

**Have Pure Wholesome Bread By Baking it Yourself from Columbus Flour**



WHEN you bake with Stott Columbus Flour, there is no uncertainty as to results. You are sure of baking the best of everything, every time. You'll always have light, fine-flavored bread, delicious cake and flaky pies, if you bake with

### Columbus Flour

If your dealer will not supply you with Columbus, write us and we will tell you where to get it.

DAVID STOTT, Miller  
Detroit, Mich.

## \$10-BARGAIN FRIDAY-\$10

The unchanging policy of this store, which demands the immediate riddance of all incomplete lines or broken sizes, is the reason we offer these

**\$20 Stein-Bloch Smart Suits—\$10**  
Friday for only.....

They're broken lines, left from our tremendous selling. This is the greatest offer we have ever made. Be early.

About 300  
Men's Fine Overcoats—\$10  
to be closed out Friday at about half price

**Sale of Fine Trousers!**  
\$3.50 Men's fine striped pure Worsted and  
Cheviot Pantaloons—regular and peg cut;  
extra special values, at \$3.50 pair,

**Bring the Boys for Warm Suits & O'Coats--\$3.50**  
at a bargain—broken lines—choice Friday.

**Broken Lines**  
Men's and Women's  
\$3.50 & \$4  
Winter Shoes

**50c** FOR BOYS' SCHOOL PANTS—Fine  
tailored—Knicker style—all full cut.

**Children's Headwear and Furnishings**

**50c** Friday for double  
band Caps, Polka  
Wool Hockers, Caps with  
Touques—extra special  
values.

**55c** for Boys' 75c  
Flannelette Pajamas,  
on sale Friday only.

**25c** Friday for Boys'  
lined Astrachan  
Gloves—good and warm  
special values.

**Craver-Bird Co.**  
S.L.BIRD, PRES.  
DETROIT'S LARGEST CLOTHIERS.

## A BARREL OF BEER



On draught at all first class Cafes, Hotels and Bars

The **Goebel**  
DETROIT  
Beer Sign

In the window or over the bar of all drinking places is a guarantee to the purchaser of a first class glass of beer. Drawn from the wood at proper temperature, there is none to compare.

Bottled expressly for family trade.

Phone MAIN CITY 669

### Ailments of Men Happily Overcome SUCCESSFULLY TRIED BY MANY.

Undoubtedly the following prescription will work wonders for the great class of men who, through dissipation of their natural strength, and their "second childhood" long before the three score and ten anniversary of their enjoyments are reached.

It is presumed to be insufficiently efficient in quickly restoring in "nervous exhaustion," weak vitality, etc.

First get 50 cents worth of compound fluid palm wine and three ounces syrup sarsaparilla compound; take home and then get one ounce compound essence cardiot and one ounce essence of cardamom. Mix all in a six or eight ounce bottle, shake well, and keep in the same bottle. Mix well and take one teaspoonful after each meal, and one teaspoonful after dinner, followed by a drink of water.

By mixing it at home no man need be the wiser as to any medicine and expensive fees are avoided.

Lack of poise and equilibrium are the chief source of embarrassment even when the public least suspect it. For a complete cure, however, a restoration to full bounding health and all the happiness that goes with it, the above home treatment is given. It contains no opiates or har- monics, and no one need be afraid at home and no one will be the wiser as to your affliction.

"The Cleveland Railway Co. is as far from getting away from 3-cent fares as the D. U. R. is from getting a franchise."

## JOHNSON'S MAN SAYS 3-CENT FARE GIVES AMPLE CASH

WITT ASSERTS MANAGERS OF CLEVELAND STREET RY. DIDN'T WANT IT TO PAY.

EIGHT MONTHS' LOW FARE TRIAL ENDED YESTERDAY; CO. PREDICTED BIG LOSS.

LINES ARE ACCUSED OF EXCESSIVE EXPENDITURES AND NEGLIGENCE TO REDUCE INCOME.

"The Cleveland Railway Co. is as far from getting away from 3-cent fares as the D. U. R. is from getting a franchise."

"PETER WITT,  
Ex-City Clerk, Cleveland."

[SPECIAL TO THE NEWS]  
CLEVELAND, Dec. 1.—"Although the managers of the street railway have made every effort to do so, they have not been able to prevent the operation of the cars on a 3-cent fare from being a glorious success. They paid off their dividends and now have an actual surplus."

Thus Peter Witt, former city clerk, and a right hand man of ex-Mayor Tom L. Johnson in his fight for low fares in this city, summed up last night the results of the first eight months of experiment operation under the Tariff plan adopted by the voters of this city last spring.

Under that ordinance the street railroads were to be run for eight months, with a 3-cent fare. At the end of that time they had not been able to pay dividends of about 5% per cent on a valuation of nearly \$25,000,000, they were compelled to make a 3-cent fare compromise was adopted, after nearly 10 years of hard fighting led by Tom Johnson, but was not satisfactory to him, as he believed the city could have much more favorable terms.

**Plan of Plan Expected.**

It was believed by many over the country at the time the ordinance was passed that the experiment was doomed to failure, as the carrying of it out was left in the hands of the street railway company itself—in the hands of the very men who had declared that it would not succeed.

The New York Commercial, one of the leading financial papers of the country, said:

"If the management wants to end the 3-cent fare, it can do so, but it can easily enough so adjust its expenditures as to make it appear at the end of the eight months that 6 cents fare is the only and impossible under the low fare."

The Brooklyn Eagle, a paper generally understood to be entirely favorable to the capitalistic interests of the country, said:

"It is a good 3-cent fare, see to it that the experiment fails."

And yet, Mr. Witt said last night, they have not been able to make it fail and it is not because they have not tried to do it, but because they have not been able to do it.

"They have increased their expenses in every way they could think of," Mr. Witt declared. "They have taken no pains at all to get their men to work. They have not paid their Taylor plan, I think the city could have much better service, but the company has not been able to show that the 3-cent operation of its entire system is not profitable."

**Breathing Expense Account.**

"The most expensive move of the officials was the granting to their men of higher wages than are paid on any other street railway in the United States. They granted that kind of compensation, 60 cents, 60 cents a day, to all their men. That makes their wages from 5 to 12 cents an hour more than is paid for like work on any other street railway. In fact, they did stop the profits."

"They did not try to collect all the fares. Hundreds have been riding free and there has been no effort to stop it. There has been less expense in preventing the customers from "knocking down" fares, but still enough money has reached the coffers of the company to pay the dividends."

"They have allowed themselves to be beaten, to be ruined and needlessly damaged suits. They have not defended themselves as they are able, have given exorbitant damages when settling out of courts and have paid in a great many cases more than the highest legal claim against them in cases which under the old system they could have won easily. Thousands of dollars have gone to the lawyers."

"They have run more cars than were needed to take care of the traffic outside of the 3-cent fare, and have paid a great deal of money and increased their allowances for mileage, and given many other favors to the always people who want as many cars as possible over any line and the same to the railroads that run on the lines during the middle of the day. And still there is a surplus in the treasury today."

**Revolving Expenses.**

"The men who are running the railroad have every possible reason for wanting the experiment to fail. Many of them are owners of stock in other traction companies, and would be a terrible blow to the street railway of the country to have it proved that three-cent fares are enough and to spare. They are here are working for the interest of the country—they want to prove that the three-cent fares are impossible."

"Under the ordinance they are allowed to deduct from their earnings for maintenance of their plant funds fixed on a sliding scale, which meant about 6 cents for every mile run by every car. This provides an enormous amount of money for the maintenance of their entire plant in about four years' time. It has been proved by repeated experiment and is recognized that the average life of a steel rail street railway service is 10 years. It is at least that for most other equipment. So they are saving the company a great deal of money, sometimes as much as necessary. With all this unnecessary fund deducted from their earnings, they have less dividends than to put a little over the earnings less the dividends. That is, they have not quite made expenses plus dividends, plus this great replacement fund."

"But they have made expenses, plus maintenance, plus a surplus. They have shown, though they did not want to, that they can run a street railway at about 3-cent fares and do good pay dividends."

"But they next move, I am not sure. They will have to apply to the city for a franchise, and then the city I suppose they will do the same. They have no legal statement has been

### SPENT \$3,000.00 BEFORE USING POSLAM

CURED OF ECZEMA AFTER THIRTY-SEVEN YEARS—ONE BOX DID MORE GOOD THAN ALL ELSE.

"Mrs. Dodd suffered with eczema for thirty-seven years," writes Mr. William P. Dodd, Newark, Ind. "I spent over \$3,000 in doctoring it. I got into to try poslam, I was so cured. One fifty-cent box did more good than all the remedies I had had."

"There is no doubt about the efficacy of poslam. It is probably the most widely recommended remedy available for skin diseases. It has a remarkable power to heal affected skin, curing all eczema, acne, tetter, scabies, etc. It is a salve that can be applied to spread are checked at once,itching stops and minor trouble such as rashes, blisters, etc., are removed. Complexion bleaches, etc., go quickly when poslam is applied. It is a great tonic and a restorative.

"Poslam is sold in two sizes (trial, 20 cents; regular, 100), by all drugstores. It is a salve and is made by Hall's of New York, Chas. Hall & Son, 25th street, New York city.

State of Ohio, City of Toledo, Lucas County, etc.

Frank J. Cheney makes oath that he is a president of the firm of F. J. Cheney & Co., doing business in the City of Toledo, Ohio, and that he has sold to me a box of poslam with the sum of ONE HUNDRED DOLLARS for each and every case of eczema, acne, tetter, scabies, etc., that I have had since I used it.

"I am a member of the Board of Directors of Hall's of New York, Chas. Hall & Son, 25th street, New York city.

Sworn to before me and subscribed in my presence, this 4th day of December, A. D. 1910.

NOTARY PUBLIC.

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