

THE
SUNDAY

Chronicle

10¢

NORTH JERSEY'S ONLY WEEKLY PICTORIAL MAGAZINE



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VOL. XXXIV, No. 34

10,000 YEARS OF SPOONS

We take them for granted, paying them lip service if we notice them at all — yet spoons have had an illustrious history.

Forks were once considered sinful, knives were formerly used indiscriminately for eating or fighting — but spoons have always been symbols of hospitality. Once they were used for religious worship; today a spoon is still needed to crown English monarchs! Know where we get the expression "born with a silver spoon in his mouth," and why your parents talked of "spooning?" Few people are familiar with the historic ups and downs of the spoon.

The earliest "scoop" on spoons is that 10,000 years ago they were seashells used by cavemen. The spoon was a natural symbol of hospitality and lavish living. But the spoon gradually acquired deeper meanings. In ancient temples it ladled libations to the gods.

To this day the oil that anoints English rulers is spooned onto the royal pate during the elaborate coronation ceremony. The coronation spoon that made Elizabeth II a queen has doused the crowned heads of Britain since the 12th century.

Early spoon patterns had some interesting variations. The Romans went in for sharp spiked handles. Monks sipped their soup from spoons with handles carved to resemble saints and apostles. The boisterous knights of the round table preferred big wooden knob-handles. Moderns are apt to prefer the more durable and versatile stainless steel. Despite its rich beauty, the modern stainless is virtually yalone in its toughness and surface resistance to wear. Knights of the round table would have marvelled at this material that resembles glass in its ability to shed tastes and odors . . . has an invisible film that resists corrosion and rusting . . . and possesses the strange ability to heal itself, or mend upon being scratched, the instant that oxygen touches it. And if Sir Lancelot had perchance found himself unable to order a suit of stainless steel armor, he might have commissioned Merlin the magician to conjure upon e!

Maybe you weren't born with one, but to see the first light of this world with a silver spoon in your mouth refers to the usual gift of a silver spoon by the godfather or godmother of a child. The lucky child doesn't ned to wait for the gift, but inherits it at birth. When lovers "spoon," they're doing something that was once considered foolish. The expression "spoony" in more sedate times was tagged on lovers who indulged in dripping and banal sentimentfl

As for forks — when they were first introduced to England in the 17th century, they were regarded as a subversive influence by clergymen who took the view that man's heaven-sent fingers were good enough. And for centuries the knife doubled crudely as dagger as well as good-cutter! Only the spoon has managed to steer clear of controversy and blood-and-thunder. The graceful, civilized spoon — long may it stir!

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FEATURES

A Complete Short Story -----

COVER STORY

A MAN — This seems to be the reaction of this little boy getting his first haircut. However, this time it is the mother who stands proudly by, while the father of the boy with mixed emotions is in the background.

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THE CHRONICLE

Build up Confidence

One woman found her asthmatic attacks stopped when she stayed with her grandmother. The reason: her grandmother kept no dogs. So the woman gave away her own pets.

If it's the pollens in the air that's causing asthma, migrating to a dry, warm climate may be helpful. As a matter of fact, though, there is no such thing as a climate without asthma. In some cases, the holiday atmosphere simply reassures the sufferer.

Is asthma curable? In a small percentage of cases, immunization is possible. A doctor will inject you with the allergen, gradually increasing the dosage, so that you build up a resistance to it. This may take weeks, even years, but asthma sufferers will grant that it's worth it.

But in most cases, physicians will attempt to give temporary relief for asthma attacks and to control the disease and allied conditions. Some drugs have proved serviceable in this respect. For very severe cases, ACTH and cortisone-type drugs have been efficacious. For more moderate cases, Marax, a combination of a tranquilizer and two antiasthmatic agents, is often prescribed.

Reassurance is the key word. Asthmatics become frightened during an attack — many think they are going to die. Try to keep the asthmatic calm and build up his confidence.

Be sure an asthmatic consults a physician. If you have asthma, you should keep in good health and get plenty of rest. Avoid respiratory diseases, and if your teeth, sinuses, or adenoids become infected, they should be attended to immediately. If possible, avoid drafts, paint fumes, and dusts.

Most sufferers from asthma can get relief — if they take proper care and caution. If the disease strikes you, see your doctor, and follow his instructions. Your chances of relief depend upon proper medical care.



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A GROUP OF ISLANDS
OFF SCOTLAND, USED
TO THINK PARALYSIS
WAS CAUSED BY AN
EVIL SPIRIT TOUCH-
ING THE LIMB OF AN
AFFLICTED PERSON.

RESIDENTS OF
LANCASHIRE, ENGLAND,
THOUGHT THAT PARAL-
YSIS WAS CAUSED
BY A SHREW MOUSE
CRAWLING OVER THE
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IT IS KNOWN THAT
POLIOMYELITIS IS A
VIRUS DISEASE.



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OF A WORLD WITHOUT
POLIO MAY BE CLOSE
AT HAND.



MAN'S KNOWLEDGE OF VITAMINS HAS GROWN CONSIDERABLY
SINCE 1588 AND THE DEFEAT OF THE SPANISH ARMADA.
ONE REASON THE ARMADA WAS BEATEN WAS AN OUTBREAK
OF SCURVY AMONG SPANISH SAILORS. THIS VITAMIN
DEFICIENCY DISEASE IS NOW RARE IN THE U.S.



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EVEN NAMED
UNTIL 1911,
ALTHOUGH
SOME SCIEN-
TISTS WERE
LONG AWARE
THAT SUCH
SUBSTANCES
HAD TO EXIST
IN FOODS.

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ELEMENTS CAN RESULT IN
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Coming and Going

Object of fascination to sociologists, ulcer specialists, railroad executives and traffic cops — that's the American legion known as the Commuter.

He travels to work via automobile, railroad, bus, subway, ferry, bicycle, plane or helicopter — or combinations thereof. In most cases, he does this to give his children the benefit of a grass-roots, fresh-air childhood away from the grimy bustle of midtown. The facts of his complicated life, pieced together in a Swedish auto manufacturer's study, are one of the most amazing aspects of the American scene today.

For instance: a commuter who lives 25 miles from his job journeys 50 miles a day, 250 miles a week, 13,000 miles a year and perhaps half a million miles in a lifetime of commuting! A fellow who commutes three hours a day for 40 years devotes more than three of those years to the mere process of getting to and from work.

For some commuters, the journey is not the smoothest. Though the rigors of New York subway travel are famous, the statistics are not: between eight and nine a.m. more than 80,000 people pass through the Grand Central Station of New York's IRT Lexington line — more than pass through any other spot in the 50 states!

If the commuter travels by rail — and 50 per cent of all rail passengers are commuters — he's not only wedded to a timetable but perpetually tuned in to the complaints of railroads who in a recent year were \$700,000,000 in the red. But there are compensations: the fellowship of the passenger car is governed by an intricate code of etiquette. If your seat mate rattles his paper, for example, that's his way of telling you that he's had enough small talk.

Despite these well-regulated workings of the railroad, the overwhelming majority of commuters prefer auto travel. In 17 of America's 25 biggest cities, the car is the most common means of getting to work, and oddly enough, rush-hour traffic travels at roughly the same rate in nearly all big cities — about 20 mph. Public transit riders average only 13 mph.

Want to know where commuters get the nation's **slowest** ride? On a San Antonio bus and a streetcar in Pittsburgh—a nerve-fraying eight mph. Fastest, according to the surveyors, is the much-maligned Long Island Railroad, at a 36-mph clip.

The commuter preference for cars may help swell the car population to 100 million vehicles for 220 million Americans by 1975, say statisticians at Volvo. This Swedish automobile company with the Latin name (Volvo means "I roll" in Latin) has more than a passing interest in this phenomenon. With its family-size economy sedans, it's making a strong pitch for a bigger slice of the American market.

Actually the Volvo, or cars built along similar lines, may be the answer to some of the commuter's more harassing transportation woes. Traffic stop-and-starts, for example. Thanks to a massive suspension system which combines coil springs and double-acting hydraulic shock absorbers front and rear, the Volvo takes corners easily with minimum dipping; stops are smooth, the front end maintaining its equilibrium

The steering is light to the touch and gives instant, precise response. A tight turning circle allows the car to park in spaces so tiny that drivers of American autos don't give them a second glance. Yet the five-passenger Volvo is larger than most foreign cars; even long-legged passengers can sit inside one with no feeling of being cramped. Despite the powerful engine (an 85-h.p., four-cylinder job with overhead valves and twin carburetors) the Swedish car doesn't gobble gas. The commuter can expect to average better than 25 miles per gallon in town, 30 on the open road.

But no matter how efficiently the manufacturers build their new cars, the commuter still finds himself running out of places to park them. Hence the multi-story parking buildings rising all over the country (Chicago recently built over \$18,000,000 worth). Hence, too, that noble institution known as the car pool.

What commuter has not ridden with the yakker, the speedster, the aspirant for the Good Housekeeping Seal who is atwitter lest you dirty or burn his upholstery? Then there's the social climber who switches pools constantly in his chase for status . . . the errand-runner who must stop off at the bakery . . . the fellow who starts rounding poolers up for the evening trip at 4 p.m.

When a group of kindred spirits coalesces, however, a car pool can be a matchless forum for socializing and salesmanship. To preserve the camaraderie, some car-pool members have even been chipping in to buy a "club" car to be used exclusively by members for the commute. It works — if one fellow is conscientious enough to keep all the records, attend to all necessary repairs and collect the expense money.

Well, the Russians invented the whole thing anyhow. Last October, Kikita Khrushchev told a Siberian audience that "We will use automobiles more rationally than the Americans do. We are going to establish taxi pools where people can use cars when they need them. Why should a man worry about parking space? Why should he take the trouble to bother with it?"

Saying "Amen" to the Premier's last comment, some Americans are hopping aboard "air taxis." Chicago recently inaugurated helicopter hops for commuters from Gary, Indiana; a similar service puts Baltimore and Washington within commuting distance of each other.

Is this the way for the commuter to rise above his problems? Not completely. In most cases, he still must pay taxes to two communities. While he's away, his wife vegetates in a largely manless town. His daughters, reared in the good clean air of Suburbia, are healthy, all right, but when these red-blooded specimens reach courting age, they may women between 25 and 45 outnumber the menfolk of equivalent age almost three to two!

But is he daunted? Discouraged? Hotfooting it back to town? In the majority of cases, no. Like Volvo and Old Man River, he just keeps rolling along.



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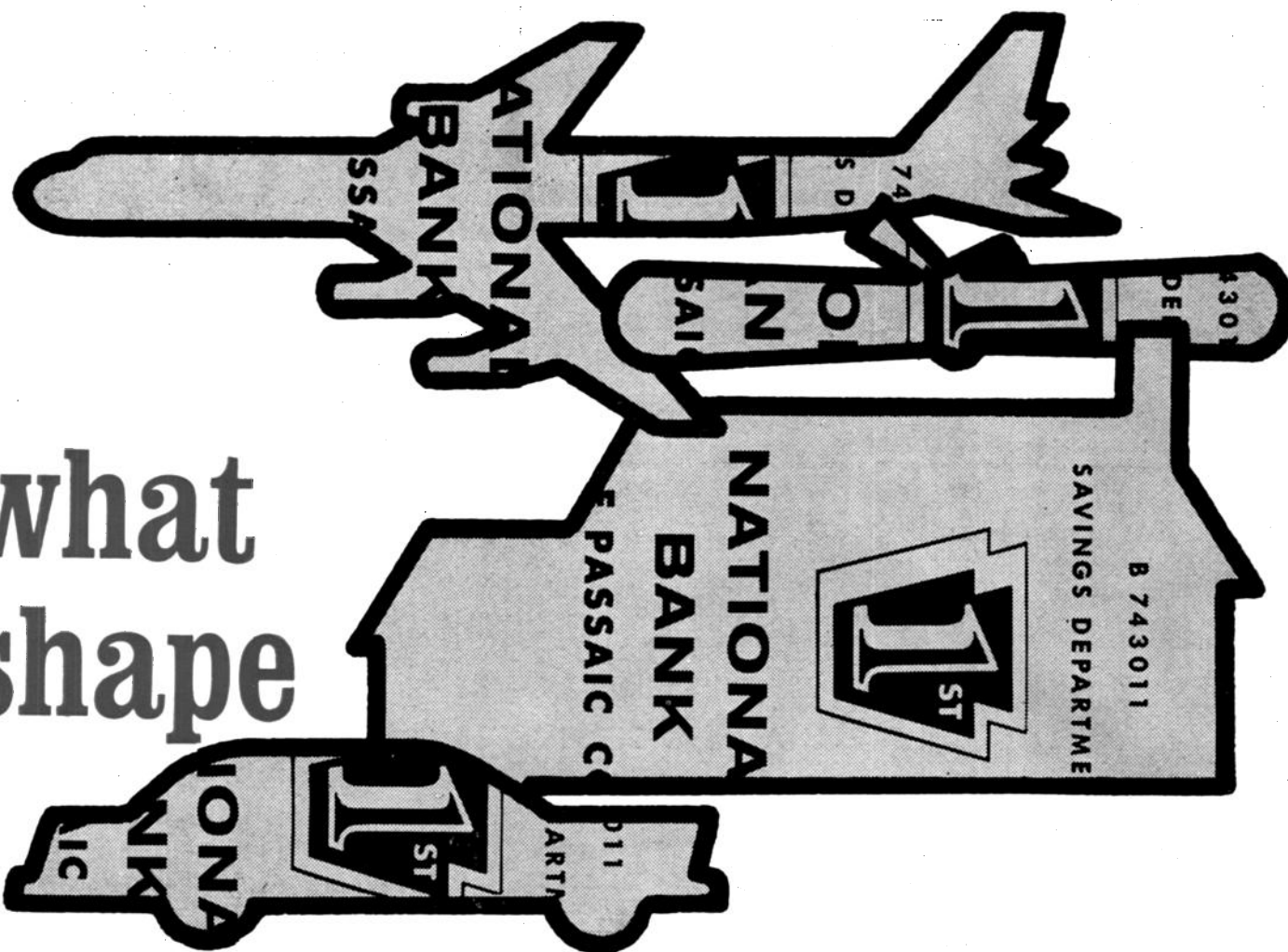


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