

Benefited Physically, Morally and Mentally by Military Training

By BALLINGTON BOOTH, Volunteers of America



I am in favor of universal military training of young men for the following reasons: Because it seems to me that what our society and citizenship most needs is the all-round, developed character; the bringing of the course and aim of life under the influence and control of the trained mind and disciplined will—such subjugation as shall tend to the building up of physical stamina and spiritual morale. The young man trained to be such a citizen-soldier cannot but incorporate in his makeup the best patriotic elements and the most helpful principles.

Because it has been demonstrated beyond dispute that thousands of young men have benefited physically, morally and mentally through the military training they received during the war. It changed their viewpoint of the needs of other men and proved a valuable controlling force as far as their habits, customs and dispositions are concerned.

We are building for the future and everything depends upon the character of the foundation.

Adequate Personal Efficiency Founded Primarily on Economy of Time

By S. W. STRAUS, American Society for Thrift

Any young man or young woman in America today might well memorize these words from Lord Chesterfield:

"Every moment you lose is so much character and advantage lost; as, on the other hand, every moment you now employ usefully is so much wisely laid out at prodigious interest."

No phase of thrift is of greater importance than economy of time. It is easier to save dollars than to save hours.

Aesop's ancient fable of the tortoise and the hare was founded on excellent philosophy, for persistent effort is bound to bring successful results. It is not hard for any of us to prevent the loss of days or weeks, but it is very easy to slip into the habit of squandering moments.

The man with the driving personality, who forges ahead in spite of every obstacle, is unwilling to ever lose a single moment of time during his business hours.

Adequate personal efficiency must be founded primarily on time economy.

There must be proper periods taken for rest and recreation, for this is a thrift of health. But there should never be absolute idleness.

The young man or young woman just beginning life's stern activities can learn no better lesson than thrift of time. Without knowing this secret there can be no substantial success.

Newer Relation of Capital and Labor Is Expressed by Word "Partners"

By GEORGE W. PERKINS, New York Financier

"The worker's fair share" has been a real problem ever since the world began. It has changed greatly as civilization has progressed, and has crowded harder and harder for solution as intelligence and education have spread and broadened.

The worker's fair share was an unsolved problem when the expression designated the relationship between the man of capital and the man of labor was "owner and slave."

It still existed when the expression of relationship became "master and man."

It still exists in these days when the expression of relationship is "employer and employee."

These very changes in the expression used to designate the relationship between capital and labor show that steady progress has been made toward solving the problem of the worker's fair share.

I take it that everyone believes that we cannot go back to the old conditions; that we must move forward to an even better relationship than that expressed by the term "employer and employee."

You ask, "What is this newer relationship to be and what term will express it?" I answer that I believe it must be "partners."

The profit sharing I believe in is the kind that is real; the kind that promotes thorough and efficient co-operation between employer and employee; the kind that makes partners of employees; the sort of profit sharing that is practiced between partners in a business.

Full Price Paid for the Secrets of the Air; We Must Not Pay Again

By PRESIDENT PAINLEVE, French Air Commission

Flying is the true heir to the war. Our heroic youth in the air by their incredible daring, by their lives and deaths, have taught the world more than it could have learned in 50 or 100 years of peace flying.

It is for us to see that the world does not lose this precious, precarious knowledge.

The present generation of pilots, war-trained, is much the most important there will ever be. They are the bearers of a precious knowledge which if lost will take decades of toil and risk equal to those already past, to bring it back to the same level again. We have paid the full price for the secrets of the air; we must see that at all costs this terrible price does not have to be paid again.

Left to itself, commercial flying, as it is at present, would perhaps sink to the level of a holiday sideshow—five-mile trips at so much per head. Governments must back it with money and encouragement so that the young pilots may not be lost to the art in opening up new lines and methods for its expansion.

The country which will do this courageously, in spite of the burden the war has laid upon it, will reap an enormous advantage.

New Devices to Help Air Pilots

Radio Direction Indicators Are Improvements to Save Life and Time.

NEED FOR CASH IS ACUTE

Eight Planes Used in Mail Service in United States and 54 in English Channel Service Compared—Fog No Longer Menace.

New York.—New devices to safeguard mail pilots and assure the sure guidance of mail planes through all kinds of weather are now being installed on mail planes and at the Newark and Bellefonte flying fields, according to a statement by Otto Praeger, second assistant postmaster general in charge of aerial mail. Radio direction indicators and a new compass are among the improvements which will save both life and time.

In his statement Mr. Praeger goes carefully into the aerial mail situation in this country, pointing out that much depends upon the attitude of congress toward appropriations for the extension of the service. He contrasts the eight airplanes in daily mail carrying operations throughout the entire United States with the 54 transporting mail each day in Great Britain and across the channel.

"The fact that European countries are operating more extensive air mail services than the United States is due solely to the reason that the post office department has not been able to obtain appropriations for the desired development," he says. Concerning the improvements in air mail carrying, he says:

"With the co-operation of the bureau of standards, the signal corps of the army and the radio section of the navy, the aerial mail service has developed a most powerful loop radio for communication of mail planes and their guidance through all sorts of weather, even fog. This equipment is now being installed on the new mail planes and landing fields at College Park, Newark and Bellefonte, Pa.

"The radio set has a tremendous range for sending. Its possibilities have not been fully determined. Instead of requiring masts from 200 to 500 feet high, the aerial wires are being raised on masts only 23 feet high.

Field Marking Equipment.
"Included in the equipment is a field-marking radio device which enables a pilot to steer exactly for the center of his landing field, although it may be invisible and obscured by clouds, rain, snow or fog. The tremendous importance of this invention, which has been perfected by the bureau of standards on the initiative of the aerial mail service, can be barely realized by those unfamiliar with the art of flying.

"Fog is the aviator's most dangerous enemy. A majority of crashes and bad landings are caused solely by the inability of the pilot to determine his position and the location of a suitable landing place.

"A new compass has been devised and put in service on the small planes, but one of the most important contributions to aviation being worked out by the aerial mail service, with every prospect of success, is a nonmagnetic and nongyroscopic compass which will overcome the unreliability of the magnetic compass caused by vibration and other disturbing features of an airplane in motion.

"Through the encouragement and actual assistance of the aerial mail service an American inventor has created a self-cleaning spark plug for the powerful high-compression type of Liberty motor.

"We have every reason to believe that these new inventions will do much

for the transcontinental service when it is installed. Heretofore the only argument against the aerial mail plane was that railroads were more dependable than flying machines for long hauls, that planes could not make transcontinental or long cross-country flights with a surety of success because the weather might either delay the start or force a landing on undesirable ground.

"There was much in that argument until the wireless was called into play in behalf of the air mail plane."

Cut Down the Time.
Air service across the continent from New York to San Francisco will cut down the time of transmission of mail by almost two days, according to Mr. Praeger. He says:

"The proposed transcontinental air mail from New York to San Francisco is the result of our inability to get the railroads to give the Pacific coast cities, notably Los Angeles, San Francisco and Seattle, an efficient mail service. A letter mailed in New York and making all connections takes 90 hours to reach San Francisco.

"If you write a letter Monday it will leave New York at 8:30 o'clock that night, and if the trains are on time will arrive in San Francisco at 12:30 o'clock Friday afternoon. During 25 days in October the mail reached San Francisco on schedule only five times. When the trains were as much as an hour late the mail was not delivered until Saturday morning.

"By the air mail route letters written Monday would leave New York Tuesday morning, arrived in Omaha, Neb., that afternoon in great planes of the type which are now being completed for the mail service; arrive at Battle Mountain, Nev., on Wednesday afternoon and be in the San Francisco post office by 9 o'clock Thursday morning; in fact, delivered almost two days ahead of the mail sent overland by train.

"This route, if congress permits the carrying out of present plans, will be operated by multimotored planes carrying a ton of mail from New York to Omaha, and then onto the Coast by planes carrying 1,500 pounds over the Rockies.

"The West has been aroused in favor of this service, but what congress will do in the matter remains to be seen. The trouble with aviation in America is lack of vision and ignorance of the problems that confront manufacturers. Until the national congress obtains a clearer grasp of this subject the United States will steadily slip back while Europe goes forward.

In Death Struggle.
"Few of us apparently realize today that the American airplane industry is in a death struggle for existence. People seem to be under the impres-



Miss Maudie Younger is secretary of the legislative committee for the national women's party of which Miss Alice Paul is chairman. Of independent means, Miss Younger devotes virtually her entire time to speechmaking and lobbying in Washington for the ratification of the suffrage amendment. She spent five years in the college settlement, New York, where she was converted to suffrage through her close contact with the laboring classes.

son that our airplane industry is holding its own with the rest of the world and that the air mail service of the United States is the only one in operation.

"Today it is the boast of the air mail service of the post office department of the United States that we have eight airplanes in the air daily, covering a total of 1,906 miles of territory and carrying an aggregate of 2,100 pounds of mail.

"Compare this with the information contained in an official report from London detailing the status of the airplane postal service in Great Britain at the close of the month of September, 1919. This report discloses that 54 government airplanes were transporting mails daily from one part of the country to another, the latest routes including Bristol, Birmingham, Newcastle, Manchester and Glasgow; also that multiple motor Handley Page airplanes were carrying 1,400 pounds of letter mail to Brussels for forwarding to Holland and Norway, and bringing back on the return trip 2,000 pounds of continental mail."



Accept "California" Syrup of Figs only—look for the name California on the package, then you are sure your child is having the best and most harmless laxative or physic for the little stomach, liver and bowels. Children love its delicious fruity taste. Full directions for child's dose on each bottle. Give it without fear.

Mother! You must say "California!"—Adv.

His Only Chance.
"Can I get a room for the night?" asked the man of the hotel clerk.

"No," replied the clerk, "we haven't got a room in the house."

"Where in thunder am I going to sleep, then?"

"Why, there's a movie picture show in the next block. They have continuous performances, I believe."

WHY DRUGGISTS RECOMMEND SWAMP-ROOT

For many years druggists have watched with much interest the remarkable record maintained by Dr. Kilmer's Swamp-Root, the great kidney, liver and bladder medicine.

It is a physician's prescription. Swamp-Root is a strengthening medicine. It helps the kidneys, liver and bladder do the work nature intended they should do.

Swamp-Root has stood the test of years. It is sold by all druggists on its merit and it should help you. No other kidney medicine has so many friends.

Be sure to get Swamp-Root and start treatment at once.

However, if you wish first to test this great preparation send ten cents to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. When writing be sure and mention this paper.—Adv.

Seeing Things.
Flatbush—You know mirrors do wonders toward brightening up a home.

Bensonhurst—I know it. My wife always seems happier when she sees herself in a lot of mirrors around the house.

TONIGHT!

Take "Cascarets" if sick, Bilious, Constipated.

Enjoy life! Straighten up! Your system is filled with liver and bowel poison which keeps your skin sallow, your stomach upset, your head dull and aching. Your meals are turning into poison and you cannot feel right. Don't stay bilious or constipated. Feel splendid always by taking Cascarets occasionally. They act without griping or inconvenience. They never sicken you like Calomel, Salts, Oil or nasty, harsh pills. They cost so little too—Cascarets work while you sleep.—Adv.

Golf in Dreamland.
"Well, you should be thankful your husband can't play golf at night," said the sympathetic neighbor to a golf widow.

"I don't know about that," she replied. "He talks about it then."—London Answers.

ASPIRIN FOR COLDS

Name "Bayer" is on Genuine Aspirin—say Bayer



Insist on "Bayer Tablets of Aspirin" in a "Bayer package," containing proper directions for Colds, Pain, Headache, Neuralgia, Lumbago, and Rheumatism. Name "Bayer" means genuine Aspirin prescribed by physicians for nineteen years. Handy tin boxes of 12 tablets cost few cents. Aspirin is trade mark of Bayer Manufacture of Monoaceticacidester of Salicylicacid.—Adv.

Difficulty of Uncompromising Stand.
"Where is that speech you were going to deliver?"

"I still have it under consideration," answered Senator Sorghum.

"Is it a hard speech to write?"

"Very. Every time I get at it I have the greatest difficulty in keeping my mind from digging up the best possible arguments on the other side."

Granulated Eyelids, Sties, Inflamed Eyes relieved over night by Roman Eye Balsam. One trial proves its merit. Adv.

A fence in time saves money.

Search Sky for New Stars

Harvard Observatory Finds 18 Not Previously Classified Through Photographic Study.

Cambridge, Mass.—The Harvard college conservatory is making a systematic search for new stars, according to Acting Director S. I. Bailey, who said that every two weeks a photographic study of the Milky Way was made and the new stars charted. Since this work was undertaken several years ago, he added, eighteen new stars had been discovered.

"We also are engaged upon a detailed study of the magnitudes of stars," Prof. Bailey said. "In certain special areas, in co-operation with Prof. Kapteyn of Groningen, Holland, we are making an especially intensive study of both the magnitude and position of all stars down to the fifteenth

or sixteenth magnitudes, or, in other words, down to stars about 10,000 times too faint to be seen with the naked eye. There are something like 100,000,000 such stars.

Baby's Daubs on Wall Better Than Masterpiece

Baby finger prints on the wallpaper are the finest example of mural art. This was the decision handed down in a New York city court by Justice Rebitzke, in dismissing a suit to recover alleged damages because a baby had embellished the interior decorations of an apartment by a frieze all its own.

This would be a happier world to live in," the judge said, "if baby fingers could only make their imprint on the hearts of men and women. I would rather see the print of baby fingers on the walls of my house than have them adorned with the world's masterpieces."

TREASURE DIGGER WINS SUIT

New Jersey Preacher Doesn't Have to Pay Farmer \$5,000 on Note, Says Court.

Paterson, N. J.—Frederick Loehrs, pastor of the Congregation of Enlightenment of Soul and Spirit, will not be compelled to pay \$5,000 for the privilege of digging up a farm in quest of buried treasure. A jury in the circuit court here dismissed the suit against him on grounds of "no cause for action."

The plaintiff was Daniel Balsinger, who said he had loaned Loehrs \$5,000 on a note. The pastor testified that Balsinger told him of a conversation Balsinger had with a woman, in which the latter recounted a dream in which over \$2,000,000 worth of jewelry and gold was buried on Balsinger's farm in Oakland, N. J.

The pastor agreed to buy the farm, he said, and gave Balsinger \$20 in cash and the note for \$5,000. Then he and Mrs. Sophie Sautter, treasurer of the congregation, and Mrs. Marie Blumer, secretary, dug and dug in vain for the valuables.

DAVISON WELCOMES SIR DAVID HENDERSON



Sir David Henderson, director general of the League of Red Cross Societies, who arrived on the Baltic, shown as he was greeted by Henry P. Davison, head of the American Red Cross.