

Democratic Watchman

Bellefonte, Pa., March 15, 1929.

Your Health,

The First Concern.



Man does not live by any single article of diet alone. If he is wise, he eats a variety of substances.

He knows that the fundamentals of a wholesome diet include fresh fruits and vegetables and that a well balanced diet contains protein, carbohydrates and mineral salts. Such things can be had in meats, eggs, milk, cereals, sugars, butter, oils and many other food substances. One of the ideas most promoted by food factists of one type or another is the notion that the eating of any special food substances may be the cause of cancer and that abstinence from some single article of diet will prevent cancer.

In Great Britain research has been undertaken during the past year to find out whether there was any connection between cancer and deficiencies in the diet.

A number of well controlled experiments were made with the feeding of vitamins A and B and with diets deficient in these vitamins. However, cancer did not develop in any of the rats used in these experiments.

Dr. J. A. Murray, director of the Imperial Cancer Research Fund, concludes that there exists no trustworthy evidence, experimental, clinical or statistical, of a causal relationship between cancer and the absence or excess of any particular constituent of the human diet.

It has been shown that the absence of certain vitamins from the diet will result in the appearance of various alarming symptoms and that vast overdoses of some vitamins may have toxic or poisoning effects.

However, the poisonous doses are apparently far beyond any quantity that one might get in an ordinary diet.

Hardly enough has yet been learned to make positive statements or to give definite advice as to the quantities of vitamins to be taken by different persons under different circumstances. Enough is known to say that no definite relationship has been established between vitamin intake and cancer.

This announcement will not, however, affect in any way the claims of the food fanatics or food cultists. They are not interested in facts; they are salesmen of propaganda.—By Dr. Morris Fishburn, Editor Journal of the American Medical Assn. and of Hygeia, the Health Magazine.

"A man the other day was trying to figure out his income tax while crossing the street. He is now figuring on how much his hospital and physician's bills will be—and considers himself lucky at that. That he might have been killed he quite well realizes. That he used the wrong place to figure income he also fully appreciates," said Dr. Theodore E. Appeal, Secretary of Health.

"The point to this story lies in the fact, that whether in the city or the country, it is very definitely one's business to watch one's step when using a highway for pedestrian purposes.

"The annual number of mature persons who are injured or killed being struck by automobiles is extremely high. And while carelessness on the part of the operator of the machine in many instances is a direct contributory cause, it just as frequently happens that the major blame can be placed upon the thoughtlessness and indifference of the victim.

"The world is a wonderful place in which to live. And it is exceedingly foolish therefore to be deprived of that joy simply because one does not have his mind on the business of the moment—which, when applied to individuals walking on street crossings, or using highway to walk upon, involves the necessity of complying with a few common sense rules. These are:

1. Do not romance.
2. Do not jay-walk.
3. Carefully obey traffic lights.
4. Keep your eyes open for the on coming automobile."

"5. Realize the rights of a pedestrian, but in case of doubt give way to the machine. You may be in the right. But small comfort is to be derived therefrom if one is in a hospital or in a worse fix.

"Health Departments can prevent the spread of smallpox, typhoid fever and other contagious ills. But the individual alone can cut down the pedestrian accident rate. Respect the damaging power of the automobile!"

Figures given by Dr. W. W. Peters, in the American Journal of Public Health show that the death rate from diabetes has doubled in New York City in the last twenty-nine years. In 1898 it was ten and five-tenths per one hundred thousand; in the period 1923-1926, it was twenty-two and eight-tenths. The death rate has always been greater among females, twenty-eight and nine-tenths in the recent period as against sixteen and six-tenths for males. Deaths are rare before the twenty-fifth birthday. More than half occur in the forty-five to sixty-four age group.

Cows' milk is less easily digestible than mother's milk for the reason that cow's milk forms large tough curds which require a much longer time for digestion than the fine soft curds of human milk.

THE REAL WAY TO KEEP COFFEE GOOD.

It seems a curious contradiction that oxygen so necessary to the maintenance of human life and health is the chief enemy of most of the foods necessary to the maintenance of human life and health. Oxygen not only attacks the vitamin content of foods that are exposed to it during cooking, but it even helps to dissipate the taste and aroma of certain foods.

Everyone knows by now that science has discovered that foods cooked in open kettles in the usual household manner lose more of their vitamin content than foods that are processed in the hermetically sealed cans, but how many people know that oxygen will extract the taste and aroma of the best of coffee by the end of a very few days?

Few people actually realize this. If they did, roasted coffee would never be sold in sacks, cartons or paper bags, but would invariably be retailed in vacuum packed cans, and kept after these. It is the combination of the heat caused by roasting and the oxygen which destroys the taste and aroma of our favorite national drink.

Green coffee which comes in contact with air during the roasting process continues to expel its own gas (harmless carbon dioxide, which should by no means be confused with poisonous carbon monoxide) and its aromatic oils. These oils are very volatile and begin to evaporate immediately.

How many times have you passed a coffee factory where coffee was being roasted and sniffed eagerly at the attractive odor which greeted your nostrils from afar! And haven't you had this same experience some time in a car when someone was carrying home fresh roasted coffee in a paper bag? How that delicious odor permeated the entire vehicle! That odor was the aroma escaping from the freshly roasted coffee, and the part of it which you enjoyed so much in passing never reached the carrier's coffee cup.

It has been ascertained by scientific tests in the laboratories of a university that from 65 per cent. to 70 per cent. of the coffee gas and an appreciable part of its aromatic oils disappear in the first 24 hours when freshly roasted coffee is exposed to oxygen. After that period the gas is expelled at a slower rate, but in 10 or 12 days roasted coffee exposed to oxygen has lost all of the aromatic oils which constitute its flavor, and has become noticeably stale. Finally it becomes unfit to drink.

The only way in which fresh roasted coffee can be kept both fresh and flavorful is by packing it in a container which is absolutely impervious to all climatic influences. By doing this, you not only confine within the container all the gas which is so essential to the preservation of its freshness, but you have also excluded all possibilities of the entrance of any deteriorating influences of its contents.

INVENTOR OF BUICK CAR DIED IN UTTER POVERTY.

David D. Buick founder of the Buick automobile, died at Detroit, Mich., last week, almost penniless at 72 years, but clinging still to his dream of millions. He had been ill in a hospital for a month.

Cancer which had wasted his body for years was the direct cause of death, but broken-hearted disappointment at the fate which left him poor weakened his resistance against the disease, according to hospital attaches.

Although he complained of his ill fortune until the last, he never accused anyone of cheating him of his Buick interests, his physician, Dr. Clark D. Brooks, said.

Buick sold his plumbing supply business here to obtain funds for manufacturing his automobile but after three years' experiments was forced to seek outside aid. Finally in 1906 W. C. Durant organized a stock campaign which netted more than \$1,000,000 new capital.

With this help, the new company prospered but its prosperity was disastrous to Buick.

Inner dissension in the company finally forced him to abandon its management, although he retained a large block of stock. He moved to California, where it seemed he would make a new fortune in oil lands.

But again litigation arose. Legal expense had to be paid and he began to sell his Buick stock at \$100 a share. Today it is worth more than \$6,000 a share.

When his oil venture collapsed David Buick was "broke" and without a share of the company he organized.

Florida was booming and the vision of another fortune spurred the old man to try his luck again. He became partner in a Florida land concern, but it failed, and two years ago he returned to Detroit.

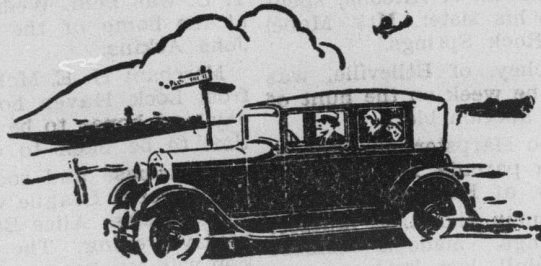
"I went to all of my old friends—many of them are millionaires now," Buick said recently, "but none of them had a job for me."

As a last resort he obtained a job as instructor in a trade school. As he grew more feeble he became too weak to teach and he was assigned to an information desk, where he sat through the day, an emaciated, bent little man, peering through heavy glasses. Cars bearing his name flashed by him as he walked to his shabby flat each night.

Buick told Dr. Brooks that the cancerous growth was only a recent affliction, but the physician said he probably had been suffering from it for years without complaint until finally forced to go to the hospital where he died.

Friday and Saturday we offer the Imperial 100% layer cotton felt mattress at \$12.90, regular price \$17.50.—W. R. Brachbill's Furniture Store. 11-17

Tires for the new Ford are specially made to give long wear



WHEN the new Ford was designed, it was immediately apparent that a new tire would have to be made to match the car's performance. It was distinctly a new problem, for here was a car with quicker acceleration, greater speed and more braking efficiency than any car of similar size or weight.

So that every Ford owner might be assured of maximum tire mileage at the lowest cost, the Ford Motor Company devoted many months to research and experiment in conjunction with the leading tire manufacturers.

As a result, certain definite specifications were developed for tires for the new Ford. These specify cords of certain strength and texture, a large volume of tread and side-wall rubber, sturdy non-skid design, and reinforced plies for protection against bruise breaks—all the strong features of construction formerly considered for only the largest tires.

Great care also was taken to secure the best riding qualities in connection with the transverse springs and the Houdaille shock absorbers.

Though the Ford tires are designated as 30 x 4.50, they have the resiliency and air space of much larger tires because of the drop center rim of the steel-spoke wheels.

For best results, the tires on the new Ford should be kept inflated to an air pressure of 35 pounds and checked regularly to insure this pressure all the time. This is important. Low inflation breaks down the side-walls of a tire. By causing overheating, it also destroys the rubber that acts as an insulation, with consequent separation of the cord.

At the end of each 5000 miles, when you have the front wheels packed with grease, it is a good plan to have the wheel alignment checked. This will prevent premature wear.

When punctures come, as they will with any tire, you will find the Ford dealer particularly well-equipped to make repairs quickly and at small cost. See him, too, for replacements. Then you will be sure of getting tires built specially for the Ford car according to definite Ford specifications.

FORD MOTOR COMPANY

ARRESTED MOTORISTS HAVE SOME RIGHTS.

"Persons arrested under the Motor Vehicle Code on charges other than a misdemeanor or felony have the privilege of giving the officer a written promise to appear later at a hearing and need not go for hearing immediately after arrest," James Lyall, "tuat, Secretary of the Pennsylvania Department of Highways reminded motorists.

"I have been informed that many officers violate Section 1207 of the Vehicle Code, failing to give the arrested motorist an opportunity to make written promise to appear. This provision was incorporated in the Code because many persons on long trips or on hurried business trips cannot afford to lose several hours of the day to attend the hearing.

"The written promise to appear is not special privilege extended by the arresting officer but the motorist's own privilege unless he elects to demand an immediate hearing. Officers who fail in their duty by violation of this section are liable to charges of misdemeanor in office with a heavy penalty.

"A motorist who furnishes his written promise to appear must keep it when he receives the summons, which will be at least five days after the arrest. Failure to keep the promise is punishable by a fine of \$75 or ten days imprisonment or both," the Highway Secretary concluded.

PENN STATE OFFERS NEW COURSE IN OIL.

A new instructional course in oil and gas production was started by the School of Mines and Metallurgy of the Pennsylvania State College at the opening of the second semester of the college this month. The instruction, which is in charge of Professor C. A. Bonnie, includes a study of natural gas and the development and production methods involved in petroleum production engineering.

The new educational project is receiving the cooperation and assistance of leading men in the oil and gas industries of Pennsylvania. These men who form two advisory boards, one in natural gas, and the other in petroleum, are interested in the development of instruction along these lines of industry. They are also assisting the School of Mines and Metallurgy of the college in establishing a research program designed to aid the oil and gas industries of the state.

J. W. Turton of Niles, Mich., has driven the three Ford automobiles he has owned a distance equal to nine times around the world, has never been out of gas, oil or water and has never had an accident. He purchased his first Ford, a touring car, in 1915, drove it 103,200 miles and then sold it for \$125 cash.

FRENCH WOMAN MADE FIRST RED CROSS FLAG.

The origin of the Red Cross flag, flown by fifty-eight nations as a symbol of compassion and promise of aid to those in distress, is a dramatic story known to only a few of 30,000,000 people enlisted in service under it. It was at the Conference of Geneva in 1864 when official representatives of European governments and an unofficial envoy of the United States met together to agree by treaty that blowing up hospitals filled with injured soldiers and shooting down doctors and nurses on the field of battle should cease. Almost incredible but nevertheless true is it that just sixty-five years ago these things were accepted as a necessary part of war.

While representatives of the governments agreed to prohibit by international treaty these semi-barbaric practices, it seemed for a while that the whole Conference might collapse because no emblem could be devised by which a doctor on a battle field and the hospital behind the lines could be distinguished from the soldiers and the ammunition depot. Various proposals were made and rejected because in every case the suggested emblem resembled too much a flag of some nation.

To a woman of France, whose name history does not record, goes the credit for the solution of the problem. Rising in the midst of the futile discussion and argument, she said: "I have a suggestion which will solve this problem and at the same time do honor to Switzerland, our host, whose two sons, Henri Dunant and Monsieur Moynier have done so much to further this cause. We cannot use the Swiss flag, which is a white cross on a red background but as our emblem Red Cross on a white background."

Real Estate Transfers.

Howard A. Vall, et ux, to Minnie B. Clifford, tract in Phillipsburg; \$500.
Charles A. Leister, et ux, to Eleanor Gettig, tract in Potter Twp.; \$1.
W. B. Haines to Floyd J. M. Day, et ux, tract in Liberty Twp.; \$1.
W. B. Haines to Floyd J. M. Day, et ux, tract in Liberty Twp.; \$1,500.
John L. Holmes, et al, to Lloyd P. Minnich, et ux, tract in Ferguson Twp.; \$550.
John Tuskevich to Paul Luskevich, tract in Taylor Twp.; et al; \$1,100.
J. M. Campbell, et ux, to W. K. Osman, tract in State College; \$1,000.
Frank Miller, et ux, to Charles T. Day, tract in Liberty Twp.; \$75.
John M. Kachik, et al, to Mike Diapcho, et ux, tract in Snow Shoe Twp.; \$1.

Heavy cardboard tubes, covered with chintz, gingham or any white material, make useful rolls for table linen.

AIR SCHOOLS PLANNED.

A chain of aviation schools, with fields and instructors in strategically located cities in all parts of the country, is one of the major developments in American aerial progress to be expected in 1929, according to Amelia Earhart, first woman to fly the Atlantic, and now aviation editor of the Cosmopolitan.

The schools which will offer complete courses to sportsmen and women as well as those training for commercial flying, will be sponsored by one of the principal companies now operating commercial air lines, she says.

The price of learning to handle a plane already has dropped to an average of \$250 in the established flying schools as a result of the increased interest in flying and the development of a large body of competent instructors within the past two years, Miss Earhart finds surveying the rapid changes in aviation in the current issue of the magazine. At the end of the world war no air training could be obtained for less than \$1,000, but recently the fee has twice been cut in half. Today the cost is hardly more than the fee of a first class dancing instructor, since the \$250 covers 10 to 12 hours actual flying, spread over 20 to 25 lessons.

Miss Earhart, however, warns prospective amateur flyers against the "barnstorming" flying instructor and the poorly equipped and inefficiently operated school.

"There are excellent flying schools and excellent private instructors in the country, but it is difficult to distinguish the good from the bad," says her Cosmopolitan article. "It is the opinion of many flyers that the Department of Commerce should make a classification similar to that of the American Medical Association, which gives its approval after inspection to hospitals which maintain certain standards. Given time, flying schools will acquire reputations, but it might be easier for students if there were a published rating now. One distinguishing mark, however, is already available. You can be sure the planes used are licensed by the Department of Commerce. And be sure that they are inspected frequently.

The students should also have a physical examination, paying special attention to the eyesight, by a Department of Commerce physician.

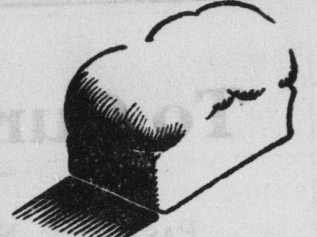
Hernia is rarely curable without operation. The operation fortunately is not accompanied by any risk worth considering as compared with the inconvenience and the danger associated with hernia.

—In Centre county last year forty six planters set out 172,161 seedling trees.

\$4.00 Round Trip
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Sunday, March 24
SPECIAL TRAIN
Leave Bellefonte 1:45 A.M.
Arrive Altoona 3:15 A.M.
" Johnstown 4:30 A.M.
" Greensburg 5:30 A.M.
" East Liberty 6:15 A.M.
" Pittsburgh 6:25 A.M.
RETURNING
Leave Pittsburgh 4:00 P.M.
" East Liberty 4:12 P.M.
" Greensburg 4:50 P.M.
" Johnstown 5:50 P.M.
" Altoona 7:10 P.M.
Pennsylvania Railroad
74-11-21

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SATURDAY, MARCH 23
FRIDAY, MARCH 29
FRIDAY, JUNE 28
\$12.60
ROUND TRIP FROM
BELLEFONTE
Proportionate Fares from Other Points
For details as to leaving time of trains, fares in parlor or sleeping cars, stop-over privileges, side trip to Atlantic City, or other information, consult Ticket Agents, or M. N. Luthi, Div. Pass. Agt., Williamsport.
Similar Excursion Friday, October 11
Pennsylvania Railroad

\$13.48 Easter Excursion
ROUND TRIP
BELLEFONTE
TO
ATLANTIC CITY
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FRIDAY, March 29
Tickets good returning within 16 days
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