is the headquarters of the Irish National Club. Among the signs that follow are "Peerless Laundry," "Delicatessen and Bakery," "Vienna Tailor," "Palmist," "Manicure," "Glazing," "Sign Painting," "Notary Public," "Coal Office," "Boots and Shoes," "Bicycles Repaired and Tires Vulcanized," "Hair Dressing," "Laundry," "Real Estate and Insurance," "Chiropodist," and the green sign of the "Four Leaf Clover Club."

On the north side there is a printer, real estate office, a delicatessen shop, a cobbler, oyster and chop house, Chinese laundry, palmist, naturalist, manicure, milliner, ladies' tailor and a stable. Taken as a whole, the block is a busy one and contains a remarkable collection of signs.

## CADETS ON HORSEBACK.

A NEW FEATURE IN CAVALRY DRILL AT WEST POINT.

Commencement week at West Point is always a series of exciting functions, and the person who has once been permitted to witness them is always anxious to go again. The work of the year is nearly over, the first class men have the routine of the academic year behind them and look forward to the time when they may cross the imaginary line that separates them from the officers. The yearlings are elated over the close of their term of servitude and assume a strut which causes apprehension in the hearts of the new cadets.

To many of the visitors the cavalry drills in the riding academy and on the parade ground are the most interesting features. At these exhibitions of horsemanship the cadets usually show that they are highly proficient in that branch. The rough riding was unusually interesting this year, and the feats of horsemanship astonished those visitors who had never been present at a similar exhibition, and when the end came without injury to any of the daring rough riders the admiring spectators felt relieved, but convinced that the members of the graduating class were competent horsemen.

One of the features of the cavalry exhibition was the new skirmish drill. This was introduced recently at the Military Academy. Making provision for the safety of horses when cavalry is deployed for skirmishing against a partly concealed enemy has long been a serious problem.

Horses have always been conspicuous targets when standing, and in the Philippine campaign it was demonstrated that even bad marksmen found no difficulty in crippling horses. This suggested to Captain George H. Sands and Lieutenant Julian R. Lindsey, of the 9th Cavalry, instructors of cavalry tactics at West Point, the possibility of cavalrymen throwing their horse to the ground and making them a less conspicuous mark in battle. When the horses were down it was found that their bodies made a good shield for the man who held the reins, and enabled him to fight with comparative safety from behind his living breastwork. The method of throwing the horse was determined after consultations on the subject between Captain Sands, Colonel Hein, Colonel Mills and Lieutenant Lindsey. It became an easy matter to throw the most stubborn horse, and the animals also became expert and required little urging to assume the desired posture. The cadets are now drilled regularly in this exercise. When a horse has been well drilled he drops as soon as he feels the peculiar tap on his neck and the twist to the rein. When a horse is stubborn it sometimes becomes necessary to employ heroic measures like giving his neck several sharp twists to make him dizzy.

The attention of the visitors was diverted on Tuesday from the cadets to General Otis, and the reception of the late commanding officer of the United States forces in the Philippines was