

Democratic Watchman

Bellefonte, Pa., August 7, 1903.

Do People Eat To Much.

Evidence That We Give Our Bodies More Food Than Needed.

Director of the Sheffield Scientific School Professor Russell H. Chittenden, throws a little new light on an old question in the "Popular Science Monthly." He mentions a discrepancy which he has observed between fact and theory regarding the amount of food a man should take, Voit, of Munich, and Atwater, of Middletown, Conn., for instance, have set up certain standards, which are fairly close together. A person doing "moderate work," says these experts, should take from 115 to 125 grams of proteins and enough fats and sugars to raise the total fuel value of his rations to between 3,000 and 3,500 "large calories." For "heavy work" they recommend a diet yielding from 3,370 to 4,500 calories daily. Careful experiments with a laboratory assistant at Yale showed that forty-five grams of proteins, with fat and sugars sufficient to develop only 1,000 calories, would keep him in splendid condition. He maintained his weight perfectly, and met physical tests in the Yale gymnasium in a surprising fashion. The comparison suggests the possibility that the food allowances of Voit and Atwater are wasteful in a pecuniary sense, and hamper the system by involving unnecessary work in digestion and elimination.

Probably no fact in everyday life is better established than that the majority of people eat too much. Medical men are continually declaring that far more harm comes from dietary excesses and carelessness than from starvation. A large variety and amount of sickness results from that cause. Moreover, even when he is in apparent health, a man's activity is often sensibly impaired for two or three hours by a hearty meal. Professional men in particular are thus affected. Efficiency is influenced by other factors. Exercise, ventilation and sleep, or the lack of them, tell on one's capacity. Nutrition depends on the way in which one eats as well as on what he eats. Again taste or some social obligation, rather than a recognized need of nourishment, will often dictate the character of even an ordinarily abstemious man's repast. If he wants to get the largest amount of work and the best quality of work out of himself, however, he is almost sure to find moderation at the table, at least until the conclusion of his day's labor.

Whether the example cited by Professor Chittenden should be accepted as a standard is another question. Possibly the requirements of that individual are exceptionally small. No one man's experience can be safely taken as a rule for others. Two persons of the same weight and forming precisely the same duties, and eating the same food with equal deliberation, may differ sufficiently in other ways to demand dissimilarity in the amounts they consume. One man may have a good digestion and the other a poor one. If, on the other hand, there is a difference in the character, amount and hours of their work, a still greater disparity in their needs might be expected. Professor Chittenden does not himself consider the question settled. He wants it to be studied further. It is to be wished that a series of tests might be devised in which the conditions would be altered so as to prevent a variety of types. Occupation, sex, age, general health, leisure hour pursuits, and other circumstances ought to be taken into account. A sliding scale would probably be the outcome of the research. Instructive as such a result would be, it might be necessary, even then, for some people to act a little independently. It would hardly be correct to say that every one is capable of working this problem out for himself. But since no two persons are exactly alike, weight and occupation, it is judicious to rely on observation of one's own needs.

Prof. Langley May Not See Flight of Aerodrome.

Prof. Samuel F. Langley, secretary of the Smithsonian Institution, is said to be suffering from nervous apprehension. Although Prof. Langley has devoted twenty years to perfecting aerodrome, by which he expects to solve the principle of carrying the air, he now dreads to witness the failure of his own device. For this reason, it is said, he may not be present to participate in the experiments soon to be conducted at Widewater.

While it has generally been believed that Prof. Langley was depending the Potomac river personally superintending the completion of his aerodrome, in readiness for final experiments, he is really at Winnipeg, Manitoba. It is understood he will remain away until advised of success or failure, the reason being that he cannot stand the strain of being present.

Seven years ago Prof. Langley experimented with a device which he announced that he had devoted the entire time to demonstration of a complete airship. This machine, costing in the neighborhood of \$70,000, represents all that Prof. Langley has sought to accomplish in twenty years given to studying the possibilities of aerial navigation.

The final trial of this airship means the destruction of all Prof. Langley's hopes or their fruition.

With these conditions confronting him, Prof. Langley turned the airship over to his assistants for completion and experiment. It is said he may not be advised of the date on which the aerodrome will be tested. It is authoritatively said here that it cannot be prepared for the final experiments in less than ten days.

A. B. Youngson Dies.

He Was Grand Chief of the Brotherhood of Locomotive Engineers.

A. B. Youngson, grand chief engineer of the Brotherhood of Locomotive Engineers, who has been ill with Bright's disease of the kidneys at the Meadville hospital since June 20 last, died at 2:40 o'clock there Thursday morning. Previous to his death he named M. H. Shay, of Youngstown, Ohio, as his successor.

Chief Engineer Youngson was born in Pittsburgh March 20th, 1840. He was first railroad employed with the Atlantic & Great Western railroad, when he was but thirteen years of age. After 24 years of faithful service Mr. Youngson was elected first assistant grand chief engineer of the Brotherhood of Locomotive Engineers, succeeding to the position of grand chief engineer on the death of Chief F. M. Arthur on the 17th of the present month, and holding the position but thirteen days. Mr. Youngson was a widower, and is survived by three children. The funeral service was held from the family residence there on Friday afternoon.

The Clock Struck One

The head of the family, with his beloved sweetheart and his favorite magazine, had settled back in the rocker for a quiet, comfortable evening.

On the other side of an intervening table was the miniature counterpart of himself, the wrinkling of whose 8-year-old forehead indicated that he was mentally wrestling with some perplexing problem. After a while he looked toward his comfort-loving parent, and, with a hopeless infection, asked:

"Pa?"
"Yes, my son."
"Can the Lord make everything?"
"Yes, my boy."
"Every thing."
"There is nothing, my son, that he cannot do."
"Papa, could he make a clock that would strike less than one?"
"Now, Johnny, go right upstairs to your ma, and don't stop down here to annoy me when I'm reading."
Johnny went and wondered still.—Lippincott's Magazine.

Penny will Erect \$5,000,000 Shops at Altoona.

The Pennsylvania Railroad company has decided to spend a total of \$5,000,000 in improving its shops facilities in and about Altoona to meet the enormous demand freight traffic is making on the lines east and west. A great central foundry plant is to go up in the west end, which will cost alone \$5,000,000.

Here 3,000 men will be employed. The site covers almost 200 acres, and to avoid real estate speculation to the detriment of its employees, the company has also purchased a big piece of real estate to be used for homes for its men.

Work on this foundry plant, which is the largest in the world, has already been begun, and the shops will be ready for occupancy by the beginning of the year. The wheel foundry will have a capacity of 900 wheels a day. Brass, steel, malleable iron and soft iron foundries will constitute the remainder of the big plant.

East of the city the Pennsylvania has begun the erection of the biggest roundhouse in the world, with a complement of new repairs shops which will employ 2,000 more men.

Multitude Set Sneezing.

With an unearthly hiss and thud the big ammonia pump in the engine room of the Consumers' Gas Company, at Chester broke last Thursday. There was a high pressure on the pipes, and instantly the room was filled with the gas so that it almost overcame Alexander J. McCloskey, the engineer. Scarcely able to stagger to the men to run for their lives, he staggered out of the deadly chamber, followed by his assistants, who escaped as by a hair's breadth.

Hissing like a great serpent, the vaporized ammonia poured through the vent, and soon for a square about the works people were thrown into violent sneezing and coughing spasms. Women and children, with tear stained faces, rushed into the streets to get a chance to breathe, while for a time everybody near was kept blinking, as the vapor was painful to the eyes.

For a half hour after the accident the neighborhood of the works sounded as though an epidemic of whooping cough had visited the section.

The accident is similar to that at Rupert's brewery, in New York, in which several lives were lost and the officials of the Consumers' Company are marveling that there were no fatalities.

Murder and Suicide.

A Married Man Kills a Married Woman and Himself in a New York Hotel.

The body of a man who killed his woman companion and then committed suicide at the Morton house last week in New York, was identified as Christopher Weiss, of Schenectady, where he lived with a wife and three children. Joseph Burgi, a local designer, identified the body of Weiss.

The dead man was 35 years of age, a brewer by profession, and for sixteen years a member of the Elks, having joined the order at New Brunswick, N. J. He was a native of Switzerland, where he left a divorced wife and one child when he came to America.

Doctors Marvel at Lauried.

Neck Broken, Skull Fractured. He Predicts His Recovery.

Living with a broken neck and a fractured skull, Gustave Lauried is the marvel of the doctors in Fordham Hospital, New York. Since he was admitted to the institution on Sunday he has manifested a tenacity of life that has astonished the medical men. Lauried, who is 24 years old, received his injuries in diving from a spring board into Pelham Bay.

Lauried has astonished the doctors by the interest he has shown in his own case from a medical point of view, and has even predicted that he will pull through.

If Lauried does get well it will be a surprise, not only to the medical staff of the hospital, but to physicians everywhere. The case bids fair to become as celebrated as that of Walter Duryea, the young millionaire, who is living with a broken neck. Not only is Lauried similarly affected, but in addition he has a fracture of the skull that alone will prove fatal unless relieved by a dangerous operation.

It has been decided to remove the broken bone in the head by trephining if the patient's condition shows signs of improvement in the next few days.

A Jarring Proceeding.

In China a jar placed on the roof of a house with the bottom end toward the street indicates that the daughter of the house is not yet of age to marry. As soon as she has developed into a marriageable maiden the jar is turned with its mouth toward the street. When the young lady gets married the jar is removed altogether. Wouldn't that jar you?—Exchange.

The Death Penalty.—A little thing sometimes results in death. Thus a mere scorpion, insignificant out or spiny boils have paid the death penalty. It is wise to have Bucklen's Arnica Salve ever handy. It's the best Salve on earth and will prevent fatality, when Burns, Sores, Ulcers and Piles threaten. Only 25c, at Green's Pharmacy Drug Store.

Business Notice.

When Baby was Sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

Medical.

IT MUST BE TRUE.

THAT CONCLUSION.

BELLEFONTE READERS MUST COME TO THIS CONCLUSION.

It is not the telling of a single case in Bellefonte but scores of citizens testify. Endorsement by people you know bears the stamp of truth. The following is one of the public statements made in this locality about Doan's Kidney Pills.

Geo. Gross of Valentine street says: "In the summer of 1885 I used Doan's Kidney Pills for backache, procuring them from the Bush Block drug store. Accompanying the pains in my back was an annoyance from the kidney secretions. Doan's Kidney Pills cured me after I had been troubled for years I thought I was going to have backache again but two years afterward I went fishing, got soaked through and this ended in affecting my back. I again resorted to my old cure Doan's Kidney Pills and they did me good immediately although in the meantime had taken other remedies without obtaining relief. I can as conscientiously recommend Doan's Kidney Pills now as I did formerly for backache or kidney trouble.

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States. Remember the name Doans and take no substitute.

Jewelry.

WHERE TO GET.

The Latest Novelties, DIAMONDS, WATCHES, STERLING SILVERWARE.

CLOCKS, JEWELRY, POCKET BOOKS, UMBRELLAS.

SILVER TOILET WARE. An abundant Stock at Moderate Prices.

F. C. RICHARD'S SONS, High St. BELLEFONTE PA.

College Hardware Co.

HARDWARE, STOVES, TINWARE.

STATE COLLEGE.

WE are prepared to furnish our patrons with a full line of Hardware, Stoves, and Tinware.

OUR Hardware consists of an assortment of Tools, Cutlery, Garden Tools, Shovels, Rakes, Wire Screenings, Poultry Netting, Locks and all kinds of Builder's Hardware.

STOVES.—We have just received a full line of the Prizer Ranges. We consider these stoves of the best make. For style they are unsurpassed, in weight they are the heaviest. The flues are large, with well regulated dampers making them one of the best working stoves in the market. Everything that is modern is found in these stoves. We ask you to come and see them for yourselves. The prices are the lowest, considering quality, etc.

TINNING.—Our tinning is up to date. We are prepared to do all kinds of work in this line. For spouting and roofing we use none but the best materials and the best workmen.

PAINTS, OILS, GLASS.—We have also a full line of paints, oils, varnishes and glass at the lowest prices.

WE ask the public to come and see our stock. We will be pleased to quote prices at any time. It is our desire to deal fair, as we wish to continue in business.

COLLEGE HARDWARE CO. State College, Pa.

Saddlery.

WHAT SHOULD YOU DO—DO YOU ASK?

the answer is easy, and your duty is plain....

—BUY YOUR—HARNESS, NETS, DUSTERS, WHIPS, PADS, COLLARS, AXEL GREASE and everything you want at

SCHOFIELD'S.

SCHOFIELD has the largest stock of everything in his line, in the town or county.

CALL AND EXAMINE AND GET PRICES.

Building Business on Cheap John Goods is an impossibility—that's why we believe it is to your best interest to buy from us. Over thirty-two years in business ought to convince you that our goods and prices have been right.

After July 1st we will Break the Record on Collar Pads.

JAMES SCHOFIELD, Spring street, BELLEFONTE, PA.

Restaurant.

CITY RESTAURANT.

COME IN AND TRY IT.

Plumbing etc.

CHOOSE YOUR PLUMBER

as you choose your doctor—for effectiveness of work rather than for lowness of price. Judge of our ability as you judge of his—by the work already done.

R. J. SCHAD & BRO. No. 6 N. Allegheny St., BELLEFONTE, PA.

Travelers Guide.

PENNSYLVANIA RAILROAD AND BRANCHES. Schedule in effect May 24th, 1903.

VIA TYRONE—WESTWARD. Leave Bellefonte, 6:30 a. m., arrive at Tyrone 11:05 a. m., at Altoona, 1:00 p. m., at Pittsburg 5:45 p. m.

VIA TYRONE—EASTWARD. Leave Bellefonte, 6:30 a. m., arrive at Tyrone, 11:05 a. m., at Altoona, 1:00 p. m., at Pittsburg 5:45 p. m.

VIA LOCK HAVEN—WESTWARD. Leave Bellefonte, 6:30 a. m., arrive at Lock Haven 10:30 a. m., at Williamsport, 12:40 p. m., at Harrisburg, 3:15 p. m., at Philadelphia 7:35 p. m.

VIA LOCK HAVEN—EASTWARD. Leave Bellefonte, 6:30 a. m., arrive at Lock Haven 10:30 a. m., at Williamsport, 12:40 p. m., at Harrisburg, 3:15 p. m., at Philadelphia 7:35 p. m.

VIA LEWISBURG. Leave Bellefonte, 6:30 a. m., arrive at Lewisburg, 11:30 a. m., at Harrisburg, 3:15 p. m., at Philadelphia 7:35 p. m.

TYRONE AND CLEARFIELD, E. R.

WESTWARD.		EASTWARD.	
MAIL.	EXP.	MAIL.	EXP.
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8:45	9:10	8:45	9:10
9:10	9:35	9:10	9:35
9:35	10:00	9:35	10:00
10:00	10:25	10:00	10:25
10:25	10:50	10:25	10:50
10:50	11:15	10:50	11:15
11:15	11:40	11:15	11:40
11:40	12:05	11:40	12:05
12:05	12:30	12:05	12:30
12:30	12:55	12:30	12:55
12:55	1:20	12:55	1:20
1:20	1:45	1:20	1:45
1:45	2:10	1:45	2:10
2:10	2:35	2:10	2:35
2:35	3:00	2:35	3:00
3:00	3:25	3:00	3:25
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3:50	4:15	3:50	4:15
4:15	4:40	4:15	4:40
4:40	5:05	4:40	5:05
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5:30	5:55	5:30	5:55
5:55	6:20	5:55	6:20
6:20	6:45	6:20	6:45
6:45	7:10	6:45	7:10
7:10	7:35	7:10	7:35
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8:00	8:25	8:00	8:25
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