

The Medical Roundup

by *Walter Alvarez*

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THE CARE OF A SICK CHILD

I just read a very helpful book on the care of sick children by Mrs. Paulette Kahn Hartrich. Mrs. Hartrich was well prepared to write on this subject because of her association with groups interested in parent education, and because, for six months, one of her children was ill. As she says, "It was out of my efforts to meet my own child's needs that I began to think of writing a book on the parents' role in their children's health." The book is filled with information about the many problems that arise when a child is ill: How he (or she) feels and reacts, and what his fears are.

There are chapters on how the parents should react to the illness of the child; on what they can do to keep the child happy, and what they must not do. For instance: they must never lie to the child as they take him to a hospital or up to the operating room. The parent who lies to a child may, for years, have to work hard to undo the harm that he has done, and to get back the confidence of the child.

Very helpful is the appendix at the end of the book, telling parents where they can find guidance and help with their problems. In many cases, parents could get help by appealing to a group such as the National Association for Mental Health or The Children's Bureau of the United States; or the National Society for Crippled Children and Adults, or The Association for Family Living, or The Child's Study Association of America.

Appendix B gives the names of a number of books and articles that parents might well read, and Appendix C gives a bibliography of materials on problems of health and illness. This book should be in the library of every family where there are small children, and especially children who are ill.

An Epileptic Pleads For Frankness
A fine, able epileptic woman tells me how, as a child, when the spells began to strike her down, she came to feel so lonely, partly because the other children shunned her a bit, and

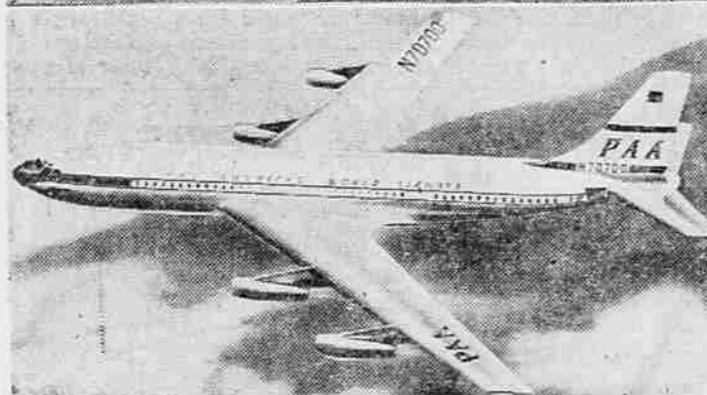
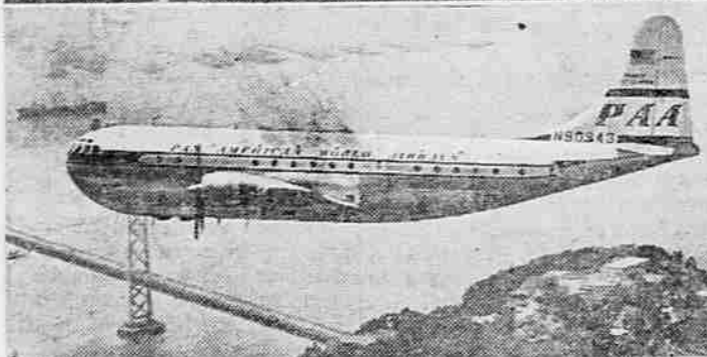
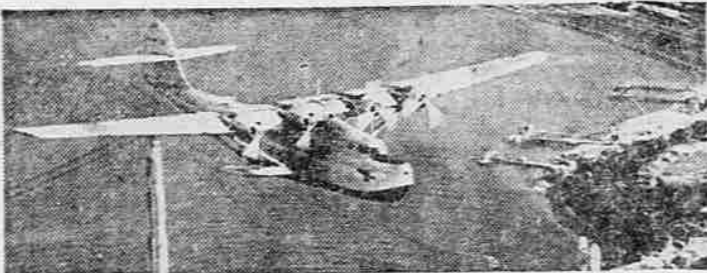
largely because her father and mother could not bear to face her problem or discuss it with her. They would not answer her many questions as to what her epilepsy would mean to her in the future. They were so ashamed of what had happened to her and them that her father gave up his position in the city and moved onto an isolated farm where they could hide.

This isolation added to the child's problems and sorrows, because she was bright and she greatly wanted to get a good education. Her parents would not let her go to school. She much needed expert medical care which her kindly country doctor admitted he was not trained to give. But good doctor that he was, he wrote to the National Epilepsy League and got the name of an expert neurologist in the nearest large city. When consulted, this man tried combinations of the new drugs until he found that a mixture of dilantin and mysoline would keep her spells under control.

Girl Doubly Happy
Then the girl became doubly happy because the expert backed up her desire to go to school. In a few years she was working as a secretary. Now she is married and has two lovely and healthy daughters.

This able woman says so wisely, "My ambition now is to see my children always in the light." She plans to answer all their questions honestly and frankly. Later, when they begin to think of marrying she will have electroencephalograms made to see if the girls show signs of being carriers of epilepsy. Perhaps she can induce the girls' beaux also to have electroencephalograms made to make sure that they, too, are not carriers. As I have pointed out, it is dangerous for two carriers of epilepsy to marry because then some of their children are likely to have trouble. If only one is a carrier, the danger is not so great.

Violent Temper
What do I mean by a carrier? He is a person who, at conception, received so little of the tendency to epilepsy that he never has had a fit, and probably never will have one. All he has, perhaps, is a violent temper, perhaps some surliness, or much irritability, nervousness or depression. Experts say so truly that only one epileptic in 10 or 20 ever had a convulsion. Some have queer brief spells of distress which almost certainly are epileptic in nature. For in-



THEN, NOW AND TOMORROW—Twenty years ago Pan American World Airways established the first trans-Pacific airline with the famous China Clipper (top) passing over the Golden Gate at top speed of 130 m.p.h. Today, the job is done by the Boeing Strato Clipper (center) at 300 m.p.h. The PAA Clipper of tomorrow (artist's conception, bottom), one of 20 on order, is the Boeing 707 and Douglas DC-8 jetliners. They'll cruise the Pacific at 575 m.p.h.

Marine Firemen Refuse To Sign Aboard Ships

San Francisco — (U.P.) — AFL Marine Firemen have refused to sign aboard West Coast ships in a dispute over vacation pay.

The dispute threatened to delay the sailing of the American President Liner President Wilson for the Orient tomorrow, as well as a number of other ships.

stance: I just saw a man who, every so often becomes silent. He will not answer his wife when she asks, "What is the matter?" For some seconds he will make chewing movements; he may smack his lips, and he may rub one eye with the back of his hand.

According to Sam Bennett, union vice-president, the Marine Firemen are seeking vacation pay parity with two other unions, the AFL Sailors and Marine Cooks.

Communist East Germany Faces Potato Famine

Bonn, Germany — (U.P.) — Communist East Germany faces a potato famine and other serious food shortages this winter, the Socialist Party press service said yesterday.

The supply of potatoes in cities is becoming "ever more catastrophic," the report said, and has led to desperate measures such as sending untrained worker brigades into fields to save as much of the harvest as possible.

The agency said the bad harvest was due to a shortage of farm laborers, thousands of whom have fled to the West in recent years.

Ancient Beersheba Today Serves Israel Frontier

Washington—In Biblical times "From Dan to Beersheba" meant the full reach of the old Israelite kingdom, north to south.

Today, young Israel calls its boom-town Beersheba the beginning of the southern frontier—the Negev territory that covers nearly 5,000 square miles of challenging desert beyond.

Beersheba lies almost in the heart of irregular, elongated Israel. Roughly halfway between the Mediterranean on the west and the Dead Sea on the east, it commands a road-and-trail hub strategic in war and trade for countless centuries.

During the Arab-Israel war of 1948, Beersheba was taken from Egyptian forces in the Israeli sweep through the Negev. Its several thousand Arab inhabitants fled, leaving behind the skeleton of a town.

Seven years and an intensive development program have changed Beersheba beyond recognition. It is now a city of 20,000 people. Except for a few nomad Bedouin tribesmen drifting into town for supplies, virtually the entire population is Israeli. Carpenters, plumbers, factory hands, technicians, doctors, teachers, and engineers are building and serving an increasingly urban and industrial center.

Beersheba's atmosphere, visitors say, has the tang of a frontier settlement of the old American West. Only instead of saddle-and-wagon horses hitched to posts, the Near East streets are lined with parked trucks, cars, taxis and army jeeps.

Old Beersheba's mosque still stands, its minaret a high point against the sky. But nearly everything else is new, from prefabricated homes to stores, banks, synagogues, hotels, movies and hospital.

Here and there a bulldozer, crane or cement mixer at work hints at more construction needed to carry out government plans to make Beersheba the manufacturing and training key to future settlement through the Negev.

Several research and development organizations have set up headquarters in Beersheba to study Negev potentialities. One, the Desert Research Institute, has opened a natural history museum and a botanical garden where promising crops and pasture grasses are tested.

As in ancient times, Beersheba of the "seven wells" is again linked with life-giving irrigation. From local and distant wells, both new and old pipelines bring water to this main junction, sending it on through

an expanding network of pipes to pioneer farm sites.

The Negev's future industrial capital also is investigating available mineral deposits to feed its chemical and other factories—oil just struck to the northwest, potash from the Dead Sea, rock phosphate, mica, gypsum, silicate sand, and copper from mines that Solomon worked.

The new highways streak east and south from Beersheba, tapping Dead Sea resources at Sodom, and reaching Negev outlet at the Gulf of Aqaba. A railway from the north is now almost at Beersheba's door.

Such efforts to make the desert productive recall ancient settlements that prospered in this unlikely region. South of Beersheba lie ruins of the ingenious dew-catching rock piles of an energetic people who once farmed successfully there. Near by, Abraham grazed his flocks, and on the Beersheba site the Patriarch and Abimelech, King of Gerar, made their covenant (Genesis 21:22) to live together in peace.

Steamer Rescues 45 In South China Sea

Manila, P.I. — (U.P.) — Globe Wireless has reported the steamship Symphony rescued 45 crew members of the distressed freighter Fakira in two lifeboats somewhere in the South China sea.

Lloyds Register of Shipping reports the 7000-ton vessel, registered out of Pakistan, is owned by the George A. Fuller Co., of Wilmington, Del.

A message received today by Globe Wireless from the Symphony said the "master and some of the crew" were still aboard the Fakira awaiting arrival of a tug.

Freeze Said Damaging

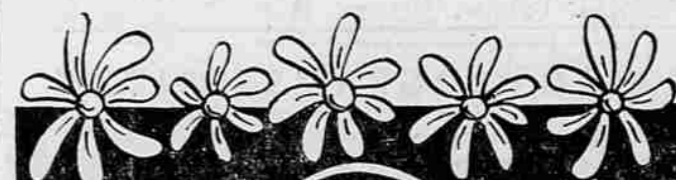
Portland — (U.P.) — Marcus Heckman, Scappoose Christmas tree farmer, said yesterday that freeze losses in his plantings had amounted to about 35 per cent and that both new growth and last year's growth had been damaged by the untimely cold weather two weeks ago.

Losses up to 75 per cent were recently reported in the Kitsap peninsula area of Washington.

Santiago, Chile — (U.P.) — President Carlos Ibanez has asked the Senate to give priority in its order of business to the executive bill which would give Chilean shipping a privileged position on both coastal and high seas.



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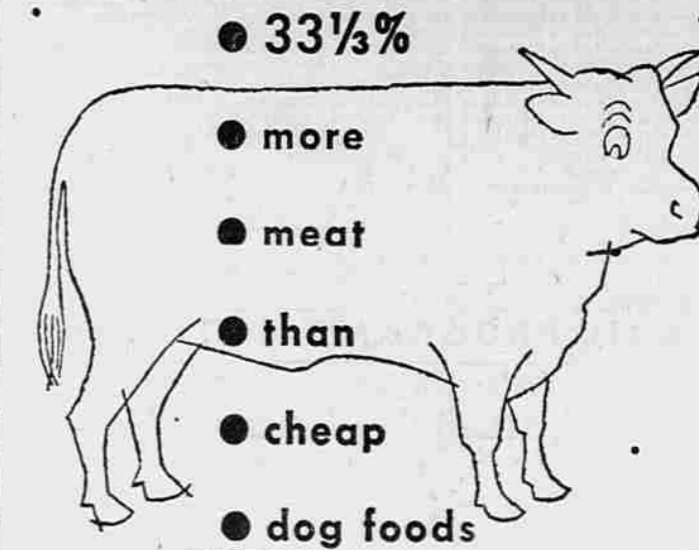
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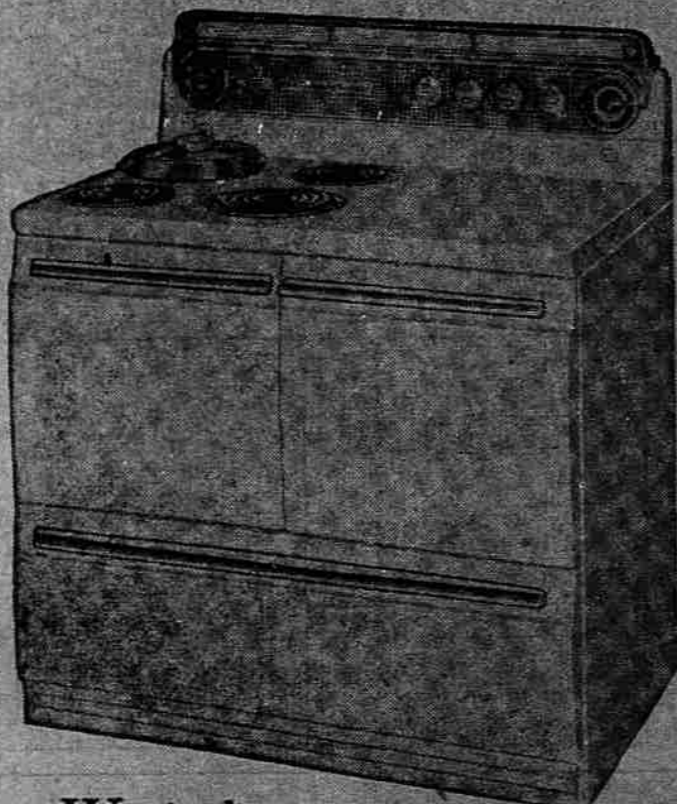
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