

KNIGHTS OF AIR  
THROUGH CLOUDS  
AT GREAT MEET

Mercurial Frenchman Attracts  
Attention of Vast Throng  
by Daring Feat

May Attempt Flight From Los  
Angeles to San Diego  
in Airship

LOS ANGELES, Jan. 13.—Every one  
in Los Angeles tonight wants to go up  
in an airship—not quite perhaps to the  
Martian canals, but just low over a  
soft turf course on a sunny day. It is  
fair to say that if the science develops  
as fast as it did today on aviation field  
here the craze will be almost as common  
as golf.

Louis Paulhan of France did not do  
anything so wonderful today as seeking  
a pathway to paradise, but he took  
up two passengers, circled the field  
with them several times and cut cross-  
lots in what was considered an attempt  
to slow down Glenn H. Curtiss, who was  
flying the regular course at the same  
time for a 10 lap speed record. The  
passengers were landed safely and 10,  
000 women breathed sighs of relief.

**AIRSHIPS A SPORTING FACTOR**  
Flights with one passenger became  
an ordinary event. No speed or alti-  
tude or endurance records were broken,  
but the day's trials demonstrated the  
possibility of the airship as a com-  
mercial, and at least a sporting factor.  
It may be true that within a few years  
the idle rich may escape the hot sum-  
mers by taking an airship to the north  
pole.

Curtiss' manager, J. S. Fancuilli, pro-  
tested against Paulhan's getting in the  
way of the Curtiss machine during the  
10 lap trial and a contest may develop.  
Curtiss attempted to make a record for  
this, but failed. His total time was  
24 minutes 54 2-5 seconds. Later Paulhan  
tried to beat this, but failed by  
five seconds.

The events on the aviation field were  
crowded late in the afternoon by a  
strange sight in the sky. Off over the  
ocean a bright starlike apparition ap-  
peared. Thirty thousand necks stretched  
and 30,000 faces looked in wonder at  
the heavenly visitor.

Was it Halley's comet or a new air-  
ship from Mars come to mock? All  
along the fence line and through the  
streets to Los Angeles and on the  
street corners of the city awed crowds  
stood.

**LOOKS LIKE AN AIRSHIP**  
"It's an airship," said a man on a  
soap box. "I can see the smoke from  
the engine and see the propellers  
move."

On the field the real ships were moving  
with the regularity almost of an  
express train. It seemed as safe as  
driving the old mare to town over a  
quiet country road.

Picture a white track marked on a  
green field. A platform station. A  
woman in a sealskin jacket, her yellow  
hair bound close in an automobile cap,  
waiting impatiently. It is time for the  
San Francisco Limited.

Around the corner of the field the  
noise of an engine is heard. With a  
dip and rush of air a winged car of  
silk side planes stops at the platform.  
The driver touches his cap and stands  
aside while the woman climbs into the  
seat beside him.

"We are late," remarks the driver.  
A wave of the hand, a shove on the  
lever and the airplane rises in the air,  
higher and faster, disappearing in the  
direction of the city.

**SCENE BECOMES COMMON**  
This was the scene many times during  
the aviation meet.

Only the difference of a circular  
course and a bank of humanity cheer-  
ing wildly as though a great thing  
was happening.

The fourth day of the meet bore  
few features until the passenger car-  
rying flights of the late afternoon.

Curtiss made a qualifying flight to  
keep his time from being penalized.  
Willard won a prize in a Curtiss ma-  
chine starting and landing within the  
limits of a 20 foot square. Hamilton  
made a circuit in a Curtiss ma-  
chine. The Gill-Dorsch entry from Bal-  
timore made a short flight, but had to  
retire until repairs could be made to  
the propeller. The Kossow monoplane,  
a local machine, burned its framework.  
The Bleriot monoplane hopped lamely  
around the field, but did not appear to  
have power enough to rise far.

To see these things an immense  
throng made a holiday. Gay balloons  
and toy balloons dotted the crowded  
grandstand. The clouds of the early  
morning faded away into the moun-  
tains. All combined to give the sky  
a great opportunity to visit San  
Diego "at your convenience."

**LATHAM'S RECORD OVERSTOOD**  
Clifford F. Bishop, president of the  
Aero Club of America, received a cab-  
legram from the International Aero  
society in Paris during the afternoon,  
saying that Hubert Latham's record  
for altitude was 3,444 feet, made Jan-  
uary 7, in France. The judges con-  
firmed Paulhan's record of 4,155 feet.  
Hamilton during the day made a  
flight with his rudder wheel tied to  
show that the Curtiss machine could  
be operated without the Wright pat-  
ents.

Clifford P. Harmon of New York an-  
nounced that he would start during the  
second week in February from San An-  
tonio, Tex. in his balloon New York  
to attempt to break the world's dis-  
tance record. The record now is 1,200  
miles. Harmon also will try to lift  
the Lahn cup, now held by A. Holland  
Forbes, with 693 miles. He is assured  
of a sufficient quantity of gas in Texas.

**MACHINE SEEMED ALIVE**  
In discussing his world beating  
flight Paulhan said:  
"My machine seemed to have a soul.  
I believe I could have gone to sleep  
and my good machine would have  
carried me for hours and hours gently  
and securely."

"I suppose now that I have beaten  
Latham's record I will hurry his machine out  
of his Paris shop and try to fly higher  
still. If he does I will fly into Para-  
dise and defy him to follow me there."  
Curtiss showed his sportsmanlike  
spirit in talking of Paulhan's feat. He  
expressed pleasure that the record was  
made in America and said:

"The credit for a flight such as Paul-  
han made belongs entirely to the aviator  
and it is an evidence of his daring,  
skill and confidence."  
Silence reigned as usual in Curtiss'  
tent over his program.

In the hotels the name of Paulhan is  
on the lips of all.  
The meet has been brought into  
detail shape now. A big blackboard  
on the field gives each official event.  
Megaphonemen announce it to the  
grandstand. The judges require an  
announcement from the aviator before  
each attempt at speed, height and  
endurance records. Each aviator who

LOUIS PAULHAN CARRIES TWO PASSENGERS IN HIS  
BIPLANE IN LONG FLIGHT AROUND AVIATION FIELD

SUMMARY OF EVENTS AT  
SOUTHERN AVIATION FIELD

LOS ANGELES, Jan. 13.—The  
features at the aviation meet to-  
day were as follows:

Paulhan set the mark at 8:16 1-5  
in the official trial for three laps  
in the passenger carrying con-  
test, taking with him Mme. Paul-  
han as his passenger.

Curtiss failed in his attempt to  
lower the three lap record, which  
he set yesterday.

The monoplane Butterfly was  
partly destroyed by fire.

Willard duplicated his feat of  
starting, flying around the course  
once and landing in a measured  
space of 20 feet, winning the  
prize of \$250.

Paulhan late in the day electrified  
the crowd by taking Mrs.  
Dick Ferris as a passenger and  
flying low over the stands. He  
made three laps, cut corners and  
landed squarely in front of the  
grandstand.

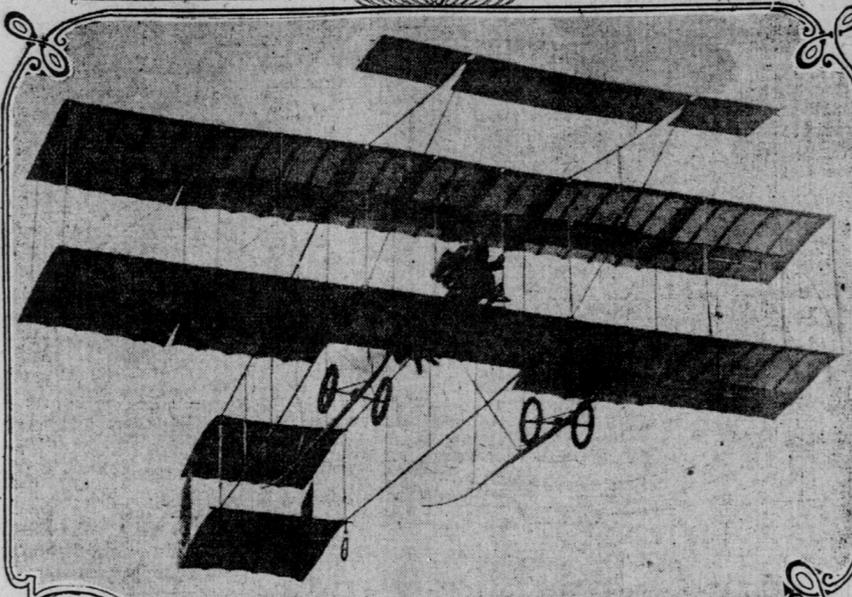
Paulhan ascended with two  
passengers and circled the field  
several times.

Curtiss tried for the 10 lap  
record, but failed. His total time  
was 24:54 2-5 and his mile aver-  
age 2:29 2-5.

Paulhan tried to break Cur-  
tiss' mark for the 10 laps, but  
failed, making it in 24:59 2-5.

Scenes at the great aviation meet now being held at Los Angeles.

LOUIS PAULHAN IN THE "FARMAN BIPLANE" IN WHICH HE BROKE ALL RECORDS FOR HEIGHT



MASSON IN A BLERIOT MONOPLANE

BLERIOT MONOPLANE

does not fly around the course at least  
once a day is penalized 5 per cent of  
his best time.

Curtiss received a new machine at  
the grounds this morning. It is of the  
same type as his others. It was  
nounced at the Curtiss tent that he  
would try to fly today in demonstration  
that the Wright patents, over which  
court action has been taken, are not  
necessary to the success of his ma-  
chine.

Frank Johnson of San Francisco be-  
gan to assemble his Curtiss machine  
early today preparatory to flight.

Charles F. Willard brought his Cur-  
tiss No. 10 on the field and announced  
that he was ready to fly at any time.

New wheels have arrived for the  
multiplane constructed after two years  
of hard work by J. B. Zerbe of Los  
Angeles. Zerbe is one of the most  
enthusiastic aviators on the field. His  
first attempt at flight with his machine  
met with disaster, but he still main-  
tains that he will beat them all.

At noon clouds again overcast the  
sky and the pilot of the airship  
feared that the day would not  
turn out well for any record breaking  
feats.

As the time for the official events  
drew near—2 o'clock—the sun again  
broke through the clouds. The wind  
was barely stirring.

Hamilton aroused the delight of the  
crowd, which had grown to vast pro-  
portions as the day before, by making  
a complete circuit of the field in his  
Curtiss biplane. On the home stretch  
he approached as close to the grand-  
stand as the rules permitted, sailing at  
a height of 50 feet.

He made three complete circuits of  
the pylons and landed at the starting  
place easily. No official record was  
made.

Curtiss and Willard brought their  
machines out and prepared to ascend.  
At 1:50 Curtiss started in a qualify-  
ing flight. After a preliminary circuit  
he started on a time flight.

His time was 2:24 2-5, 10 seconds  
behind his record of yesterday, which is  
the record of the course. The second  
lap was made in 1:28 3-5 and the third  
in 2:32 1-5. He landed at the starting  
place safely.

Paulhan intimated that he may yet  
essay a flight to San Diego, which lies  
more than 100 miles southward in an  
airline from the Dominguez aviation  
field.

After enthusiastic visitors from the  
southern city had presented Paulhan  
with the \$500 silver cup trophy for his  
thrilling achievement, they extended  
him a pressing invitation to visit San  
Diego "at your convenience."

Paulhan replied: "Not mine, but my  
engine's convenience."  
When he was asked today if that  
meant that he would attempt such a  
flight he answered:

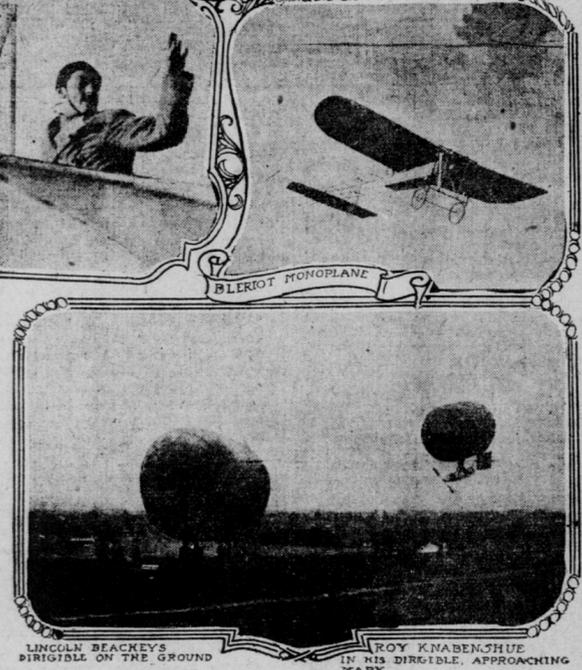
"It is not impossible. In endurance  
tests other aviators have traveled more  
than 100 miles, though never between  
cities that far apart."  
Then he recalled the fact that Cur-  
tiss' machines have fuel capacities for  
flights of 10 hours' duration at 80 miles  
an hour, and remarked that as his  
Farman biplanes were much larger,  
with correspondingly larger motors and  
tanks, he saw no reason why he should  
not make such a flight.

**Balloon Makes Long Flight**  
LOS ANGELES, Jan. 13.—With five  
passengers, three women and two men,  
the big balloon City of Los Angeles,  
which ascended at Huntington park  
today, sailed over the mountains and  
was lost for seven hours.

The alarm was given and scores of  
men were searching the desolate hill  
country northwest of the city when the  
air voyagers arrived in this city to-  
night safe and sound. They had landed  
nine miles north of Burbank, a village  
at the upper apex of the San Fran-  
cisco valley, and found the owner of  
an isolated ranch who was willing to  
take them to the railroad station in a  
wagon.

Mrs. Ida Gregory of Chicago, one of  
the passengers, became violently ill  
as the balloon swept over the crest of  
the mountains, but recovered before  
reaching the city. Beyond the flight  
experienced while several thousand  
feet in the air, her companions, Miss  
Bertha Freund of Cincinnati, and Miss  
May Myers of San Bernardino, Cal.,  
suffered no ill effects. The women were  
escorted to the city by J. C. Mars of  
Oakland, pilot of the balloon, and K.  
L. Bernard of New York, a passenger.

**Dirigible Passes Over City**  
CHATTANOOGA, Tenn., Jan. 13.—A  
white dirigible balloon passed over  
Chattanooga at 11 o'clock today. A  
man was seen in the machine. It  
passed across the city in about 10  
minutes.



LINCOLN BEACKEY'S DIRIGIBLE ON THE GROUND

ROY KNABENTHUE IN HIS DIRIGIBLE, APPROACHING MARK

CHOOSES DELEGATES TO CONFERENCE  
COOK FOUND DEAD IN HAPPY VALLEY

**Stanford Executive Committee Meets; New Intercollegiate Agreement Pending**

[Special Dispatch to The Call]  
STANFORD UNIVERSITY, Jan. 13.—  
The most important business transac-  
tion of the executive committee at its  
first meeting last night was the appoint-  
ment of Stanford's representatives to the  
intercollegiate agreement committee. R.  
W. Barrett '04, G. J. Presley '07 and D.  
W. Burbank '09 were selected to look  
after the interests of Stanford in the  
formation of the new agreement.  
The boating equipment was  
formally passed over to the boat club in  
accordance with the resolution of the  
committee passed last semester.

At the assembly this morning Baron  
Kikuchi, a well known educator of  
Japan, spoke very favorably of the  
relations between the United States and  
Japan. He said that the idea of a war  
between the two powers was absurd  
and that the United States was held in  
the greatest veneration by all classes  
in Japan, and at the present time Japan  
had no hostile intentions against any  
power whatever.

G. F. Morgan '10, president of the  
Nestoria literary society, has appointed  
the following committees to serve for  
the present semester: Executive—F. H.  
Hilton '11, chairman; H. C. Nelson '10,  
E. E. Tinsler '12, Program—R. J. Mil-  
ler '11, chairman; G. D. Ditz '11, H. R.  
Parker '12.

The pulpit of the university chapel  
will be filled Sunday morning by Rev.  
Dr. Joseph W. Cochran of Philadelphia,  
who is to speak at the first regular as-  
sembly next week.

In anticipation of the social activi-  
ties of the semester the date of the  
Encina "at homes" and the committees  
that are to have charge of them were  
arranged last night. The dates selected  
are January 29, March 5 and April 23.  
The committees are as follows:

Social committee—B. W. Uter '10, chairman;  
J. W. Pitting '10, P. E. Ward '12, G. Holcomb  
'11, G. B. Lantz '12.

Program committee—J. P. Levy '10, chairman;  
R. M. Ford '10, W. S. Porter '11, P. Y. Dick-  
son '12, C. E. Burr.

Invitation committee—H. C. Warren '10, chair-  
man; H. J. Sharp '10, F. H. Hilton '11, G. A.  
Dietz '11, R. E. Millspaugh '12.

Decorations—J. C. Robbins '10, chairman; H.  
O. Tallant '11, A. A. Frost '11, J. W. Vickers  
'12, M. F. Henshaw '12, A. Frank '13, W. F.  
Dietrich '13.

**Airship Week**  
At Los Angeles, \$18.70 round trip via  
Southern Pacific for the great aeri-  
craft. Tickets sold January 10 to  
14; return by January 20, 1910. Ticket  
office, Southern Pacific company, Flood  
building, Market street ferry depot,  
Third and Townsend streets depot, and  
Broadway and Thirteenth streets, Oak-  
land.

**Sheep Herder Discovers Body of San Franciscan With Bullets in Head**

[Special Dispatch to The Call]  
SAN RAFAEL, Jan. 13.—Consider-  
able mystery surrounds the death of  
Caspar Scharnweber, the San Francisco  
cook, about 50 years of age, whose  
body was found by a sheep herder in  
Happy valley this morning, with two  
bullet wounds through the head and a  
revolver clutched in the right hand.  
Scharnweber was a member of the  
German benevolent society of San  
Francisco, and a receipt was found on  
his person showing that he had paid his  
dues for the month of December. Until  
a week ago he worked as a cook at  
Herbert's saloon in Powell street.  
When he left he declared his intention  
of going to Petaluma.  
Friends of the dead man in San  
Francisco say that he often spoke of  
having a comfortable bank account,  
and the fact that no money was found  
on his person has led to the suspicion  
of foul play.  
The body was found by Frank Vera  
while herding sheep five miles north  
of here. The corpse lay face up under a  
clump of trees. The fact that the dead  
man's coat was removed and placed  
under his head as a pillow seems to  
indicate that he made preparation for  
suicide.  
Coroner Sawyer believes the man has  
been dead several days.

**WIDOW OF COUPLING VICTIM GETS DAMAGES**

**Mrs. Kate C. Putnam Gets Judgment Against Ocean Shore**

A verdict awarding Mrs. Kate C. Put-  
nam, widow of Fred H. Putnam, dam-  
ages in the sum of \$10,000 for the death  
of her husband was rendered by a jury  
in Judge Hill's court yesterday against  
the Ocean Shore railroad. Putnam was  
a conductor in the employ of the cor-  
poration. On July 14, 1907, he was in  
charge of a construction train of four  
cars and an engine near Ocean View,  
and owing to the snapping of a wooden  
club tied to the brake he was thrown  
between two cars and crushed to death.  
The attorneys for the railroad argued  
that Putnam had no right to use the  
club, but it was shown that otherwise  
it was impossible to operate the brake  
while the train was going down hill.  
The whole brake appliance was worn  
and defective and the car had been in  
use more than two years, according to  
a case for the plaintiff.  
As the Ocean Shore railroad is in in-  
solvent Mrs. Putnam will have to in-  
clude her judgment among the other  
claims of creditors.

**GRIMWOOD AND WAYTE IN COURT**—Charles  
E. Grimwood and Walter J. Wayte, charged  
with obtaining \$9,500 by false pretenses from  
William H. Ford, appeared in Police Judge  
Deasy's court yesterday. Their arraignment  
was continued till January 20.

OPIUM SMOKERS  
START BIG FIRE

Carelessness With Matches  
Results in Blaze Which  
Threatens Conflagration

Apartment Houses Endangered,  
but Saved by the Prompt  
Action of Firemen

Fire, starting at 644 Park street yester-  
day afternoon, wiped out nine stores  
in that district, but the damage was  
small, as the buildings were of frame  
and only two of them were in use.  
There was no insurance.

It is believed that the fire was started  
by a gang of opium smokers, who have  
been occupying the rear of an empty  
store as a meeting place. A number  
of the pipe fiends were seen in one  
of the stores yesterday morning, and  
it is presumed that one of them threw  
a lighted match on the floor. A stiff  
wind fanned the flames with excep-  
tional rapidity, and, to add to the spec-  
tacular feature, a tar roofing produced  
dense volumes of heavy, black smoke.

For a time it appeared as if taken  
the fire would spread to the Gladstone  
apartment houses across the street, but  
the apartment house escaped with no fur-  
ther damage than being badly smoked.

Among the other nearby places which  
were slightly damaged by smoke was  
the Hotel Brule at 674 Eddy street, a  
restaurant at 675 Eddy street, the tail-  
oring establishment of B. Kaplan at  
680 Eddy, the saloon of H. G. Bull-  
winkel across the street from the  
burning buildings and Bare Brothers'  
furniture store.

In fighting the fire Lieutenant Avil-  
ham Conlon of engine No. 3 had a nail  
driven through his foot and was taken  
to the central emergency hospital. The  
property belonged to Mrs. L. Huddles-  
stone.

**Mysterious Explosion**  
An explosion that almost wrecked  
the cottage of Albert Wood, 3224 Pierce  
street and blew three windows out of  
the adjoining cottage of Fritz Kerth  
occurred while firemen were fighting  
a fire in the Wood cottage shortly after  
2 o'clock yesterday morning. Wood  
said that the only thing that could  
have caused it was a five gallon can  
of kerosene oil. The cottage was insured  
for \$2,500. The origin of the fire is a  
mystery.

NEWHALL ELECTED  
TO SUCCEED HIMSELF

Chosen President of Fire Com-  
mission for Ensuing Year;  
Sullivan Is Seated

Various Changes Made in Per-  
sonnel of Department; Bo-  
den Battalion Chief

George A. Newhall was re-elected  
president of the fire commission for the  
ensuing year at yesterday's session and  
Mayor McCarthy's appointee, Joseph F.  
Sullivan, was seated.

Newhall assigned Sullivan to the  
finance committee, whose main duty is  
to negotiate with the supervisors'  
finance committee and the board for  
funds and to see to their distribution in  
the department work.

Captain Michael Boden of engine com-  
pany No. 21 was promoted to the grade  
of battalion chief in the place of Bat-  
talion Chief W. D. Waters, retired. The  
change along the line made Fred Grote  
captain, Anthony Phelan lieutenant and  
J. W. Ellis hoseman.

**Would Complete Viaduct**  
Supervisors McLaughlin, Loughery  
and Deasy yesterday recommended to  
the finance committee, which meets to-  
day, that \$85,000 be set aside for the  
work on the southern section of the  
Mission viaduct, between Marshall and  
Springdale streets, and that \$50,000 be  
appropriated for the construction of the  
main sewer in Mission street, between  
Silver avenue and Bosworth street.

Upon Loughery's motion the commit-  
tee favored the immediate setting aside  
of \$2,000 to begin the repair and re-  
grading of Fifteenth avenue South, to  
furnish a passable thoroughfare be-  
tween San Bruno and Railroad avenues.

**Counting City's Coin**  
Treasurer McDougald, for himself,  
Auditor Boyle, for himself, Attorney  
Albert Monfino of Cleveland Dam's staff  
of assistants, for the mayor, and Bond  
Expert H. A. Mason, for the supervisors'  
finance committee, yesterday watched  
the count of \$1,880,000 paid over to the  
city for the last installment of bonds  
sold and will continue the recount of  
all the municipal funds.

SEMBRICH SINGS  
A GREAT PROGRAM

Diva Presents Songs of All  
Schools and Countries to  
Big Audience

By WALTER ANTHONY

Madam Marcella Sembrich marched  
through the groves of music last night  
and did not miss a single bypath. She  
led us from the banks of the Neva to  
the gates of Rome; she took us thence  
to Paris and back to Vienna; she led  
the way to England and crossed the  
seas to America. About the only music  
making country she did not visit was  
Spain.

I never heard a more universal pro-  
gram than that which the great so-  
prano, the successor of Patti and one  
of the greatest living exponents of the  
art of true song, gave us last night at  
the Garrick theater. I doubt if there's  
an artist living who could duplicate it.

Verdi, Massenet, Handel, Schubert,  
Schumann, Brahms, Loewe, Debussy,  
Arensky, Grieg, R. H. Woodman and  
Gounod are some of the composers  
whose songs she sang last night.

Madame Sembrich sings that song with  
so delicate an air that years roll back  
and you are willing to believe that she  
was the one for whom it was written—  
which, of course, as you and I know,  
she wasn't.

La Forge's addiction to Chopin, is, I  
should say, constitutional. He under-  
stands the Pole and plays him with  
rare delicacy and refinement. If there  
is little of strength in his presenta-  
tions it is because La Forge sees the  
delicate pattern of Chopin's musical  
fabric and fears to tear the delicate  
web. La Forge, in his solo work is  
entirely subjective, which is the more  
remarkable because his accompani-  
ments, played without notes, are the  
perfection of objective performances.

Francis Rogers pleased the audience  
with his interpretation of Massenet's  
aria from "Herodias," "Vision Fugitive,"  
which he sang with scholarly  
spirit. His voice, while it lacks the  
"color" of the Latin voice, is large and  
musical, though streaked with "white"  
at times.

Madame Sembrich turned enthusiasm  
loose when she sang "Ah, for a Lull  
from 'La Traviata.' The perfect pur-  
ity of her tones and her wonderful  
musicality were manifest throughout  
the number. Her closing number, "The  
Jewel Song" from "Faust," was a tri-  
umph of tone production and musical  
beauty, and it proved that however  
well the diva sings German lieder she  
is peerless still when she just opens  
her throat to sing glorious melody.

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CONTINUATION  
OF OUR

Semi Annual  
CLEARANCE SALE

We Are Offering Innumerable Price In-  
ducements in All Lines

ANY OF THIS SEASON'S  
\$30.00, \$25.00, \$20.00  
RAINCOATS NOW 13.95

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WE QUOTE BUT A FEW OF THE MATCHLESS  
VALUES IN HIGH CLASS GARMENTS

\$25.00 Hand Tailored Suits 16.65  
\$30.00 Imported Fabric Suits 19.95  
\$15.00 Wool Business Suits 11.25  
\$20.00 Fine Dress Suits 14.75

Just a Couple of Unbeatable Values in  
\$1.00 Fine Golf SHIRTS 47 1/2c  
75c Holiday Imp. NECKWEAR 27 1/2c

MOTHERS!  
It Will Pay You to Investi-  
gate Our Bargains in  
BOYS' Clothing, Hats,  
Furnishings.

MEN'S HATS  
All Our High Grade  
\$3.50, \$3.00, \$2.50  
Stiff or Soft Hats... 2.15

STORE OPEN SATURDAYS TILL 10 P. M.  
THE CLARION INC.  
867-869 MARKET STREET OPP. POWELL

Hurry Ends  
in Indigestion

Use your teeth on your food or your  
stomach will suffer. Quick lunches,  
hurried eating, bolting food, are sure  
to end, sooner or later, in some  
form of indigestion, more or less  
troublesome.



quickly relieve the distress caused  
by hurried eating. They act direct-  
ly on the stomach nerves and actu-  
ally help the food to digest and  
assimilate. They are particularly  
good for nervous dyspepsia, bloat-  
ing, hiccoughs, bitter taste in the  
mouth, and flatulence. With rea-  
sonable care in eating, Beecham's  
Pills will soon

Put an End to  
Stomach Ills

Advertisement for Beecham's Pills and a Swiss Clock. The clock is priced at \$4.95 and 40¢. The advertisement includes text about the benefits of Beecham's Pills for indigestion and a note about the clock being a genuine Swiss clock.

Sold Every where. In boxes 10c and 25c