Busy People Shortening Their Lives Seeking Way To Prolong Existence

By HAL BOYLE

NEW YORK—(AP)—Many people today are shortening their lives trying to find a way to live longer.

The main idea seems to be that if a man puts his whole energy into earning money he can pile up enough chips in the bank to retire at 50 or 55, and spend his declining years clipping bond coupons.

This is a fine theory except that it is often the widows who do the coupon clipping. The overly ambitious men have a bad habit of ending up under the daisies at 40 to 45, dead from a busted heart artery or valve brought on by worry and taut living.

The United States has more miles of arterial highways than any other country in the world. It also has more miles of arteriosclerosis in the veins of its fretful citizens. Its apoplexy rate is a matter for medical apology.

It is true that Americans live longer—on the average—than most peoples. But this is a triumph of mass sanitation rather than individual commonsense.

For folks here no longer can blame a poor hungry germ for killing them. A germ hardly dares bite anybody in America anymore for fear he'll be slugged in the protoplasm with a new wonder drug. No, Americans today, in large measure, have no one but themselves to blame if they don't live out their three score and ten years. They have the dubious honor of killing themselves—through their own ignorance.

Easy Pace Never Learned

In the opinion of this poor man's philosopher the trouble lies in the fact that as a nation we have never learned that "easy does it." We take an unjustified pride in living the strenuous life—so we work and play with the throttle wide open. And we eat, drink and smoke too much. We treat our body as if it were a tuned-up machine in a lifelong race on the Indianapolis speedway. But ordinary flesh can't take that pace.

And the body rebels by breaking down. It has to have the pause that refreshes. Older civilizations realize this physical fact, and allow for it. We have a tendency to ridicule our British cousins for breaking their routine with 11 and 4 o'clock teas. But don't we, in effect, do the same thing? What office worker doesn't try to slip down for his morning and afternoon cup of coffee? And he works the better afterward for this brief relaxation.

Siesta Recommended

Another custom America might well borrow is the siesta popular in all Latin countries. Thomas A. Edison is supposed to have gotten by on four to six hours sleep a night—but he rarely missed also taking a good snoozle after lunch. If he hadn't, he wouldn't have lived so long.

An American dentist who had lived 30 years in Cairo, Egypt, once grumbled to me:

"Too many of my dern fool countrymen who come out here laugh at the siesta. They play tennis bare-headed after lunch, and they pop over dead on the court from a heart attack. I don't care what they do to themselves, but they usually are buried in the afternoon. Out of courtesy I have to go to their funerals—and that means I miss my siesta."

And a successful Manhattan businessman said:

"Twelve years ago I almost had a crackup from trying to make a million dollars by the time I was fifty. I slowed down—started taking a 15-minute nap after lunch and another one before dinner. I haven't made the million yet, but I think I'll have ten years longer in which to enjoy what I have made."

Maybe the answer is to have a "siesta room" in every office, where everybody could sack out for a quick post-lunch nap. But the national labor relations board might not like the idea.

It probably would have to settle the thorny question of who'd supply the couches—the boss or the hired hands.

DRESSMAKING ALTERATIONS

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Premature Birth Takes Sizable Toll Of Infants

By JANE EADS

WASHINGTON — Premature birth is the leading cause of death among infants under one year of age. It's the eighth leading cause of death among all ages of persons in the United States.

U. S. children's bureau specialists acclaim the reduction of mortality in infants under a year old since a third of a century ago, when 10 out of every 100 babies died. They protest, however, that today's total of some three out of every 100 is still too many.

With good care half of these babies could be saved, says Dr. Leona Baumgartner, associate chief of the children's bureau. She says if we could put into practice all our modern obstetrical and pediatric knowledge we could save about 20,000 lives annually. Mobilizing for a national attack on the problem, the bureau's experts point up a triple-threat program emphasizing:

1. That all mothers should get good care during pregnancy. 2. Any baby prematurely born should get expert care from doctors and nurses specially trained to care for premature infants. 3. Good follow-up care should be given after first-stage measures.

A premature baby is any baby born before its time, be it 30 days, 60 days or 90 days. The expected time is often uncertain, so to make certain that all receive proper care, the bureau defines premature as any baby weighing less than five and one half-pounds at birth. From five to seven per cent of all births are premature. In lower income brackets, the figure often runs to 20 per cent. Because they are not fully developed, premature babies have difficulty in breathing, sucking, swallowing and digesting food. They have little or no resistance to disease. They need highly specialized care. Such care requires a highly trained staff, incubators, oxygen tanks, sterilizers and other costly equipment, usually in a unit in a hospital.

It would be impractical, the bureau agrees, for all communities to provide such elaborate services individually. But by working through their state health departments many communities can share jointly in this life-saving service.

Many folks ask: "Do prematures develop into normal children?" Victor Hugo, Charles Darwin, Winston Churchill, Sir Isaac Newton, Voltaire and Jean Jacques Rousseau were premature.

P AND B TOWING SERVICE erect a tent over the new quarters they are building for themselves at 743 South Stephens street, to protect the pumice block mortar work in progress during the recent rainy weather. The job was a cinch, as one of the company's huge cranes was used to hoist and hold the tent. The picture above was taken by Ed Person.

P and B is owned by Edgar L. Person and Lyle Buell, who have been in the towing and wrecking business here for three years. (By Paul Jenkins.)

O'Leary Family Ends Journey Of Sorrow To N.Y.

TROY, N. Y. —(AP)— Mr. and Mrs. Bernard J. O'Leary and a tiny white casket holding the body of their six-month-old daughter, Karen, arrived home here in a drizzling rain.

The day was as bleak as the cross-country trip from Portland, Ore., during which their baby died, they went broke, and finished the journey through financial help from residents of a midwestern town.

O'Leary, 32, said his 27-year-old wife was "pretty close to a breakdown" as they watched the casket being transferred from the train to an automobile. It was taken to a funeral home at nearby Cohoes.

The O'Leary's left Portland, Ore., by car in mid-November when O'Leary decided to come east to find work.

Mrs. O'Leary's parents, Mr. and Mrs. Thomas E. Schemerhorn, of Troy took the weary couple to their home.

The trip by train had been made possible by residents of Stuart, Ia. They arrived in Stuart by car Friday.

It was at Stuart that O'Leary stopped at a filling station and his wife discovered the baby was dead. O'Leary was broke and his gasoline was running low. He had stopped to ask help from the Red Cross.

When the residents of Stuart, a community of 1,600, heard about the family's troubles they raised $100. Then, as the O'Learys were leaving, a bearing on their car burned out. So the people of Stuart raised more money and put the couple on a train Sunday.

The couple left this area about two years ago. Things weren't going too well in Portland, O'Leary explained, so they decided to return east in their 12 year old automobile. He said he had spent more than $100 on car repairs when they reached Adair, Ia., 17 miles west of Stuart. He spent his last 12 cents there for gasoline.

Income Tax To Be Explained In Government Book

WASHINGTON—(AP)—The government will issue a "new and improved edition" this week of the best-selling booklet in which it tries to explain its admittedly complicated income tax laws to confused taxpayers.

Internal Revenue Commissioner George J. Schoeneman announced that the 138-page pamphlet "Your Federal Income Tax" will go on sale at the government printing office here Dec. 1.

Like last year's issue—which was the first—the price will be 25 cents, despite a 13-page increase in the size.

The commissioner said the booklet is designed for those among the 53,000,000 persons making income tax returns who "have special problems or want more detailed information."

Britain Plans To Protect Tourists From Bad Guides

By DONALD B. SCHWIND

LONDON—(AP)—Britain plans to clamp down hard next year on phony guides who make up their English history as they go along.

By cleaning up the guide business—especially in history-crammed old London—the government-sponsored travel association also hopes to protect gullible American tourists from seedy little men who conceivably might try to sell them Nelson's column or some horses of the household cavalry.

The association will launch its campaign for better and more accurate guides January 1 when it sets up a voluntary central register for qualified guides.

Bona fide guides will wear badges and carry certificates indicating that they know their English history.

Prime sore spot with the association, a spokesman said, is the fly-by-night guide who "makes free with Nell Gwynn's reputation."

Nell's career as orange girl, actress and mistress of Charles II is a favorite plaything for British guides with a flare for invention. To hear some of them tell it, few London boudoirs failed to provide a setting for the antics of "pretty, witty Nell."

"These men say much the same thing about poor old Queen Bess," complained 37-year-old Bryant Peers, who is in charge of the campaign.

Peers, a former schoolmaster and a student of medieval history, says tons of undistinguished London rock and used timber pass into tourist baggage as "authentic" pieces of the houses of parliament or Nelson's Trafalgar Flagship "Victory."

The prices are stiff, he said, and the racketeering guide charges all he thinks the traffic will bear. The "Victory," Peers pointed out, is still lying intact at Portsmouth.

Peers and the association are also pressing for a law to license guides. He said reputable guide agencies and free-lance guides were backing the campaign.

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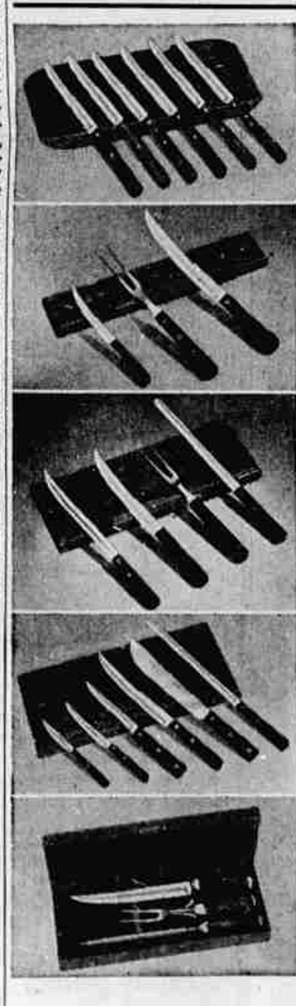

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