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## AVIATION

### Curtiss Preparing for World's Fair

Curtiss airport is getting ready for the Century of Progress exposition—Chicago's 1933 World's fair.

Last week these columns carried the announcement that the large main office at the airport was being re-arranged to provide for a reception room for persons coming to the airport on business.

This week, members of the airport staff state, all machine equipment and motor tools are being moved from the old hangar shop on the ground floor to new quarters on the second floor of the north wing of the hangar. This new hangar shop is glassed in on three sides, and, it is pointed out, will provide a much better arrangement and more satisfactory location for the busy season expected during the World's fair months.

Tentative plans are being drawn also for a lounge room for Curtiss hangar customers and others who use the facilities of the airport. Details of this will be announced later.

### Small Fighting Planes Defend Airship Akron

Six Curtiss "Sparrow-Hawks," known technically as the United States Navy F9C-2 fighters, have been delivered to the Naval Air station at Lakehurst, N. J., by the Curtiss Aeroplane and Motor company. These planes, the smallest fighters in the U. S. Navy, are housed in a hangar built inside the hull of the giant airship, Akron. The "Sparrow-Hawks" are nineteen feet long, have a wing span of 25 feet 6 inches, fly at a speed in excess of 180 miles per hour, and climb more than 1,800 feet per minute. In addition to performing military duties, these defenders of the Akron can be used to carry personnel to the ground in order to maintain direct personal communication with land forces without necessitating stopping of the airship itself.

### Flies From Lincoln in 240-Horsepower Cessna

Ray Beebe of Lincoln, Nebr., arrived at Curtiss airport last week in a 240-horsepower Cessna carrying three passengers. Beebe is connected with the Sidles Airways corporation, which owns and operates the Union airport at Lincoln. He and his passengers expected to leave on the return trip to Lincoln Sunday.

### Overhaul Plane Damaged by Student in Landing

A Curtiss Wright Junior, owned by the North Shore airways, is being overhauled at Curtiss airport. The ship was damaged recently in a landing by one of the students. All flying operations at Curtiss field were taken over a few weeks ago by the North Shore airways.

Mr. and Mrs. Robert Hildebrandt, 92 Robsart road, Kenilworth, entertained a small group of friends at dinner and bridge Saturday.

Mr. and Mrs. C. A. Narveson of San Francisco left Thursday after a visit with the Ray Whiddens of 315 Warwick road, Kenilworth.

### "Rusty" Campbell Writes About New Transport Plane

E. K. "Rusty" Campbell, former manager of Curtiss airport near Glenview, who, with Mrs. Campbell, returned recently from a trip to the west coast, writes from St. Louis that the new Curtiss-Wright 1933 Condor biplane will make its first appearance over St. Louis early in February. "Rusty" is connected with the Curtiss-Wright Airplane company, and his headquarters are in St. Louis now.

The new 15-passenger Condor, according to R. S. Damon, president of the Curtiss-Wright Airplane company, has been designed and built to meet the requirements of transport operators who today are demanding more speed and more comfort for the flying public.

Refinement in passenger accommodations include a lavatory complete with mirror, hand basin with running water and vanity case. Each seat has a call bell for steward service, and there are ash trays, coat racks and magazine racks. Tables for writing or card games may be fitted into wall sockets, and provision is made for serving meals enroute.

### Top Speed of 170 Miles

The new Condor according to Curtiss-Wright officials has a top speed of 170 miles an hour and a cruising speed of 145 miles an hour, while the landing speed is approximately ten miles slower than that of current trimotor transports.

The power plant used consists of two new geared 9-cylinder air-cooled Wright Cyclone R-1820F engines, rated at 700 horsepower each. Under full load, with one engine in operation, an altitude of 3,000 feet can be maintained easily, it is said. By reducing the load to one pilot, ten passengers, baggage and 200 pounds of mail, the ceiling with single engine operation is increased to 8,000 feet.

### Plane Being Rebuilt for Public Service Official

A J-5 Bellanca which C. W. Bradley of the Public Service Company of Northern Illinois purchased recently in the east is being rebuilt at Curtiss airport, where Mr. Bradley will keep the ship. The plane was brought here from the east by Gus Palmquist of Pal-Waukee airport. Both ship and engine are being overhauled at Curtiss airport, which is a Department of Commerce approved type repair station.

### FLYER VISITS WINNETKA

Roger Edwards flew from Louisville, Ky., Sunday in his Curtiss Robin and has been the houseguest of the J. L. Nau family, 797 Willow road, Winnetka. He has kept his plane at Curtiss airport. Mr. Edwards planned to fly home Thursday of this week.

### BIRTH CONTROL CLINIC

The Evanston Medical Center, a unit of the Illinois Birth Control league, announces that its clinic for the dissemination of information on birth control is open every Tuesday from 10 to 12 o'clock at 746 Custer avenue, Evanston. North shore residents are invited by the center to avail themselves of this free service.