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German battleships may now put out to sea in safety, but not under the kaiser's flag.

It's a safe bet that Germany will demobilize faster than we do.

Wire rates are coming down, all right! What about railway rates?

Next of importance will be the list of names of those who are to accompany the president to Paris.

Turning from Mars to matrimony, the demand in Germany just now is for "marrying parsons."

Looks as if that water main to Fort Crook would re-main as one of our after-the-war problems.

No scarcity of applicants for the appointive jobs to be given out by the newly elected public officers.

Pershing may need a separate ship to carry home the medals thrust upon him, but he will come back wearing the same size hat.

Still, ordinarily the senior partner in the firm of "Me and Gott" would not have chosen Holland as his winter resort.

All restrictions have been removed from flour milling, but will we go back to discarded ways of waste after the lessons we have learned?

Brussels is again free from the oppressor and ready to welcome its king and queen once more. Here is one royal family with whom all the world will rejoice.

The local democratic organ now says that the policies it vociferously championed in three presidential campaigns were all "bunk." We told you so at the time.

Just to show that war is an episode and not an occupation, Americans are resuming their ancient disputes, starting just where they laid them down in April, 1917.

The president expects to be over there a long time, but will not let go of the throttle on this side. He has about the same faith in the vice president as others have.

Two hundred thousand tons of food a month from America to feed the hungry in France and Austria alone gives a little notion of the magnitude of Uncle Sam's peace job.

Mr. Wilson proposes to make a stand for his fourteen points before the peace council, but he may find that body of different temper from the democratic majority in congress.

The cold weather coming on will increase demands on The Bee's Free Shoe Fund, which is used to keep shoeless children in school. You can't contribute to a more satisfying charity.

If there were any crooks or incompetents on the police force they ought to have been fired by this time. Six months' control by a reform administration should suffice for reorganization.

The first nip of winter seems to be at hand, and the frost in the air ought to stimulate interest in The Bee's free shoe fund, every cent of which will go to clothe little feet that otherwise will be bare.

A new head to the Mormon church follows automatically on the death of the old one, showing how perfectly arranged a hierarchy can be made. The process avoids a lot of trouble and sets politics a considerable distance in the background.

They Who Return Not

Over 2,000,000 of our boys have been sent to France since June of last year, most of them this year, not all for fighting, but all for service, and heroes every one. What they have done toward the victorious ending of this war is not to be measured with exactness in this day, but we know that they have done all and more than was expected of them; we know they have had a great and honorable share in the work that brought the triumph; we know that they have placed the word "American" still higher on the eternal roll of glory, and we know that we are proud of them, every last man of them.

Before very long the brown stream will be flowing westward and we shall welcome them as they deserve to be welcomed. But there are some who will not return. There are some who gave all that they had for the great cause, and they now sleep beneath the poppies in the fields of France. Many a rude cross bearing an American name tells of a sacrifice that was complete and of a service that may not with honor be forgotten. They died for us. That is the fact that should be gravened on every American heart.

They died for us. And more—they died to save mankind from a cruel slavery; they died to secure the blessings of freedom for all men; they died that others might live—live happily, live in the bright sun of a new day. Each and every one of them bears a distinguished service cross that time cannot tarnish. Their names, ultimately, will pass into oblivion, as all names except a favored few must pass, but no years can efface their deeds, and they, though forgotten, will live forever in the immortality of their service. Some day we shall build great monuments to our boys who fell in France, but no edifice of marble or of brass can equal the monument they themselves have built.—St. Louis Globe Democrat.

TIME FOR TEAM WORK.

The country voted at the recent election republican majorities in both houses of congress chiefly because of disgust with the sectional and extravagant rule of the southern democratic oligarchy and a desire to entrust the republican party with a full share of responsibility for after-the-war reconstruction. There is only one way in which expectations in this respect can be met, and that is by the republicans in house and senate working together to carry out an acceptable program agreed upon among themselves. Stated in another way, these expectations cannot be met if the individual congressmen, or groups of congressmen, persist in "going it alone" rather than first harmonizing their minor differences within their own party. The republicans in the next congress, therefore, owe it to the country, as well as to their party, to develop a spirit of team work with mutual consideration of their various attitudes to the big questions with which they must grapple. Only by demonstrating ability and willingness to do the job will the republicans inspire the confidence that begets further trust and entrench themselves against the effort sure to be made by the democrats to dislodge them at the next election.

Albert of Belgium.

Albert of Belgium and his queen have re-entered the capital of their country, from which they were driven over four years ago by an invader. When General von Emmich made his infamous demand for free passage for German troops across Belgian soil that they might reach France, Albert of Belgium courageously answered "no" to the ultimatum that meant the destruction of his kingdom under the German military machine.

Following the attack on Liege, Belgium was visited by the awful horrors of savage warfare, intensified many times by scientific cunning and cruelty. Through it all victims of the most diabolical persecution and oppression ever resorted to the Belgian people stood firm. It was their support of the king at Liege that delayed the advance of the Hunnish hordes long enough to possibly change the destiny of the world by defeating the plans of the German general staff for the speedy conquest of France. Too weak to long resist that terrible tide of barbarism, beaten and broken, the remnant of the Belgian army fell back until it held only a tiny corner of his own land.

With that army at all times was the king, sharing all the fortunes of war with his soldiers. Nor does it appear that the population, left to suffer under the oppression of von Bissing and others who did their utmost to break the spirit of the people, ever wavered in its steadfast faith in the future. That faith is redeemed and Belgium again is free. Up from the depths of war the little nation has come, stronger because it did resist tyranny to the utmost. The joyous demonstration at the entrance of its king to the violated capital of his country is but an earnest of the future for a race whose courage has been endorsed since Caesar's time. Long live Belgium!

When to Adjust Your Watch.

Gadders who go back and forth across the line will have to learn a new list of time stations. Uncle Sam is going to rearrange the time zones, and will make some extensive modifications in the points at which the one time meets the others and an hour vanishes or pops up from nowhere, according as to whether you are journeying east or west. This does not affect Omaha in the least, for we still retain our standard time, and are kept within the range of 20 to 30 minutes of true time, except when we jest with ourselves in the good old summer days, calling noon when the hour really is that of 11 a. m. The new order of things is devised to give something like standardization for adjustment of watches, and as a basis for time schedules within the zones. It is of chief importance to the train dispatchers, who have to work out time cards for railroad operations, and will affect the public but slightly.

Peace Times in Ocean Commerce.

Very shortly traffic on the high seas will be restored to something approaching normal conditions. Only the removal of the lingering obstructions of war and the restoration of the tonnage to its commercial service is needed now. Some details of great interest are concerned, however. One of these is seaman's wages. American shipping suffered and American sailors practically disappeared from the deep-water trade because of the wage rate. Our men could not compete with the Lascars, the Chinese or other low-paid seamen, while the German and British merchant marine made no bones about employing these, and rating their own men on that basis. The seaman's law adopted by our congress set a standard for service on ships flying the Stars and Stripes far above that prevailing on foreign vessels. It is sought to maintain this standard, that the young men who have taken up the seafaring life may be induced to stay and that American vessels will be manned by American crews. Chairman Hurley of the shipping board has proposed a conference with British vessel owners, with a view to reaching some agreement whereby sailors' wages may be standardized, and working conditions preserved at a point above those once prevailing. The point means a great deal for the future of commerce.

Germany's "sharp weapon," long ago blunted, passes out of commission entirely with the surrender of the U-boat fleet. The ghastly tragedy of the affair is that all the murderous assaults on friend and foe alike gained nothing for the Potsdam gang.

Oversubscription of nearly a billion dollars to the fourth Liberty loan is a proof of how deadly earnest the American people were in prosecution of the war. It ought to answer socialistic as well as imperialistic agitators against democracy.

The most ludicrous sight today is that of the German junker throwing up his hat and shouting for a republic. Fritz and Hans should remember that a government which can be changed overnight one way may be just as readily reversed.

Order in Berlin is being maintained by soldiers who retain habits of discipline incident to long military training. If the reds are thus to be held in check it may be something of good will yet come from the kaiser's machine.

TODAY

Right in the Spotlight.

"Belgium will be restored. It stands before the entire world, a nation of heroes." Four years ago these prophetic words were uttered by Cardinal Mercier, the heroic Belgian prelate, who was born 67 years ago today in a little town near the field of Waterloo. From the commencement of the war nothing, perhaps, raised the ire of the Germans against the church of Rome more than the brave stand made by Cardinal Mercier, champion of Belgian liberty. The Hunns arrested him, made him prisoner, prevented him from attending divine service, and in many ways endeavored to silence Belgium's heroic priest. "Prince of the church in peace" and "lion at bay" are the descriptions which have been aptly applied to the champion of Belgian liberty, who, no longer at the mercy of his enemies, is now free to return to his church in Malines and to his beloved University of Louvain.

In Omaha 1 Years Ago Today.

The Dodge street cable line was opened to Thirtieth street. The motor has completed its curve at Twelfth and Douglas streets and built a switch at the end of the line near Eleventh.

Ben Stern, representing the Carleton Opera company, which plays here next week, is in Omaha.

Robert S. Wilcox, manager of the Browning, King & Co. clothing store, returned from Chicago. M. S. Hascall, cashier of the Pullman company at Ogden, came to the city to take his wife and child, who had been visiting her parents, Mr. and Mrs. William Alstadt, home.

W. E. Steck and John E. Yates have been appointed railway mail clerks in this circuit.

An elegant banquet was given by



Manager Balch to George Wilson's minstrels.

A very pleasant and numerous attended soiree under the auspices of the Brotherhood of Carpenters and Joiners of America took place at the Gate City hall.

One Year Ago Today in the War.

British army in Palestine advanced five miles northwest of Jerusalem.

House of Commons voted in favor of disfranchising conscientious objectors to war.

British broke Hindenburg line, taking 10,000 prisoners and forcing Germans back three to six miles.

The Day We Celebrate

John R. Webster, railroad man and capitalist, born 1831.

His Holiness Pope Benedict XV, born in the village of Pegli, near Genoa, 64 years ago.

Sir Arthur T. Quiller-Couch, popular English novelist, born in Cornwall, 55 years ago.

Frederic C. Howe, commissioner of immigration for the port of New York, born at Meadville, Pa., 51 years ago.

Mary Johnston, author of numerous popular novels, born in Botet County, Va., 48 years ago.

Frank L. Kramer, long the world's champion bicycle racer, born at Evansville, Ind., 39 years ago.

This Day in History.

1868—Bishop Guy Ignatius Chabrat of Kentucky, the first Catholic priest ordained in the west, died in France. Born there, December 28, 1787.

1893—Jeremiah M. Rusk, governor of Wisconsin and secretary of agriculture of the United States, died at Virgatus, Wis. Born in Morgan county, O., June 17, 1830.

1900—Fifty lives were lost in a hurricane in Tennessee.

1911—Violent suffragette riots in London led to the arrest of 220 women.

1914—Allied aeroplanes bombed Zeppelin sheds at Friedrichshafen.

1915—British advanced along Tigris river to within 18 miles of Bagdad.

1916—British hospital ship Britannic sunk by a mine in Aegean sea.

Timely Jottings and Reminders.

Centenary of the birth of Lewis Henry Morgan, who was known as the "Father of American Anthropology."

Two years ago today died Emperor Francis Joseph concerning whom it was predicted that the Austrian empire would crumble with his passing.

Purchasers of the Liberty loan bonds of the fourth issue on subscription are required to make their first payment of 20 per cent today.

Many eminent prelates and priests of the Roman Catholic church are to gather today in Sioux Falls, S. D., to take part in the dedication of the new St. Joseph's cathedral in that city.

Storiette of the Day.

A stranger arrived one day in a busy provincial town and gazed around uncertainly. Presently he spotted a man who appeared to be a native.

"Excuse me, sir," he said, "but are you a resident of this town?"

"I am," rejoined the other. "What can I do for you?"

"I am seeking a criminal lawyer," replied the stranger. "I wonder if you could direct me to one?"

"I believe I can," answered the native, "but mind you, we've never actually proved it against him!"—London Tit-Bits.

OVER HERE AND THERE

It has been estimated in Great Britain 20,000,000 pins are used every day.

The most prolific fish is said to be the cod, the yield of which averages about 45,000,000 eggs each season.

Water-gas is obtained by passing steam over red-hot coke. This decomposes the water vapor, and the result is a mixture of hydrogen and monoxide gases. In order to make this luminous when burning, oil vapors are mixed with it.

Greatest of War's Mysteries

Rear Admiral Goodrich in New York Herald.

Since the introduction of ruthless and unrestricted warfare a great many vessels have been "spuriously sent" to use the unctuous phraseology of the pirates. It is, therefore, quite proper today to refer any case of the loss of a ship at sea to this sinister cause. The merchant marine service supplies much the larger number of such instances, but the navy of the United States must claim for its own one of these distressing and perplexing catastrophes—the vanishing of the collier Cyclops. It is not permitted to use, in connection with this case, any facts which are not of public knowledge, but, guided by these facts, it is quite within the bounds of propriety to discuss what might have happened, even if we do not know what actually did happen.

It left Rio de Janeiro in February of this year, carrying a cargo of manganese ore, much needed by the government for the making of certain quality of steel for munitions. In addition it took on board a number of passengers, authorized by the Navy department. The most distinguished of these persons was my old American consul general at Rio de Janeiro. From this port it proceeded to Barbadoes. On March 4 it left Barbadoes, bound for New York, where it was due on March 13. Not a word has ever been received from it from that day to this. The Navy department, with commendable energy, caused careful and repeated search to be made of the waters through which it was likely to pass as soon as fears of its safety were entertained. Not so much as a life preserver, a grating, a boat or an anchor belonging to the Cyclops was found. If ever a ship disappeared and left no trace, it was the Cyclops. Recently the Navy department has taken the necessary step in such cases, has declared it officially lost and has published the names of the people on board of it, the officers and enlisted men being specified, having given up their lives in the service of their country.

What actually happened to the Cyclops? To this question there is at present, possibly for all time, no answer available. Out of the evidence obtainable it is open to every person to construct his own theory. The facts may be arranged somewhat in this order:

First, the ship's hull was stanch in all respects. No report to the contrary has been made public, as would have been done undoubtedly had necessity demanded, and naval vessels are noted for perfection of design and integrity of construction.

Second, one of its engines was out of order and it was proceeding under the other. This is no unusual circumstance. Indeed, it is to meet such very contingencies that twin screws are put into ships.

Third, the weather at the time of its leaving Barbadoes was normal, and so continued in that region for many days.

Fourth, the cargo, as already mentioned, was large and it included exceedingly heavy material.

Fifth, it sent out no distress signals.

Sixth, its captain is currently reported to have been of German birth, but a naturalized American citizen and to have changed his name to "Worley."

Seventh, the most careful search revealed not even so much as one of its oars floating on the water.

Passing from fact to rumor, it may be said that the captain's wife, in March last, is said to have stated that she knew where the Cyclops was, or would in a very few days.

As to the possibilities:

First, the unusually heavy cargo may have strained the ship, or even have broken it in two. This is not likely to have occurred without warning and the opportunity to call for aid.

Second, the cargo may have shifted in a squall and have capsized it.

Third, it may have been sunk by a torpedo. In this case it is inconceivable that no wreckage was left on the face of the ocean.

Fourth, it is conceivable that a German submarine, by a skillful shot, destroyed its wireless apparatus, thus preventing it from sending out distress signals; but it is not easy to believe that the ship was later surrendered without a struggle and without leaving evidence of a struggle.

Fifth, had it been so surrendered, it would probably have been turned into a raider. We must remember that there was no reason at that time to believe in the presence of German submarines in these waters, nor since then has any intelligence reached us of the operations there of a German raider.

Sixth, it has been suggested, or rather whispered, that the Cyclops is now in some German port. Against this must be set the lack of contention by Germany that it had acquired an American naval vessel, or that it had achieved a significant, if not grandiose, naval victory.

The reader now has, so far as I am able to give him, all the facts, rumors and conjectures bearing on this case. What, O reader, is your solution of this problem?

Our Great Hang-Over Duties

Attorney General Gregory calls timely attention to the fact that the statutes under which the government has pursued its war policies do not become inoperative with the signing of an armistice and the ending of hostilities. These statutes will remain in force until the purpose of the United States in going to war is accomplished in treaties of peace.

Some of our war measures having to do with internal affairs, like operation of the railroads, of course, will be effective for a considerable period after the formal peace period begins.

Particularly does the Attorney General admonish us that there should be no relaxing of vigilance over those individuals or groups who still are in a frame of mind and heart to harm American property and institutions. He asks the continued co-operation of the American Protective League and of individual citizens in the guarding of lives, food supplies and stores of war materials.

Loyal citizens have still their important parts to play. Our forces abroad, to say nothing of millions of war sufferers who are thrown more or less upon our bounty, must be supplied with necessities of life. It is the chief danger now is that we shall accept the laying down of arms as the signal that we are privileged to return each to his own private affairs without serious thought of further responsibility to the government, to our armed forces and to war-scarred lands abroad. Our concerted zeal, so admirably operative during the actual war period, should be directed to tremendous duties yet undone.—Minneapolis Tribune.

People and Events

Pennsylvanians express surprise because the cost of casting and counting the soldier vote averaged \$6 each. The total bill will exceed \$30,000.

New York waiters give various explanations for their strike, but fail to raise a breeze of sympathy. Memories of their tipping touch deaden public ears.

New Hampshire sends a Moses to the United States senate and Nebraska sends a Moses to the house of representatives. The task of lawmaking in congress is thus simplified.

Mrs. Minnie J. Grinstead of Seward county is the first woman to be elected to the Kansas legislature. She is a lecturer by profession—a talent sure to fill a long-felt want in a legislature.

Eastern papers carry interviews with big business men in which the public is warned not to expect a slump in war prices for a long time to come. Linen captains of industry say a reduction in their elevated lines is impossible. Fabricators of cotton expressed like views about the same time and invested heavily in raw materials. A few days later the cotton market slumped, cotton buyers hedged and bought at lower prices. Peace time processes of readjustment go on regardless of views or interviews.

The Bee's Letter Box

Disapprove the Skip-Stop.

Omaha, Nov. 20.—To the Editor of The Bee: I have always thought that a public service corporation was meant for the benefit and accommodation of the general public, but from the way things have been going in the last few months I have come to the conclusion that the public service corporations now owned by private individuals are meant for the benefit of the stockholders alone. In connection with the street railway we first had the near-side stops forced upon us by men who do not ride the street cars once a year, simply because the stockholders wanted for it and because it was one of the crazy fads that have grown out of war conditions.

Now comes the skip-stop system, certain to still more inconvenience for the general public by causing many of us to walk long blocks extra simply because it was claimed by some war fanatics that it would save fuel to the street railway company. Employees of the street railway company whom I have talked with on the subject tell me they do not believe it saves the company one pound of coal, and we all know it causes a good deal of extra inconvenience to those who ride on the street cars.

We see every morning and evening how the street cars are so crowded that a mouse would not have room to get on, and yet the company now asks for an increase of fares for such wretched service as they render the public. It is time the people of Omaha would arise en masse and insist on having their own say and not let the state railway commission impose upon us conditions that we do not only ask for, but are opposed to.

The members of the state railway commission want our votes, but they fear they are elected they do not seem to see anybody but the corporations. Except in the rush of traffic mornings and evenings there are a great many streets skipped by the street cars. It is time we showed the new-fangled system was knocked out and that we get back to plain old-time American sense and cut out the war fads and make the street railway company render the old-fashioned service, with the near-side system and skip-stop cut out and the 5-cent fares kept where they are. FRANK A. AGNEW.

Complaints of Hospital Conditions.

Kearney, Neb., Nov. 17.—To the Editor of The Bee: I would like to say a few words through the columns of your paper about the state hospital. I was out there last week to see a sick friend, and he asked me if I would not do something about it.

The place is in very bad shape; the food is very poor; they haven't had bacon for two months nor eggs for three or four weeks, and the meat is very poor. The canned goods are third grade. They have a very large coal pile, but use very little; the steam is turned off at noon and about five nights a week they eat supper in the cold, and I don't think that is good for a sick person.

Of course, the board will deny this, but if any taxpayer will investigate they will find the breakfast food, crackers and buns are very old and the prunes wormy. I hope the republicans will do something about it. A new board of control wouldn't be a bad thing to have, for if we can't run it right, let's close it up. R. J. RYAN.

Passes and Private Cars.

Lincoln, Nov. 18.—To the Editor of The Bee: I have been reading articles in The Bee on the subject of railroad passes.

A railroad pass is a relic of old-time political patronage and bribery. There is no more pomp and ceremony in landing a Persian satrap than there is in hauling a railroad official over the road. Just a few weeks ago I arrived home two hours late because my train had to wait for switch and haul a private car with just one passenger in it—a railroad superintendent. My supper was cold, fire out, wife mad, kids all asleep and my government paying the train crew overtime, all because a railroad official refused to act like a human being. KUSSEM.

UPSET STOMACH

Pape's Diapepsin at once ends sourness, gases, acidity, indigestion.

Undigested food! Lumps of pain; belching gas, acids and sourness. When your stomach is all upset, here is instant relief—No waiting!

The moment you eat a tablet of Pape's Diapepsin all the indigestion pain, dyspepsia misery, the sourness, gases and stomach acidity ends.

Pape's Diapepsin tablets cost little at any drug store but there is no surer or quicker stomach relief known.—Adv.

NUXATED

"Nuxated Iron helps out astonishing strength and energy into the veins of men and brings roses to the cheeks of pale, nervous run-down women," says Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), N. Y. C., and Western County Hospital, N. Y. "I prescribe it regularly in cases of depleted energy, anemia and general weakness and emaciation. There is nothing like organic iron—Nuxated Iron—to quickly enrich the blood, make the body healthy, slumped, cotton buyers hedged and bought at lower prices. Peace time processes of readjustment go on regardless of views or interviews."

IRON

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