

A TOUGHROOSTER

Cause of a Dispute Ending in a Knockdown.

Husband Wanted Her for Dinner, Was More Tender.

WIFE DESIRED EGGS.

This Brought on a Quarrel and Prison Term.

Woes of a Newly Married Leavenworth Couple.

Leavenworth, Kan., Dec. 28.—The times says: "Altho' her husband knocked her down only six or seven times," as Mrs. Jerry Anderson reported to Sheriff Meyer Monday afternoon, Deputy Sheriff Graham placed Jerry under arrest and in the county jail yesterday morning. Whether Mrs. Anderson will swear to a state complaint or not remains to be seen, but it was said as the sheriff's office yesterday afternoon that if the woman did not prosecute him the county authorities would, so it seems that Jerry may have to serve a term in the county jail for wife beating. Judge J. E. H. Jones, who has no love for wife beaters and believes, as do Judge Flynn and Police Judge Endres, that they should be given the law's limit. And, according to Mrs. Anderson, the whole trouble started over an egg. It is said that Mrs. Anderson wanted to kill a big rooster for her Christmas dinner. Jerry, to be contrary, did not want the rooster, but the wife was too tough for his teeth and insisted that a hen be killed. Mrs. Anderson did not like to kill the hen because she was getting an egg occasionally from it and at last Jerry became exasperated that he was fighting with his right on his wife and knocked her to the ground. She got up and he gave her another egg blow that landed squarely on her face and she dropped to the ground again. One witness states that Mrs. Anderson at no time with her countenance before getting up and that Jerry dropped her every time she got up as far as her knees.

Mrs. Anderson says her husband knocked her down six or seven times. Just how many who is not sure. She reported the assault to Sheriff Meyer and Deputy Sheriff Graham. After Mrs. Anderson home all of Monday afternoon, but Jerry had made himself scarce. The deputy went back yesterday morning and found Jerry lying down in a front room on a sofa, resting up after his beating of the day before.

A BAD EMPORIA NEGRO.

Gave the Police Much Trouble Before His Capture.

Emporia, Kan., Dec. 28.—Charles Morris, a negro, was arrested here late Wednesday. Morris was wanted on a charge of breaking into Hayes Hotel, Emporia, Kan., and was being sought by officers here. He was arrested by officers here and taken to the county jail. He was charged with breaking into the Hayes Hotel, Emporia, Kan., and was being sought by officers here. He was arrested by officers here and taken to the county jail. He was charged with breaking into the Hayes Hotel, Emporia, Kan., and was being sought by officers here.

Manhattan Daily Suspended.

Manhattan, Kan., Dec. 28.—The Manhattan Daily Republic announced last evening that after this date the daily will be suspended on account of "malnutrition." The daily was successfully operated the past two years under the management of M. S. Ames and Sons, but was recently sold to Kimball Bros., who will now discontinue it, but who will continue running a weekly paper. Manhattan, whose population is nearly 25,000, is one of the largest cities in the state without a daily paper.

Died From His Injuries.

Leavenworth, Kan., Dec. 28.—Elmer Brewer, the negro who was shot Tuesday morning, died last evening from his injuries. He accused Lee Howard, another negro, of killing him.

Theater to Open January 8.

Kansas City, Kan., Dec. 28.—Maurice J. Cunningham of Leavenworth, leaves of the new "People's theater" in Kansas City, Mo., and Mr. L. D. Stockton of Carrollton, O., owners of the theater, were in this city last evening. Mr. Cunningham announced that the theater would be opened January 8.

Piles 14 Years

Terrible Case Cured Painlessly With Only One Treatment of Pyramid Pile Cure.

Free Package in Plain Wrapper Mailed to Everyone Who Writes.

"I have been a terrible sufferer of piles for fourteen (14) years, and during all this time you have an idea of how many kinds of medicine I tried. But I found no relief whatever. I felt there must be something that could cure me without having to undergo an operation which might kill me.

Now, after trying out one treatment of your 'Pyramid,' I am free, free to tell all sufferers of this dreadful disease to try this medicine—the 'Pyramid' Pile Cure. It will cure when all others fail. Sincerely yours, George Brannigh, Schellburn, Pa.

Anyone suffering from the terrible torture, burning and itching of piles, will get instant relief from the treatment we send out free at our own expense, in plain sealed package, to everyone sending name and address.

Surgical operation for piles is suicide, cruel, unnecessary and rarely a permanent cure. Here you can get a treatment that is quick, easy to apply, and inexpensive, and free from the publicity and humiliation you suffer by doctors' examination.

'Pyramid' Pile Cure is made in the form of a 'easy to use' suppository. The coming of a cure is felt the moment you begin to use it, and your suffering ends. Send your name and address at once to Pyramid Pile Cure, 624 Pyramidal Building, Marshall, Mich., and get by return mail, the treatment we will send you free, in plain, sealed wrapper.

After seeing for yourself what it can do, you can get a regular, full-size package of Pyramid Pile Cure from any druggist at 50 cents each, or, on receipt of price, we will mail you same ourselves.

with first class vaudeville. It was announced that the theater would be opened December 17, but the house was not ready at that time.

PIPE LINE RUNS LOWER.

Now Average Less Than 50,000 Barrels Daily for December.

Independence, Dec. 28.—The pipe line well off some of the third week of December. The first seven days of the month they averaged 50,429.05 barrels; the first fourteen days they averaged 50,545.51 barrels, and the first twenty-one days they averaged 50,515.70 barrels a day. It is just possible they will get back above the fifty thousand mark before the end of the month, but hardly probable.

During the year nearly 4,000 wells have been drilled and yet the pipe line company has nearly kept abreast of the rapid development. During the past few weeks big wells have been completed in the territory production is beginning to back up there again and temporarily it is impossible to take all the oil there. The relief line from Humul to the Whiting (from the Gulf) will be completed shortly when it will be possible to take five to ten thousand barrels more a day. Had the shutdown not occurred last spring there is little doubt but that the line in 1905 would have reached nearly 55,000,000 barrels.

The deliveries are gradually increasing. The first seven days of December they averaged 19,639.57 barrels, the first fourteen days they averaged 20,711.34 barrels; first twenty-one days, 21,934.77 barrels. Thence, the 1,933,829 barrels run, 461,890.37 barrels were delivered to the refineries and Whiting pipe line.

The amount placed in tank this month has only reached 57,938.28 barrels, a daily average of 27,589.64. The company now has 13,988,661 barrels in storage in the field.

A FAMILY REUNION.

Relatives Give Mrs. Kate Jackson of Tecumseh a Surprise.

Tecumseh, Kan., Dec. 28.—One of the pleasant occasions at Tecumseh on Christmas was the gathering at the home of Mrs. Kate Jackson, wife of Fred, of all of her children and grandchildren (excepting one daughter and her family) to celebrate Christmas day in the evening, visiting, and giving children at home with mother again.

The children had nine times on the ice, and playing games and a Christmas tree in the evening, which was lit with many candles and loaded with presents, both for use, ornament, and amusement, of which they had a Santa Claus to distribute, amid much pleasure and enjoyment for all.

Whether Santa traveled in an automobile or with the old reindeer and sled was not discovered. As for the presents, we noted a lovely Bible for mother, from the boys, which she had unwitting selected for herself. Sunday afternoon Mrs. Jackson came with her family to see the family picture. So take it all together it will be a time long to be remembered as a happy time at home with mother and grandpa.

TO INVOICE THE PRISON.

Warden McClaughey and Mayor Young to Do the Work.

Leavenworth, Kan., Dec. 28.—Major S. Young has been detailed to assist Warden R. W. McClaughey in investigating the property of the old United States prison, which is to be sold prior to the transfer of the buildings to the war department. The furnishings of the prison will be divided between the department of justice and the war department.

It is expected that the work will be completed in a few days and then the formal transfer of the building to the war department will take place. Warden McClaughey expects to leave all the prisoners at the old site removed to the new prison between now and January 1, and then the military prisoners in the guard house at Fort Leavenworth will be removed to the old prison.

Warren Cooper's Will Probated.

Manhattan, Kan., Dec. 28.—The will of Warren Cooper of this city, has been probated here, and Frank Dent was appointed administrator. He gave \$100,000 to the state, and the remainder to the Missouri Humane association, and the remainder to his two cousins here. The estate is estimated at \$50,000. Ten thousand dollars was left to the Missouri Humane association, and the remainder to his two cousins here. The estate is estimated at \$50,000. Ten thousand dollars was left to the Missouri Humane association, and the remainder to his two cousins here.

Engineer Cooley a Suicide.

Council Grove, Kan., Dec. 28.—Ed Cooley, an engineer here on the Missouri Pacific, committed suicide Wednesday by shooting himself. He only died a few minutes before he was shot. He leaves a widow and three children. As yet no cause for the act has been learned. He was about 25 years of age. Cooley had many friends here.

Killed 71 Rabbits in Half a Day.

Leavenworth, Kan., Dec. 28.—Edward Cord of 913 North Third street, died his own-armed, because of George Cord, who lives in the south part of town, are the champion rabbit hunters of this section. Near Valley Falls they killed seventy-one rabbits in just four hours and a half.

Found Dead in a Field.

Leavenworth, Kan., Dec. 28.—James T. Caple, a veteran, was found dead in a field near the Soldiers' Home, Wednesday. Caple came to the home here December 1 and soon after was admitted to the hospital. He was a soldier in company C, 36th Tennessee cavalry, in the civil war.

Died of Bright's Disease.

Wichita, Kan., Dec. 28.—Jefferson J. Houston of Ponca City, O. T., brother of Judge J. D. Houston of this city, died at a hospital here Wednesday of Bright's disease. He has brought here all two weeks ago. Mr. Houston was engaged in the cattle business in the territory.

Dead at the Age of 83.

Leavenworth, Kan., Dec. 28.—Robert Denton, 83 years old, died here last evening at the home of his son, Winfield Denton. Mr. Denton was a native of New York and lived for nearly a century on a farm in Iowa before coming here to reside with his sons, Winfield and Oliver Denton, in 1883.

Death of a Leavenworth Pioneer.

Leavenworth, Dec. 28.—Patrick McCrystal, one of Leavenworth's oldest residents, died here of diseases incident to old age.

Death of J. L. Windle.

Wichita, Kan., Dec. 28.—J. L. Windle, formerly of Macon, Mo., is dead here after a week's illness.

Death of John Tucker.

Wichita, Kan., Dec. 28.—John Tucker, one of the oldest settlers of Sedgewick county, died here Wednesday. He was 92 years of age.

RAILROAD NEWS.

Five Thousand Miles of Railway Constructed in U. S. This Year.

Only an Infinitesimal Amount of It in Kansas.

RECORD IS A GOOD ONE.

Santa Fe Among Roads Laying Most New Track.

Gossip and Matters of Interest in Railroad Circles.

According to advance data furnished by the Railway Age approximately 5,000 miles of new railroad have been completed in the United States during 1904. And of this amount only 28.97 miles were built in Kansas.

Considering the fact that over 7,000 miles were shown to be under contract as early as March and that contracts for many hundreds of miles more have been awarded since that time, the mileage completed and ready for operation may seem comparatively small. But slow progress was made during the first six months of the year and only 1,284 miles of track were reported laid up to July 1. If the ratio of former years had applied to 1905 the new track for the year would not have exceeded 4,000 miles, but since July 1 work has been pushed with great vigor, with the result that we can now report for the year 4,975 miles of new track laid in the United States, on 37 lines in 45 states and territories. In addition, several hundred miles have been graded and track is being laid on many lines as the year closes. The figures shown in the following table are not final, for there are some roads which have not yet furnished full reports, and it is probable that the complete returns will show over 5,000 miles:

States—	No. Miles.	No. Miles.
Alabama	10	81.25
Alaska	4	57.75
Arizona	10	111.13
Arkansas	14	171.13
California	9	73.27
Colorado	10	109.28
Florida	6	49.90
Georgia	11	212.19
Idaho	10	189.20
Illinois	10	189.20
Indiana	8	173.20
Iowa	10	109.28
Kansas	6	28.97
Kentucky	10	112.15
Louisiana	10	124.85
Maine	4	72.15
Maryland	2	42.50
Massachusetts	2	65.77
Michigan	7	65.77
Minnesota	8	201.04
Mississippi	8	65.77
Missouri	9	82.74
Montana	2	26.50
Nebraska	1	20.00
Nevada	1	24.90
New Jersey	1	3.45
New Mexico	2	25.40
New York	10	55.40
North Carolina	9	95.10
North Dakota	11	55.23
Ohio	10	111.13
Oklahoma	3	151.40
Oregon	11	119.20
Pennsylvania	10	109.28
South Carolina	4	26.00
South Dakota	5	109.20
Texas	10	237.27
Vermont	6	64.55
Virginia	7	57.50
Washington	8	46.35
West Virginia	7	72.15
Wisconsin	11	120.35
Wyoming	2	49.91
Total	157	4,975.30

The new mileage of 1905 exceeds that of 1904 by over 100 miles, while the track laid during the first six months of the year was 553 miles less than reported for the first six months of 1904, which facts indicate how energetic has been the work during the past six months. The new mileage of 1905 exceeds that of 1904 by over 100 miles, while the track laid during the first six months of the year was 553 miles less than reported for the first six months of 1904, which facts indicate how energetic has been the work during the past six months.

Just now the system is engaged in an active reorganization enterprise. Thousands of miles of track are being abandoned, and new lines are being built. The system is engaged in an active reorganization enterprise. Thousands of miles of track are being abandoned, and new lines are being built.

In 1904 Missouri, with 384 miles, furnished a larger new mileage than any other state, and Texas, with 308 miles, was second. The new mileage of 1905 shows a larger percentage of new mileage than any other group, but the active construction work appears to be shifting to the northwest. With the Chicago, Milwaukee & St. Paul headed for the Pacific coast, the Chicago & North Western Pacific already under construction between Salt Lake City and San Francisco, and with the many new lines being built in the West, the western states will be the scene of the most active construction work for the next few years.

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The most noteworthy piece of construction during the past year was the extension of the Soo Line from Thief River Falls, Minn., to Kenmare, N. D., a distance of 237 miles. Contracts for this work were not let until July, yet the road was completed ready for operation the latter part of November. The Soo line also built two branches in North Dakota, each 19 miles in length, making a total of 335 miles of road built by this company. The extension in North Dakota penetrates the rich wheat belt of the northern part of the state, and to tap the same region the Great Northern has built five branches, aggregating 124.5 miles, north from its main line. Altogether the Great Northern laid 243 miles of track on extensions in Minnesota, North Dakota, Nebraska and Washington. The second longest line built was by the St. Louis, Brownsville & Mexico, which completed 171 miles of its extension from Robstown to Tex. Other companies have laid track as follows:

BLOCK SYSTEM ABOUT READY.

One on Santa Fe Between Newton and Dodge City in Operation Soon.

Newton, Kan., Dec. 28.—The Santa Fe railroad telegraph and telephone block system, which is to be operated between Newton and Dodge City, is already built through Hutchinson as far as Partridge bridge on the Kinsey tracks and the wires are stretched about 30 miles for the trial. There are two wires, one for the east bound and the other for the west bound service. There are two telegraph instruments at each station building and the telegraph or telephone operator will have charge of them.

When this new system is installed it will be possible to operate these trains by this system and keep but one train between stations at any one time. It will make wrecks from collisions impossible, as the train will be held until it is known that the other train is out of the way in the block.

Ex-Official of "Katy" Dead.

Sedalia, Mo., Dec. 28.—Joseph W. Hubner, ex-master mechanic for the Missouri, Kansas and Texas railroad here, and a resident of Sedalia since 1860, died at his home here Wednesday. He was born in New Hampshire December 10, 1825, and was 79 years of age.

Atchison, Topeka & Santa Fe, 214 miles in Texas, Louisiana, Indian territory, Colorado, New Mexico, Arizona, California; Louisville & Nashville, 13 miles; Georgia, Tennessee, Alabama and Kentucky; Oregon Short Line, 127 miles in Idaho and Utah; Kansas City, Mexico & Orient, 12 miles in Oklahoma and Texas and 101 miles in Mexico; Chicago & Northwestern, 113 miles in Wisconsin and Wyoming; Missouri Pacific, 105 miles in Missouri and Arkansas; Northern Pacific, 102 miles in Minnesota, North Dakota and Washington; Indiana Harbor, 104 miles; Southern Indiana, 95 miles; Chicago, Milwaukee & St. Paul, 74 miles; Mobile, Jackson & Kansas City, 74 miles; Midland Valley, 73 miles; Denver & Rio Grande, 72 miles; Illinois Central, 72 miles; Chesapeake & Ohio, 71 miles; Missouri, Oklahoma & Gulf, 69 miles; Chicago, Burlington & Quincy, 62 miles; Oregon Railroad & Navigation company, 60 miles; Illinois, Iowa & Minnesota, 60 miles.

MOTOR CAR FOR U. P. LINE.

Will Take Place of Train Between Lawrence and Leavenworth.

Leavenworth, Kan., Dec. 28.—Along with other improvements the Union Pacific Railroad company has decided to install motor cars on the branch of the road running between Lawrence and Leavenworth. Announcement to this effect has been made by W. S. Basinger, who is now with the road at Kansas City, and has been made by the local officials of the company.

The Union Pacific has been considering this move for some time, and for more than a year the road has been experimenting with motor cars. The best car in use was invented by Superintendent of Motor Power Kuhn, of the Union Pacific. He has been working on his invention for years and now has the car down to a point where it would be difficult to add further improvements.

It is not known just when the car will be installed on the Lawrence-Leavenworth branch, but its arrival in Leavenworth is expected at any time. It will be put in actual service shortly after its arrival here from Omaha.

One trailer will be attached to the motor car and it will take the place of the regular passenger train run between Lawrence and Leavenworth.

While the Union Pacific is putting on the motor train more as an experiment, it is expected that motors will be installed on all of the branch lines of the road within a year. The officials of the road all believe that the use of the motor train will prove successful, in fact enough experiments have been conducted already to convince them of its success.

It is said that other roads will install motor cars in the near future. There is a rumor that the Missouri Pacific will shortly replace the Hiram train with motor cars, and the Santa Fe will put one in operation on the Pollywog.

AN EXTENSION PLANNED.

Missouri Pacific to Have Short Line Running Southeast.

The Chicago & North Western Pacific is planning to add two hundred and fifty miles to the road system and to extend the road to the south. The road will run from Eiden, Mo., to Hillhouse, Mo., on the new extension. The road will be built by the Chicago & North Western Pacific. The road will be built by the Chicago & North Western Pacific. The road will be built by the Chicago & North Western Pacific.

The Carthage-Mex extension, which is now being built, is a 30-mile line in length and opens a rich mineral region for development. It is a 30-mile line in length and opens a rich mineral region for development.

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STATION NAMES CHANGED.

Prisco System Announces New Titles for Many Places in Kansas.

St. Louis, Dec. 28.—C. R. Gray, general vice president of the Prisco system, has announced that the names of a number of the stations along the lines of the system have been changed and a number of new stations have been added. The changes are as follows: Dudley, Mo., Salem branch, eastern division, will be known as Eldon; Baldwin, Ark., St. Paul branch, central division, will be known as Lehigh; Granby, Kan., Wichita district, western division, will be known as Estler; Durham, Kan., Wichita district, western division, will be known as Filler; Dublin, Mo., Ozark district, southern division, will be known as Hays; Hays, Mo., southern division, will be known as Garza; Powers, Mo., Hoxie district, Cape division, will be known as Troutman; Mustang, Tex., Fort Worth district, will be known as Plover.

SANTA FE EARNINGS LARGE.

Figures for November Show a Big Increase Over a Year Ago.

Earnings of the Atchison, Topeka & Santa Fe Railroad company for the month of November show a large increase, both in gross and net, over the earnings for the same month of last year. The figures for the month follow:

Gross, \$6,910,688; operating expenses, \$4,022,456; net earnings, \$2,888,181; taxes and rentals, \$208,782; income from operating, \$2,679,399. Gross earnings for the month increased \$123,654 over November, 1904, and net increased \$138,825. The net income increased \$145,162. Gross earnings from July 1 were \$31,813,735; net earnings, \$18,285,078; net income, \$11,504,169.

MEXICAN CENTRAL AFFAIRS.

Because of Stock Activity a Change in Control Is Looked For.

New York, Dec. 28.—There is reason for believing that a change of control of the Mexican Central is not improbable. The movement of the securities slowly but steadily upward lately, recently caused a banking house to make inquiries into the property, with a view to the possibility of buying it. About two years ago an offer of \$500,000 was made for the stock of the Mexican Central, and was refused. How much higher it would be necessary to make the bid now is a matter for conjecture.

RAILROADS PAY BACK TAX.

Wisconsin Lines Put Up Big Sums Under New Law.

Madison, Wis., Dec. 28.—Under a law passed at the special session re-

Every Niece and Nephew of Uncle Sam

should be deeply interested in what he has said about soda crackers, because they are the one food with which all of them are familiar.

Uncle Sam has given out figures showing that soda crackers are richer in nutriment and body-building elements, properly proportioned, than any food made from flour.

This is saying much for common soda crackers, and much more for Uneeda Biscuit, because they are soda crackers of the best quality. They are baked better—more scientifically. They are packed better—more cleanly.

The damp, dust and odor proof package retains all the goodness and nutriment of the wheat, all the freshness of the best baking, all the purity of the cleanest bakeries.

Your Uncle Sam has shown what food he thinks best for his people. His people have shown that they think Uneeda Biscuit the best of that food, nearly 400,000,000 packages having already been consumed.

Uneeda Biscuit

NATIONAL BISCUIT COMPANY

5¢

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