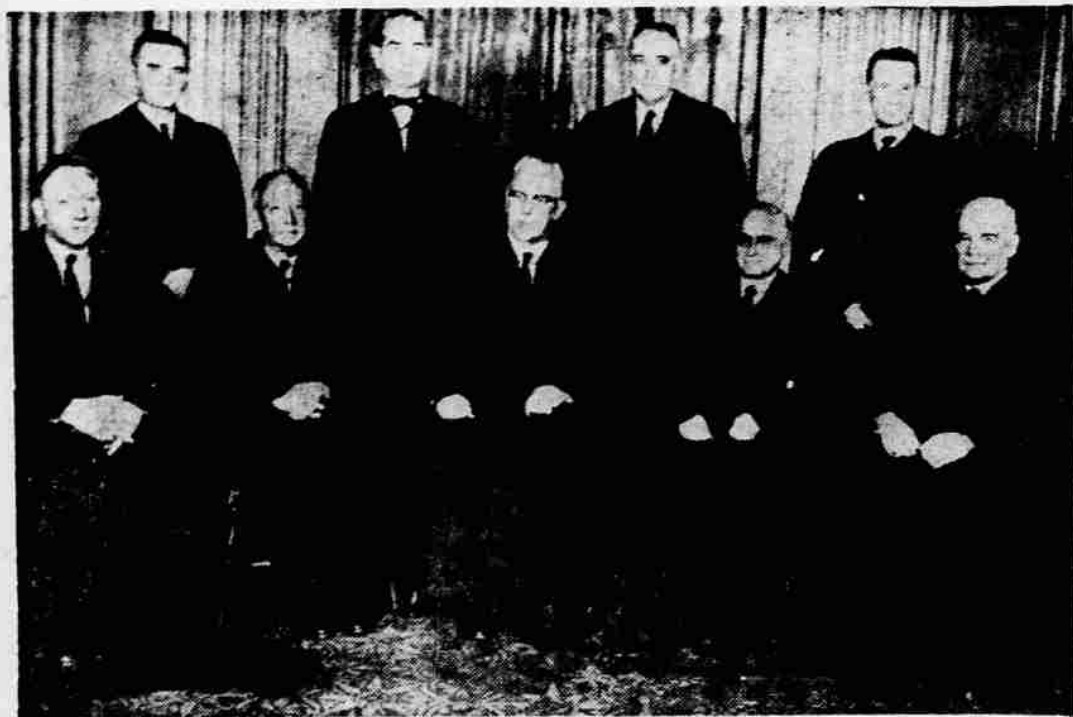




LAW OF THE LAND—Robe-clad members of the United States Supreme Court are shown above as the august body posed specially for photographers in Washington. Seated, left to right: William O. Douglas, Hugo L. Black, Chief Justice Earl Warren, Felix Frankfurter and Harold H. Burton. Standing: William J. Brennan, Tom C. Clark, John M. Harlan and Charles E. Whittaker.

High Fat Diet and Hardening of Arteries Debated by Medical Men

By DELOS SMITH
United Press Science Editor
New York — A scientific disagreement over whether high fat diets (which most Americans eat) speed hardening of the arteries and lead to heart attacks has been highlighted by Dr. Ancel B. Keys of the University of Minnesota, an outstanding "pro" man, and Dr. Irvine H. Page of the Cleveland Clinic Foundation, who is on the "con" side.

"The most important factor so far identified which influences arteries-hardening is high fat eating," said Keys. This, he said, had been pretty clearly shown in population studies and in experiments with laboratory animals. High fat diets keep the cholesterol content of the blood high and that hardens arteries.

Multi-Faceted Disease
But Page took the position

that none of this had been satisfactorily demonstrated. Arteries-hardening is "a multi-faceted disease," he said, "and to identify dietary fat as the only important influence is to oversimplify the problem which is extremely complicated." For instance, long lean pigs have lower blood cholesterol than short, thick-set pigs when both kinds eat the same diet.

Keys leaned heavily on population studies which have shown that peoples (such as Japanese and Neapolitan Italians) who have low fat diets show lower cholesterol blood levels and suffer fewer heart attacks than peoples (such as Americans and Finns) who have high fat diets.

Page granted this "general statistical relation" in populations, but said "the relation for an individual is very poor." A man with a high blood cholesterol level cannot be said to be more subject to arteries-hardening than a man with a lower level. "As soon as the question is scaled down to individual persons, the result becomes much less meaningful," he added.

Page objected to mass surveys of what people eat on grounds that they're not accurate. "The amount of fat lost in cooking is unknown," he said. "One person eats his meat, fat and all. The

next trims it all off carefully. The one may be on a very high fat diet while another right in the same family has a low intake."

Hard To Come By

Keys granted that precise diet information for large numbers of people was exceedingly hard to come by, but science wasn't concerned with "small differences of one-two per cent in fat intake; we are comparing an average of over 40 per cent of calories as fat in the United States with less than 10 per cent in Japan or about 20 per cent in Italy."

Keys felt that the American diet should have no more than 20 to 25 per cent of its calories in fat. This "would keep the cholesterol at a safe level in most people if animal fats constitutes less than half the fats," Page said that people whose calories now are 45 to 50 per cent from fats, can reduce these calories to 25 to 30 per cent "comfortably." But "why?" he asked. It has not been shown convincingly that that would actually reduce the blood cholesterol level, he said.

The whols question currently is one of the most discussed among doctors. The Keys-Page pro-and-con discussion took place in the technical publication, "Spectrum."

Four Accidents Are Reported Monday

Four minor traffic accidents were reported in Medford Monday, according to city police.

John Toelker, Rogue River, was cited for failure to yield the right of way Monday when the car he was operating was involved in an accident with a car operated by Eva Ruth Sanford, 28 South Peach st., Medford, at Sixth and Oakdale ave., police said.

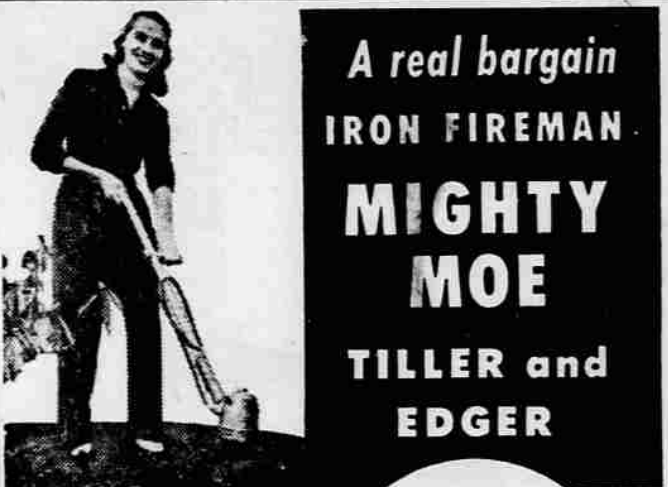
Cars operated by Alf Breward, 2646 Jacksonville highway, and Gerald Andrew Thompson, 129 South Sixth st., Medford, collided Monday at Sixth and Fir st., officers reported. Breward was cited for failure to yield the right of way, they said.

An accident occurred at Eighth and Holly sts. Monday involving cars operated by Vincent Ward Hammond, 131 Highland drive, Medford, and Richard James Swinney, 1478 Spring st., Medford, police said.

Michael Fredrick Woolridge, 224 Oak Grove rd., Medford, was cited after the car he was operating was involved in an accident with a car operated by Phillip Vernon Rennick, 1246 Sunset ave., Medford, at Sixth and North Ivy sts., Monday, police reported.

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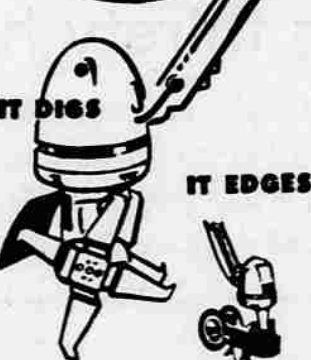
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Developments in Flying Discussed At Rotary Meeting

Miracles today in the field of aviation will become commonplace tomorrow, G. H. Macomber, district traffic and sales manager for United Air Lines told Medford Rotarians here Tuesday.

Speaking at a Rotary luncheon at the Jackson hotel, Macomber discussed recent developments in flying which add speed, comfort and safety to modern commercial aviation. High among these developments is the new airborne radar which enables pilots to see storms 150 miles away and see right through them at closer range.

The new radar equipment is one of the developments of United Air Lines' flying laboratory, Macomber said. New techniques in instrument landing, pressurized cabins, new flight recorders that log flights, and ignition analyzers make flying today quicker and safer. Radio, which can be dialed to specific planes in flight, eliminate confusion in ground to plane communications.

Traces Progress
The United Air Lines' official traced the progress of his company during the past three decades; from a small one-route line with six planes, of 90 miles per hour speed, and 10 employees, to the present air transport system carrying 30 million people in the past two years.

Today, Macomber said, a person can fly around the world in three and two-thirds days at a

cost of only \$1,350.

Jet aircraft of tomorrow will raise the present commercial plane speed immediately to 570 miles per hour, enabling a person to cross the continent in four hours. The new jet transports will fly from 32 to 40 thousand feet high and carry from 110 to 150 passengers. That, he said, is just a forerunner of even faster and bigger super-sonic atomic planes eventually to serve the public.

Kenneth W. Cook, United Air Lines' manager here, introduced the speaker. Macomber, he said, had recently crossed the top of

the world on a flight to Copenhagen and Stockholm, covering 15,500 miles within seven days.

Canada is the third largest country in the world in area, exceeded only by the Soviet Union and China.

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