

Your Health, THE FIRST CONCERN.



In most articles, on mountain climbing, the health benefits, the scenery, etc. are discussed, but the actual walking—how to use one's legs to the best advantage—is for some reason touched on very lightly.

In the mountains of Colorado, doing a considerable amount of climbing, I observed that the beginner's most common mistake is overlong steps. The farther you step upward on a slope, the greater the power required. The less you bend the legs, the more you save the muscles. A man can stand erect under a load far greater than that with which he can rise from a squat position.

Even if your leg muscles in themselves are exceptionally strong, wind endurance is most quickly taxed by use of the legs, so this is another reason for economy of leg strength.

Take short steps, leaning no farther forward than necessary to maintain your balance. Keep the feet pointed forward. It is true that turning them outward lessens the leverage strain on the calf muscles, but ultimately it is bad for the feet, as the turned-out walk is a common cause of flat-foot. It is not the calves that will bother you in a steep ascent so much as the thighs.

Determine just how little exertion you can use and develop this "economy step" to the point where there is no excess outlay of energy. Some beginners at hill-climbing begin to thrust the ground with their feet when they get tired. This only hastens exhaustion. When you feel coming on a nervous, impatient "fit" of that kind, stop and rest. When refreshed, start again, always with correct methods. It is bound to take a little time to develop strength and endurance.

In going down hill the most common mistake is over-restraint. Of course, one cannot just turn loose and fall down, but too much effort at holding back is extremely fatiguing.

Going down is harder on the legs than the ascent, though not so trying to the wind. With the beginner, the knees become so "trembly" that he feels like collapsing entirely. This is because the knee-joints have to resist the fall of the bodily weight at every step. The way to lessen the strain is to use short steps.

If the slope is slippery, short steps are particularly advisable. In such case, you will notice, again, the inclination to rotate the feet outward. Doing so somewhat diverts the tendency to slip forward, but it is not to be encouraged for the reason already given.

The best way to go down a very slippery incline is backward. Then if your feet "fly away" you can easily fall on your hands. You will instantly notice how much safer you feel in this position. Going down backward would soon become unbearably tiresome, but as an occasional rest, and on a patch of slippery ground, it is highly helpful.

Life is full of uncertainties. A man starts out in the morning full of energy and ambition. He may come home on a shutter. Perhaps his accident is no more than a broken bone, but that is bad enough.

Our bones make up the framework of the body. To them are attached the muscles. Some of the bones serve to protect certain vital organs. The heart is well guarded by its surrounding walls of bone. So are the lungs—they occupy the same bony cavity with the heart. The brain is encased in a basket of bone.

In early life the bones are elastic. They are capable of bending without breaking. As we grow older our bones become rigid and brittle.

People differ a lot as to their bones. I know a man who had seventeen fractures within two or three years. He was in splints most of the time.

Any break of the bone is called a "fracture." But not all fractures are the same. Some of them are "simple." In this form there is no breaking of the skin, no wound.

A "compound" fracture is a broken bone associated with damage to the soft tissues. There is a wound and in all probability the splintered end of the bone is sticking through the flesh.

A "comminuted" fracture is one in which the bone is broken in several places. If such an injury is associated with damaged tissues and exposure of the bone it is known as a "compound comminuted" fracture.

Inconvenient and painful as they may be, simple fractures are not very important. But a compound fracture is always a serious thing because of the possibility of germ infection. If this takes place, there will be pus formation and the danger of blood poisoning.

If the skin is unbroken the underlying portions are pretty safe. Because of this it is very necessary to handle a person having a fracture with great care.

Boy and Girl Scouts, Red Cross groups and many other associations have given a lot of attention to first aid. This is well, because in anybody's experience there is almost certain to be contact with a fractured bone.

Fresh air in the bedroom is all important, but beware of bare feet on a cold floor.

Read the Watchman for the news

BIG DEATH RATE WORRIES FRANCE.

France must look to America, if she would combat her heavy death rate, says Jean Giraudoux, young modern French author who knows the United States and her citizens. "Among all the countries of Europe," writes Monsieur Giraudoux in "Comedie," "France has the greatest mortality. While her natality is superior to that of Great Britain and the Scandinavian countries and almost equals that of Germany, she registers about one-third more deaths. This alarming death-rate is not caused by climate, for we have one of the best in Europe, but by the lack of hygiene."

The problem of natality is thus reduced to one of hygiene and better living conditions. The author feels certain that if this fact were known to good-hearted and generous Americans, many of them would be more than glad to offer large sums of money to protect the French race from dying out. He even believes that American statesmen and many American people would be perfectly willing to devote a portion of the sums owed to the United States by France to such a worthy purpose.

Mr. Giraudoux is probably one of the very few Frenchmen who finds nothing in the conflict between Europe and America, seeing the Americans as nothing more than Europeans who, thanks to the freedom of action which the wealth and youth of their country has given them, regard as a goal easily and quickly attainable and what all the statesmen and philosophers of Europe formerly considered a distant ideal.

"The Americans," he adds, "give us an example of industrial development, a wide conception of hygiene. They give us also an example of a high conception of the sovereignty of the state in national affairs. They are indeed everything that every young and rich European people has been in history, for instance, the Venetians, Lombards, Dutch and the British."

"They have for their goal individual happiness and naturally seek the quickest means of realizing it. The vigor of the American theatre and of American poetry indicates that she is moving toward unity in intellectual life. American standardization represents no menace to Europe."

Employment Measure Effective October 1.

Strict supervision of foreign employment agents taking labor out of Pennsylvania is prescribed by an act of the last session of the General Assembly which becomes effective October 1 and provides penalties for violations. The Department of Labor and Industry is charged with the enforcement of the act. It is estimated that about 10,000 such foreign agents have operated in Pennsylvania without regulation before the present act was passed and the department is serving notice on these agents that enforcement will be thorough. One section of the act follows:

"No foreign employment agent, or other person shall enter this Commonwealth, and whatever other inance, or take from this Commonwealth any labor, singly or in groups, for any purpose, without first filing, in the office of the secretary (Department of Labor and Industry), a statement as to where the labor is to be taken, for what length of time, and whether transportation is to be paid to and from destination, if temporary, also statement of the financial standing of the company desiring the labor, and an affidavit of authority to represent such company in this Commonwealth, and any other information the secretary may require."

Standard Markers for State Routes.

Standard highway markers will guide motorists through the traffic maze and confusion of intersections in Pennsylvania cities, according to Lyall Stuart, Secretary of Highways, who reported to Governor Fisher as part of the August activities of the Department a plan to mark all highway routes within city limits. A total of 4117 marker units will be required.

Formerly, motorists following highway routes through cities were compelled to rely on point to point sign boards or other markings, often confusing to strangers who were following State or U. S. route numbers and not acquainted with names or nearby places. The Department had no funds for such marking previous to the last session of the Assembly.

Route markers, according to Secretary Stuart, will be erected by the Department's maintenance forces and entirely on the Department's specifications. Before the work is done, however, an agreement must be made between the city and the Department and the cost will be charged against the State Highway maintenance fund allocated to the city.

500 GARAGES FOUND UNFIT FOR APPROVAL.

Of 4800 garages and repair shops examined by State Highway Patrolmen, with the idea of ascertaining their fitness for designation as official examining stations during the forthcoming compulsory motor vehicle period, 500 were found deficient, and their applications were rejected. The Patrol is now examining 600 additional shops and garages, suggested for inspection stations.

Some confusion exists as to the status of already approved headlamp and brake testing stations authorized by the Motor Code. Possession of such approval does not automatically O. K. these stations for the examination of motor vehicles during the compulsory inspection period, the motor vehicles bureau announced.

New Harvard Stands Seat Crowd of 65,000.

The comfort of wood and the safety of steel and concrete has been combined in the construction of the new stands now being constructed at the open end of the Harvard Stadium, through the use of fireproofed wood.

The new stands, capable of seating 18,000 spectators, have been constructed of southern pine on a steel framework. The wood has been chemically treated to render it non-inflammable.

The Harvard Stadium, once the new section is completed, will seat 65,000 spectators at the major games this season.

Great Achievement in Long Air Flights.

Less than 24 years have elapsed since Orville Wright made his first feeble hop of 852 feet at Kitty Hawk. We are less than 18 years removed from the day when Louis Bleriot, won fame by his first flight across the English Channel, a distance of 25 miles. It is only within ten years that airplanes have come to be looked upon as anything but the playthings of dare devils. But today the airmail moves on a clockwork schedule. Passengers through the air are an accepted part of transport systems of the United States and Europe, and these winged vehicles are called upon daily for countless humdrum labors. Aviation has followed fast on the heels of the daring pioneer fliers, and flights such as established many world's records may safely be counted on as routine matters of life in the not too distant future.

Each Tenth Person in Berlin Bankrupt.

Every tenth Berliner appears to be in some sort of financial trouble. According to the latest statistics, no less than four hundred thousand Berlin citizens are registered in court as having sworn an oath of bankruptcy.

The registration office for these financially crippled people is well organized and employs quite a number of clerks. Interested people may subscribe to the registration list for personal and confidential information, at a charge of about twenty dollars a year, but only if recommended by their professional organization and on explicit condition that they will not misuse the information.

Bounties, Increase.

During August, 1929, a total of 1170 claims were presented for bounty, entailing an expenditure on the part of the Game Commission amounting to \$1,887. Claims included 1608 weasels, 6 red foxes, 63 gray foxes, and 1 wildcat. During August of the preceding year 700 claims were presented requiring an expenditure of \$1,160. These claims included 896 weasels, 26 red foxes, 48 gray foxes, and 1 wildcat.

GOOD GRAFT

(Continued from page 2, Col. 6.)

uttered a snort of anger. Then Mr. Critz took the money from his pocket again and handed Willie a one-dollar bill.

"There's your split, Willie," he said in his gentle kindly voice. "It cheers a man up to find out a young feller like you is honest. You keep right on this way, Willie, and some day you'll be mayor or something."

Then he went down-cellar for a pitcher of cider.—Hearst's International Cosmopolitan.

Improved Airplanes in Five Years Time.

"Before the next five years have passed into history, the airplane will have been so radically improved and developed that the average man and woman will be enabled to pilot it successfully, with less training than is now necessary to learn the operation of an automobile," it was predicted recently by James H. Steenson, Assistant General Manager of the General Airplanes Corporation.

Steenson added that design improvements now under way will make it possible for the average airplane to land at a speed measured in but a few feet or yards per minute, rather than in miles per hour.

"You and I as laymen with no previous flying experience," he said, "will walk into the manufacturer's salesroom, purchase our ship say, at 10 o'clock in the morning, and fly it away two or three hours later, with perfect safety and assurance."

"To date, one of the greatest handicaps which the airplane has encountered, in making a practical universal appeal, has been its inability to land at very low speeds, thus necessitating piloting by the trained and expert flyer. Obviate this one difficulty—and we shall see it eliminated very shortly—and we shall see flying by the general public as popular and as common as is automobile driving today."

"Kate, are the children in the kitchen?"

"No, Ma'am, they're out in the backyard playing tag. Ethel is running around screaming, and Bertie's chasing her with the meat ax."—College Life.

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NEW YORK TAKES LEAD IN NUMBER OF PLANES

Figures just compiled by the Department of Commerce show that in June, 1929, there were 4,232 licensed and 3,955 identified aircraft, 5,641 pilots and 5,111 mechanics in the United States.

It was shown that California leads in the number of identified aircraft, and in the number of pilots and mechanics. New York had the largest number of licensed planes. There were 518 licensed and 378 identified aircraft, 1,167 pilots and 877 mechanics in California while in New York there were 752 licensed and 248 identified planes, 551 pilots and 459 mechanics. Illinois ranked next with 299 licensed and 247 identified planes, 312 pilots and 375 mechanics.

Other States which had more than 100 aircraft, both licensed and identified, pilots and mechanics, were Texas, Pennsylvania, Ohio and Missouri.

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