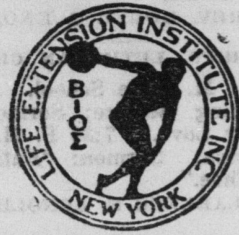


Your Health,  
The First Concern.



In one large industrial concern, where several hundred people were examined under the system of Life Extension Institute, the management said that the whole procedure was justified by the results of one individual from a state of mental and physical depression into which he had gradually drifted without there being any underlying important physical defect. This man was discovered to be healthy. He had absolutely no excuse for being otherwise. The result was a benefit not only to that one man, but to the whole office.

Overwork, either physical or mental, sometimes causes a breakdown in health. But in the vast majority of cases where work seems to be the cause, there is some underlying physical condition which is actually responsible. A thorough examination will reveal this condition, if it exists, and the person will not be compelled to give up the inestimable blessing of work.

Many of the diseases which cause death at thirty, forty, fifty, sixty, and even later, are preventable, or at least can be deferred. Comparatively few diseases come like a clap of thunder out of a clear sky. The approach of the storm is generally heralded in various ways. And in the case of these physical storms, they can often be averted by taking advance measures. Don't wait for the storm to break. Don't delay until the wreck is just ahead. Have a search made now for danger signals, or even for small caution signals. Don't deride these signals as being of no consequence. Even the most serious chronic diseases of degeneration can be held in check and need not condemn you to an early death if you will get yourself carefully examined at regular intervals, correct your defects and adjust your living habits in accordance with your physical equipment.

HEALTH HINTS.

Lack of vigorous outdoor exercise, insufficient intake of water, the eating of soft cooked foods, a concentrated meat diet, lack of cellulose or waste material in the diet, and neglect of the bowel function, are the chief causes of constipation.

The right amount of water taken at proper times is one of the greatest preventives of constipation. Excess of water should not be drunk by the feeble or by those suffering from heart trouble or dropsy. But water taken rather freely when the stomach contains no food, especially before breakfast, is essential for good digestive functioning.

There is no more reason why a man should go to bed with his business clothes on. There are people who immediately start to think out knotty problems as soon as their heads strike the pillow.

As a rule, light sleepers should avoid drinking water or other fluids several hours before retiring in order that messages from the bladder may not prove disturbing. Tea and coffee should be left alone by restless sleepers; tobacco is also harmful. The reading of exciting, morbid books, or the witnessing of morbid, sensational plays or moving pictures, should be avoided. Pleasing, gentle, hopeful thoughts and a serene mental atmosphere should be cultivated, anger and irritation avoided. Fresh air in the bedroom is most important. Deep breathing is also helpful.

There are few people in this civilized age who are at all times free from symptoms of neurasthenia. To prevent the occurrence and especially the recurrence of such states is just as much a part of preventive medicine as the destruction of the household and the prevention of typhoid. In this preventive work, both sides of the individual must be given thorough study. Bad mental habits should be corrected, and above all, a thorough search made for bodily defects or infections.

For all practical purposes, the world is as we view it with the mind. The mind is the place we really live in. We should do our best to set it in order, and if order will not come, seek for the physical or psychic influence that is causing the disorder. The human body is doing some work all the time, even in sleep, in sickness, and when resting. Heart, muscles and lungs are always "on the job." An engine has to be built and repaired, to be stoked, to be oiled and regulated. It is the same with the human body.

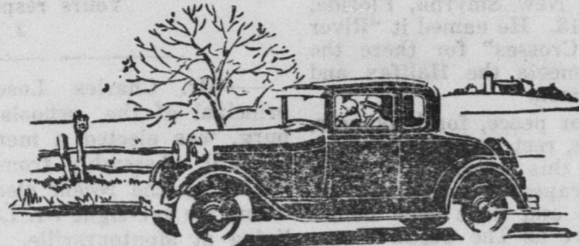
Let meal time be a time of good cheer. It is no time to discuss troubles. Do not worry about your food, or anything else. Bring no grouches to the dinner table.

Grey hair is caused by loss of pigment and the presence of air bubbles that occupy spaces in the hair. There is no cure; the best preventive is general care of the scalp as above outlined and general personal hygiene. Heredity is a factor in both baldness and gray hair.

If you have a skin eruption and simple cleanliness and hygiene do not cure it, get yourself examined, but do not experiment with remedies that may do more harm than good. Each case must be judged on its merits and there is no magic remedy, internal or external, that will cure all skin affections.

For average people one or two glasses of water at meals is a healthful practice. If only one glass is taken at meals, one should be taken between meals, so that about six glasses are taken daily as an average.—From Life Extension Institute, Inc.

To the  
first half-million  
new  
Ford owners



TO THE half-million men and women who have received new Fords in the last eleven months, there is no need to dwell on the performance of the car.

You have tested its speed on the open road. In traffic you have noted its quick acceleration and the safety of its brakes. You know how it climbs the hills. On long trips and over rough stretches you have come to appreciate its easy-riding comfort. Continuous driving has proved its economy of operation and low cost of up-keep.

This is an invitation to you to take full advantage of the service facilities of the Ford dealer organization so that you may continue to enjoy many thousands of miles of carefree, economical motoring.

The point is this. You have a great car in the new Ford. It is simple in design, constructed of the best materials and machined with unusual accuracy. It is so well-made, in fact, that it requires surprisingly little

attention. Yet that doesn't mean it should be neglected. Like every other fine piece of machinery, it will serve you better and longer if given proper care.

One of the best ways to do this is to take your car to the Ford dealer every 500 miles for oiling and greasing and a checking-up of the little things that have such a great bearing on long life and continuously good performance.

Such an inspection may mean a great deal to your car. To you it means thousands upon thousands of miles of motoring without a care—without ever lifting the hood.

Ford dealers everywhere have been specially trained and equipped to service the new Ford. You will find them prompt and reliable in their work, fair in their charges, and sincerely eager to help you get the greatest possible use from your car for the longest period at a minimum of trouble and expense. That is the true meaning of Ford Service.



FORD MOTOR COMPANY

RADIO BEACONS WILL  
MAKE FLYING SAFER.

Confidence that the radio beacon will inaugurate an epoch of safe and regular flying by aircraft is expressed in a research narrative prepared for the Engineering Foundation by the United States Bureau of Standards.

Aeronautical engineers at the government's scientific laboratory expressed the belief that at last science has solved the problem of fog flying and landing that within a few years sufficient aids to navigation will have been established on the recognized commercial airways to end the probability of flyers getting lost.

"With the beacon stations in operation throughout the country, airplanes in flight will always have beacon signals available to keep them constantly informed as to their locations," said the narrative. "Indeed, when a pilot leaves his regular course, either accidentally or to avoid a stormy area, the radio shows him the way back."

The bureau pointed out that it is impossible to exaggerate the solitude and helplessness of an airplane flying in the dense fog. Deprived of all landmarks, under incessant strain to maintain equilibrium and direction, the aviator must abandon dependence upon his senses and navigate by his instruments. It is contrary to human instinct to throw overboard the testimony of the senses and stake life on an instrument, the bureau remarking "not every pilot can do it."

"One instrument tells the pilot his elevation, another whether he is turning or flying straight away, and his compass indicates his general direction," the bureau said. "They do not tell him if he is drifting sideways, due to a cross wind, nor at what speed he is traveling because the wind may slow him down or speed him up. What 'instrument flying' has lacked is supplied by the radio beacon."

"The beacon system will render its greatest service on fixed commercial airways. With the radio beacon made practical and dependable, air route operations enter into a new era of regularity and safety. Most trips formerly omitted, or undertaken only at a great risk, can be confidently made."

"Occasional fog over the landing field itself is the chief remaining obstacle."

The commerce department expects to install the new radio aids during the next two years. Required equipment on airplanes is reduced to a short pole antenna and a receiving set weighing a few pounds. All of the expensive and powerful apparatus necessary is on the ground, maintained by the government.

The radio beacons operate in the frequency band 285 to 315 kilocycles, and the telephone stations in the band 315 to 350 kilocycles. These were allocated to air service by the 1927 International Radio Convention. For the present the beacons are adjusted to the frequency of 290 kilocycles, and

the telephone stations to 333 kilocycles.

"The directive radio beacon is a special kind of radio station, usually located at an airport, just off the landing field," the bureau explained.

"Instead of having a single antenna like an ordinary radio station, it has two loop antennas at an angle with each other."

"Each emits a set of waves which is directive, i. e., it is stronger in one direction than in others. When an airplane flies along the two beams of radio waves, it receives signals of equal intensity from the two. If the plane gets off this line, it receives stronger signals from one than the other."

"The indicator on the airplane shows when the signals are received with equal intensity, by means of two vibrating reeds tuned to different modulating frequencies used on the two antennas. When the beacon signal is received the two reeds vibrate. The tips of these reeds are white in a dark background so that when vibrating they appear as vertical white lines."

"The reed on the pilot's right is tuned to a frequency of 65 cycles, and the one on the left to 85 cycles. It is only necessary for the pilot to watch the lines. If they are equal in length, he is on his correct course. If the one on his right becomes longer, the airplane has drifted to the right and if it drifts off the course to the left the left line becomes longer."

It was stated that successful flights have been made up to 135 miles in fog and over hazardous mountain terrain. This distance is more than enough to demonstrate the success of the system, as it is contemplated that beacon stations will be placed not over 200 miles apart with a straight airway between them. They will be supplemented by small marker beacons at intervals. A characteristic signal from a marker will show on the visual indicator aboard the airplane what point is being flown over.

60-Year Old Inventor Enters State College.

A sixty-year old lawyer and inventor, who has already earned six different college degrees, has just enrolled in the School of Engineering at the Pennsylvania State College. To study two-cycle engines with the expectation of perfecting one of his own inventions, Charles H. Shamel, Washington, D. C., is taking graduate courses in internal combustion engines.

Mr. Shamel has been engaged in the practice of patent law for many years and has at the same time developed several of his own inventions. At present he is trying to build a two-cycle engine which will operate at the same speed as a four-cycle engine yet cost and weigh half as much.

—If it is news you are looking for take the Watchman.

LUMBER? Oh, Yes! Call Bellefonte 432  
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FOR AND ABOUT WOMEN.

WE THANK THEE

For flowers that bloom about our feet,  
For tender grass, so fresh, so sweet,  
For song of bird and hum of bee,  
For all things fair we hear or see,  
Father in heaven, we thank Thee!

For blue of stream and blue of sky,  
For pleasant shade of branches high,  
For fragrant and cooling breeze,  
For beauty of the blooming tree,  
Father in heaven, we thank Thee!

—Ralph Waldo Emerson.

No, sir! The tuxedo suit is correct for an informal evening dance, but should never be worn before six-thirty in the evening, at the very earliest. Seven o'clock is better.

The two sided hat, one with a dual appearance, is the newest creation in the smart French shops. It looks entirely different when one looks at it from different angles. Sometimes one thinks it must be a toque and again a turban. Then when one takes another good look, he spies a long drooping brim on the opposite side.

While the general rule is down at the right and up at the left, one of the best modistes is showing winter hats which arch up over the right eyebrow and slant down to the left side. They will be a real boon to women whose profile is better from one point of view than the other.

A new Reboux model is of very supple, thin felt, with a crown shirred at the center-front and caught up in a curve which leaves the left eyebrow and the right ear quite uncovered. The cloche brim flares out almost at right angles to the head on the left side and makes a line like the peak of a jockey in front, diminishing to almost nothing in the back.

Cloches which arch well up over the forehead and descend well to the back are another winter feature shape. One seen recently at the opening of the races was particularly smart with long sides which almost cover the cheeks and has pointed outline on the forehead.

Heavy felt pointed on the outside with chipmunk skin design has the brim sharply turned up in front. A cloche in very rich taupe has a deep jockey in front, diminishing to almost nothing at the arm.

It is no longer possible to lay down definite laws for each type of woman to follow. The day has passed when dressmakers could give advice by mail, merely through the application of a few time worn principles. Today the old order has completely passed, never to return. Old color harmonies, old silhouette laws mean nothing to the modern woman who rightfully considers herself not one of a group but rather a separate and individual type. With certain reservations it may be said that the new motto of the fashionable woman is *chacun a son gout*—each to her taste.

A tiny bit of salt makes cocoa and chocolate much more tasty. There also are those who always add a pinch to both tea and coffee.

Always use a knife to mix pastry dough, instead of a spoon. It makes a lighter pie crust.

Lamp shades for the feminine boudoir—either for the bedside light or the floor lamp are chiefly of peach color or a very delicate pink. This latter shade is returning to favor combined with silver or mirror glass. However, a delicate shade of spring green continues popular.

The black crepe de chine skirt, of an ensemble with a scarlet overblouse, is made of innumerable little gores that give the impression of a circular skirt that is pleated. It is extremely graceful.

Tweed suits and separate coats take entirely different kinds of furs this season. Suits favor short, curly furs, like caracul, astrakan, broadtail and curly lamb. Coats use long-haired pelts such as badger, lynx, wolf and fox.

It is not too early to begin thinking about your holiday fruit cakes. Not only for your own use, but home made fruit cakes make the most acceptable of gifts.

If the cakes are made early, the flavor will be well developed and also it will be one job less to do when Christmas rush begins.

One pound or two pound cakes can be baked in round or oblong tins and attractively packed in gay boxes. The accompanying recipes for dark and light fruit cake can be made at home for 50 cents a pound.

WHITE FRUIT CAKE.

One pound sugar, 1/2 pound butter, 1 cup water, 1 pound flour, 2 teaspoons baking powder, 1/2 teaspoon salt, 1 pound seeded white raisins, 1 pound blanched almonds, 1 pound citron, 1/2 pound red cherries, 1 large coconut grated, 1/2 pound crystallized pineapple, 1/2 pound crystallized orange peel, 1/2 pound crystallized lemon peel, 8 egg whites.

Cream the butter, add sugar gradually. Sift baking powder and salt with half the flour, and add alternately with liquid. Add remaining flour to chopped fruit and nuts. Stir flour into cake mixture. Fold in the beaten egg whites last. Bake in loaf tins or round cake tins, lined with heavy oiled paper.

Time, 2 1/2 hours; temperature, 250 to 300 degrees F. Size of pan, 4x9 1/2 inch loaf tins, or 7-inch round cake tins. Amount, 4 cakes.

Apple Fritters.—Peel and slice crosswise, one-fourth of an inch thick, fine, sour apples. Remove the core and dip each piece in the following batter: Mix in a bowl two ounces of flour, two teaspoonfuls of melted butter, a little salt and the yolk of one egg. Moisten by degrees with cold water, stirring constantly until of the consistency of smooth, thick cream. Then add the beaten white of one egg. If you follow these directions you will have the finest of apple fritters.

Potato Snow.—For this purpose use potatoes which are white, mealy and smooth. Boil carefully and when done peel them. Pour off the water; let them steam until dry; sprinkle over with a little salt; then rub through a wire sieve or through a potato "ricer" into the dish in which they are to go to the table.

Cancer Cost Near Billion.

Last year cancer caused a loss of \$800,000,000. That is approximately what 300,000 workmen would lose if they were out of jobs for a year. This estimate in Popular Science Monthly comes from Dr. Louis I. Dublin, statistician of the Metropolitan Life Insurance Co. And he predicts the loss will be even greater for the present year. Of the total \$800,000,000 loss, Dr. Dublin says, \$680,000,000 represents the money value of persons who died from the disease. This is equal to one-tenth of the value of all the iron and steel manufactured in the United States. The remaining \$120,000,000 was the amount spent in caring for the victims.

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Purina Cow Chow, 24%	2.50 per H.
Wayne Dairy feed, 32%	3.10 per H.
Wayne Dairy feed, 24%	2.50 per H.
Wayne Egg Mash	3.25 per H.
Wayne Calf Meal	4.25 per H.
Wagner's Pig Pig Meal	2.80 per H.
Wagner's Egg Mash	2.80 per H.
Wagner's Dairy Feed 22%	2.50 per H.

We can make you up a mixture of Cotton Seed Meal, Oil Meal, Gluten Feed and Bran. Protein 30%, \$2.80 per H.

Oil Meal, 34%	\$3.10 per H.
Cotton Seed, 43%	3.10 per H.
Gluten Feed, 23%	2.50 per H.
Fine ground Alfalfa	2.25 per H.
Orbico 30-30, Mineral, Fish, and Meat	4.25 per H.
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Meat Meal, 45%	4.25 per H.
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We will deliver all feeds for \$2.00 per ton extra.

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An unsalted, unsweetened whole  
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