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### DEEM PICTURE OUT OF PLACE

British Authorities Request Removal of Kaiser's Portrait From Tonga King's Palace.

Germany's interesting relations with the little kingdom of Tonga in the South Pacific are recalled by recent incidents there. A few years back a life-size portrait of the kaiser mounted within a massive gilt frame was presented by the German government to King George Tuboa II, the present ruler of the archipelago. Forthwith this picture adorned the walls of the wooden palace at Nukunofa, the capital of the kingdom. Germans—who, shortly before the war, were rather conspicuous in Tonga—were wont to admire the painting when they came to pay their respects to King George. Moreover, close at hand were busts of Emperor Frederick of Germany and Prince von Bismarck. So delightfully informal in many ways is the Tongan court that the busts did excellent service as hat racks on festive occasions. But not so with the present from the "All Highest." But alas for the big picture of the kaiser in little Tonga! After the war had been in progress for some time the fact of its existence and whereabouts came within the purview of the British government and that government requested the Tongan government to remove it from the palace. The pith of this request was that Tonga is a British protectorate. But not withstanding Tonga is a British protectorate it is the last independent kingdom in the Pacific and it prides itself on having not only a monarch but a cabinet and a parliament.—New York World.

### HISTORY WROUGHT IN STONE

Marvels of French Architecture Which the Unconquered Hordes of Germany Would Destroy.

In architecture France is supreme. It well may be said that without France there would have been no Gothic architecture. The cathedrals of France are absolutely unrivaled, says Cass Gilbert in the World's Work. One has only to mention the names of Notre Dame de Paris, Bourges, Reims, Chartres, Rouen, Amiens, Ebeuvais and Coutances to bring up memories of miracles of creative design which no words can fittingly characterize or describe.

Wonders of constructive ingenuity as they are, they have a yet more supreme significance as evidence of the refinement and taste of a people instinct with emotion and ennobled by idealism in its most exalted phase. These great buildings give expression to the spiritual aspirations of a great people.

They are constructions of superb scale and fascinating beauty, embellished by tracery and arabesque, carving and inlay, stained glass, tapestry, bronze and iron of marvelous craftsmanship and exquisite design. They are the product of a thousand years of faultless taste, the contribution of innumerable thousands of craftsmen devoted to the glory of God and the love of France. And it is this glorious nation that the hordes of Germany would destroy.

### Within Sound of the Guns.

A new sound arose in the darkness, a sound which held for me a thrill as vital and incomparably more alluring than the hint of distant battle. It rose slowly, a rich, mellow undulation, which stirred every fiber, and then quavered, descended and broke off. We stood motionless, listening with all our ears, and again it came, unmistakably, from the depths of the misty woods. My companion smiled at me in triumph. His first surprise had come off promptly, even ahead of time, for it was only now growing dusk. We could see in imagination the drooped tail, the hollow-cheeked muzzle raised skyward—a wolf uttering that cry which of all sounds is most symbolic of the northern wilderness; an hurlement plaintive and lugubrious. I could not believe my ears, that here in the heart of France, within sound of the guns at the front, I had heard the voice of a wild wolf.—William Beebe in Atlantic.

### Expert at Tribal Sport.

One method the Zuni practice for keeping in trim is their tribal sport, which was witnessed for the first time by a number of Americans at the recent ceremonies. The game is known as "kick-the-stick" and is a sort of hockey played with the bare feet. The stick is a bit of wood three or four inches long, and each team tries to kick it down a long course to a goal. So expert are the players and so fast do they travel, that a number of spectators wore out their horses trying to keep up with the game.

# WILL FLY ACROSS the ATLANTIC.



## Italian Aviator Believes Feat Can be Accomplished Easily With the Caproni Plane

LIEUT. LEOPOLD BELLONI of the Royal Italian flying corps, now in this country, says positively that the transatlantic airplane flight will be made. While he does not set a definite time for the start, he says that a Caproni airplane will turn the trick.

This western ocean flight has been talked of and dreamed of for many years. Three things are essential for it. They are faith, skill and organization. With these Lieutenant Belloni believes success is sure. Italy has the faith, she has the skill in the trained aviators of her army but she does not possess the organization, says a writer in New York Sun.

He believes that this is at hand in America and that Italy and the Capronis would desire nothing more than that the United States should furnish the organization and share in the laurels which will fall to those who first fly over the Atlantic. At the same time the lieutenant admits that America is well supplied with skill, too. As he puts it:

"The flying youth of Italy and America would be proud to make the flight." The organization, he says, should consist of ships stationed at intervals along the line of flight to wireless the course to the pilots of the transatlantic machine and for precautionary measures. Other work necessary would be the gathering together of weather reports and data vital to the men who will rise in the air in one hemisphere and land in another.

As to the type of airplane for the trip, Lieutenant Belloni favors a regulation Italian army Caproni. He has no preference for a triplane over a biplane, but he does believe that the machine should be speedy and should carry a small crew, instead of a heavy and slower air cruiser capable of carrying several men.

Would Like Liberty Motors. For engines he says emphatically that there is nothing that would suit the Caproni brothers better than that of a plane of their making equipped with Liberty motors should make the attempt, guided by an Italian-American crew.

"Caproni would have it so," said Lieutenant Belloni. "He loves America. He patterned himself after your famous Wright brothers, and I know that there is nothing would give him greater pleasure than to have America share in the honors of an ocean flight."

Had Gianni Caproni, father of Italy's huge bombing and fighting machines, which have given a good account of themselves on the Italian and French fronts, been asked if the flight across the sea were probable this year it is safe to say that he would have replied: "We will do it."

Caproni, who is just thirty-two, was born in the Trentino, of Italian parents who had lived the greater part of their lives in the mountain hamlet of Mazono, which numbered about 500 souls, under the yoke of Austrian rule.

Despite the fact that they were forced to bow to the will of the Hapsburg government, they remained Italians at heart and instilled the love of the mother country into their younger son, who is now serving Italy so well. The home ties of the Caproni family held them under the despotism of a hated ruler, and they lived and dreamed of a day of repatriation.

It was in this atmosphere that young

Caproni received his early training. His elementary schooling was acquired in the small and isolated institutions of the Trentino. Even in these schools the boy's love for mathematics was indicated and appreciated, and when he had finished the courses presented his aged father and mother packed his few belongings, bestowed upon him their blessings and sent him north away from the Trentino to the engineering college at Munich, Bavaria.

### Was Graduated When of Age.

On his twenty-first birthday he was graduated from that institution with the degree of civil engineer. It was about this time that the Wright brothers began to demonstrate to a skeptical world that man could fly in a heavier-than-air machine.

Their successes so fired the young Italian engineer with the dream of becoming a creator that he decided upon aviation as his life work. Despite his racial impetuosity, he realized that a theoretical groundwork would be necessary, and instead of joining the ranks of the exhibition fliers who immediately sprang up in Europe he continued the business of prying truths from textbooks.

It was a hard pull, for the expense of a higher education along proper lines was far from small and the sums offered for exhibition flights were large. But young Caproni stuck it out, and traveling still further north and away from the Trentino, he went to Liege and entered the Mirafiori institute in that city.

He applied himself to the more difficult courses in its curriculum, among them being that of electro-technics. This he mastered, and immediately broadened the scope of his pilgrimage for knowledge to include Paris and the flying fields of the continent.

He was always an irrepressible enthusiast on the future possibilities of the airplane, but usually tempered his advanced, and what in those days were radical, views with solid facts gleaned from his long preparation.

In the earlier days of the French demonstration flying the young man from the Trentino spent a great deal of his time talking with the men who were making exhibition flights and improving on the theories of the Wright brothers. He was always ready to discuss the future of the airplane and was frequently considered quite mad when he talked of time and distance annihilating machines capable of carrying as many as ten and twenty men.

Not Daunted by Skepticism. But the skepticism of the earlier fliers, and many of them were painfully frank in their characterization of Caproni's dream, did little to crush the spirit of the man who has since become the producer of heavier-than-air machines which are larger and can do more than those he pictured in his own mind in the earlier days.

When he had drawn a great mass of opinions, practical experiences and beliefs from the earlier birdmen of Europe he returned to the Trentino, where he spent some time digesting them.

Finally Caproni was ready to build his first machine. He enlisted the aid of ordinary Italian carpenters, and in a small shed not far from Arco began the construction of a machine. It grew under his direction, but it did not grow as fast as the suspicions of the Austrian police authorities.

Caproni was watched and hindered in every possible manner. The police did not limit their aggression to the inventor, but extended it to his brother.

This, of course, could not continue, and Caproni again packed up his belongings, again received the parental blessing and crossed the Austro-Italian frontier. He went to Milan, Italy, and applied to the military authorities there for permission to erect a hangar and experimental laboratories on the cavalry exercise field near Somma Lombardo.

### Has Designed Nineteen Good Types.

Here at last he was given the opportunity to build and test his first airplane, and it is to the credit of Caproni that this first machine was rolled from the hangar and flew on its first trial. Others were turned out and still others, and to date nineteen types have been designed and built by this man, and in each instance have flown as soon as finished.

The worth of these Caproni machines is proved by their adoption as standard bombing planes by the French government, the letting of contracts to the Capronis by the United States government and the purchase of several of the big triplanes by the British government.

Since the outbreak of the world war Caproni airplanes have taken all of the aviation records in Italy and have smashed many of the international figures. The inventor has not confined his activities to any one type, but has diversified his output. It is no uncommon sight on a Caproni field to see a gossamer winged monoplane roll out of a hangar door and under the lower plane of a giant Caproni triplane which has carried more than fifty men as passengers in a long nonstop flight.

At the same time the honor of the first tank airplane must go to Caproni. Some weeks ago news dispatches from the western front announced the use of the first aerial tank by Germany. The Caproni tank airplane had flown long before that announcement. The biggest of the Caproni machines recently completed in Italy carried more than fifty men. It so far eclipses any other effort along similar lines that approximate dimensions are of more than passing interest.

### Carries Seven Guns.

This leviathan of the air has an approximate wing spread of 155 feet from tip to tip, is about 65 feet long and 33 feet high, is armed with seven guns and develops 2,100 horse power with three motors.

This machine, of course, can carry an enormous freight of high explosives and drop them behind the enemy lines, and Italy would build many of them if she could. At present only one of these battle cruisers of the air has been constructed. Italy cannot spare more raw material for the construction of others. But Italy is depending on the United States for that raw material, and believes that she will get it.

Caproni is no self-advertiser. In this he resembles his countrymen. When something has had to be done in a military way Italian military chiefs have done it without talking. When it was necessary for new and vital things to be done in the air over the Italian front Caproni has done them. The words of a young Italian officer when asked why it was that Italy was not letting the world know what she was doing sum the situation up well.

"Italy does not want to talk," he said. "She wants to fight and to do." And if the past performance of Gianni Caproni means anything, the statement by his representative in this country that the continent to continent flight will be made may be accepted at face value.

## TAKEN FROM EXCHANGES

Following a representative conference at Kalamazoo, Mich., women offered their aid on state farms.

The principle of the opaque post card projector has been utilized in a new machine for registering color printing plates on a printing press.

A Parisian has invented roller skates propelled by a one-quarter horse power gasoline motor, the fuel tank being carried on the wearer's belt.

George H. Hughes of Denver, Colo., forty years old, enlisted in the National army at the first call of President Wilson for volunteers.

Richard A. Hughes, eighteen, son of George H., with the consent of his father, enlisted a few days after the parent. Both were sent to Camp Kearney, Cal., where the son has become a sergeant of the company in which the father is a corporal.

A deserving working girl of Paris has fallen heir to an annual income of \$500 which was enjoyed by a pet horse of Adolph de Rothschild until its recent death from old age. This was in accordance with the will of M. de Rothschild.

Five hundred sheep growers on the Mindoka reclamation project, Idaho, are consolidating their flocks into larger bands for summer grazing. Small sheep growers realize the benefits of inexpensive summer grazing through this co-operation.

# WRIGLEY'S

For Victory Buy War Savings Stamps

We will win this war— Nothing else really matters until we do!

The Flavor Lasts

**Killing Burdocks.** An experienced gardener says that a good way of exterminating burdocks is to cut them off close to the ground just before they go to seed, then apply a little kerosene to the root. He uses a common machine oil can for applying the oil.

**Heal Baby Rashes.** That itchy, burn and torture. A hot Cuticura Soap bath gives instant relief when followed by a gentle application of Cuticura Ointment. For free samples address, "Cuticura, Dept. X, Boston." At druggists and by mail, Soap 25, Ointment 25 and 50.—Adv.

**He Couldn't Spell It.** In the spelling list for a class in a certain Indianapolis school were the words singing and singeing. The class was asked to write sentences using these words to show that they knew the correct meaning of each. One little fellow, Robert, wrote: "The Italians are a singing nation." "The allies will soon be singeing the beard of the kaiser."

With sideward glances he watched his teacher mark his paper and timidly asked: "Is it all right?" "Yes," she said, "but the kaiser has no beard; he has a mustache." "I know, I know; but I wanted 100 on my paper, and I couldn't spell mustache."—Indianapolis News.

**Hot Stuff.** One negro porter was getting enthusiastic over cigars. "Brother," he said to his companion, "when I die I want a box of cigars tucked under one arm." "What kind do you prefer?" asked the other. "Just anything. A 27-cent near-Havana will do."

"Near Havana? Say, when you're dead for two days you'll think Havana used to be as cold as the winds that blow over Greenland's icy mountains."

A woman's voice isn't necessarily heavenly because it sounds unearthly.

Americans are touring New Zealand in increased numbers.

## POST TOASTIES

Everything a corn food ought to be—and saves the wheat

—says Bobby

**Not a New Experience.** Two recruits were waiting for further instructions at Camp Dodge, Ia. One of the men, striving to be sociable, said: "Well, I suppose this war business will be new work to us." "O, I don't know," replied the other. "You see, I have been married to the wrong girl for five years."

California hopes to presently irrigate 5,490,360 acres of land.

Ohio farmers are forming co-operating buying societies.

## Keep Yourself Fit

You can't afford to be laid up with sore, aching kidneys in these days of high prices. Some occupations bring kidney troubles; almost any work makes weak kidneys worse. If you feel tired all the time, and suffer with lame back, sharp pains, dizzy spells, headaches and disordered kidney action, use Doan's Kidney Pills. It may save an attack of rheumatism, dropsy, or Bright's disease. Doan's have helped thousands back to health.

**A Utah Case**  
W. W. Robinson, First East St., near First North St., American Fork, Utah, says: "For months I suffered from a steady ache across my kidneys. The least move that caused a strain on my back sent a pain through me. A drug list I recommended Doan's Kidney Pills and I tried them. They fixed me up all right and I have only needed them once since then. At that time they again brought me as good results as before, quickly relieving the pain."

Get Doan's at Any Store, 60c a Box  
**DOAN'S KIDNEY PILLS**  
FOSTER-MILBURN CO., BUFFALO, N. Y.

## JUDGE DECIDES STOMACH REMEDY A GREAT SUCCESS

Commissioner of Mediation and Conciliation Board Tries EATONIC, the Wonderful Stomach Remedy, and Endorses It.

Judge William L. Chambers, who uses EATONIC as a remedy for loss of appetite and indigestion, is a Commissioner of the U. S. Board of Mediation and Conciliation. It is natural for him to express himself in guarded language, yet there is no hesitation in his pronouncement regarding the value of EATONIC. Writing from Washington, D. C., to the Eatonic Remedy Co., he says:

"EATONIC promotes appetite and aids digestion. I have used it with beneficial results."  
Office workers and others who sit much at their desks, suffer from indigestion, loss of appetite, poor general health. Are you, yourself, a sufferer? EATONIC will relieve you just as surely as it has benefited Judge Chambers and thousands of others.  
Here's the secret: EATONIC gives the support of the body—and the Blood Goes With It! It is guaranteed to bring relief or you get your money back! Costs only a cent or two a day to use it. Get a box today from your druggist.