"The Recollection of Quality remains long after the price is forgotten." TRADE MARK REGISTERED

The Simmons Company

"The Recollection of Quality remains long after the price is forgotten." TRADE MARK REGISTERED

Free Cooking Lectures and Demonstrations Every Day This Week

Every Lady in St. Louis Should Take Advantage of This Opportunity to See How Simply the Daintiest Dishes Are Prepared

Menu Thursday, Nov. 16, 1905.

Pretzels	Wreaths
	English Rolled Biscuits
	Lady Kisses
	Snowballs

The Cooking Is Being Done With the Great Majestic Range.

How This Range Is Made:

Charcoal Iron
A material that will not crack, rust or crystallize, used in connection with Malleable Iron makes the Majestic a durable, lasting Range.

Malleable Iron
Used in constructing the Majestic, will not crack or break. All parts are so closely riveted that no heat can escape from, nor cold air get into the oven. Therefore less fuel is required to maintain an even degree of heat.

Pure Asbestos Board
Used in the Majestic to protect the outside body and to confine the heat around the oven.

Anti-Clinker Grates
With which the Majestic Range is equipped are so constructed, as to burn wood or coal with equal satisfaction.

Patent Movable Reservoir
Used on this Range is the only kind in existence. When the water boils it can be moved away from the fire by shifting a lever.

Not Cheapest, but Least Expensive.
The Majestic is not the cheapest Range offered to buyers, but considering its durability and unbreakable qualities, the perfect manner in which the degree of heat can be regulated and the small amount of fuel necessary, it becomes the least expensive Range to be had.

Professor Joseph Becker,

Whose ability as a chef and expert in the preparation of food has placed him second to none, will conduct these demonstrations and lectures.

As the various delicacies are being mixed and cooked, **Prof. Becker** will explain thoroughly each process and otherwise give any information that may be desired.

The pastry which is thus prepared will be served with coffee to our guests free of charge, and we urge every housewife to make an effort to visit our store, as we know all will be interested.

TROQRLATPIF

A Pure Silk Umbrella for $3.35

Selvage edge, best steel paragon frames, eight ribs; handles in gold, silver, pearl and gun metal. **It will compare favorably with any $5.00 umbrella made.**

Prices $3.35 and $3.50.

We have a large assortment of Silk Umbrellas from the best makers in the world. There are hundreds of styles in handles, as Rose Gold, Sterling Silver, Silver Deposit on Gun Metal, Ivory, Natural Wood and many others.

The Prices Are From $5.00 to $25.00.

We Guarantee Every Umbrella for One Year.

A Gift-Choosing Chance in Sterling Silver

Some Prices to Create Still Greater Interest in Our Collection.

Novelties.

We have a very complete assortment of practical novelties in sterling silver which we now offer at greatly reduced prices.

A few Toilet and Desk Pieces in artistically executed designs, worth up to $2.00, now **25c**

Bonnet Brushes worth $1.00 for 50c.
Military Brushes, value $4.00, now $2.00.
Nail Polishers, $1.00 values, for 50c.
Ink Wells worth $1.50 now 75c.
Pen Holders, value $1.50 now 75c.

Fruit Dish, large size, bright silver embossed, border beautiful design— **Regular value $75.00, now $55.00**
Entree Dish, oblong shape, bright silver bead border— **Worth $24.00, for $16.00**
Card Tray, bright silver, with rococo border— **$8.00 value, now $5.00**

These are some of our most artistic patterns and an early choosing is advised, as they will go quickly.

Quadruple Plated Ware.

A collection embracing all the newest and most distinctive patterns.

Tea Set of five pieces, large size, entirely new shape, bright silver finish, price **$40.00**

Articles to match above Tea Set:

Tea Kettle $18.00
Syrup Pitcher $7.00
Butter Dish $8.00
Soup Tureen $16.50
Water Pitcher $12.50

The Simmons Company

TELEPHONE EXCHANGES— Main 5300 or B 5300.

Broadway and St. Charles

COMPLETE REPORT TO MUNICIPAL ASSEMBLY OF THE TERMINAL COMMISSION

ABOLITION OF ARBITRARY ASSURED BY COMMISSION

Continued From Page One.

believed it unwise to attempt a solution of both branches of the problem at the same time; that is, the question of rates, methods of billing and terminal charges, and the question of improved facilities for handling freight in this city.

"Such a course would most naturally have involved some kind of a bargain—a possible demand for some concessions from the city for every one granted by the railroads—and your commission determined that, first of all, absolute justice should be obtained for St. Louis in the matter of rates, method of billing, terminal charges, bridge tolls, etc., without any entangling "ifs" or promises whatsoever on the part of the city.

Early in the summer negotiations were begun, but many unavoidable delays were encountered which taxed the patience of the commission as well as of all our citizens. With few exceptions, those railway officials residing in this city did not possess the necessary authority to decide questions of such importance as the one placed before them by your commission. Any action taken by them would be ratified by the others.

EASTERN ROADS APPROACHED.

After many conferences it was found, that this matter rested wholly in the hands of the East Side trunk lines, and that the Terminal Railroad Association of itself had no authority to act. The East Side trunk lines appointed a special committee, with full authority to act, representing all the lines in interest, and this committee held a meeting with your commission, at which a statement was presented which attacks the railroad terminals of the city of St. Louis, familiarly known as the bridge arbitrary, and flatly demanded the abolition of all discriminating charges. The document presented by your commission to the Railroad Committee was as follows:

"The city of St. Louis has for many years been struggling to free itself from what is known as the bridge arbitrary.

"The situation as it exists today, and has existed for many years, is, that instead of acquiring independent and adequate terminal facilities within the limits of this city, as is done by the railroads in nearly every other great center, and at a enormous cost, several railroads entering St. Louis formed or became parties to a corporation known as the Terminal Railroad Association of St. Louis, which has acquired or constructed the present existing terminals, which belong to virtue of the extensive franchises under which they exist are operated and used by all railroads entering St. Louis. These terminals are used and operated in the joint interest of the proprietary lines.

"In other cities, where a single road, even when it is unassisted by the joint operation of other lines, is compelled to acquire terminals at a vast outlay, the cost of that investment is regarded as being as much a part of the main system as would be an extensive tunnel or a bridge midway between stations.

"To use a typical method adopted in St. Louis it fairly used would result in its giving increased facilities and service to the railroads, but to the ship

PROBLEMS ARE OUTLINED.

"Instead of producing that result through the absorption of these local charges in their general traffic, the transportation companies have fixed a rate to East St. Louis and compelled the business interests of this city to pay the cost and operating expenses of these terminals through this bridge arbitrary.

INJUSTICE TO ST. LOUIS.

"To make the burden more onerous to St. Louis shippers, the bridge charge is imposed directly upon any shipper or owner of freight outside the limits of St. Louis, where such merchandise passes through the terminals, growing out of this arrangement and through the many combinations and adjustments of through rates, the railroads on the west side of the river, on all business passing through St. Louis, absorb this arbitrary charge, and it is not paid by the consignee.

"The result of this practice has been to compel the west side of the river, a difference very greatly to its favor as compared with that of any suburb or similarly situated point in any other city in this country, the difference amounting to, say, on general merchandise, 4 cents per hundredweight (that being the cost of crossing the river, both ways), and this advantage being over the city of St. Louis.

"At the same time, East St. Louis is given all the distributing facilities created by the city of St. Louis on the west side of the river, without any bridge expense whatever, the west side roads assuming the cost or transfer in carloads (and less than carloads, through the St. Louis Transfer Company) from East St. Louis to points west of St. Louis. In whichever direction the freight may go from St. Louis, either east or west, East St. Louis is given the advantage of the bridge charges.

EFFECTS OF ARBITRARY.

"The result of this policy has been to stimulate the growth of East St. Louis, at the expense of this city, to such an extent that it has greatly crippled this city's development, and especially along manufacturing lines, until the situation has approached a climax. The early development of East St. Louis was handicapped by lack of labor and municipal facilities, such as an adequate Fire Department, etc. Its growth, under the fostering influence of railroads, has largely overcome these disadvantages, so that today the question for the city of St. Louis has become one of intense concern.

"While there have been many explanations concerning the necessity of this policy, which are more or less specious in their nature, no satisfactory argument has yet been advanced to justify this so-called bridge arbitrary. To the contrary, it is generally understood that the railroads in interest realize that the condition is unusual and, therefore, unnatural. It is said, however, that, growing out of this condition which was originally created by them, is a system of through tariffs to various competitive points in the West, Northwest and Southwest, which mention East St. Louis as a basing point, and that the absorption by the East Side roads of this arbitrary charge would produce complications which must be adjusted in advance before they can be put into effect.

"It is believed by many shippers that there is no more reason why this should affect the basing rates than if the language used in framing the Western road agreement had mentioned Fiftieth street or One Hundredth street in Chicago, as the basing point, rather than Chicago proper.

"The question is whether or not the east side roads shall absorb the 2 per cent charge on merchandise on business entering this city, or the roads recognize the trackage between East St. Louis and St. Louis as joint property, as is often done in other terminals, or on many miles of track which are used jointly by more than one road, many instances of which might be cited. This on the theory that the 2 per cent charge on shipments from St. Louis to Indiana and Illinois points would also be disposed of.

"We do not see how this would affect the freight-rate agreement in any section of the country, so long as the rates from St. Louis to such sections of the country remain as they now are.

ST. LOUIS INJURED.

"In any event, while this readjustment of, in fact, any be required might affect some St. Louis westbound freight, it can hardly affect the vast mass of business, nor would the present conditions ever satisfy the people of St. Louis, who have seen some of the largest manufacturing plants on this side of the river wrecked and located on the other side or elsewhere, and who are daily confronted by the objections presented by those manufacturers who are seeking a new location, and who, under favorable conditions, might be brought to St. Louis.

"A limiting, what is doubtless true, that the plan of the terminals as built, with a reasonable promptness in transfer from East St. Louis, might be made equal to any in the United States, nevertheless, the present condition is repellant to newcomers and has become notorious throughout the United States as a condition adverse to the prosperity of St. Louis.

"The statement that the city in Illinois has certain transportation advantages which we have not, and has practically all of our transportation advantages without expense to them, is unanswerable.

RAILROADS SHOULD ACT.

"These are the generally admitted facts. If, as it is stated, the railroad managers themselves recognize the value of public sentiment, and desire to enter into the favorable relations which they should enjoy with this city, in order to secure the advantages of improved terminal facilities on this side of the river, they should act, or announce their intention to act in the near future, in a favorable direction, and forever put at rest a question, the agitation of which is only less harmful to the city than it is for the city to suffer its continuance without agitation.

"We, therefore, most respectfully ask that you take such action as will relieve the city of St. Louis of all discriminating burdens."

Signed by the commission.

In all our conferences with the railroads we have consistently maintained that the only true and lasting solution of the rate problem was the TOTAL abolition of the charges for the transfer of freight across the river commonly called the "arbitrary," and we still think so.

The railway officials frankly admitted that conditions have vastly changed since the bridges were built and they were ready to do what to them seemed more than fair in the readjustment of the whole rate matter. Several counter propositions were made, the proper consideration of which consumed several days, and the outcome of which was the following statement of intentions on the part of all railways interested:

PROPOSITION FROM ROADS.

Memorandum of understanding between the Municipal Bridge and Terminals Commission of St. Louis and representatives of the Baltimore and Ohio Southwestern Railroad Company, Chicago and Alton Railway Company, Cleveland, Cincinnati, Chicago and St. Louis Railway Company, Chicago and Eastern Illinois Railroad Company, Illinois Central Railroad Company, Missouri Pacific Railway Company, Toledo, St. Louis and Western Railroad Company, Vandalia Railroad Company and Wabash Railroad Company, acting as committee representing the interested lines:

The Municipal Bridge and Terminals Commission of St. Louis, having made formal request upon the railways reaching East St. Louis for an adjustment of St. Louis rates to and from Eastern territory, the traffic officers of the following companies, Baltimore and Ohio Southwestern Railroad, Chicago and Alton Railway, Cleveland, Cincinnati, Chicago and St. Louis Railway, Chicago and Eastern Illinois Railroad, Illinois Central Railroad, Southern Railway, Toledo, St. Louis and Western Railroad, Vandalia Railroad and Wabash Railroad, acting as a committee representing interested lines, have, in pursuance of conferences with the commission, agreed to the following adjustment:

"First—Between St. Louis and the territory east thereof, beyond an approximate 100-mile radius, and which is commonly known as trunk line territory and central freight territory, through rates to be published from St. Louis to said territory, and from said territory to St. Louis.

"Second—To authorize the issuance of through bills of lading from St. Louis to said territory and from said territory to St. Louis, such bills of lading to show the through rates of freight to and from St. Louis.

NEW DIFFERENTIALS.

"Third—Effective as soon as through tariffs can be compiled and published according to law, to establish as a basis for constructing through rates between St. Louis and the defined territory, the following differentials above the rates between said territory and East St. Louis:

DIFFERENTIALS.

Classes, as per official classification (special commodities): 1 2 3 4 5 6

Cents per 100 pounds: 2 1 1½ ½ ½ ½

Classes, as per Illinois classification: 1 2 3 4 5 6 7 8 9 10 11 12

Cents per 100 pounds: 2 2 2 1 1½ ½ ½ ½ ½ ½ ½ ½

Classes, as per Western classification: 1 2 3 4 5 A B C D E

Cents per 100 pounds: 2 2 1 1½ ½ ½ ½ ½ ½ ½

"Fourth—Between St. Louis and points within the approximate 100-mile radius it is the purpose of the lines interested to establish through classification rates and to authorize the issuance of through bills of lading in both directions, the exact basis for these rates to be determined as soon as possible."

Signed by the Railroad Committee.

BRIDGE CHARGES REDUCED.

It was also agreed by the Railroad Committee that the bridge charges and ferry charges for teaming across the river would be reduced proportionately with the reduction in rates made herein by the railroads, and that the tariff via St. Louis or other transfer companies when used by connecting lines to and from St. Louis depots, shall always be the same as the rates over the rails between the same depots.

In the above reductions the item of anthracite coal is reduced from 1½ cents per hundred to ½ cent per hundred. The other class reductions amount to the following:

Class	Old Figures	New Figures
First	5 to 2½ per cwt	3½ per cwt
Second	5 to 2½ "	3½ "
Third	4 to 2 "	1½ "
Fourth	2 to 1½ "	1½ "
Fifth	2 to 1½ "	1½ "
Sixth	2 to 1½ "	1½ "
All commodities	2 to 1½ "	1½ "

Amounting in total to a saving to St. Louis shippers of a vast sum, impossible to estimate at present.

SOFT COAL RATES.

The rate on bituminous coal shipped within the 100-mile radius mentioned of St. Louis has been left out of the above statement, for readjustment with the other railroads most interested, and will later have the careful consideration of your commission. We are assured that substantial reductions in this commodity will be granted.

It should be noted that this is not an agreement, your commission has no power to make one, nor would a positive agreement, for obvious reasons, be desirable. In response to this statement of intentions on the part of the railroads in interest your commission took the position that, while maintaining as a fixed principle that the ultimate abolition of all charges now known as the bridge arbitrary was something which this city might ultimately demand, we should, nevertheless, accept this proposition of the railroads as a solution of present difficulties and recommend it to your honorable body and to all the people of St. Louis for the reasons which will be more fully explained in another portion of this report.

It is the unanimous opinion of your commission that to insist at this time upon the absolute abolition of all charges for crossing the river would endanger the admitted advantages which this city now possesses over all competitive markets for the trade of the West, Northwest and Southwest.

That there is a strong demand for the complete abolition of the so-called bridge arbitrary, and that behind that demand is a large amount of intelligent thought no railway traffic man has denied; on the other hand, among those demanding abolition of the bridge arbitrary are many people who do not know the merits of the case, and the far-reaching results which would ensue from hasty and ill-considered action.

The first thought which arises in the mind of one who has not had an opportunity to investigate is, this is simply a question of reducing rates by the amount of the bridge toll, the railroads giving up so much money, but the question is by no means so simple, as it involves far-reaching complications, viz.:

RESULTS OF ABOLITION.

1. A complete abolition of the toll at once would result in congestion of business on the St. Louis side, which would paralyze traffic.

2. Regardless of what is right in the abstract or in theory, we have been convinced that rates which have been so long in effect cannot be reduced radically without a disturbance that would threaten nullification of the action taken; the relative adjustment has assumed a degree of permanency, and rates to and from Chicago, all points on Mississippi and Ohio rivers, etc., bear certain relations to St. Louis rates, so that too radical a change in St. Louis rates would probably result in reductions from other points that would nullify the arbitration and precipitate a disturbance in rates that would affect disastrously St. Louis interests.

Your commission is satisfied, and unanimous in the opinion, that the railway managers could not entirely relinquish all of the arbitrary at this time for the reasons outlined.

We are, however, assured that with the small portion of it remaining, and which, be it noted, is to be hereafter absorbed in the through rates, they can justify their action to any city or section which may be disposed to question its fairness to them, and that, through their unanimous action in making this settlement for St. Louis, they can successfully defend its against any attempt at a general readjustment of rates in favor of other cities and to our detriment.

CAREFUL READING ADVISED.

We invite the attention of your honorable body to a careful analysis of the new plan which the railways are to put into effect at the earliest possible date; that is, as soon as the necessary rate sheets can be prepared, showing through rates to and from St. Louis from all points of the United States, and which in their cost and distribution means an expense to the railways of nearly a quarter of a million of dollars. It will require about six weeks to put this plan into effect.

This plan of the railway people practically abolishes the arbitrary, except as between the railroads themselves, because the small portion remaining will be included in the through rates to and from this city from all points.

The two classes on which the old charge actually remains, even though included in the through rates, is made up for the most part of high-priced goods, many of which are not handled in carloads, on which there is not, and probably never will be, any competition with East St. Louis and on which we now enjoy the greatest differentials against cities where actual competition exists.

On all other classes the reduction is very marked and important because of the vast amount of carload shipments involved and on which the actual charge remaining does not equal the switching charge imposed in practically every other great railroad center.

The terminal plan here has by no means produced evil results only, but furnishes to the city a system of tracks for distribution of traffic to industries far exceeding in extent any similar system in any other city.

THROUGH BILL.

The through bill of lading to and from St. Louis is by far the most valuable concession, it puts St. Louis on the railroad map, and, more than all, it continues the responsibility of the railroad companies for the safety of our merchandise until it is actually under the protection of our own fire and police departments, instead of, as now, leaving it in another State where in cases of loss caused by fire or riot recovery of damages by the St. Louis owner would be absolutely impossible.

The attention of your commission will at once be directed to the second, or facilities portion, of the problem to which your honorable body has intrusted them, and for this purpose testimony will be solicited from all citizens who can throw any light on the subject of delays and traffic, and all the new facilities which will be necessary to make it possible for all the railways to give St. Louis the best possible service.

Under this head will come the consideration of the necessity of additional bridges. Your commission has taken no part in the discussion of the free bridge question, and has expressed no opinion on this subject for obvious reasons.

FREE BRIDGE MATTER.

We will say, however, that if, in the examination of the physical side of this problem, it seems necessary for the city to have additional bridge facilities, we shall not hesitate to recommend such legislation to your honorable body.

As a matter of information to your honorable body, we have in our possession the following letter, which we cite without any suggestions at this time:

Terminal Railroad Association of St. Louis, Office of the President, St. Louis, W. S. McChesney Jr.

November 11, 1905.—Honorable Rolla Wells, Chairman Municipal Bridge and Terminals Commissions, St. Louis, Mo.: Dear Sir—As president and general manager of the Terminal Railroad Association of St. Louis, will recommend to the Board of Directors of that company leasing to the city of St. Louis the upper roadway of the Eads Bridge, upon fair and reasonable terms. Yours truly,

(Signed) W. S. McCHESNEY JR.,
President and General Manager.

From evidence now before us it seems that the greatest present need is gain better service is better and more extensive terminal facilities on the west side of the river, as any road now having its terminals on the east side, under the new rate conditions must of necessity have extensive terminals on this side.

We believe it wise to prepare at this time for the steady growth of the city for a long period of years and to treat this subject in a broad, liberal manner, so that this disturbing question may not soon again be raised.

EXPERT ENGINEER.

The services of an expert engineer will be secured to map out a comprehensive plan and to submit facts and figures upon which the commission will be able to base recommendations for the necessary remedial action which should be undertaken by the municipality of St. Louis in providing improvements and betterments, with the subject in view as outlined in the ordinance for making the railway terminals as perfect as possible in the interest of every class of citizens.

We feel that we should not close this report without acknowledging the uniform courtesy and helpfulness of all the railroad officials with whom we have come in contact. Respectfully submitted,

Municipal Bridge and Terminal Commission.

To Cure a Cold in One Day.
Take Laxative Bromo Quinine Tablets. Druggists refund money if it fails to cure. E. W. Grove's signature on each box. 25c.

POOR-BOX THIEF GETS MAXIMUM PUNISHMENT.

Charles Hellman, Who Was Chased by Priest, to Serve Three Months in Workhouse.

Entering a plea of guilty yesterday in the Court of Criminal Correction, Charles Hellman, alias Cassimas, alias Eirich, charged with tampering with the poor box at St. Mathews's Church, No. 2715 North Sarah street, was sentenced to three months in the Workhouse by Judge Hiram Moore.

He received the maximum punishment.

Hellman's arrest was occasioned Friday when Father Joseph R. Watson, pastor of St. Mathew's Church, discovered him in the act of robbing the poor box in his church. Hellman ran and Father Watson pursued him. Policeman Coffey of the Tenth District caught the man.

COURT GRANTS THREE CLAIMS.

Sums Amounting to $86,000 Allowed in Warfield Estate.

Three demands, amounting to $86,820.67 have been allowed against the estate of E. W. Warfield, the Clayton banker, who committed suicide about four months ago. Two of the demands were allowed yesterday and one Monday.

The demands yesterday were presented by James Campbell. One was for $67,000 and represented an indebtedness for Rock Island Railway bonds. The other was on a note for $13,000, on which interest, amounting to $3,967, has accrued. The demand Monday was made by Charles H. Black, as trustee, on a note for $25,000. The demands were all placed in the fifth class.

The Texas Wonder

Cures all Kidney, Bladder and Rheumatic troubles; sold by all druggists. Send for testimonials. Dr. E. W. Hall, office and laboratory, 2526 Olive st., St. Louis.

MOVEMENTS OF OCEAN VESSELS.

Southampton, Nov. 15. Sailed: Kaiser Wilhelm der Grosse (from Bremen) to New York via Cherbourg.

Hong Kong, Nov. 15. Arrived: Gneisenau, Korea (from San Francisco), Honolulu, Yokohama, etc.

New York, Nov. 15. Arrived: Majestic from Liverpool. Sailed: Baltic for Liverpool, Victorian for Liverpool, Graf Waldersee for Hamburg via Dover, Rotterdam for Rotterdam and Boulogne, Oceania for Naples and Genoa.

Antwerp, Nov. 14. Arrived: Southwark from Montreal via Liverpool.

Marseilles, Nov. 15. Arrived: Celtic from New York.

Naples, Nov. 14. Arrived: Prinz Adalbert from New York.

Liverpool, Nov. 14. Arrived: Turcoman from Montreal and Quebec, for Avonmouth.

Brisbane, Nov. 15. Sailed: Mendalin, Montreal, for Bristol.

Glasgow, Nov. 14. Sailed: Hungarian for Boston.

Antwerp, Nov. 14. Sailed: Montezuma (from London) for St. Johns, New Brunswick.

Queenstown, Nov. 15. Left up: Arrived: Celtic, New York, for Liverpool (and proceeded).

Lizard, Nov. 15. 2:40 a. m. Arrived: Pretoria, New York, for Hamburg (and proceeded).

Yokohama, Nov. 15. Arrived (previously): Siberia, American Maru, San Francisco, via Honolulu, for Nagasaki, Shanghai and Hong Kong. Empress of Japan, Vancouver, British Columbia, for Hong Kong, Nagasaki, Shanghai and Hong Kong. Capital Sun, Tacoma, for Hong Kong. Sailed: Siberia, for Hong Kong, Nagasaki, Shanghai and Hong Kong.

Liverpool, Nov. 15. Arrived: Steamer Haverford, Philadelphia, via Queenstown.

St. Johns, Newfoundland, Nov. 15. Passing. Arrived: Steamer Cassandra, Glasgow and Liverpool, for Halifax and Philadelphia.

London, Nov. 15. Sailed: Steamer Columbian, Boston.

Cherbourg, Nov. 15. Sailed: Steamer Kaiser Wilhelm der Grosse, from Bremen and Southampton, New York.

Liverpool, Nov. 15. Sailed: Steamer Oceania, New York, via Queenstown.

Eczema Its name means "I boil out."

Eczema is one of the blood diseases, and seems literally to "boil out" through the skin, causing burning, itching patches of small, red, watery blisters on the face, head, hands, legs or other parts of the body.

It is sometimes called Salt Rheum, Scald Head, Milk Crust or Tetter, and there are many varieties. That known as *Winter Eczema* is most stubborn, being aggravated by the cold, bleak winds of winter.

Hood's Sarsaparilla radically and permanently cures all varieties of Eczema because it purifies the blood, perfects the processes of absorption and elimination, and builds up the whole system. It is the most effective blood medicine and general tonic the world has ever known.

MRS. FRED WYNNE

"No one can imagine the agony I endured from terrible eczema for five months. O, the burning and itching! A specialist said he never saw such a case. My husband bought Hood's Sarsaparilla for me, and on taking it I began to improve, took several bottles and am well. I owe my life to Hood's." Mrs. Fred Wynne, Philadelphia, N.J.

Hood's Sarsaparilla

Received 40,366 testimonials in two years, many telling of cures of Eczema. Sold by druggists everywhere.

A Novel Food Grape-Nuts

Delicious taste.

And a Scientific Reason.

TRY IT!