

Health Department Again Emphasizes Safe Food Handling

62 Communicable Diseases Transmitted Through Food

The United States Public Health Service lists 62 communicable and reportable diseases, 40 % of which may be transmitted through foodhandling establishments.

None of the foodhandlers would willingly serve disease germs to the customers in food which would cause sickness, yet it is being done everywhere every day in the United States, either because the foodhandlers do not know how to do the right job, or because they are careless and indifferent and do not understand the importance connected with their job.

It is the job of each foodhandler to not only serve food free of germs but also in dishes and glasses which are free from harmful contaminations.

First what are some of the causes of communicable diseases? They don't just happen. There are savages in some parts of the world who think diseases are caused by evil spirits—we in civilized countries today know that communicable diseases are not caused by evil spirits but by germs.

In order to better understand how to prevent the spread of communicable disease, it is necessary to understand the nature of the germs which cause the disease.

Bacteria or germs are so small they can be seen only through a microscope, which magnifies them about 1,000 times. It would take thousands of average size bacteria laid side by side to equal one inch. Because they are so small, sometimes we fail to realize their importance. Many think they are not present because we can't see them. They are on our hands, under our finger-nails, in our hair, deep inside our bodies—they are everywhere. Each of us has more bacteria on or in our bodies than there are people in the world.

Keep in mind that these little germs are alive. They must have food, moisture and a favorable temperature in order to live. Most favorable temperature for growth is 98.6 of body temperature. They cannot survive if the temperature is too hot. For this reason we sterilize eating and drinking utensils in water 170 degrees.

Bacteria cannot reproduce if the temperature is too low; however, refrigeration or freezing does not kill bacteria. It retards the growth of the germs. Be sure to refrigerate perishable foods at 50 degrees or less.

By communicable disease we mean those diseases that can be and are transmitted from one person to another. How does this take place? In order for any disease to be transmitted we must have a source, a channel of infection, and a susceptible person.

By source we mean the place from which the germs come.

By channel of infection we mean the method by which these germs get

from one individual to another. They can't walk around as we do—so they have to hitch hike a ride, and in many cases they hitch hike this ride through food and eating utensils.

Susceptible persons—by this we mean an individual that may get the disease if the germs enter his system.

As food handlers you can do much about the source. The Health Department tries to control this by a certain degree by quarantine and isolation. The food handler can do much to block the channel of infection. You can't do much about the susceptible person—but here again the Health Department tries to control certain diseases by immunization, vaccination and X-rays.

Automobile Horn Is Very Much Abused

'Motor Manners' Theme Of Traffic Safety Program

"No part of an automobile is more abused than the horn—an accessory that precedes the mechanism it's attached to by several thousand years," Jeff. B. Wilson, Director of the Highway Safety Division of the North Carolina Department of Motor Vehicles says in connection with the Department's March program of traffic safety education.

"The first historical evidence we have of such a warning device being actually required by law, though," Wilson said, "is an excerpt from a Royal Ordinance dating back to the days of King Alfred in 700 A. M., which reads: 'If a far coming man or a stranger, journeying through a wood or highway neither shouts nor blows his horn, he is to be held a thief and either slain or redeemed.'"

The purpose of the automobile horn is largely the same as the horn King Alfred had in mind, Wilson said. "In both cases it was designed to warn other walkers and riders of possible danger. Today, though, too many drivers consider their horn a substitute for both their brakes and good manners."

Wilson added that "Motor Manners"—theme of the Department's traffic safety program for March—is aimed at such driver discourtesies as misuse of the horn, ignoring the right of way, driving on the wrong side of the road; passing improperly, disregarding traffic officer or signs, speeding, and driving while drinking.

"As drivers and walkers we must get rid of the idea that discourtesies are merely annoyances. They are acts of selfishness in its deadliest form. Show me a motorist who relies on his horn instead of his brakes and caution and I'll show you a motorist who has considerably more than 50-50 chance of being responsible for an accident one of these days," Wilson said.

Economist Advises Good Farm Records

To turn a profit during this period of declining prices, North Carolina farmers must adopt more efficient

operations and business-like methods, T. K. Jones, farm management analyst for the State College Extension Service said this week.

Jones heads his list of "farming musts" with the item "a good set of farm records." No business can be operated on a sound basis without a complete set of records, he says. Besides simplifying the income tax headache, a good record serves as a basis for planning future farming operations.

With a good set of records, the farmers should be able to answer certain questions at the end of the year. First of all, the records will show whether the farm has made a profit or a loss. They should also show the return on the investment, and indicate just how much each enterprise is contributing.

Records should also show the expenses incurred during the year. With this record the farmer can trim all unnecessary expenses.

Several types of record books are available free at the county agent's office. Jones recommends that all farmers start now to record the facts about their farm business.

Everywhere

Louise—The screen shows bathing girls on the beaches, in swings, on porches, in restaurants and on the streets.

Josephine—Yes, they show them everywhere except in bathing.

UP IN THE AIR

(Continued From Page 3)

of actual combat and behavior of planes in "dog-fights" high over the battlefields of France. The white-hot anvil of combat, in both World Wars One and Two, literally forged modern aviation.

One of the greatest single advancements in aviation has been the development of commercial airlines. Beginning from small "barnstorming" outfits, operated by men who literally flew by "the seat of their pants", they have grown to be big business. In 1949 they carried over 16,500,000 passengers, and flew 8,800,000,000 revenue miles. The United States has 30,000 miles of airways, equipped with beacons and radar, and with every means of navigational aid to make flying about as safe as possible. In spite of the terrible accidents of last year, 1949 was the safest year in the airline's history, only one person in every 100,000,000 passenger miles be-

ing killed.

Private flying has also taken a tremendous forward spurt, due undoubtedly to the last war. Thousands of young men were given flight training, and pilots, after the war, were almost a drug on the markets. Everybody could fly—almost. It was this fact that caused the manufacturers of lightplanes, who thought they saw a boom in private flying in the offing, to oversell flying, contending that flying was as easy to learn as driving a car, and that a plane could be maintained as cheaply as the family jalopy. But definitely that was not the case; flying an airplane is not as easy as driving, and a plane is still an expensive item for the average man.

But despite its slow take-off, private flying is on the up-grade. Adequate landing fields and markers are fast being provided, and as planes become safer and easier to operate, flying will really come into its own.

Notwithstanding its commercial problems, flying still presents a challenge unequalled for thrills. Flying a plane, although not as easy as it looks, is not too difficult to learn, and with a little diligent effort a man can become, though not a Lindbergh at least a first-rate safe pilot. The CAA says that the safest age for learning is between 45 and 55. A person at that age is old enough to have shed the recklessness of youth and young enough to still have within him the spirit of adventure. The oldest private pilot when granted a license was 83 years old.

I hold a Student's Pilot License and

have logged 16½ hours of official flying time. I'll never be a "hot" pilot, but I discovered, somewhat to my surprise, that learning to fly is not altogether the mystery most people think it to be. It is not too difficult; and with a good instructor, a person can soon learn to handle a lightplane.

Aviation has grown to be, from the military standpoint, one of the most important defensive and offensive branches of our armed forces.

With the invention of jet planes and rockets, and the development of supersonic speeds and stratosphere flying, the world now stands on the verge of an era of fantasy come true. Before the turn of another century man will be rocketing to the moon, to Mars, and other planets in outer space. It is a challenge that man will accept

as soon as he is technically and mechanically ready; the courage, the daring, and the pioneer spirit necessary for such a venture is ever present in the spirit and heart and soul of man. Space travel and interplanetary communication, already within the range of theoretical possibilities, is the next great milestone to be chalked up by aviation.

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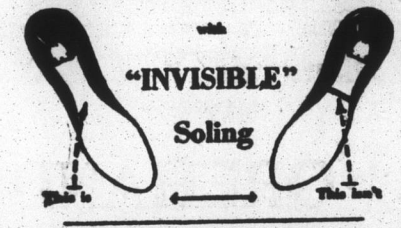


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