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It's for Piles Peterson's Ointment

"Hundreds of people have told me," says Peterson, "that Peterson's Ointment is the quickest and best remedy for piles in the world." For chafing, eczema, old sores and sore feet. All druggists, 60 cents.

Women as Executives

Three of the largest industries in the city of Piqua, Ohio, are headed by women. The three concerns, which together employ about 2,000 workers, are engaged in the manufacture of wool blankets, oil machinery and stone-mable products. Their combined valuation is estimated at \$12,000,000.

Sure Relief

BELLANS INDIGESTION 25 CENTS
 6 BELLANS Hot water Sure Relief

BELLANS FOR INDIGESTION
 25c and 75c Pkgs. Sold Everywhere

Guard Natives From Radio

Because radio broadcasts are said to entice natives from their work, the government of Venezuela is reported to have placed a ban on the importation of radio receivers, according to Wireless World.

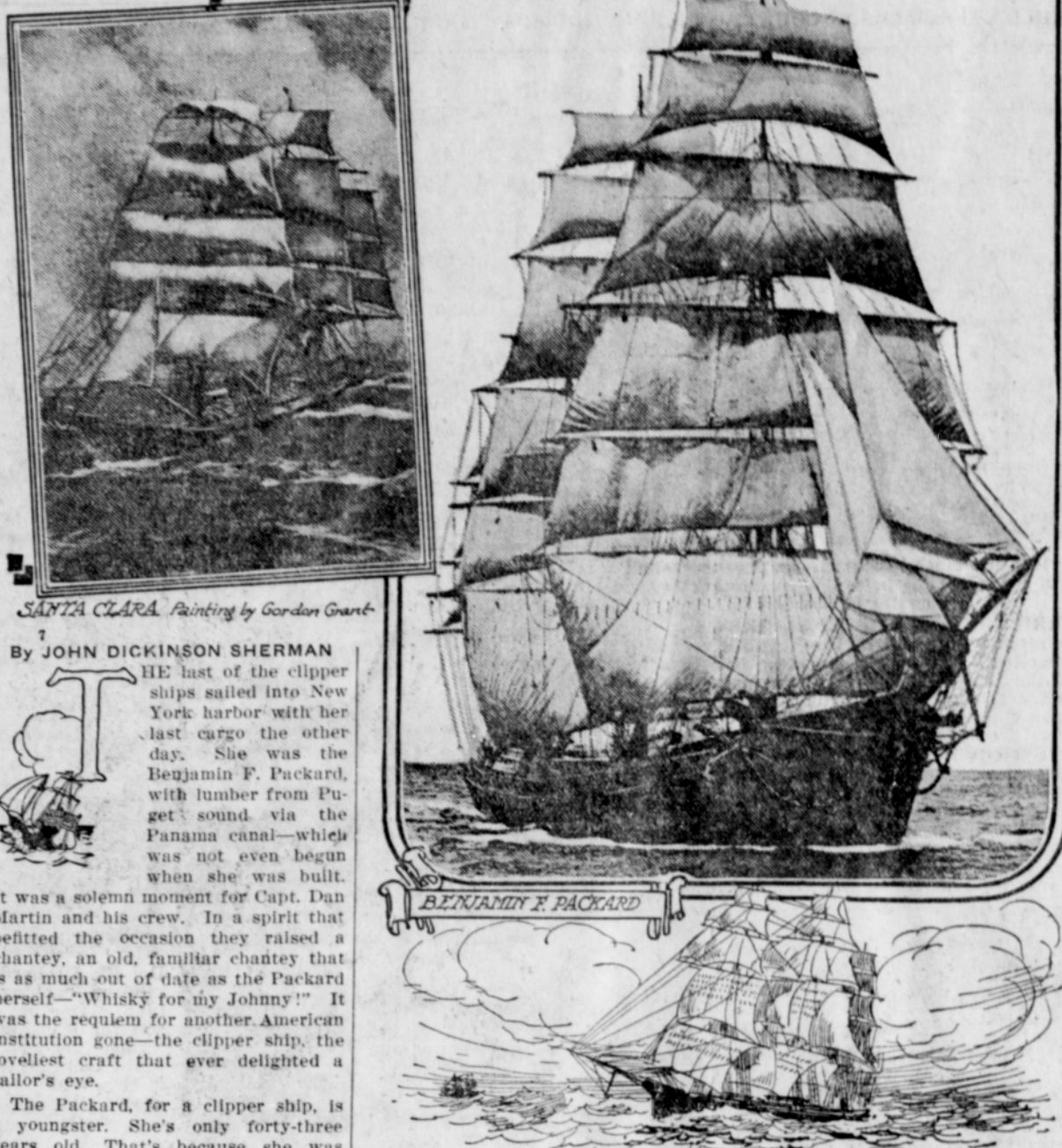
Colds By millions ended

Hill's stop millions of colds every winter—and in 24 hours. They end headache and fever, open the bowels, tone the whole system. Use nothing less reliable. Colds and Grippe call for prompt, efficient help. Be sure you get it.

Be Sure It's **HILL'S** Price 30c
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Dickey's OLD RELIABLE Eye Water relieves sun and wind-burned eyes. Doesn't hurt. Genuine in Red Folding Box. 25c at all druggists or by mail. DICKEY DRUG CO., Bristol, Va.-Tenn.

Last of the Clipper Ships



SANTA CLARA. Painting by Gordon Grant.

By JOHN DICKINSON SHERMAN

THE last of the clipper ships sailed into New York harbor with her last cargo the other day. She was the Benjamin F. Packard, with lumber from Puget's sound via the Panama canal—which was not even begun when she was built.

It was a solemn moment for Capt. Dan Martin and his crew. In a spirit that befit the occasion they raised a chantey, an old, familiar chantey that is as much out of date as the Packard herself—"Whisky for my Johnny!" It was the requiem for another American institution gone—the clipper ship, the loveliest craft that ever delighted a sailor's eye.

The Packard, for a clipper ship, is a youngster. She is only forty-three years old. That's because she was built after the heyday of the clipper was past. And she's sound. That's because she was built at Bath, Maine, of oak and yellow pine, with copper fastenings. She was put together to stay, for there's rough weather 'round the Horn where she was bound.

Later the Packard was engaged in trade between Liverpool and Melbourne. Still later she was used in the Alaska salmon trade. Once as fast as any clipper ship afloat, the Packard is now too slow—and too old-fashioned—and too uneconomical to be useful in a marine world of oil-burning steel steamers. What will be her fate? The junk heap—unless some public-spirited citizen rescues her and preserves her as a relic.

Time is remorselessly sweeping all the sailing ships from the merchant marines of the civilized world. Many a man still hale and hearty has seen the beginning and the end of steam's driving out canvas. Another old-timer now being broken up in San Francisco bay is a full-rigged ship Santa Clara, built at Bath about ten years before the Packard. Her last service was between the Alaska fisheries and San Francisco. The last of the old-time whalers, the Charles W. Morgan of New Bedford, was laid away the other day in her home port after eighty-four years of voyaging on the Seven Seas.

How fascinating is the evolution of the Leviathan of today from the dug-out of the prehistoric savage! Possibly that evolution, if we could trace it, is a fair record of man's growth in mental power and mastery of the secrets of nature. Who fashioned the first keel? Who attached the first rudder? Who first contrived to sail to windward? Important things these—on such hangs much of the history of the world. It was Drake and his sea captains who saved England from the Spanish Armada and made her "Mistress of the Seas"—because their handy little ships could sail rings around the unwieldy floating citadels of the Spaniard!

When man first ventured on the open sea, he kept within sight of land. In due time came the compass and the chart and the ability to find the ship's latitude and longitude.

The first recorded mention of a vessel tells of a warship in Egypt, 3000 B. C.—a warship; therefore there were other warships and also merchant ships. The Phoenicians were the greatest seafaring people of antiquity. From 700 to 30 B. C. the Roman trireme was the most powerful warship; in 300 B. C. it was 140 feet in length and 25 feet in breadth and carried 250 men.

Columbus by discovering America so

stimulated exploration by sea that the whole globe quickly became an old story. Vasco da Gama doubled the Cape of Good Hope and reached India. Magellan rounded the Horn and died in the Philippines and his men finished the circumnavigation of the earth. The Western Hemisphere was conquered and colonized from Europe.

We Americans have always been at home on the sea. No smarter sailor than the American ever went down to the sea in ships. The beginning of the Revolution saw Britain "Mistress of the Seas." It was by reason of her marine that she had attained her greatness and on her marine that she depended for safety and prosperity and world-dominance. Here is her declaration:

"Our maritime superiority is in fact a part of the law of nations. It is the right of conquerors, since men associated together in civilization, to give laws to the conquered."

We had no navy. Yet it was our cruisers and privateers which largely won the Revolution. Next we won an honorable peace in the naval war with France. Next we freed ourselves from the exactions of the Barbary pirates.

In the War of 1812, fought to maintain our inalienable rights on the sea won in the Revolution, our famous frigate Constitution humbled Britain's pride and set the maritime world agast by her superiority over the best fighting ships afloat. And this war was also largely won on the sea.

Between the Revolution and the War of 1812 our merchant ships were anathema to both England and France, and the British preyed upon them through the impressment of sailors and the seizure of cargoes. Thereupon we developed a flourishing trade with the Orient. It was in the 1790s that Boston, Salem and New York made the beginning of a vastly profitable "three-cornered trade"—trinkets and trade-goods to Alaska; furs to China; silk and tea back home. In Philadelphia Girard in 1795 began the building of his famous fleet of eighteen ships for the Orient trade—and made a fortune of millions. These fleets in the Orient trade were the forerunners of the clipper ships.

Donald McKay is to have a belated memorial at Boston, erected by public subscription. Who's he—and why? Because Donald McKay was one of the great shipbuilders of the world and because he built some of the finest and fastest clipper ships that ever sailed the seas. McKay was a Nova Scotia farmer's boy whose grandfather in tartan and kilts had marched up against the Yankees to "a Bunker Hill vic-

tory." In East Boston, beginning with 1845, he built fifty vessels. In 1853 he launched ten vessels with an aggregate of 24,000 tons, valued at \$80 a ton. Among the famous clipper ships he designed and built were the Flying Cloud, Sovereign of the Seas, Great Republic, and the Flying Fish. The Great Republic, for example, was launched in the presence of a crowd of 60,000 people. She was 325 feet in length, 53 in breadth, 37 in depth and her tonnage was 4,000.

The Flying Cloud once sailed from New York to San Francisco, round the Horn, in eighty-nine days, eighteen hours. The Oregon's famous run in the Spanish-American war was from San Francisco to Santiago, Cuba, in seventy-five days. Figure it all out and there is not much difference in speed. And the Comet reduced the Flying Cloud's record to eighty-three days!

Some of the clipper ship records are marvelous, even in this day of steam. In 1854 the Lightning ran from Boston to Liverpool, 2,827 miles, in thirteen days; she ran in sixty-four days from Melbourne to Liverpool, 12,270 miles. In 1865 the Nightingale ran from Melbourne to New York, 12,720 miles, in seventy-three days.

And these clipper ships were the loveliest craft to the eye that ever sailed the seas. The first one turned out was the Rainbow, built in Baltimore in 1843 for the China trade. She was longer than the merchant ships of her day and with less beam. She had a sharp bow and all her hull lines were graceful. She was small—only 750 tons—but she was ample demonstration of the revolution that had been brought about.

When such ships as the Flying Cloud began to show what the American clipper ship could do, the maritime world gasped in astonishment. "Carry on!" was the motto of the Yankee captain. Nothing short of a gale could make him reduce sail; his ship was able and the harder it blew the shorter the voyage. And he carried on by night as well as by day, while ordinary shipping hove to in heavy weather and regularly reduced sail during the night watches.

But while the American clipper ship was making history—and the British were quick in imitation—steam had begun to demonstrate its power. In 1833 came the side-wheeler. Ten years later came the iron hull. And then in quick succession came the screw propeller, the compound engine, the steel hull, the twin screw, the turbine. Today the model craft is oil-burning and electrically-driven. What next?

sengers, and the crowd which quickly collected, says the Sheffield Telegraph.

Shooting out its tongue, the reptile, which was more than three feet in length, wriggled about the road on to which it had evidently strayed from the common, and held up several vehicles, including the motor bus which was bound for Lewisham. Eventually the bus-driver stunned it with his destination board and a policeman administered a death-blow with his truncheon.

Viper Invades British Bus

A Sheffield (Eng.) bus-driver's five-minute flight with a large viper on Keston common recently provided considerable excitement for the pas-

Found Coin Long Buried

While John Wood, a truck driver of Morrowville, Kan., was assisting in excavation work at an old church, he dug up a large copper cent which bears the date of 1817, says the Topeka Capital. The coin has 13 stars around the edge, emblematic of the 13 original states. It is blackened by age, but is in a good state of preservation, and the characters on it can easily be read. The coin was about

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 GOOD GARAGE FACILITIES

Puts Ban on Mistletoe

Destruction of mistletoe in national forests of the United States has been ordered by the Department of Agriculture. The department doesn't object to the kissing, but to the mistletoe, which is regarded as a dangerous forest pest. A drive has been started against mistletoe in all national forests, and within ten years the department hopes to exterminate the plant.

A Farmer Boy's Success

From hard work on a farm to the study of medicine was the course Dr. Pierce pursued. Finally he determined to put up in ready-to-use form his "Golden Medical Discovery" so the public could easily procure it. This "Discovery" is a tonic in its effects on the stomach and digestive apparatus; an alterative in its action on the blood, liver and skin. It increases the appetite, stimulates the digestion, enriches the blood, and makes both men and women feel as they did when they were young. All dealers. Large bottles, liquid, \$1.35; tablets, \$1.35 and 65c. Send 10c to Dr. Pierce, Buffalo, N. Y., for a trial package tablets.

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 Shoes invented in Sweden for linemen have metal projections from their soles that surround and grip poles, enabling a man to climb and have a firm footing while at work.

Aches & Pains!
 Soreness and stiffness yield to **MUSTEROLE**. Soothing ointment made with oil of mustard. Apply with finger tips.
 WILL NOT BLISTER
 Better than a Mustard Plaster

Merely Time's Change

"The ambition of the young man of today," laments an eastern educator—and so far as we're concerned he'll have to do his lamenting alone—"is to acquire a flivver and a flapper," says the Detroit Free Press.

Well, what of it, and what can be done about it? The ambition of his dad and his grandad, probably, was to acquire a gig and a gal.

Dr. Peery's "Dead Shot" is not a lozenge or syrup, but a real old-fashioned medicine which cleans out Worms or Tapeworm with a single dose. 372 Pearl St., N. Y. Adv.

A Collegiate
 Socks slipping down over the shoes used to be a sign that a man was shiftless—these days it is a sign the patent-leather-headed youth is attending an institution of higher learning!—Cincinnati Inquirer.

Children Cry for

Fletcher's CASTORIA
MOTHERS: Fletcher's Castoria is a pleasant, harmless Substitute for Castor Oil, Paregoric, Teething Drops and Soothing Syrups, especially prepared for Infants in arms and Children all ages.
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