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Committees investigated it, commissions attacked it, law makers threatened it, many condemned it.

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MADRID FULL OF MENDICANTS

MADRID, Jan. 26. (By Mail).—The hundreds of beggars who importune the visitor to the Spanish

COMB SAGE TEA INTO GRAY HAIR

DARKENS BEAUTIFULLY AND RESTORES ITS NATURAL COLOR AND LUSTRE AT ONCE

Common garden sage brewed into a heavy tea, with sulphur and alcohol added, will turn gray, streaked and faded hair beautifully dark and luxuriant. Mixing the Sage Tea and Sulphur. An easier way is to get the phur recipe at home, though, is trouble-free to use preparation improved by the addition of other ingredients, costing about 50 cents a large bottle, at drug stores, known as "Wyeth's Sage and Sulphur Compound," thus avoiding a lot of muss.

While gray, faded hair is not sinful, we all desire to retain our youthful appearance and attractiveness. By darkening your hair with Wyeth's Sage and Sulphur Compound, no one can tell, because it is done so naturally, so evenly. You just dampen a sponge or soft brush with it and draw this through your hair, taking one small strand at a time; by morning all gray hairs have disappeared. After another application or two your hair becomes dark, glossy, soft, and luxuriant, and you appear years younger.

capital from the moment he leaves his hotel until his return, have ignored a recent decree of the authorities which, if enforced, would have driven them from the streets.

That a government, or the local authorities under it, which can keep the streets of the fashionable watering places, such as San Sebastian, free from these beggars, cannot do the same in its capital city, is the wonder of all. Perhaps it is the power the beggars wield in local politics in Madrid that has something to do with it. Madrid has over 50,000 mendicants; about 10 to each 1,000 of population.

They have a strong organization, which allots "pitches", hours of labor" and distributes the collections among the collectors. Under the direction of this organization beggars are on the streets the twenty-four hours of the day, the late hours which Madrid keeps making this profitable. To this organization belong the 679 licensed blind beggars who ply their trade during the day; the many maimed and disabled men, who display their maimed limbs to the passerby; the blind musicians, who play outside the doors of the cafes and many others who wheedle centimos out of the charitable in varied ways.

Outside this union are the hundreds of urchins, who are busy around the cab stands, hotel and cafe entrances during the day picking up pennies as best they can and on equal number, who dart out of doorways and archways in the night after any passerby.

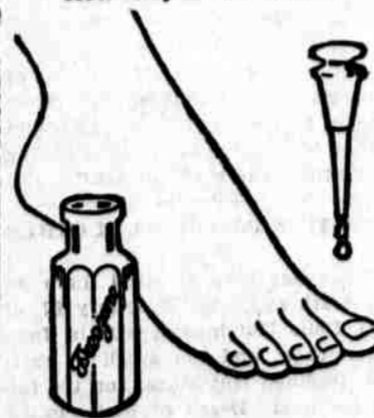
Another decree that has been honored in its breach is that which ordained that a law passed some years ago prohibiting the use of two-wheeled carts in Madrid, should come into effect January 1. The two-wheeled ox-cart still trundles over the cobble stones of the city street, much to the delight of the tourist who is look-

ing for he picturesque, but at the same time destroying the new asphalt roads, on which Madrid has spent so much money and for the preservation of which the law against two-wheeled carts was passed.

Kissing is unknown to the Maori women of New Zealand. When they meet each other and wish to demonstrate their mutual affection, they grasp each other by the shoulders and rub their noses together. In times of sorrow, when mourning for the death of a relative for instance, two women will sit together and moan by the hour, all the time rubbing their noses together.

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AERIAL LINERS PLY REGULARLY OVER ROUTES

NEW YORK, Feb. 20.—Commercial aerial navigation became a reality in the United States during the past year. The sudden cessation of hostilities at the close of 1918 threw hundreds of airplanes into the market and many of these were purchased by private companies and remodeled for commercial use. Airplane manufacturers, whose energies had been devoted exclusively to the making of war machines, also turned their attention to the commercial possibilities of aircraft and have perfected several standard commercial types. It is estimated that there are more than 2,000 privately owned aircraft in the United States.

Five regular passenger routes were established; the airplane mail service, inaugurated May 15, 1918, between New York and Washington as an experiment, was extended to Cleveland and Chicago and put on a definite basis; and scores of private firms purchased aircraft and utilized them for the delivery of merchandise and newspapers and for conducting aerial forest surveys and patrols.

Still greater strides were made in Europe and Australia, where there are few thickly populated centers that do not boast of regular aerial commercial traffic, either by airplane or dirigible, or both. The delay in the development of aeronautics in this country was attributed by the Manufacturers Aircraft association today to "the failure of the United States government to establish landing fields, enact regulatory legislation, and adopt any fixed policy."

Inspired by aircraft manufacturers, chambers of commerce in at least fifty cities have undertaken to provide municipal landing fields for aircraft, built on specified lines as plotted by city planners and officials of the army air service, which has assumed unofficial supervision over the project, pending the adoption of federal regulatory legislation. These cities include Buffalo, Boston, Cleveland, Chicago, Philadelphia, New Orleans, Richmond, Va., Atlanta and Macon, Ga., St. Louis, Kansas City, Denver, Sacramento, Salt Lake City, Omaha, Pittsburgh, Butte, Mont., Fresno, Cal.; Scranton, Harrisburg, and Altoona, Pa.; Albany, N. Y.; Springfield, Ill.; Columbus, O.; Louisville, Ky.; Nashville, Tenn.; Mobile, Ala., and Houston, Tex.

Regular passenger routes already established in this country are between New York and Atlantic City, Mobile and New Orleans, Key West and Havana, San Francisco and Los Angeles, and Los Angeles and San Diego. Lack of adequate terminal facilities is considered one of the principal handicaps to aerial commercial traffic development. If aerial transportation is to become universal, aircraft manufacturers point out that there must be established adequate airbases with definitely marked landing places, convenient to business centers, and with facilities for housing the airmen and their machines and providing them with fuel and repairs. At the height of 5,000 feet, considered the minimum at which commercial planes of the future will travel, especially over cities, it is set forth that an airplane, the motor of which has become stalled, could volplane or glide a distance of four to five miles in a horizontal direction.

In addition to the regular routes, a company at Seattle has started an international air mail, operating between that city and Vancouver, B. C. Several lumber companies in the northwest are using the airplane for forest patrols and surveys. A Newark, N. J., department store delivered merchandise by airplane to customers in Asbury Park last summer, while a large Chicago clothing house made a specialty of delivering clothes to college students within a 100-mile radius of that city. A Canadian aviator carried 400 pounds of furs from Toronto, to Newark, N. J., stopping at Clayton, N. Y., to pay customs duties on them. The navy conducted experiments in guiding fishing craft by airplane at Gloucester, while the army conducted a coast airplane patrol between New York and Newport News, Va.

One of the strangest uses for which the airplane is being considered is the spreading of the gospel in the Congo states of Africa. A large American manufacturer received a request for prices from the Congo mission of the Church of the Disciples of Christ, which proposed to replace steam launches with flying

boats. The plan has not yet been carried into effect. Airplanes and spare parts, valued at several hundred thousand dollars, were recently sold by American manufacturers to French interests, who are planning airplane commercial routes in the Orient. Delivery of the material has begun.

In Europe three English companies maintain regular passenger and parcel post service between London and Paris and London and Brussels. On one of the trips a grand piano was carried from a London store to its customer in France by airplane. In accordance with British aircraft regulations, adopted last April, pilots of these commercial craft are examined, physically and technically, and licensed by the government, landing fields and prominent points along the routes are distinctly marked, standard signals are used and regular air lanes are followed.

Two French companies carry passengers on sightseeing tours over the battle lines, and there is a regular service between Paris and Brussels and some of the larger French cities. Merchandise carried on the first Paris to Brussels trip included 200 pounds of lobsters. Regular mail service between Paris and Geneva was established last May, when a Swiss aviator made the trip of 230 miles in 5 1/2 hours, including 30 minutes spent on French soil as a result of a forced landing in the fog. London, Manchester, Paris and Berlin newspapers are successfully employing airplanes in the delivery of their publications.

Zeppelins as well as airplanes have been used extensively for commercial purposes in Germany. Although little is known of German aviation development during the past few months, it is reported that several long air routes, including one from Berlin to London via Paris or Brussels, and another from Berlin to Constantinople, via Vienna, will be put into operation during the coming year.

Commercial aerial service has been put into operation between Johannesburg and Cape Town, South Africa. Australia already has established a trans-continental route from Sydney to Port Darwin on the north coast, a distance of 2,500 miles, with stopping points every 300 or 400 miles. Experimental commercial aerial journeys of more than 1,000 miles also have been made from Calcutta to other points of India, and regular routes are now under consideration.

A British company was organized last June, with a capital of many millions of dollars, for the establishment of airship lines virtually around the earth. Airships of 3,000,000 cubic feet capacity, nearly twice as large as the British dirigible R-34, the first lighter than aircraft to cross the Atlantic, are contemplated. These airships would be able to carry 15 tons of passengers and freight and have a cruising radius of 4,500 miles at a speed of 60 miles an hour.

A route from London to New York will be the first to be put into operation, if the company's plans are carried out. Lord Northcliffe recently predicted that the time was not far distant when London morning newspapers, delivered by airplane, would be sold in New York on the same evening, allowing for the difference in time.

If congress adopts the extensive programs planned for the army, navy and postoffice air services, American manufacturers are counting upon the greatest airplane development in history during the coming year. Availability of hundreds of army and navy fliers, they said, will make this possible.

NO CHILI CON CARNE IN OLD MEXICO

MEXICO CITY, Feb. 20.—The man who hunted all over China to no avail for a dish of chop suey and later remarked that the reason he liked the Hawaiian Islands was because there were no ukeleles there, would add to his store of knowledge by coming to Mexico, because he might scour the republic and would never find native-made such "chili con carne" as Americans believe is a Mexican dietary staple. The soupy mixture of ground meat and beans colored with chili pepper is unknown here.

"Chili con carne" (chili with meat) is a common dish, but it consists merely of pieces of meat flavored with chili. Beans are not an ingredient.

Nutmegs are kernels of the fruit of a tree cultivated in Sumatra, Java, and the West Indies. The shape and size of this fruit resemble a peach, and when ripe it easily splits in two parts, showing the kernel (or nutmeg), and mace, which surrounds it.

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NAVY APPROVES AMATEUR WIRELESS

SAN FRANCISCO, Feb. 20.—Recognition by the United States navy of the effective aid of amateur wireless operators in augmenting and providing efficient radio forces for the navy, navy and marine corps for war service is contemplated in plans announced here by the navy communication service for co-operation with amateur radio operators.

Lieutenant G. O. Twiss, of the naval communication service, Twelfth Naval district here, is completing details for use of the navy radio apparatus in working from time to time in drills with amateur radio sets. For this purpose the district will be divided into zones, with Eureka, San Francisco, San Pedro and San Diego stations each sending out drill messages for a seventy-five mile area.

At designated times, to be announced by the navy, drill messages will be sent out from these stations on spark transmitters, and all amateur radio operators with private sets who are interested will be asked to copy and forward the message as received to the communication service of the twelfth naval district.

Advice and aid to amateurs will be rendered, to encourage their development, in the use of their apparatus.

In announcing the plans, Lieutenant Twiss, that the efficiency in maintaining radio communication by the United States during the war may be credited in a large measure to the availability of amateur radio students.

BUILDING NEW SCHOOL.

SACRAMENTO, Cal., Feb. 20.—Work on Sacramento's new \$450,000 high school is to be started within thirty days.

The flower of the Christian religion is the lily, that of Mohammedans the violet.

NO HEADACHE OR NEURALGIA PAIN

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