

GIANT DOCKS TO BE BUILT AT PANAMA

Elaborate Plans Evolved to Make the Canal Aid American Commerce
---Cost Estimated at \$14,000,000.

PANAMA.—While the canal builders under Colonel Goetzels have been making the ditch with this speed as to make it possible already to set a date for the opening, the government has been quietly working out plans concerning another phase of the canal enterprise, plans by which, it is expected, this country will be able to reap the full commercial results of the opening of the link between the oceans and come into possession of that great trade empire in the southern hemisphere which up till now has belonged largely to our foreign trade rivals.

These plans, which have to do with the docking and transfer facilities at the two ends of the canal, are in some respects as important as those of the actual canal prism. Without them, in the opinion of shipping experts whom President Taft has consulted, the canal might stand as a tremendous monument to the altruism of a nation and not much else so far as regards any advantage this country might secure over its European rivals in the trade of South America. One of the aims which the administration now has in the development of this phase of the enterprise is to preclude the possibility of the canal serving only to tighten the grip which Europe now has upon markets which should be ours. As it was expressed the other day by a shipping man, the question now is: "Shall the canal pay the dividends it ought to pay?"

With Germany and Great Britain equipped as they are with ocean carriers and their trade tentacles already fastened upon South America, the possibility that the canal might see a steady procession of ships flying a foreign flag has not been least slight in the minds of those who planned the canal nor by some of the American shipping interests naturally concerned in the matter.

Gigantic Docks Planned.
Because of the importance of the work which has to do with the actual digging of the canal itself not much public attention has been invited to the plans which have been forming for the utilization of the canal as a trade factor. About the first public intimation of the extent of these plans came at the conference of the Pan-American Trade Union in Washington when Bernard N. Baker of Baltimore, who has been intimately connected with this phase of the canal work since its inception, outlined to the conference the government plans for what it is believed will be the most complete system of docks and harbors in the world.

The system of docks described by Mr. Baker and upon which work is already started will embrace both the Atlantic and the Pacific end of the canal. Their initial cost will be in the neighborhood of \$14,000,000. In other words, this country may not be outstripped at the very start of the race for trade which will follow the opening of the waterway the plan is to have this work at least half completed by the time the canal is opened and in such a state as to be available for commercial purposes.

One of the most interesting features in the docks proposed for Panama might be compared to a junction on a great trunk line, a distributing point for local freight. The advantage of having such a system of docks in connection with the canal was really not foreseen at the time the enterprise was begun. Beyond protecting the entrances by breakwaters nothing was considered except to construct the canal itself and leave it open to the nations of the world to get what advantage they could out of it—a fair field and no favors, as it were.

Expert Opinion Sought.
With work actually started on the canal, however, the question of its proper utilization began to loom up pretty large. The first man to consider this aspect seriously was Mr. Roosevelt's secretary of war, Luke E. Wright. Mr. Roosevelt also became interested, and together they sent for Mr. Baker, the organizer and builder of the Atlantic Transport Line, who since his retirement from business has taken a deep interest in this country's commercial development and has been regarded as an expert on the subject.

Mr. Baker quickly pointed out to Mr. Roosevelt and Secretary Wright that the canal enterprise lacked a business end, which it should have; that it should embrace some system of docks the advantage of which could be seized by this country's shipping lines and a system of escalators for handling the most desirable cargo. Mr. Baker, permitting the transfer of South and Central American freight



Showing Steamship and barge lines made possible by the canal and the great docks at Balboa.

at the terminal of the canal from trunk lines of steamships, the capture of the great markets of the south might with confidence be left to the country's shipping interests.

For the Smaller Boats.
In planning the government docks the idea has been that steamship lines would hardly find it profitable to run through boats from Atlantic or Gulf ports to the different ports in Central and South America, and that the real advantage of the canal to this country must lie in the establishment of facilities at Panama to transship small units of freight from the steam Atlantic coasts and the canal to small American coasting and to ports in Central America. In Mr. Baker's opinion the transshipment of freight intended to be effected in a radius of 700 miles of the Panama docks could be best accomplished by a fleet of oil-burning twin screw steel barges of about 2,000 tons burden, leaving it to larger steamers to run regularly from the docks down to the more distant ports on the west coast of South America.

Having in view some such plan as this the government's plans provide for such a transfer point at Balboa, the Pacific end of the canal. Here are to be erected the most extensive docks of the whole improvement, docks that will make of this little Central American city a shipping point of world-wide importance.

Right at the actual end of the canal, where it opens into Panama bay, there will be constructed a basin capable of holding the largest ships and covering a total area of 271 acres. From two sides of this basin there will project sixteen concrete piers, 1,000 feet in length, capable of accommodating not only such ships as the Mauretania but also ships of the size of the Olympic and Titanic of the White Star line, now about finished and which have a total length of 860 feet. The basin will be deep enough to pass through the canal for many years, but in the meantime each of the piers can be used by two ordinary steamers, so great will be their length.

Two Miles of Docks.
The extreme length of the land reserved for these docks is two miles, but only about two-thirds of this is to be improved immediately. The other third will have no trouble in turning between the two lines of piers is indicated by the fact that from pierhead to pierhead, across the intervening basin, the distance will be 3,000 feet, or more than the length of the Mauretania. Taking in the length of the piers it will be nearly a mile across. Here are some other figures: Area of slips, 4,231,250 square feet; wharf frontage, 42,000 square feet; length of terminal basin, 4,600 feet; and length of piers, 1,000 feet.

One of the most interesting features in connection with the piers is their slanting direction. They will slant toward the canal. This was decided upon by experts in the matter, for the reason that it will enable ships to run into them more easily from either direction, allowing them to dispense with the use of tugs and to go in under their own steam. It will also obviate difficulties that would otherwise be encountered by reason of the 20-foot tide there.

Where the Pacific piers are to be there is now a swamp. To construct the basin it will be necessary to dredge this to a depth of 35 feet at mean tide. The excavated material will be used to fill in other parts of the swamp to make ground for the transfer yards of the Panama railroad, which is to extend around the basin with a spur of track running on to each pier.

As projected now these docks on the Pacific side will be probably the largest and most completely appointed system of docks in the world. The new Tilbury docks at London have a water area of only 70 acres to compare with the area of 271 acres of the Panama terminal basin alone. What is more, these docks are to be equipped with the most modern electric cargo handling machinery, including huge overhead electrical cranes and a system of escalators for handling the most desirable cargo. The system to be operated probably

sky, each knowing that the other must never be permitted to go back with his important news, each speculating as to how best he can quickly and effectively dispatch his rival.

Accused of Huge Swindles.
Paris, France.—Three men describing themselves as Italian noblemen were arrested Thursday charged with having swindled Levin Hart, a young American, out of \$52,000.

Attress Weds Rich Chinese.
Vancouver, Wash.—Miss Anita Deschontz, an unusually attractive actress, twenty-two years old, was Thursday married here to Ling Ting, a wealthy Chinese merchant of Hoquiam, Wash. She is of Spanish descent. Her home was in Pittsburg, Pa.

Lives of Crew Saved.
Little Island, Va.—The imperiled crew of the stranded steamer Manchuria was saved Thursday. Nine members of the crew were landed in a breeches buoy.

Eight Slain by Madman.
Glasgow, Ky.—"Doc" Masey, a negro, believed to be insane, killed a negro deputy sheriff and seven members of a family in Hart county Thursday night. After the crime he escaped. A posse is searching the country for him.

Plea of "Tub Trust" Falls.
Detroit, Mich.—Judge Denison in the federal court here Thursday overruled the special plea recently entered by the defendant in the so-called "bathtub trust" suit.

by water power developed at the Miraflores dam.

Docks on the Atlantic.
The docks to be erected at the Atlantic side are not so extensive, as they are intended merely for the berthing of steamers while waiting to enter the canal and for the handling of such supplies and material as are necessary for that end. Nevertheless these piers will be worthy of admiration.

The improvements at this end contemplate the dredging out of an anchorage basin a mile long and 3,250 feet wide and the construction of four concrete piers of the same size as at the Pacific docks. The basin will adjoin the canal channel, which is dredged out to Limon bay.

The improvements at the Atlantic end it is estimated will cost in the neighborhood of \$4,000,000 and those at the Pacific end \$10,000,000. This will come out of the general canal fund.

Freight Easily Transhipped.
They would make fast to her inside the slip and by means of the escalators would take her between-deck cargo intended for Central American points. Possibly her terminus might be the Pacific docks and the cargo in her hold intended for Peru and Chile. In that case great electric cranes would transfer this cargo to the docks, moving it at the rate of 1,000 tons an hour. From the docks it would be put aboard regular west coast steamers, of which there is already one line running to Peru, which will probably be extended to Chile.

Once empty such a vessel would load up with cargo brought from the east or from South America. While one of these docks are to be opened to all ships, their advantage to this country lies in the fact that such facilities for transporting American goods means the opening of a trade door which heretofore been shut, giving the Atlantic coast ports of the first time a chance to compete with and even to outstrip the European shipping concerns which have been supplying South America and Central America by regular steamers running through the Straits of Magellan.

To understand the possibilities which this will open up one should follow a line from some of the Atlantic ports down to Valparaiso, making it go through the canal. By reason of the peculiar bend of the isthmus such a line would be almost a straight north and south line. Freight may be shipped from New York by a 16-knot boat through the canal to Valparaiso, transferred there to the railroad and shipped to Buenos Aires, where it would be freighted in the same boat from New York down the east coast of South America to the Argentine capital. It could be transhipped at Buenos Aires and taken up to Rio Janeiro in two days quicker time.

As was brought out at the conference in Washington, the total foreign commerce of the Central American countries Venezuela and Ecuador in 1909 amounted to \$135,000,000. Of this amount only \$27,000,000 was with this country. In other words these nations bought here 64 cents worth of the products when they spent \$3.58 in the European markets. Chile and Peru imported \$15,000,000 of commodities from this country out of a total imports of \$125,000,000. This was by reason of the control Europe has had of their trade through the Strait of Magellan.

What is confidently expected to follow the projection of these docks and facilities at Panama is the establishment of a number of new American steamship lines. It is said that plans are already being made by certain interests for distributing freight from the canal.

Conflicting reports are still being received here as to President Diaz, some asserting he is dead, others declaring him to be alive and well.

One report received declares that Mexico City is hemmed in by rebels and will be cut off from communication with the outside world March 11.

The dispatch referred to, dated Charlottesville, Va., through which place the president's train passed, follows:

"All doubt as to the purpose of the government in sending 20,000 troops to the Mexican border has at last been swept away."

"The United States has determined that the revolution in the republic to the south must end."

U. S. TO END REVOLT

WALL OF TROOPS ALONG MEXICAN BORDER IS TO AID DIAZ.

INVASION IS EVEN POSSIBLE

Mobilization of 20,000 Men in Texas Decisive Move to Cut Off Rebel's Source of Supplies.

Washington.—That the administration has decided to disassemble no longer its reasons for the sudden and unprecedented movement of troops to the Mexican border is indicated by a dispatch received Thursday from a correspondent who is accompanying President Taft on his journey to Atlanta.

The United States government proposes to see that the Mexican revolution comes to a quick end and peace be established in the republic. The dispatch asserts that all aid possible for the United States government to give to Diaz will be given, other resources in Washington take an opposite view and declare it is the intention of this government to overthrow the Diaz regime.

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"The American troops have been sent to form a solid military wall along the Rio Grande to stop filibustering and to see that there is no further sending of arms and munitions across the international boundary."

"It is believed that with this source of contraband supplies cut off the insurrectionary movement which, has disturbed conditions generally for nearly a year without accomplishing anything like the revolution, a responsible independent movement will speedily come to a close."

"President Taft, on his way to Atlanta and Augusta for a ten days vacation, appeared well satisfied with the situation."

"There is a general belief that the rapid movement of troops into Texas and the Pacific coast will so speedily accomplish its purpose that the net result in the end will constitute a valuable lesson in quick mobilization of an effective fighting force that will prove a revelation to the country."

"The improvements at the Atlantic end it is estimated will cost in the neighborhood of \$4,000,000 and those at the Pacific end \$10,000,000. This will come out of the general canal fund."

When these improvements are completed it will be possible for a ship to load at New York, for example, with freight for the Pacific coast and also with freight for Central and South America. The former class of freight would be put in the hold and the latter sent through the canal to the great docks at the Pacific end, where awaiting her would be perhaps some of the twin screw oil-burning barges described by Mr. Baker.

They would make fast to her inside the slip and by means of the escalators would take her between-deck cargo intended for Central American points. Possibly her terminus might be the Pacific docks and the cargo in her hold intended for Peru and Chile. In that case great electric cranes would transfer this cargo to the docks, moving it at the rate of 1,000 tons an hour.

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AMERICAN DUCHESS TO VISIT THIS COUNTRY



THE DUCHESS OF ROXBURGHE

The duchess of Roxburghe, who was May Goelst of New York, has made arrangements to visit this country during the next month or so. This will be the first time that she has been here since her marriage that took place a few years ago. The Goelst family are among the wealthiest and socially most prominent families of the metropolis. The young duchess has a charming personality, and a reputation as a delightful hostess. These qualities have resulted in her having taken a high place among the more exclusive sets of Great Britain and the continent.

FURNITURE IS FINE

Workmen Interested in Factory Run on Novel Lines.

Employees of Profit Sharing Company Design and Make Articles for Proudest as Well as the Humblest Homes.

The Hague.—In every town of any importance in Holland movements for the better housing of the work people are on foot, and this year has seen the initiation of a plan for providing their homes with good, solid and graceful furniture—"furniture with a soul," as it has been expressed.

In a beautiful part of the province of Utrecht, overlooking undulating forest and heathland, a furniture factory has been opened. The capital for the enterprise—about 200,000 florins (\$40,000)—has been subscribed in shares of 50 florins (\$10), and in smaller shares of only ten florins (four dollars) each, so that no one need be debared from joining. Skilled designers, carpenters and furniture makers have been engaged, and have all taken shares in the business. The net profits are to be divided as follows: five per cent to the shareholders and 40 per cent to each workman. A certain percentage is also reserved for a sickness and accident fund, while a pension fund is also to be formed. Each workman who is a shareholder has the right to supervise the business books.

As the employees, from the director to the laborer, live on the ground owned by the company, each individual family having a house of its own, standing free in its own garden and overlooking a panorama of an undulating, well wooded country can be found in Holland. "So that the beauty of nature may surround our workers on every side," say the directors.

The houses have large, bright windows on all sides, so that air and sunshine can penetrate everywhere. Every room has been designed for the utmost comfort and practicality, and the furniture, designed and made by the possessors of the homes themselves, are of the highest quality.

At present the ten-hour work day institute, it is announced, will be an exhaustive inquiry made by the American students in Germany as to the reasons prompting them to study here and any criticisms they have to make on German university methods.

FORCEPS CURES CROSS-EYES

Extraction of Eye Teeth Declared to Straighten Oblique Vision—Correct Mental Condition.

Cleveland, Ohio.—Dental experts the other day announced that they had cured a girl of cross-eyes by means of extracting her eye teeth. Dr. Varney A. Barnes, D. H. Ziegler and G. D. Lovett believe they have discovered a method by which the thousands of people afflicted with cross-eyes may be cured.

They experimented with Carrie Mangino, a pupil at Murray Hill school, and by extracting four of her teeth, including the eye teeth, removed the pressure upon the nerves of the girl's eyes to such an extent that now her eyes are straight.

WILL ASSIST HOBO

New Christian Army Plans to Aid "Wandering Willies."

Organization Incorporated by Former Members of Salvation Army Announces its Purpose as the Reclaiming of Tramps.

Chicago.—The Christian Army, an organization incorporated by former members of the Salvation Army, announced its purpose the other day as the reclaiming of tramps. It began work in Chicago under the direction of Mrs. Moore Lampton, 1013 Washington boulevard. Mr. Lampton went to St. Louis to establish a similar organization in that city.

The work of the Christian Army, conducted at the Lampton residence by recruits from the Salvation Army, has for its aim the welfare of those who pass the winters in Chicago and the summers in intermittent labor throughout the country. Mr. and Mrs. Lampton, who were envoys in the Salvation Army, became especially interested in these men, who are not to be classed with the ordinary rough characters of the cities, and founded the Christian Army because their work in the Salvation Army prevented continuation of their special labors for the tramp.

The great number of men who are unemployed in the cities at this time of year and are dependent on odd jobs for their livelihood caused the Lamptons to organize their army with great rapidity and to begin immediate relief measures. At the Lampton home, men and women interested in the new army were working in the supply department, arranging clothing for distribution, and in the kitchen, where for five cents an applicant may receive all the soup he desires, unlimited orders of coffee and as much bread as he can eat.

Mrs. Lampton made an ardent defense of the following: "The hobo is a good man. The hobo is not always a drinking man. The hobo abstains from smoking in many cases. The hobo is simply a man down and out. The hobo will mend his way if treated to the milk of human kindness."

The Christian Army will use the methods of the Salvation Army in recruiting hoboes. "We will feed them first," declared Mrs. Lampton, "because we don't believe that a man is susceptible of much religion on an empty stomach. Free soup, coffee and bread will be given to those not able to pay the five cents. Work will be found for them wherever it is possible, and homes will be provided for them as soon as our means permit."

The Christian Army will take its stand at street corners in the first and eighteenth wards, and will send scouts through lodging houses and employment agencies. The women of the army will wear a blue uniform and a black bow. The men will wear a blue uniform and a military slouch hat.

Glady McGuire, one of the incorporators, is a trained nurse, who will give her professional services to the hobo's need. Bands are being formed, singers given practice, and locations for soup kitchens sought in the army's campaign. The headquarters at the Lampton house resemble a quartermaster's store.

Organized meetings of the army will be held as soon as Commander Lampton returns from St. Louis. Bonifacio V. Garcia, another of the incorporators, started drill for several companies of the army, who were brought from the Salvation Army by the Lamptons and began conducting informal work along West Madison street.

Woman Bullfighters Under Ban.
Madrid.—The Spanish minister of the interior has issued a ban against bullfighting women from taking part in bullfights, a practice which was inaugurated sometime ago by a young woman named Reverta, who had great success in the arena.

Consumption Spreads in Syria.
Consumptives in Syria are treated today much in the same way as the lepers have been for the last 2,000 years. Tuberculosis is a comparatively recent disease among the Arabs and Syrians, but so rapidly has it spread that the natives are in great fear of it. Consequently when a member of a family is known to have the disease, he is frequently cast out and compelled to die of exposure and want. A small hospital for consumptives has been opened at Beyrouth under the direction of Dr. Mary P. Eddy.

Work and Marriage.
In the New York courts recently a girl, aged 17, on being told by her mother that she was old enough to go to work, replied: "Work, I will not; I prefer to marry." Whereupon she was married before night to a young man earning \$8 per week. This is a case of a girl who was old enough to go to work, but not old enough to marry. "I ain't working," answered promptly, "I ain't working; I'm married."—Boston Herald.

Down With 'Em.
Young Lord Fairfax, in a brilliant after-dinner speech at the club house in Tuxedo, praised women. "Down with the misogynist," said Lord Fairfax. "Down with the cynical type of male brute who says with the Cornish fisherman: 'Wimmen's like pickarons. When 'em's bad, 'em's bad, and when 'em's good, 'em's old m'lidlin'."

Men Favor Blonde.
Columbia, Mo.—The blonde type of woman has been developed by a long selective process in which men have favored blondes over their darker skinned sisters, says Dr. Charles Ellwood, professor of sociology at the University of Missouri. Men in all ages have favored blondes, in his opinion.

The Taste Test—Post Toasties
Have a dainty, sweet flavour that pleases the palate and satisfies particular folks.

The Fact—
that each year increasing thousands use this delicious food is good evidence of its popularity.

Post Toasties are ready to serve direct from the pkg. with cream or milk—a convenient, wholesome breakfast dish.

"The Memory Lingers"
POSTUM CEREAL CO. Ltd., Battle Creek, Mich.

INFLAMMATION AND PAIN

Cured by Lydia E. Pinkham's Vegetable Compound.

Creston, Iowa.—"I was troubled for a long time with inflammation, pains in my side, sick headaches and nervousness. I had taken so many medicines that I was discouraged. I thought I would never get well. A friend told me of Lydia E. Pinkham's Vegetable Compound and it restored me to health. I have no more pain, my nerves are stronger and I can do my own work. Lydia E. Pinkham's Vegetable Compound cured me after everything else had failed, and I recommend it to other suffering women."—Mrs. Wm. Szalas, 605 W. Howard St., Creston, Iowa.

Thousands of unsolicited and genuine testimonials like the above prove the efficiency of Lydia E. Pinkham's Vegetable Compound. It is made exclusively from roots and herbs.

Women who suffer from those distressing ills should not lose sight of these facts or doubt the ability of Lydia E. Pinkham's Vegetable Compound to restore their health.

If you want special advice write to Mrs. Pinkham, at Lynn, Mass. She will treat your letter as strictly confidential. For 20 years she has been helping sick women in this way, free of charge. Don't hesitate—write at once.

PIPISO'S
THE BEST MEDICINE
FOR COUGHS & COLDS

NO STOP.
The first show that little Willie ever attended was "Uncle Tom's Cabin." When he returned home after the play papa asked him how he liked the show. Willie said it was awful nice.

"Now, Willie, if you will be a good boy, I will take you to our next week's," said papa. Little Willie and papa sat down in the orchestra circle. Willie seemed to enjoy the play very much. When they returned home Willie asked him how he liked the show? Willie replied: "It is a lot nicer than the first one I went to. What do you think, mamma? All the little Evas had on union suits."—Judge.

Ticket Collector.—We don't stop here, sir.
Montague Swank (who has just given up a ticket)—Stop where?
Ticket Collector.—At the pawparrow's.

Eve or Eva?
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