The Quiberon Touch

A Romance of the Days When "The Great Lord Hawke" was King of the Sea.

By CYRUS TOWNSEND BRADY

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BOOK VII.
Out of the Deep.

CHAPTER XXXVIII.
From Death Unto Life.

Since early morning the surgeons from the English ships had been working with the wounded on Le Formidable, and details of seamen had been working over the ship herself as well, so that, while she was still a picture of ruin and devastation, she was in a very much better condition than she had been. Most of the severely wounded had died in the interim, and their bodies had been cast overboard with as much reverence as the demands of the living and their pressing necessities admitted, which was not much. Those who remained alive were fast becoming amenable to the treatment, but the ship itself was a sufficiently ghastly place, in spite of all that had been done for her and for her crew, to have appalled the stoutest heart.

Philip's wife, however, saw nothing of this. There was nothing before her heart but her husband and his welfare. She knew nothing, saw nothing, thought of nothing but him. She had long since passed beyond the normal capacity of humanity to experience suffering—save in so far as he was concerned. Nothing else made any appeal to her deadened sensibilities. She had still strength to get to his side; after that—

She sat in the boat, as it made its way toward Le Formidable, with her eyes closed, her lips murmuring prayers. And though her eyes were opened on the ship, it made little difference to her. She stood on the wreck as one blind. Hatfield helped her tenderly over the side, and with a work of explanation to the prizemaster took her immediately below to the great cabin.

They had given Grafton the room that had belonged to the brave Admiral du Verger, now peacefully sleeping beneath the waves on the scene of the heroic defence.

As they approached the door Anne could hear her husband's voice. He was alive then, thank God! Hatfield pushed open the door and she entered. At the head of the berth on a low stool sat a grim old sailor, her face buried in his hands. He lifted his head as they entered, rose to his feet, and stared at her.

"Who be you, ma'am?" he asked.

"I am his wife," she answered, pushing past him toward the berth.

There was her husband. He was white, haggard, and broken. He looked utterly exhausted—dying. The fever which had possessed him had reduced him to the last extremity. His eyes were closed; he was muttering to himself. She bent her head to listen. How the scene in the old house in Quebec came back to her as she saw him lying helpless before her thus again!

"My ship!" he murmured. "My ship! She strikes! Ha! She's going down! Le Thesee! My God, my wife—my wife—have mercy on me! My ship—my wife—pity, pity, O God, my wife—my wife——"

"He's been sayin' them words for three days. 'Tis his wife an' the ship all the time," whispered the old sailor to Hatfield.

Anne stared at Grafton in strained silence. He did not know her. Would he ever do so? She thought, if he did not recover consciousness, if he did not cease that unwearying murmur of ship and wife, she would die there before him. She was petrified, appalled, shocked by the cumulative events of the week—tried beyond endurance. She stared longer, growing whiter as she did. Was she dying, too? Well, what mattered it? They would go together. Hatfield saw her sway, and not with the motion of the ship. He sprang to her side and caught her by the shoulder. Old Slocum took her by the hands.

"Ma'am," he said in his rude way, tears filling his eyes, "I knowed him w'en he was a babby. I sailed with his father. Pull yourself together an' speak to him. If you don't call him back agin he's gone. The doctor says he can't do nuthin' more fer him. Speak to him, fer God's sake, ma'am!"

Anne roused herself with a last desperate effort—summoned the vestiges of her resolution once more, and, as she thought, for the last time—stepped nearer to Grafton, laid her hand upon his brow, and bent her lips low toward him.

"Philip!" she whispered. "Philip, O Philip! My husband!"

He heard the unfamiliar sound. His babbling ceased. He opened his eyes and lay strangely still, looking at her.

"Little France," he whispered, "is it thou?"

"I, indeed, Philip," cried the girl.

"My wife!" he murmured.

"Yes, yes, now and forever! Oh, Philip, Philip, I called to God out of the deep, and he heard me! We will never be parted."

"You have called me back to life," he murmured.

She laid her head upon his breast, as she had done many times before in Canada. He closed his eyes. Had he fainted? But no, she felt the pressure of his hand. He would recover now. It needed no other skill than that supplied by her loving heart to assure her that. He had grown strangely calm in her presence. Her own strength came back to her before his weakness. She seemed to lift him up to life and love again. The silence in the cabin was broken only by the sound of the waves rushing along the side, the creaking and groaning of the timbers from the uneasy pitching of the ship.

Hatfield beckoned old Slocum and the two men slipped noiselessly out.

"I guess he don't want me no more, sir," said the old sailor, sadly, as he stepped out of the cabin, "an' I took keer on him w'en he was a babby."

"And I lost my ship, darling," whispered Philip at last, all the sorrow of a sailor and a captain in his voice.

"Yes, but the admiral said you had done nobly and you were not to mind. He would see."

"Ah, he is a kindly man!"

"He was kind to me, too, and I am grateful."

"And I, too."

"Philip, do you know that I am alone now but for you?" continued the girl, sadly. "Grandfather, friends, country, all seem to have gone down in that terrible ship."

"'Twas not my ship that sunk her, dear," protested her husband. "God's hand dealt the blow. He saved you. He brought us together again. I shall be all things to you by his help. I promise him, I promise you."

"And I believe you and I trust you. I always believed you—and trusted you, even as a child, my Philip."

"And you will do so still?"

"To the very end."

"That picture, Anne, darling," whispered Grafton at last, "that you gave me, 'twas broken by the blow that struck me down."

"Let it be!" cried the girl. "You have me now, is not that enough?"

"And that slipper," he murmured, "that I took from your room in the tower——"

"Did you take it?" she cried, faintly smiling through her tears. "I missed it and wondered."

"'Tis gone, too," he said, "lost with the Torbay."

"Philip," she said, suddenly, "that other locket? Ah, you wear it still!" she added, lifting the chain with her hand.

In spite of herself her eyes looked the desire she did not express.

"There can be no secret between us now, sweet Anne," said Grafton. "Open it."

She drew back. His willingness was all she wished.

"Nay, I trust you in all. I have you. You are mine. No pictured woman may rise to claim you now."

"None ever will, dear," he answered. "But open it. I desire it. The dead general would wish it, too, could he but know you."

With eager hands she drew the little golden locket from its weather-stained leather case. She pressed the spring and opened it. The miniature of a beautiful young woman looked up at her. As she gazed at it a moment her eyes filled with tears. She could not help but be very jealous.

"She is very beautiful," she murmured pitifully, looking from the portrait at her husband.

"Is she?" he said faintly. "I never saw her."

"Never saw her!"

"No; she was the betrothed of General Wolfe. He gave me the locket the night before the battle of Quebec, and bade me place it in her hands when I returned to England, with all the love of his heart, and he told me to tell no one; but now you—well, we will take it to her together."

"Yes, yes—poor maiden! Ah, Philip, Sir Philip, how well you English know how to love a woman!"

"A man would be a poor fellow, indeed, Anne," he answered, "whom you could not teach to do that."

(To be continued to-morrow.)

ONLY A SUGGESTION.

But It Has Proven of Interest and Value to Thousands.

Common sense would suggest that if one wishes to become fleshy and plump it can only result from the food we eat and digest and that food should be albuminous or flesh forming food, like eggs, beefsteak and cereals; in other words the kinds of food that make flesh are the foods which form the greater part of our daily bills of fare.

But the trouble is that while we eat enough and generally too much, the stomach, from abuse and overwork, does not properly digest and assimilate it, which is the reason so many people remain thin and under weight; the digestive organs do not completely digest the flesh forming beefsteak and eggs and similar wholesome food.

There are thousands of such who are really confirmed dyspeptics, although they may have no particular pain or inconvenience from their stomachs.

If such persons would lay their prejudices aside and make a regular practice of taking, after each meal, one or two of Stuart's Dyspepsia Tablets the food would be quickly and thoroughly digested, because these tablets contain the natural peptones and diastase which every weak stomach lacks, and by supplying this want the stomach is soon enabled to regain its natural tone and vigor.

Stuart's Dyspepsia Tablets digest every form of flesh forming food, meat, eggs, bread and potatoes, and this is the reason they so quickly build up, strengthen and invigorate thin, dyspeptic men, women and children.

Invalids and children, even the most delicate, use them with marked benefit as they contain no strong, irritating drugs, no cathartic nor any harmful ingredient.

Stuart's Dyspepsia Tablets is the most successful and most widely known of any remedy for stomach troubles because it is the most reasonable and scientific of modern medicines.

Stuart's Dyspepsia Tablets are sold by every druggist in the United States and Canada as well as in Great Britain, at 50 cents for complete treatment.

Nothing further is required to cure any stomach trouble or to make thin, nervous, dyspeptic people strong, plump and well.

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BARNABY & CO.,
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THE RISE JUST BEGUN

Coal Dealers Threaten the Manufacturers' Association.

Chicago, Jan. 7.—The Illinois Manufacturers' association received information to-day to the effect that the worst of the fuel troubles are yet to come. Direct from the camp of the coal dealers was made the threat that within a day or two prices would again be advanced, this time to such a figure that many plants would be forced to close down or operate at a decided loss.

"We learn," said a member of the association, "that, with the supply of coal constantly increasing, there is to be further advance in rates. Prices are just beginning to rise, we are told, and you will see coal at a much higher figure before long. If the prices go any higher many, if not all of us, will be forced to close our plants."

State's Attorney Deneen began this afternoon to collect and classify the evidence against the coal dealers, mine operators and railroad officials who are held responsible by the public for the increased price and small amount of coal.

If after the investigation this evidence is thought to be sufficient it will be presented to the grand jury.

To Hot Springs, Ark.,
To Florida,
To California.

The Minneapolis & St. Louis road sells return tickets at greatly reduced rates—besides you get the best service, and that counts. City ticket office No. 1 Washington avenue S.

BATTLE LAID OUT

The Administration's Plans for Making War on Coarse Trust Work.

Recommendations for Immediate Legislation Along Rather Conservative Lines.

Washington, Jan. 7.—The following abstract of the attorney general's recommendations regarding trusts and combinations, which yesterday were made public, represents the general attitude of the administration on this subject and was authorized by the president:

The people do not desire the business of the country to be interfered with beyond the regulation necessary to control combinations where they act improperly and to correct any tendency toward monopoly. In this country, where money is cheap and abundant and within the reach of keen and capable men, monopoly will be impossible if competition is kept free.

Small enterprises have certain advantages over large combinations, and will live and thrive if assured of an open and fair field.

Rebates and discriminatory rates constitute one of the chief restrictions on competition. They unjustly swell the earnings of favored concerns and, supporting a vast volume of capital stock which represents nothing but unfair advantage over rivals, contribute largely to the upbuilding of monopoly.

The situation respecting transportation discriminations and the entry of independent capital into new industries has lately been improved. It is now known that the amount of capital embarked in independent enterprises in the past two years at least equals the total capital of the great combinations formed within the previous twelve years. With assurance against predatory competition this improvement will continue. Individual industrial experience, with the certainty of secure employment of capital, may be trusted to compete effectively with such selfish combinations as are not formed for sound economic reasons, but merely in order to capitalize the country prosperity for the benefit of their promoters. The existence of most of these combinations has not increased the productive capacity of the country; they have merely acquired the ownership of pre-existing industries.

That all discriminatory practices affecting interstate trade be made offenses to be enjoined and punished.

Such legislation to be directed alike against those who give and those who receive illegal advantages, and to cover discrimination in prices as against competitors in particular localities, resorted to for the purpose of destroying competition.

In order to reach producers guilty of these offenses who are, as producers, merely beyond national control, a penalty should be imposed upon the interstate and foreign transportation of goods produced by them, and federal courts should be given power to restrain such transportation at the government's suit.

Such legislation is necessary because the existing interstate commerce law does not give an effective remedy in this class of cases against either shipper or carrier.

The casus omissus in the interstate commerce act should now be supplied by imposing a penalty upon carrier and beneficiary alike, and by giving to the courts the right to restrain all such infractions of the law.

The prohibition against carriers should be limited to those subject to the act to regulate commerce. Only carriers operating a line of railroad or a rail and water line as one line are required to publish their rates and adhere to them. It is impractical to control lines operating wholly by water. Rates of water transportation are necessarily open to the freest competition, and invariably low by comparison, and this naturally furnish the standard or reasonableness without express regulation.

It should be made unlawful to transport traffic by carriers subject to the interstate commerce act at less rate than the published rate, and all who participate in violating the law should be punished.

Provision should also be made to reach corporations and combinations which produce wholly within a state, but whose products enter interstate commerce. This provision should relate, first, to concerns which fatten on rebates; second, to concerns which sell commodities below the general price in particular localities, or in any other way in particular localities seek to destroy competition.

There should be a comprehensive plan to enable the government to get at all the facts bearing upon the organization and practices of concerns engaged in interstate commerce, not with a view to hampering any legitimate business of such concerns, but in order to be in position to take action if necessary.

To this end a commission or a special bureau in the proposed department of commerce should be created, whose duty it should be to investigate the operations of concerns engaged in interstate or foreign commerce, to gather information and data enabling it to make recommendations for additional legislation to report to the president. This would be a first step in securing proper publicity.

This commission should have authority to inquire into the management of any concern doing an interstate business whenever it becomes necessary or desirable; it should have the authority to call for reports from them, to compel testimony from all witnesses and by the production of books papers, etc.

These recommendations are based on the central thought that the first step should be taken by a law aimed at what are certainly known to be reasonable practices directly restrictive of freedom of commerce, and by a law securing some governmental supervision as outlined above. A special act should be passed at once to speed the decision of cases pending or to be raised under the present anti-trust law, providing for the hearing of such cases by a full bench of circuit judges and a direct appeal from the circuit courts to the supreme court of the United States.

A Hindoo "Charity Trust."

A Bombay millionaire has just set aside $5,000,000 from his personal fortune to found a "charity trust." The fund is to be used for the relief of the poor after great disasters. The amount of money in the treasury insures speedy relief, while heretofore it has taken weeks and even months to get the money into the sufferers' hands. If this fund were in America a part of it would be required to buy golden grain belt beer to better nourish and strengthen the poor who have lived on insufficient food. No table is complete without it, both on account of its delicacy of flavor and the nourishment it affords.

California, via Tourist, Over the Rock Island Ry.

In selecting a route to California the altitude and climate of the country traversed should naturally be given consideration. The Rock Island system not only has the shortest line to the Pacific Coast, but also passes through a territory of the lowest altitude and a most genial temperature. Beginning Wednesday, and every Wednesday thereafter, the Rock Island Ry. will run a tourist Car from Minneapolis to Los Angeles without change over the Rock-Island-El Paso Route, leaving the Milwaukee Depot at 7:10 p. m. The car will be of the latest Pullman design and up-to-date in every respect, and you may be assured of a most comfortable journey if you go this way, a double berth through costs but six dollars, and a nicer way to California can not be gone over. Information and literature on California can be had at the Rock Island Ticket Office, 322 Nicollet Ave.

First Yearly WHITE SALE Fourth Day.

Not a halt, not a waver in the selling. There are few bargains missing that were here the first day. The purchases made to get such price concessions were tremendous. So do not let the fear of lack of good things keep you away. On the contrary, every day brings its new price cuts, and Thursday you will find

Fresh Bargains in Linens. **Fresh Bargains in Muslin Undergarments.** **Fresh Bargains in Laces and Embroideries.**

Open at 8:30 Close at 5:30
SATURDAY: We Close at 9 p. m.

THE DAYLIGHT STORE.

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Silk Leaders of the Northwest. Now at Seventh & Nicollet

$1.00 Reward! It is our intention to have our advertisements absolutely correct, and we will gladly pay $1 to the first person who reports in person to our Mr. Loudon any and every misstatement.

The Twin Cities' Greatest Sale of

COATS, SUITS, FURS

Styles Absolutely New. Prices Without Comparison.

This sale is unparalleled in the history of Twin City Cloak selling for this reason: **No store has offered a stock of entirely new styles** at its clearing sale. Here everything is unqualifiedly fashion's latest. The great price-cuts are on newest stocks. Here the pleasure of getting a big bargain is not lessened by any uncertainty about what you are buying. We did a fine coat, suit and fur business this season because of our styles and values, and now, after inventory, we find that **we can make these extraordinary reductions** in accord with safe business policy. Goodfellow sales are worth waiting for.

Coats.

No old styles.

$7.50 for Women's $10, $12.50 and $13.50 Kersey Coats.

$10 for Women's $15, $16.50 and $18 Kersey Monte Carlo, English box and blouse Coats in black and colors.

$12.50 for Women's Kersey Monte Carlo Coats in black and colors.

$15 for Women's $27.50, $30 and $32.50 English Box Coats and Monte Carlos in black and colors.

$19.75 for Women's $35, $37.50 and $40.00 fine dress coats in black and colors.

$25 for Women's $42.50, $45, $47.50 and $50.00 dress coats.

$19.75 for Women's $25 and $30 interlined Peau de Soie and Taffeta silk coats.

$25 for Women's $40, $45 and $50 interlined Peau de Soie and Taffeta silk coats.

Velvet Coats, blouse and Monte Carlo styles, some fur trimmed, priced like this—

Reg. pr., $35.00, $42.00, $50.00, $55.00.
Sale pr., **$18.50 $25 $29.75 $32.50**

Reg. pr., $65.00, $57.50, $62.50.
Sale pr., **$37.50 $32.50 $37.50**

Reg. pr., $60.00, $85.00, $110, $145, $165
Sale pr., **$39.50 $49.50 $65 $65 $95**

Evening and Carriage Coats—

From $32.50, $37.50, $125, $125.
To **$45.00 $39.50 $75.00 $65.00**

$10 for $13.50 and $15 Raglan Rain Coats, new styles.

$16.50 for $18.50, $19.75, $25 Rain Coats.

Walking Skirts

No old styles.

$3.95 For $5.00 walking skirts, all new models—black, navy and fancy.

$6.75 For $7.50 and $8.50 walking skirts, navy, oxford and black, new spring models.

$7.50 For $10 and $12.50 walking skirts, in black, plain colored and fancy, new cloths and styles.

Dress Skirts.

No old styles.

$7.50 for $10 Black Cheviot Dress Skirts, latest models.

$10 for $12.50, $13.50 and $15 Black Cheviot Dress Skirts, new models.

$15 for $20, $22.50 and $25 Silk Dress Skirts of taffeta and peau de soie.

$22.50 for $30, $32.50 and $35.00 Silk Dress Skirts of taffeta and peau de soie.

$27.50 for $37.50 and $40 silk dress skirts of taffeta and peau de soie.

Black Lace Skirts, $45 to $85, **One-Third off.**

Children's Long Coats.

No Old Styles.

$3.95 for $5.00 and $6.00 coats.

$5.75 for $7.50 and $8.50 coats.

$8.75 for $10 and $12.50 coats.

$10 for $15.00 and $18.50 coats.

Women's Waists.

No old styles.

$1.49 for $1.95, $2.25 and $2.50 Wash Waists, white and colors.

$2.69 for $3.00, $3.25 and $3.50 French flannel and cotton Wash Waists.

$3.97 for $4, $4.25, $4.50 and $5 flannel and mercerized cotton Waists.

$5 for $6, $6.50 and $7.50 for Waists of French flannel and English Vestings, plain, fancies and plaids.

$3.95 for $5, $6, $6.75 and and $7.50 taffeta and peau de soie Waists.

$7.50 for $10 and $12.50 Waists of taffeta and peau de soie.

$10 for $13.50, $15 and $16.50 Party and Evening Waists

$12.50 for $18.50, $19.75 and $20 Party and Evening Waists.

Furs

No old styles.

$37.50 for $45 nearseal jackets.

$45 for $60 nearseal blouse jackets.

$45 for baby lamb astrakhan blouse jackets.

$47.50 for $60 blouse krimmer coats.

$57.50 for $95 Persian lamb coats.

$145 for $175 Persian lamb jackets.

$245 for $300 24-inch long Alaska seal coats.

$225 For $275 24-inch long Alaska seal coats.

$37.50 For $40, $42.50, and $45 astrakhan coats of the best quality, our own make.

1/3 to 1/2 OFF on all fur scarfs, boas, muffs, collarettes.

1/2 OFF on all children's and misses' furs of all kinds, 98c to $45 the set.

Suits.

No old styles.

$10 for Women's $15.00 and $18.50 Norfolk Suits, in black and colors.

$15 for Women's $19.75, $20 and $22.50 Dress Suits in black and navy.

$18.50 for Women's $25, $27.50, $30.00 and $32.50 Dress and Walking Suits, in black and colors.

$27.50 for Women's $35, $40, $42.50 Dress and Walking Suits, in black and colors.

Novelty Suits of cloth, velvet and silk, also crepe de chine, one of a kind, reduced like this:

From $37.50 $65.00 $75.00 $89.75
To.....**$27.50 $45 $42.50 $55**

From $110 $125 $127.50
To.....**$57.50 $67.50 $72.50**

From $137.50 $150.00 $165.00 $195.00
To.....**$87.50 $78.50 $85 $110**

Dressing Sacques & Robes.

No old styles.

$3.95 for $5, $6 and $6.50 Flannel Dressing Sacques.

69c for $1 and $1.25 fleece lined Wrappers, new styles

1/3 off Silk Sacques, Silk Long Robes, French Flannel Sacques and Robes.

Both Phones 1185. Goodfellow Dry Goods Co., Now at Seventh St. and Nicollet Ave.

SIXTH BRIGADE RECORDS

A Charge Is Made That They Have Been Tampered With.

Manila, Jan. 7.—When the trial by court-martial of Major Edwin F. Glenn of the Fifth infantry, on the formal charge of unlawfully and wilfully killing seven prisoners of war, to the prejudice of good order and military discipline and in violation of the sixty-second article of war, was resumed, the argument developed certain sensational features. It was charged by the defense that the records of the Sixth brigade, commanded by General Smith, had been tampered with and that important documents had been abstracted. The defense wished to examine General Smith as to those documents and certain written and verbal orders, for the purpose of showing the character of the campaign General Smith desired to have waged.

General Chaffee was wanted as a witness for the purpose of obtaining certain orders and documents which were not recorded at division headquarters. It was also declared in the argument that General Chaffee had sent a telegram to the department of Southern Luzon, where Cabelle's force was operating clad in American uniforms. The text of this telegram is given as follows:

"The division commander directs that, no matter what measures be adopted, information as to the whereabouts of this force must be obtained."

The defense argued that this order was authorization for the application of the water cure, and said that officers in the field so interpreted it. If this interpretation was proper, the defense said, General Chaffee was entitled to the opportunity to show why he had failed to interfere to prevent the court-martialing of officers for executing the order.

Low Rates to Kansas City

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ELEVATOR CAPACITY

Total for Whole of Western Canada Is 30,045,000 Bushels.

Special to The Journal.

Winnipeg, Man., Jan. 7.—The Canadian Pacific freight traffic department has issued a statement showing the elevator capacity of the various railway branches and sections of western Canada at the end of the year 1902. This not only includes the elevators on its own road, but also those on the Canadian Northern road. The total capacity of the two roads east of Winnipeg, including Winnipeg, is 8,433,000 bushels. West of Winnipeg in Manitoba it is 16,027,300 bushels and in the Northwest territories 5,585,000 bushels.

The total capacity for the whole western Canada is 30,045,300 bushels.

News has been received in Winnipeg of the tragic death of a girl, north of Tuelon, which may prove to be a case of murder. Only the most meagre particulars have been obtained, but it appears that a woman was shot and that a man is being held, pending an investigation which is being conducted by the attorney general's department. The names of the victim and the accused have not been received here.

A Popular Tourist Car

To California is the one recently inaugurated by the Rock Island railway. Information and literature at the office, 322 Nicollet avenue.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher

LOOKING FOR A GOOD DOCTOR?

You should fully consider and investigate before you take treatment from any Doctor or institute, and first find out if the statements you read in the newspapers are true, no matter how positively assuring they sound. THE HINZ MEDICAL INSTITUTE has for a long time offered $1,000 in support of its claim that it is the largest, best equipped and MOST RELIABLE Medical Establishment in the Northwest for the cure of Diseases of Men, payable to anyone who will disprove it, and still no one claimed the $1,000. Come and inspect our establishment and compare it with others. We will cure you to stay cured or no pay. NERVOUS DEBILITY, VARICOCELE, HYDROCELE, INFLAMMATIONS OF A DELICATE NATURE, RECENTLY ACQUIRED AND CHRONIC, RESULTING IN PAINFUL DISCHARGES AND SWELLINGS; BLOOD POISON, KIDNEY, BLADDER and URINARY DISEASES. YOUNG MEN—If you are troubled with night losses, exhausting drains, pimples, bashfulness, aversion to society, stupidity, despondency, loss of energy, ambition and self-confidence, which deprive you of your manhood and absolutely unfit you for study, business, pleasure or marriage——if you are thus afflicted, you know the cause. Get cured and enjoy life and prosperity. MIDDLE-AGED AND OLD MEN—There are thousands of you troubled with weak, aching backs and kidneys, frequent painful urination and sediment in urine, incapacity and weakness of functional organs, and other unmistakable signs of nervous debility and premature decay. Many die of this difficulty, ignorant of the cause, which is the second stage of manly decline. The most obstinate cases of blood disorder treated with unfailing success. Beware of parties who imitate our treatment and who copy our advertisements. Our Institute is larger and we have more appliances than all others combined. Call and be convinced. No students. WRITE your troubles, if living away from the city. Thousands cured at home by correspondence, and medicines sent secure from observation. Office hours, 9 to 12 a. m., and 1 to 5 and 7 to 8:30 p. m. Sundays, 10 to 12:30 only. Address letters, H. M. I., Box 595, Minneapolis.

Hinz Medical Institute 47-49 Washington Ave. S., Minneapolis, Minn. Positively the largest and best equipped Medical Institute for the Treatment of Diseases of Men in the Northwest. **"For Men Only"**