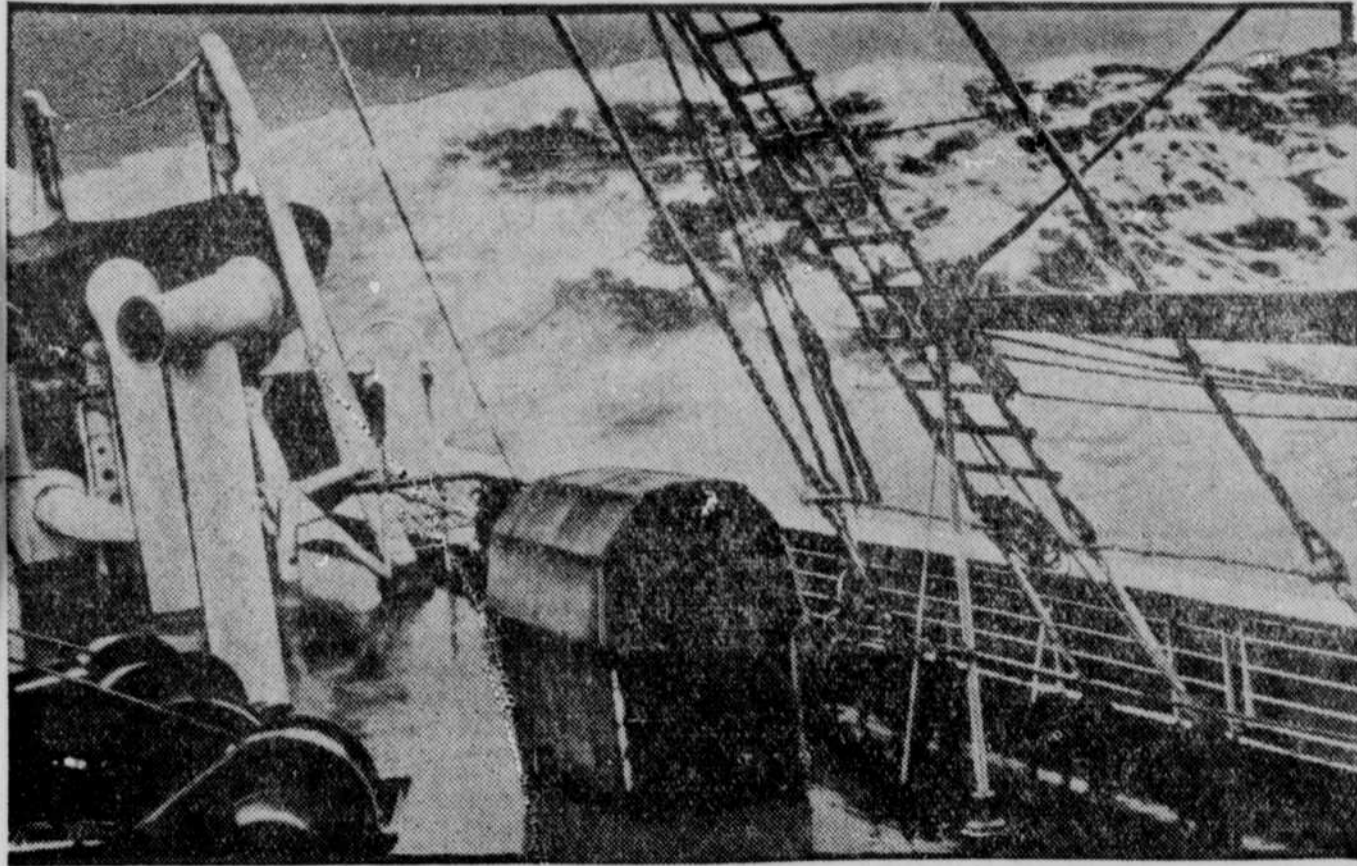


### Why the Atlantic Liners Were Delayed



Many Atlantic liners have been late in arrival at New York recently because of the extraordinarily rough weather. This picture was made from the deck of the Hamburg during a storm.

### Fighting Their Way Through Indian Locusts



Recently a great cloud of millions of locusts appeared in the region of Rawlpindi, India, and within a few hours had devoured every bit of vegetation. Two men of the Royal Signal corps are seen beating their way through the storm of insects.

### Shield of Henry II in New York



This embossed parade shield once carried by Henry II of France has been acquired by the Metropolitan Museum of Art, New York, and is now exhibited among the recent accessions to the collections.

### Japan's Women Get Taste of Army Life



So that the women of Japan may get a better appreciation of the lives led by their husbands and brothers who may be soldiers in Japan's army, seven hundred specially selected members of the Japan National Defense Women's league were invited to make a thorough inspection of the Eighth infantry regiment at Osaka. Here some of the women are looking on as four of them are shown how machine guns and gas masks are handled.

## Planes Carry Odd Freight

Flying Boats, That Have So Greatly Helped to Bring Producers and Consumers Closer, Are Asked to Render Peculiar Service.

"Fish miles" haven't anything to do with the fact that a seaplane is a kind of flying fish—it's the number of miles flown multiplied by the number of fish in the cargo.

One line reckons its oyster miles, its bee miles, its monkey miles and above all, its chicken miles—eighteen millions of the latter, writes William Bridges in the New York Sun.

These flying boats that bring Haiti within exactly 24 hours of the New York market—by easy connection with a 12-hour plane from Miami—and the whole West Indies string of islands within two or three days, are doing some amazing things for business down this way.

They carry some 3,000 pounds of freight every month into the Caribbean and South America, and most of it is emergency or perishable stuff. A piece of machinery breaks and a mine has to shut down for a month or so—had to, that is, until this air express business started. Not long ago that happened to a mining company in Colombia. They snapped off a 400-pound crankshaft—called New York by radio and ordered a new one. Inside a week a flying clipper ship laid the seven-foot piece of steel at their door.

Arthur Curtis, official of one of the great lines, talked about the curious freight the line handles.

"You know, we've got some fairly steady customers down South who use our ships as a sort of fast delivery service and do their shopping up North," he said. "I remember one woman in British Guiana because her name is on our freight lists pretty often. She buys a lipstick and a certain kind of face powder in New York and always has it sent down in our ships.

"I don't know how many cases of hat samples we've carried down to Rio—not always for the shops, but often for the women who want to make their own selection of New York models.

"I think the oddest piece of freight we ever carried was a little piece of living human tissue in a test tube.

"It seems a doctor in Merida, Mexico, operated on a woman and found some sort of cell growth he couldn't identify. He had to be sure of his diagnosis, so he snipped off some of the tissue, sealed it in a test tube and put it on one of our planes early in the morning. Well, it got to Miami at 5 p. m. and left a couple of hours later in the air mail for New York. The next morning the National Pathological laboratories had it under a microscope, and they wired him a complete identification before noon. That was just a routine piece of work with us—no special service or charge. We carried that piece of tissue 2,500 miles for \$2.54.

"And as for carrying live stock! I suppose that in the past six years we've carried about everything sizeable and tractable enough to ride a plane. Some time back Louisiana was trying to fight the sugar cane borer with parasitic bugs, and every week we brought in hundreds of thousands of those bugs. One of our men figured up the 'animal miles' our planes have flown, and he estimated the bug miles at 41,683,000.

"Chicken miles come second—18,000,000. These fast planes into the Caribbean have pretty nearly revolutionized the chicken business down there. A couple of years ago the chicken raisers in middle Florida got the idea of sending day-old chicks into the West Indies by plane, and up to now we've carried something like 100,000. Usually they go to some port within a day or two of Miami by air and the losses aren't anything—around 1 per cent loss in transit.

"Florida chicks knocked the bottom out of the chicken business in Jamaica. I heard the chicken rais-

ers down there were protesting about competition by airplane, but the colonial government took the attitude that Florida could have the business if it could get it.

"Under certain restrictions we carry animal freight. We've hauled monkeys, ducks, snakes, dogs and cats—not many dogs, for some reason, but about ten times as many cats—and flamingoes, alligators and so on. The oyster-flying business is brisk in winter. Our man figured we've flown 3,633 oyster-quart miles!

"I suppose the smallest piece of freight we ever carried or maybe ever will was a two-ounce package. That happened last winter. Some New York man went over to Nassau on a vacation and when he came back to Miami he suddenly discovered he'd left one false tooth in a glass of water in his Nassau hotel

room. Why he hadn't missed it before, I don't know. Anyway, he wouldn't go back to New York with a missing tooth, so he got in touch with the hotel by radio and our men picked up the tooth, flew back to Miami with it in a couple of hours and he went home happy."

#### Safe on Earth

A pedestrian crossed a traffic-filled street while looking up at an airplane overhead. Three buses shaved him so closely that his beard didn't appear again for a week, the wind from six passing cars raised the nap on his last year's suit, one five-passenger car removed the shine from the back of his left shoe, and the drivers of seven others of assorted makes, while stripping their gears in an effort to avoid him, also stripped their vocabularies of every known high-powered adjective. After stumbling over the curbstone on the further side of the road the pedestrian was heard to murmur: "My gracious, those aviators lead dangerous lives.—Utica Observer Dispatch.

#### Mismatched

There are almost perfect husbands and almost perfect wives, but alas! they aren't married to one another.—Los Angeles Times.

#### WEST INDIAN BEAUTY

More writers than one have likened the scenery of the West Indies to a theatrical back-drop because so many of the islands are so lovely that they seem too dramatic to be true. In Haiti the traveler steps into the very locale of drama, the setting in which the prototype of Eugene O'Neill's "Emperor Jones" spent his brief and gaudy career.

High on its mountain above dense forests Christophe's castle still stands as a reminder of the theateric negro who made himself an emperor and built his castle at the cost of innumerable lives and to the tune of groans from his tortured subjects.

Port-au-Prince, the capital, is just as melodramatic with its noisy market square, its looming cathedral and streets crowded with natives and brutes.

Dr. Pierce's Favorite Prescription makes weak women strong. No alcohol. Sold by druggists in tablets or liquid.—Adv.

#### "Wise" and "Smart"

Wise is defined as discerning and judging soundly concerning which is true or false, proper or improper; discreet; opposed to foolish. The word smart is more or less colloquially used to indicate cleverness or mental alertness, quickness in learning, shrewdness.

#### Extreme Limit

Six syllables are about the limit of a graceful looking word.

## Expect Census to Show Changes in Population

The census of agriculture, which will be taken early this year, may be expected to reveal many and important changes in land tenure in the United States and even show a violent disturbance in the balance between rural and urban population. Signs of the times that have been persisting since the last farm census point the way. The 1930 census was taken in the twilight of an industrial prosperity that has had few rivals and well along in the depths of farm despondency that also stands out in history. The backward march from population centers to the farm had not started in force. So the population count of 1930 was made at what was very close to the peak of the ascendancy of urban population over rural.

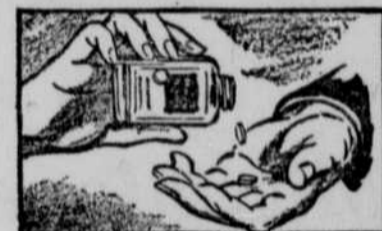
A similar count for the forthcoming census will reveal a great difference in rural urban population, with a larger number of rural folk living if not working on fewer acres, many of them no doubt on a subsistence basis. Belief is that millions of former city workers who came from the farm have gone back there. To this factor must be added the unquestioned fact that rural births have more than balanced rural deaths, while the birth rate in cities in steady decline supports the thought that the 1935 count of populations will serve to change the ratio by which 50 per cent of the population of continental United States is urban and only 44 per cent rural. It is doubtful, of course, if we ever recross the line that was crossed between 1910 and 1920, when urban population exceeded rural for the first time, but there are many reasons to be found in support of belief that the 1935 count will be nearer balance. What will come to pass when industry is back on its feet and the business of urban centers is humming, as it has hummed before, is another matter. But we must in all fairness consider the happy time to come when the farming industry is back on its feet and humming and renews itself as a drawing card.

There are before us many schemes leading to the country, some of them good and some not so good. We are looking forward to the rehabilitation of the farm and farm life and, in natural sequence, revival of the smaller centers of business and industry that are classed rural and will probably always remain rural in the separation established by the census department. Decentralization of industry has its advocates who view industrial workers in the character of part-time farm workers on their own subsistence acres. Great

areas of submarginal land are to be withdrawn and the land that is left worked to better advantage, with more workers on the fewer acres. Unemployables will be farmed out on their own small holdings, and the country made attractive to persons who are unhappy in the cities.—St. Louis Globe-Democrat.

## Scientists Find Fast Way to Relieve a Cold

Ache and Discomfort Eased Almost Instantly Now



1. Take 2 BAYER Aspirin Tablets. Make sure you get the BAYER Tablets you ask for.



2. Drink a full glass of water. Repeat treatment in 2 hours.



3. If throat is sore, crush and stir 3 BAYER Aspirin Tablets in a third of a glass of water. Gargle twice. This eases throat soreness almost instantly.

#### NOTE "DIRECTIONS PICTURES"

The simple method pictured here is the way many doctors now treat colds and the aches and pains colds bring with them.

It is recognized as a safe, sure, QUICK way. For it will relieve an ordinary cold almost as fast as you caught it.

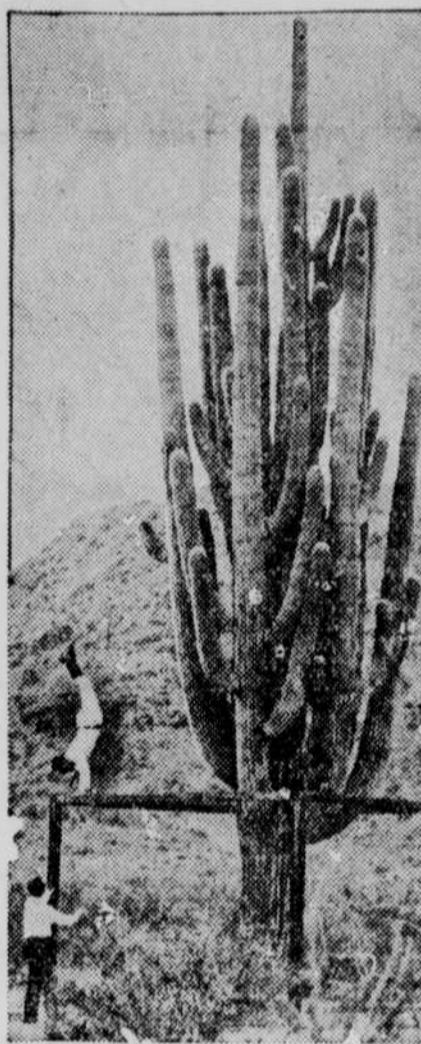
Ask your doctor about this. And when you buy, be sure that you get the real BAYER Aspirin Tablets. They dissolve (disintegrate) almost instantly. And thus work almost instantly when you take them. And for a gargle, Genuine Bayer Aspirin Tablets disintegrate with speed and completeness, leaving no irritating particles or grittiness.

BAYER Aspirin prices have been decisively reduced on all sizes, so there's no point now in accepting other than the real Bayer article you want.

NOW 15¢ PRICES on Genuine Bayer Aspirin Radically Reduced on All Sizes



### TALLEST CACTUS



This cactus, located on the desert nine miles from Phoenix, Ariz., is said to be the largest in the world. It is 40 feet tall, has 51 branches or "arms," weight ten tons.

### SET NEW RECORD



Raymond Delmotto, French aviator, who whizzed around the regulation four-lap course at Istreez, France, at an average speed of 312 miles per hour to break the world's record for land planes. The previous record of 303 miles per hour was held by the late Jimmy Weddell.

**"HEARD THE NEWS! THE REGULAR PRICE OF CALUMET BAKING POWDER IS NOW ONLY 25¢ A POUND! AND IT BAKES BETTER—IT ACTS TWICE!"**

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