Treatment That Cures

MOUTH BREATHING CURED

The following testimonial from Mr. Geo. H. Meyers, an employe of the North Star Shoe factory, shows how little Adelinde suffered many of the symptoms of catarrh.

ADELINDE MEYERS

"My daughter Adelinde, aged 7 years, has been troubled from infancy. She could not breathe through her nose at all. Had to breathe through her mouth entirely, which was always open. Her nose was so completely stopped up that at times she could not force air through it. She was nervous and restless at night and always threw the covers off. When sleeping she would snore continually. Her speech was affected, having a sort of a nasal twang. Earache was severe at times, once so bad her ear discharged. Her general health was also impaired.

"These conditions have all changed now. Since treating with the specialists at the Northwestern Infirmary she has grown much stronger physically and has none of the symptoms she had prior to taking their treatment.

"GEO. H. MEYERS,
"722 Bradford Ave. N."

Treating above children's diseases is one of the specialties of the physicians of the Northwestern Infirmary. Do not let the little ones suffer and grow up weak and debilitated. Bring them in and let us examine them; if they cannot be treated successfully we will tell you so. It costs nothing for examination.

INCIPIENT CONSUMPTION CURED

Mr. Hollis Putnam, residing with his parents at 3440 Colfax avenue north, was suffering from incipient consumption, tells his experience with the Northwestern Infirmary Specialists. Here is his signed statement:

"I had been troubled with weak lungs for quite a while. Had a soreness over the chest, with sharp, shooting pains. Coughed quite often and hard, raising a great deal of mucus, which seemed to stick; it hurt me to raise it. My nose was also continually stopped up and I would blow scabs out of it that smelled bad. My breath was offensive. My appetite poor and food had to be very tempting in order for me to relish it. Reading in The Journal about the Northwestern Infirmary Specialists, I visited their offices, was examined and treated. Their medicines and treatment seemed to take right hold and I began to improve at once. My appetite returned. The pains left my chest. The cough stopped and my nose is perfectly clear, so I can breathe through it freely, I believe better than ever before.

"HOLLIS PUTNAM,
"3440 Colfax av N."

PNEUMO-VIBRATION

Treatment is a speedy, positive and permanent cure for deafness and head noises. The Northwestern Infirmary specialists are the originators and only people using above special treatment and appliances.

ABSORPTION REMEDY

For curing cataracts, granulated lids, sore eyes of all kinds and for removing films, scums, etc., from the eye, the great absorption remedy cannot be equalled. In use only by the specialists of the Northwestern Infirmary.

HOME TREATMENT

No one is deprived of the benefit of the Northwestern Infirmary treatment because living at a distance from the office. The same uniform success attending treatment in their office is found in their home treatment of patients by mail. If you live out of the city, write for symptom blank and booklet, "The Treatment That Cures," and you will have the same careful attention as though you visited the Infirmary's physicians.

NORTHWESTERN INFIRMARY
518-520 NICOLLET AVE.
(Upstairs over Jacobs' Jewelry Store.)
SPECIALISTS for the Treatment of the Eye, Ear, Nose and Throat.
Office Hours—9 a. m. to 11 a. m.; 2 to 4 and 7 to 8 p. m.; Sundays, 10 to 12 a. m.

"Somebody 'll Get Hurt!"

There's hardly a day passes with the average family but somebody gets hurt, or someone has some slight ailment, that should have attention.

What is needed is not a doctor but an honest home remedy.

HOFF'S German Liniment

will cure

all such cases. It is a short cut cure for pain of any name. It soothes the bruised, it heals cuts, it wards off colds, stops coughs, and is a well known remedy for rheumatism and all forms of inflammation. *A bottle in the house is as good as a doctor within call.* Perfectly white and clean—will not soil clothing.

Sold by all druggists, 50c. and 25c. bottles. For booklet write to

GOODRICH & JENNINGS,
Anoka, Minn.

NO CURE, NO PAY.

MEN.—Stop taking medicine. If you have small, weak organs, lost power or weakening drains, our Vacuum Organ Developer will restore you. No drugs. Stricture and Varicocele permanently cured in 1 to 4 weeks; 75,000 in use; not one failure; not one returned; effect immediate; no C. O. D. fraud; write for free particulars, sent sealed in plain envelope.

LOCAL APPLIANCE Co. 204 Thorp Blk, Indianapolis, Ind

NAT'L RECIPROCITY MEETING

Program for Convention at Washington Next Week.

Philadelphia, Nov. 12.—The program for the national reciprocity convention at Washington next week has been made public by President Theodore C. Search of the National Association of Manufacturers, who is chairman of the committee on arrangements for the convention. The program is subject to such changes as may suggest themselves during the progress of the meeting.

The first session will be held in the Hotel Raleigh Tuesday morning, Nov. 19, when the chairman, six vice presidents and two secretaries will be selected and the necessary committees appointed. The formal discussion will begin at the afternoon session and the entire afternoon and evening will be devoted to the question of commercial reciprocity as applicable to relations with the Spanish-American countries.

Wednesday will be devoted to discussion of reciprocity in its connection with European countries and Wednesday evening reciprocity with Canada will be discussed.

Thursday morning will be set apart for a general discussion of reciprocity and the consideration of such resolutions as may be reported from the committee on resolutions. The final session probably will be held on Thursday afternoon. The committee on resolutions will report during the various sessions any resolutions as may relate to the various subjects under discussion. All formal papers of prepared addresses are to be presented either on Tuesday or Wednesday, as the sessions of the third day are set apart exclusively to general discussion and action on resolutions.

Chinese History.

The official historian of the Chinese empire, Wang Wenshao, has completed the history of the recent trouble in China. As may be imagined there are many points of vital interest disclosed in these writings, but according to an oud law this history will be stowed away for a long time in an iron box, as nothing concerning a reigning dynasty can be published. This seems like promising one some delicacy, as "Golden Grain Belt" beer, and then saying, "Oh, no, you can't have that for a long time yet." Luckily this is not the case with our delicious Minneapolis beverage, you can get it any time by telephoning 486 main. It is too good to be without, for it is brewed from purest barley malt and hops and is both delicious and healthful. It is the best thing ever known to produce a quiet, restful sleep.

DR. REED'S CUSHION SHOES
Have no equal. Exclusive agency, 4 N 4th street, Kasota block.

25c. is too much for a soap.

Nobody knows how to put half that value into it.

No man can make better toilet soap than Kirk sells for 10c.

Jap Rose
[TRADE MARK]
Soap

It is perfumed with roses.

Made of vegetable oil and glycerin. So pure that you can see through it.

An exquisite production -- the very best that any price can buy.

ACTION IS TAKEN ON ORE RATE CASE

State Railway and Warehouse Commission Orders D. & I. R. Road to File Rates From Range to Docks.

No Claims Made to Jurisdiction Over Through Shipments—Chairman Mills Files a Voluminous Dissenting Opinion.

In the matter of the filing of the tariffs of the Duluth & Iron Range Railroad company with the railroad and warehouse commission:

It appears to the commission that all ore shipped over said road from the mines or stations, along the line of railway, within the state to points without the state of Minnesota, is interstate commerce, and as to the tariffs the commission claims no jurisdiction, but as to all shipments of ore from the mines or stations along the line of said road within the state to the ore docks at Two Harbors, destined to points within the state, is not interstate traffic, and over such shipments the commission claims jurisdiction.

Therefore it is hereby ordered by the railroad and warehouse commissioners that the said Duluth & Iron Range Railroad company, on or before Dec. 3, 1901, file, in the office of the commissioners at St. Paul, Minn., a schedule of its ore tariffs and charges for the transportation of iron ore not interstate traffic from the several stations and mines along its line of road to its docks on Lake Superior at Two Harbors, Minn.; and also keep said schedule for public inspection in every depot and station on the line of its said railroad. The orders of the commission of Nov. 9, 1900, and May 28, 1901 are hereby vacated.

This order is made applicable to the Duluth, Missabe & Northern railroad also.

The iron ore carriers have both lost and won their contest with the railroad and warehouse commission. The order filed late last evening dismisses the order of November, 1900 and of May 28, 1901, and the state withdraws all claim to jurisdiction over through shipments of ore.

By a vote of two to one, however, the commission asserts the authority of the state over business within the state. The roads filed tariffs from the mines to Duluth and Two Harbors, but have refused to extend these rates to the ore docks, which they claim are used only for interstate traffic. The commission orders them to file on or before Dec. 3, rates based on delivery at the docks. Such rates may be used for shipments transferred and relief to lake carriers.

Doubtless the railroads will appeal from this order. Either side will appeal from the holding of the lower courts, and the case will eventually be decided by the supreme court of the United States.

The order is signed by Commissioners Staples and Miller. It follows the conclusions of Attorney General Douglas and of Henry W. Childs, former attorney general, published in full below.

Why Mills Dissents.

Chairman Mills dissents from the ruling of the majority, and files an opinion, in which he holds that all ore traffic by way of the docks is necessarily interstate, and not subject to state regulation. Chairman Mills says:

"I agree with my brother commissioners as to so much of the order made herein as dismisses the orders of Nov. 9, 1900, and May 28, 1901, but I dissent from that part of the order requiring the railroad companies to file the tariffs for the reasons expressed in the foregoing opinions. If conditions change so shipments through the docks are or practically can become state shipments it will then be time to require the filing of tariffs.

"The companies appeared and filed tariffs to Duluth, but refused to file them to the ore docks, claiming that business going to the docks is interstate and the commission has no jurisdiction to compel them to file tariffs for interstate business. Both these companies are domestic corporations, and their roads were built for the purpose of reaching the iron mines on the Mesaba and Vermillion ranges in northeastern Minnesota. Their entire track is in this state. Their ore docks—the one at Two Harbors on Lake Superior, the other at St. Louis Bay—are within the jurisdiction of this state.

"The docks were built for the purpose of keeping the ore of different owners separate and storing it until loaded into the boats, and for this purpose the docks are provided with pockets, the top of which is directly under the tracks of the railroad on the docks and extends down towards the water, and the only practical way of unloading them is by opening the door or slide at the bottom of the pocket and allowing the ore to run into a vessel, and this is done by a railroad company when vessels are loaded. This storage being only incidental to its carriage, the docks not being intended for general storage, to be used for keeping the ore until it is sold, and if used for such purpose the traffic on the roads in ore which is about 90 per cent of their entire business would be blocked.

Duty of the Companies.

"The companies have performed their whole duty when they have furnished the storage necessary to the carriage, and they are not and cannot be required to furnish a warehouse for any other purpose.

"There is not a market for iron ore in Minnesota, nor is there any port of Lake Superior in this state that has facilities for unloading iron ore from lake vessels, and for the reason that there is no market in this state, and no facilities for unloading ore at any lake port in Minnesota, the physical facts force us to the conclusion that it is the intention of every shipper of iron ore at the time it is loaded on the cars at the mines, that it shall pass through the ore dock into vessels bound for ports outside the jurisdiction of this state. Indeed, such has been the course taken by every pound of ore that has ever been shipped to the docks, and must necessarily be so in the future.

"There is no need of the docks in shipments to the only lake ports in Minnesota, either Duluth or Two Harbors; both roads reach Duluth, and if it was desirable to ship from points on the Duluth, Missaba & Northern to Two Harbors this could be done cheaper by rail than through the docks so if furnaces should be established at any point in this state for smelting the ore, it would not pass through the docks to reach such furnaces.

"In the federal constitution, the states delegated to congress the control of commerce among the states, the Indian tribes and foreign nations, section B, article I. In order to determine what is interstate commerce under this provision of the constitution, it is necessary to examine the decisions of the federal courts. I have carefully examined all the cases cited by counsel, and also looked the question up myself, and believe I have read all cases bearing upon the subject."

Mills Gives a Definition.

Here Chairman Hale cites a great number of decisions bearing upon matters which he holds throw light upon the iron ore question. From them he deducts the conclusion that when the shipment is one intended to go beyond the state, whether by one carrier or several, it is interstate commerce. It makes no difference, he says, whether the bill of lading is to a point within the state or not, nor how many transfers are necessary, it is the final destination of the freight by a continuous route beyond the borders of the state where the shipment was made that determined the character. Continuing he says:

"The constitution was intended to prevent the state from placing any restriction on interstate trade which selfishness might prompt them to do if the freedom of trade was not thus protected. It protects both the shipper and the carrier. It is not necessary that a party should be a common carrier in order that his transactions should constitute interstate commerce. The Dakota farmer that loads his wagon with wheat and drives over into Minnesota to sell it, is as much engaged in interstate commerce, so far as that transaction is concerned, as the Great Northern railway when it brings a train load from Grand Forks to Duluth. They are both protected by the constitution in that neither state can regulate them in the carriage or disposition of the product which is the subject of the commerce.

"If the purchase or sale of property in one state to be transported into another, and negotiations for the sale of goods to be introduced into the state where the negotiations are made, is, as was held in the cases above cited, interstate commerce, it must follow that where a person ships ore to a market beyond the state that it is interstate commerce, even if carried a part of the way in his own vessel—the state cannot impose any regulation that will either act on the owner or carrier—both are secured against state interference.

A Texas Illustration.

"A case much stronger than the one supposed arose in Texas and was recently decided. The revised statutes of Texas required every foreign corporation doing business in that state to file its articles of incorporation with the secretary of state, and prohibits such corporations from bringing suit 'on any demand whatever arising out of contract or tort, unless at the time such contract was made, or tort committed, the corporation had filed such articles.'

"A foreign corporation doing business in Texas owned a ranch in Texas and a ranch in New Mexico. They desired to move some cattle from the New Mexico ranch to the Texas ranch, and they drove them across the border into Texas and loaded them on the cars and shipped them to their Texas ranch. There was an unreasonable delay and the railroads were sued for damages. The court held that it was interstate commerce, and, therefore, the state statute was not intended to apply.

"I have no doubt that all the traffic is interstate over which this commission has no jurisdiction, and that it is, therefore, useless to prolong this investigation. Even with the view that shipments through the docks by a mine owner to himself are not interstate is correct, the business is shown to be so largely interstate that this commission could not interfere with the rate under the holding of the United States supreme court in the Nebraska rate case, by which the doctrine was established that in determining what is reasonable state rate, interstate business cannot be taken into consideration, or in determining a reasonable interstate rate, state business cannot be considered."

THE DOUGLAS OPINION

Exhaustive Review Showing Commission Not Without Power.

The attorney general refused to confine his opinion to the record of testimony submitted by the ore roads last summer. He admits that in the light of supreme court decisions, shipments billed through to eastern lake ports, as they are at present, are interstate commerce, and the state cannot compel a publication of rates for any part of the distance.

However, the commission does not have to stick to questions submitted by the ore roads. Manifestly shippers of ore should have a right to turn over their cargoes at the docks to any lake carrier they please. They have a right, under state regulation, to get a reasonable rate for carrying ore to the docks and turning it over to a consignee there. This opinion the attorney general supports with rulings by the interstate commerce commission.

He concludes that the commisison has a right to compel the ore-carrying roads to post tariffs based on shipment to the docks and delivery therefrom, so that the independent mine owners may carry the ore on the lakes in independent vessels, or in vessels of their own, if they like. Such a requirement would not hamper interstate commerce.

The opinion in full follows:

To the Railroad and Warehouse Commission of the State of Minnesota.

Gentlemen: Pursuant to your request that I examine the question involving the powers of the commission to require the Duluth & Iron Range and the Duluth, Missabe & Northern Railway companies to print and post at their several stations, a tariff of charges for the transportation of iron ore from the several stations on their line of railway situated in Minnesota to the respective terminals at docks upon the shore of Lake Superior at Two Harbors and Duluth, Minn., I have examined the record of the proceedings pending before your board, together with briefs of respective counsel employed by the railroad companies interested and the Penabascot Mining company, protesting shippers.

The pending proceeding was instituted by your commission against the above named railway companies, the general object of which was the reduction of rates for the transportation of iron ore between points on said lines of railway and their docks at Two Harbors and Duluth. Subsequently the questions as to the reasonableness of said rate and the power of the commission to command the posting of the same, were separated, and the latter inquiry is here presented. Upon the hearing the respondents offered evidence showing that during the year 1900 all ore shipped from stations on their line of railway to such docks was sestined to points outside of the state of Minnesota, and now insist that your commission is without power to fix rates for the transportation thereof in Minnesota or to require the posting of such tariff.

Two questions are clearly settled in our jurisprudence:

First—That states through their proper officers, have the power, under legislative authority, to fix reasonable rates for transportation of freight and passengers by common carriers involving domestic or intrastate commerce.

Second—That the general power to regulate commerce among the several states is vested by the federal constitution in congress.

Wabash, &c. Ry Co. vs. Illinois, 118 U. S. 557;
In re Rohrer, 140 U. S. 45;
Covington Bridge Co. vs. Kentucky, 154 U. S. 218;
Lake Shore & Michigan Southern Ry. Co. vs. Ohio, 73 U. S. 285;
Hall vs. Decuir, 95 U. S. 485;
Minnesota vs. St. P., M. & O. Ry. Co., 40 Minn 267.

The power of your commission to inquire into and fix a reasonable rate for the transportation of such ore will depend upon the correct determination of the question, whether the consignments of ore which it is the duty of the respective railroads to transport as common carriers, is to be classified as state or interstate commerce; and also, whether, in the absence of congressional action, the exercise of this power by the state is prohibited.

The decisions of the supreme court of the United States have not been harmonious upon all the questions incidentally involved in the general inquiry. At the outset, before attempting to review the various cases, where the application of the doctrine has been invoked in that court, it may be stated that the supreme court has uniformly held, since the early decision in Gibbons vs. Ogden, 9 Wheat. 1, that various enactments by the legislatures of the different states, in the exercise of the police power in matters involving the public welfare, do not amount to a regulation of commerce within the meaning of the commerce clause of the federal constitution, notwithstanding the fact that they incidentally or remotely affect such commerce.

In this class may be listed the quarantine inspection laws and the policing of harbors:

Gibbons vs. Ogden, supra.
City of New York vs. Miln, 11 Pet. 102.
Turner vs. Maryland, 107, U. S. 38.
Morgan Steamship Co. vs. Louisiana, 118 U. S. 455.

The improvement of navigable channels:

County of Mobile vs. Kimball, 102 U. S. 691.
Escanaba Co. vs. Chicago, 107 U. S. 673.

The regulation of wharves, piers and docks:

Cannon vs. New Orleans, 20 Wall, 377.

The construction of dams and bridges across the navigable waters of the state:

Wilson vs. Blackbird C. M. Co., 2d Pet. 245.
Pound vs. Turck, 95 U. S. 459.

The establishment of ferries:

Cooley vs. Taylor's Executors, 1st Black, 603.

Laws involving the scaling of logs floating in navigable waters:

Lindsay & Phelps Co. vs. Mullen, 176 U. S. 126.

Or the weighing of coal consigned from one state to another:

Transportation Co. vs. Parkersburg, 107 U. S. 698.

Not only has it been repeatedly held in the above cases that states have the power to fix a reasonable charge for inspecting, weighing, measuring or scaling commodities which are subject of interstate commerce, but the powers of the legislatures of the various states to command public carriers to construct facilities for the exchange, and in aid of traffic between states, has been distinctly recognized.

Wis., M. & P. R. R. Co. vs. Jacobson, 179 U. S. 287.
Same case, 71 Minn. 519.

Such legislation has been distinctly held to be in aid of commerce between states and not a regulation thereof, within the meaning of the federal constitution.

Coming back to the original inquiry, the whole difficulty lies in determining just what is interstate commerce and just what is an incroachment upon or regulation of commerce between states within the meaning of the commerce clause of the constitution.

I desire to present my suggestions under three heads:

First—As applied to specific shipments to points outside of Minnesota.

Second—As applied to shipments between stations in Minnesota where it is the intention of the shipper to ultimately transfer the property to other states.

Third—Adjudications upon the general subject.

I.

It is clear that any shipment of iron ore over said lines of railway expressly billed by such carrier at the request of the consignor, to any person or corporation outside the state of Minnesota, at a through rate, operates to constitute the property so shipped an article of interstate commerce, and the transportation charges therefor would be beyond the power of your commission to regulate or fix, particularly if congress has acted in the premises. In my opinion, it would still be interstate commerce if consigned by the owner to lower lake ports, even if the consignee at such ports was thereafter selected to meet the exigencies of trade. Neither does the fact that the ore breaks bulk at the dock in the transshipment upon one continuous trip become material.

See State vs. Engle, 34 N. J. Law, 425.

At the hearing, all the evidence offered was at the instance of the respondents and all the consignments of ore therein referred to are, in my opinion, to be classified as constituting interstate commerce, and under the latter decisions, not the subject of state regulation.

II.

On the other hand, this being a proceeding instituted by your commission, in dealing with questions of fact, you are not limited to transactions referred to in the evidence, but may consider such shipments of ore as may lawfully be made, and the minds of the members of the commission should be directed, in solving the questions of fact, to probable further shipments of ore which respondents as common carriers are required to transport.

Inasmuch as a large mass of ore is being shipped from points in Minnesota to the docks of said railways upon the shore of Lake Superior at Duluth and Two Harbors, it may be assumed that many shippers will hereafter elect to consign ore from the stations on these lines of railway situated in Minnesota, to both the tracks at Duluth Junction and Two Harbors, and also to the docks of the company there situated. If ore is so shipped between points lying wholly within the state of Minnesota it is clearly the duty of respondents to transport the same in consideration of a reasonable charge therefor and deliver it in the usual manner to the consignee at the docks of respondent companies either at Duluth or Two Harbors. The plan of delivery applicable to other shipments ought clearly to apply to a case which may exist where a consignee demands a delivery of such ore at the dock to himself. Such a consignee may be the owner of a line of vessels either plying between Two Harbors, Minnesota, or Two Harbors and lower lake points. Where the bulk is broken, as is the case at the docks at Two Harbors and Duluth, and ore is demanded at the dock, by the Penobscot or any other company or person shipping ore over these lines of railway, does it follow that such ore must be classified as the subject of interstate commerce, even if it be assumed that the owner so demanding it contemplates transporting it in vessels of his own to a distant state, or because he may possibly transfer the same, or cause it to be shipped by other carriers to ports outside the state? In other words, does the secret determination to convey or ship the same to points in other states, after receiving the ore on the docks at Duluth or Two Harbors, make such traffic interstate commerce while in the course of transportation over the lines of respondent railways? I cannot subscribe to this proposition.

The supreme court of the United States has never been called upon to determine this precise question; while on the other hand, the decisions in determining the extent of the powers of the various states acting through their legislature, to fix rates for the transportation of subjects of commerce between states, have not been in harmony, and the judges of that court in its latest utterances, have been almost equally divided. In the later decisions, so much relied upon by respondents, the court has repeatedly called attention to the difficulty of determining just what constitutes an offence against the commerce clause of the constitution. The court has frequently held that the acts of a state must not amount to a direct burden upon commerce, and that it is generally best to leave a matter of such delicacy to be settled by the courts in each case.

Hall vs. McCuir, 95 U. S. 485;
Wabash vs. Illinois, 118 U. S. 571.

In the Wabash case the language of the court in the DeCuir case was expressly adopted, towit:

The line which separates the powers of the states from this exclusive power of congress is not always distinctly marked, and oftentimes it is not easy to determine on which side a particular case belongs. Judges not unfrequently differ in their reasons for a decision in which they concur. Under such circumstances it would be a useless task to undertake to fix an arbitrary rule by which the line must, in all cases, be located. It is far better to leave a matter of such delicacy to be settled in each case upon a view of the particular rights involved. But we think it may safely be said that state legislation which seeks to impose a direct burden upon interstate commerce, or to interfere directly with its freedom, does encroach upon the exclusive power of congress.

In the absence of a determination in point by the supreme court of the United States, and in view of the fact that that court has, at different times in its history, held that states have the power to regulate transportation charges of common carriers within their jurisdiction, even where the same involved interstate traffic in cases where congress had failed to exercise jurisdiction in the premises (although such cases have more recently been criticized), and also in view of the fact suggested that the court has been almost equally divided in the later adjudications which criticize the original decisions, in my opinion, the questions here involved are clothed with so much uncertainty as to warrant and require your commission, in dealing with this class of shipments, to assert jurisdiction in the premises and direct the printing and posting of such tariffs for the transportation of ore between points on said lines of railway and docks owned by such companies at either Duluth or Two Harbors, and to further inquire into the reasonableness of such rates.

Lessening the rate between points in Minnesota cannot be held to be the imposition of

Continued on Tenth Page.

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Established 1882.
12 Great Stores under One roof.

Hard pressed for time? Come right here and you can see more in five minutes than you can at a tailor's in a day. Every style, cut and fashion can be put before you and put on to you in less time than a tailor can take your measure.

Strictly Finest OVERCOATS.

Today we wish to mention our very fine Overcoats for men, such as only two or three of the best tailors in this city can produce. The medium tailors are not "up" to the "finest."

These very fine Overcoats begin at $20 and go as high as $50.

At $20 you find the handsome dark Oxford Cheviots and Kerseys, with cuffs and vertical pockets. These Overcoats are lined with the best quality Serge and have satin sleeve lining. They are cut medium length or long and full.

At $45 and $50 you find the beautiful imported Cheviots and Meltons. Such Overcoats are silk-lined throughout and have fine worsted interlining. Unless you try on the coat you cannot conceive of the beauty of its fit, for being well formed about the shoulders and across the back there is never any sign of the coat falling away from the collar of the undercoat, so noticeable in ordinary ready-to-wear Overcoats or in the altered over work of the medium-priced tailors.

Come and look at these Finest Overcoats; it will be a pleasure to show them, and sooner or later you will buy.

The Plymouth Clothing House,
Corner Nicollet Avenue and Sixth Street.

Smells Nice

Omega Oil

You can tell by the smell of Omega Oil that it is different from any other liniment you ever saw. It has a peculiar and pleasant odor. Besides being the best remedy in the world for stopping pains, it is also the nicest to use. It is not made of turpentine or ammonia, but the body of it is a pure vegetable oil. Into this oil is put four other ingredients, one of which is a green herb that stops pain a good deal on the same principle that a puff of wind blows out a lamp, or water quenches a fire.

Omega Oil is good for everything a liniment ought to be good for. 700

We never advertise unless we believe that the goods themselves will prove the best advertisement.

The Plymouth
Established 1882.
Twelve Leading Stores under one roof.

PARTY SLIPPERS.

The latest New York styles. Every pair in this superb showing is new and up-to-date, including the new Colonials, the latest in tongues, fancy straps, with slides and ornaments to suit.

Fancy kid beaded, one or three straps, for $2.50.

Kid or Patent Leather, one and five straps, all colors in satin and the new Dorsey red or black, only $3.00.

The new Colonial, Tongues and Strap Slippers, in fine kid or patent leather. These are equal to most $4.00 lines. To introduce them we put them on sale for only $3.50.

The Plymouth Clothing House,
Corner Nicollet Avenue and Sixth Street.