

THE ROOT OF THE MATTER

He Cured Himself of Serious Stomach Troubles by Getting Down to First Principles.

A man of large affairs in one of our prominent eastern cities by too close attention to business, too little exercise and too many club dinners, finally began to pay nature's tax, levied in the form of chronic stomach trouble; the failure of his digestion brought about a nervous irritability making it impossible to apply himself to his daily business and finally deranging the kidneys and heart.

In his own words he says: "I consulted one physician after another and each one seemed to understand my case, but all the same they each failed to bring about the return of my former digestion, appetite and vigor. For two years I went from pillar to post, from one sanitarium to another, I gave up smoking, I quit coffee and even renounced my daily glass or two of beer, without any marked improvement.

"Friends had often advised me to try a well-known proprietary medicine, Stuart's Dyspepsia Tablets, and I had often perused the newspaper advertisements of the remedy but never took any stock in advertised medicines nor could believe a fifty-cent patent medicine would touch my case.

"To make a long story short, I finally bought a couple of packages at the nearest drug store and took two or three tablets after each meal and occasionally a tablet between meals, when I felt any feeling of nausea or discomfort.

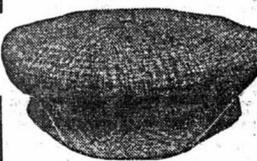
"I was surprised at the end of the first week to note a marked improvement in my appetite and general health and before the two packages were gone I was certain that Stuart's Dyspepsia Tablets was going to cure me completely and they did not disappoint me. I can eat and sleep and enjoy my coffee and cigar and no one would suppose I had ever known the horrors of dyspepsia.

"Out of friendly curiosity I wrote to the proprietors of the remedy asking for information as to what the tablets contained and they replied that the principal ingredients were aseptic pepsin (government test), malt diastase and other natural digestives, which digest food regardless of the condition of the stomach."

"The root of the matter is this, the digestive elements contained in Stuart's Dyspepsia Tablets will digest the food, give the overworked stomach a chance to recuperate and the nerves and whole system to receive the nourishment which can only come from food. Stimulants and nerve tonics give real strength, invariably followed by reaction. Every drop of blood, every nerve and tissue is manufactured from our daily food, and if you can insure its prompt action and complete digestion by the regular use of so good and wholesome a remedy as Stuart's Dyspepsia Tablets, you will have no need of nerve tonics and sanitariums.

Although Stuart's Dyspepsia Tablets have been in the market only a few years, probably every druggist in the United States, Canada and Great Britain now sells them and considers them the most popular and successful of any preparation for stomach trouble.

Lanpher Caps With Fur-Lined Inside Bands.



The band turns down and gives perfect protection to the ears and forehead.

Made in best grade of fancy suitings and Kerseys.

ASK YOUR DEALER. Lanpher, Skinner & Co. ST. PAUL.

Nicelle OLIVE OIL



Try it in your next salad. Compare with other brands and judge for yourself.

At all grocers.

Beach's Glycerine Hand Soap

All Grocers. MADE BY JAMES BEACH & SONS, Dubuque, Iowa. Makers of the Famous "Peach Soap". Beach's Glycerine Hand Soap is a great favorite with the young lady in the office, the housewife at home, the traveler on the cars, and the mechanic at the shop.

THE North American

"The good of the old, the Best of the new methods." IN CONNECTION WITH THE Postal Telegraph-Cable Co.

RAILROADS

GREAT NORTHERN HAD GOOD YEAR

GROSS EARNINGS \$43,526,088.46, INCREASE OF 8.66 PER CENT.

Freight Earnings Increased 10.25 Per Cent and Number of Tons of Freight Hauled Was 23,100,200 Per Cent Greater than for Previous Year—Decrease in Revenue Per Ton Per Mile.

Among other matters of interest, the Great Northern annual report, made public yesterday, contains a table showing the reductions made in freight rates by the company in the last twenty-five years. President James J. Hill says these reductions have been made possible only by the growth of the company's traffic. It is figured in this table that the savings to the shipper amounted to \$695,946,12 in 1882 and to \$87,086,907 in 1905. The total for the period being \$676,983,820.01.

The gross earnings for the year amounted to \$43,526,088.46, an increase over the previous year of \$3,408,735.17, or 8.66 per cent. Freight earnings increased \$3,069,422.06, or 10.25 per cent. The number of tons of revenue freight hauled increased 3,290,660, or 23.1009 per cent, and the number of tons hauled per mile increased 818,358,569, or 24.1155 per cent.

The number of bushels of wheat hauled to eastern terminals from stations east of Minn., D., and north of Garretson, S. D., decreased 224,204, equal to 6,729 tons. This was caused largely by the damage done by black rust to wheat raised in the Red River valley.

The average revenue a ton per mile was .792 cents, a decrease of .101 cents or 11.31 per cent, under the previous year. A portion of this decrease was due to the increased volume of traffic taking lower rates, some to the increase in the average length of haul, and the balance on account of the rate reductions referred to in last year's report, which for the first time reflected for a full year in the revenue for this year, and to the rate reductions made during the year.

The earnings of passenger trains increased \$339,825.96 or 3.5252 per cent. Of this amount \$253,155.96 came from passenger fares, increase of 6.5034 per cent. There has been earned \$18,732.78 from transportation of mails, \$21,347.77 from transportation of express matter, \$37,763.09 from sleeping and chair cars, \$4,395.31 from excess baggage collections, and \$4,620 from miscellaneous sources.

Passenger train mileage increased 89,297 miles or 1.3679 per cent. The average revenue per passenger per mile increased one-thousandth of one cent, the average distance traveled by each passenger during the year being seventy-one miles as against seventy-four miles for the previous year. The number of passengers carried shows an increase of 6.5034 per cent. There has been no increase in passenger rates during the year.

Operating expenses increased \$837,564.43, or 4.1155 per cent over last year. Maintenance of equipment increased \$610,438.05, and maintenance of way and structures, \$487,924.81.

The total taxes for the year were \$564,557.06 and the dividends paid amounted to \$900,000.

The total acreage of the road unsold is 21,301,110 valued at \$1,287,670.78, with an average price per acre of \$60.45. The total amount paid for land in the United States, Canada and Great Britain now sells them and considers them the most popular and successful of any preparation for stomach trouble.

TOWNE SUCCEEDS RUSSELL

New York Central Passenger Agent Goes to Wisconsin Central.

Frank L. Towne, passenger agent of the New York Central lines in Minneapolis since the new offices were opened, will succeed V. C. Russell as city ticket agent of the Wisconsin Central. Mr. Russell has been appointed northwest-ern passenger agent of the Michigan Central. Harry W. Browne, city passenger agent of the New York Central lines in St. Paul, will succeed Mr. Towne in charge of the Minneapolis terminal bureau. Mr. Browne was formerly with the Great Northern line in Minneapolis and assistant to V. D. Jones as city passenger agent. Mr. Towne is one of the best known Minneapolis railroad men. Before taking the important position with the New York Central in March, he had been in the Northern Pacific city ticket office seven years.

IMPROVEMENTS ON M. & ST. L.

Road Will Spend a Million in Modernizing Roadbed.

The St. Louis road will take out all the old steel rails between Minneapolis and Omaha and between Minneapolis and Des Moines, replacing them with standard material. These improvements, with grade revision and ballasting of the western division, will cost about \$1,000,000. The work will begin in the spring.

ROCK ISLAND REPORT

Total Earnings in Minnesota for the Year Were \$952,928.78.

The annual report of the Rock Island road, filed yesterday with the state railroad commission, shows passenger earnings of \$292,790.25 and freight earnings of \$660,138.53, making the total earnings in the state \$952,928.78. Gross earnings of the whole line were \$42,109,187.80, the operating expenses \$39,212,621.85, making the total earnings, added to the receipts from other sources, \$14,111,990.89. The net income was \$4,930,592.80. Dividends paid amounted to \$4,585,255, leaving a surplus for the year of \$344,337.80. The road's total surplus is \$17,767,940.04.

CAR SHORTAGE RELIEVED

Two Hundred Cars Have Been Sent Out on Rock Island Road.

Word has been received from Chicago by the state railroad commission stating that the car shortage on the Rock Island road had been relieved. Two hundred cars were sent out Saturday and Sunday for distribution along the line, and Minnesota farmers will find the situation relieved. Thomas Yapp of the commission went early in the week to Chicago to see what he could do in the matter.

Harry Mitchell's Editorial



It's Up to You Now

No matter what you do in this world look the prosperous part. Do not feel like an apology because your clothes are not right.

The very wealthy man or the tramp are the only ones who can afford to disregard appearances. Mankind does not inhabit this planet long enough for the subject of clothes to get tiresome, so you might as well dress up because you may go to a place where a sale of winter clothes won't interest you.

I have done my duty and it's all up to you now. I have spent thousands of dollars in advertising my made-to-order clothes at \$15, \$20 and \$25.

I have laid in the largest and newest stock of high class fabrics of any tailor in the country and I have employed the most expert cutters, fitters and tailors.

I have salesmen who are competent and willing to serve you and to help you select the right goods and the right styles.

Is there any sense in any man paying a tailor \$35, \$40, or \$50 for clothes?

Or is there any reason for wearing hand-me-down clothes, clothes that have possibly laid on some clothing store's shelf for a year or two?

Get in line with the level headed ones, be well dressed.

Have your clothes made to order here with my guarantee of "Satisfaction or no pay" backed by my reputation and bank account.

Read my announcement of tomorrow's specials adjoining this editorial. Yours truly,

HARRY MITCHELL, Store: 310 Nicollet

A Few Mitchell Specials FOR TOMORROW'S BARGAIN SEEKERS

SUIT or Overcoat \$15 SUIT or Overcoat Made to Order

300 PATTERNS—Single Patterns, mind you—one suit in each pattern. Worth from \$35 to \$40. Tomorrow \$15

400 DIFFERENT STYLES in Scotch Goods, Mixtures, Stripes and Plaids. All the latest shades, worth all the way from \$30 to \$40. Tomorrow \$15

Over 4,000 Styles in Imported English Goods in grays, greens, dark checks and light checks, stripes, blues, blacks, clay worsteds and Scotches. In fact, everything that is stylish for a fine suit or overcoat, made to order, made to fit and made to satisfy or your money back. \$20 and \$25

HARRY MITCHELL 310 NICOLLET AVENUE.

CENTRAL AMERICA

Isthmian Canal Will Make It One of the Garden Spots of the World.

Kansas City Star.

"The construction of the Panama canal will knock the shackles of thousands of peons in Central America and will bring that country up to the measure of its wonderful possibilities. You can feel the foreshadowing influence of the big waterway in the atmosphere of Panama and Costa Rica now."

Senator Don Miguel B. Arcehera, a member of San Jose, formerly Mike B.

Archer, assistant chief train dispatcher of the Chicago Terminal railway, made the observation.

Senator Don Miguel B. Arcehera is at Mason, Mo., this week visiting his mother. Some years' residence in the states of Central America have given him the native tan and an excellent command of the Spanish language. Among other things he said:

"Just as the railroads of Missouri opened up a market for millions of dollars' worth of wasted produce in the States, so will the canal, and the roads leading to it, furnish a world-wide market for the delicious fruits of Central America. In Costa Rica, Nicaragua and Honduras, in fact, in all the isthmian

states, they raise strawberries the year round, and practically give them away at from 10 to 25 cents a gallon. Pineapples that would cost 40 and 50 cents in Kansas City and St. Louis go begging there at from 1 to 3 cents apiece. It's the same with limes, oranges and bananas—they are a drug on the market.

"In the very near future Central America will be the garden spot of this continent. Nothing can stop it when Yankee energy and Yankee systems of sanitation are planted. The Creator made the land all right in the first place, but it happened to fall into unappreciative hands."



JOHN J. ASTOR RESIDENCE, N. Y.

The celebrated gentleman who lives here—though he pays four times as much—gets no more style, fit and tailoring in his clothes than the happy wearers of CORRECT CLOTHES FOR MEN labeled

Alfred Benjamin & Co. MAKERS * NEW YORK

The makers' guarantee, and ours, with every garment bearing the above label. We are exclusive agents here.

E. G. Barnaby & Co. Clothiers—Hatters—Furnishers 400 Nicollet Av., Cor. 4th St. MINNEAPOLIS, MINN.

"If it comes from Barnaby's it must be good."

OCEAN STEAMERS

WEST INDIES Winter Cruises

By the S. S. Princess Victoria Louise from New York Jan. 15, Feb. 6 and Mar. 6, 1906. Duration 10 to 28 days. Cost \$125.00 and upward.

To Mediterranean and Orient By the S. S. Moltke; 76-day cruise, \$300 and upward; 11 other short, attractive cruises on the Mediterranean—London—Lisbon—Paris—Send for illustrated booklet, rates, etc.

Hamburg-American Line, 35-37th St., N.Y. 159 Randolph St., Chicago, Ill. Minneapolis agents, W. B. Chandler, E. Eichhorn & Son, A. E. Johnson & Co., O. E. Brocke, Nils Nilson, A. G. Vanstrum & Co.

AMERICAN LINE.

PLYMOUTH—CHEROKEE—SOUTHAMPTON. Philadelphia—Queenstown—Liverpool. ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT. DOMINION LINE. MONTREAL—LIVERPOOL—Short sea passage. RED STAR LINE. ANTWERP—LONDON—PARIS. WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL. BOSTON—QUEENSTOWN—LIVERPOOL.

TO THE MEDITERRANEAN AZORES. FROM NEW YORK. REPUBLIC Oct. 19, noon; Nov. 30, Jan. 20, Mar. 2, CRETIC Dec. 10, 20, 30, 1905; Nov. 4, noon; Dec. 7, 17, 27, 1905. ROMANIC Oct. 28, 10 a.m.; Dec. 2, Feb. 3, CANOPIC Nov. 18, Jan. 18, Feb. 24, 1906. 181-183 3d St. B. Guaranty Bldg., Minneapolis. T. H. LARKE, Passenger Agent, 571 Robert St., St. Paul.

STORAGE

Storage of goods at special rates. Equipped facilities and lowest rates. Careful packing by experienced men.

Boyd Transfer & Storage Co., 46 So. 3rd St. Telephone Main 626—both ends.

Dorothy Dodd

\$3 and \$3.50 Boots

These shoes appeal to the discriminating women, from the standpoint of quality and absolute merit in the shoe itself.

Chief among the new features that have added distinction to the shoes are the new low cut tops, college cut or mannish patterns.

Style 866 Is a low top, college cut, patent colt, button shoe; seven large buttons; handsome drop toe, special at \$3.50.

Style 878 A light dress boot of bright kid, with patent leather tip, thin flexible sole, high arch shank and high heel. This style, \$3.

Style 878 Is a low top, college cut, welt sole, button shoe, a bright kid, patent tip, extra full outside edge, drop toe, for \$3.

Style 970 Cushion sole boot, this shoe contains the restful and soothing resiliency of the cushion inner sole with the best of fitting qualities, and good looks. This style, \$3.50.

Style 970 Sold Exclusively by

The Plymouth Clothing House

Established 1882. Nicollet and Sixth, Minneapolis. Seventh and Robert, St. Paul.

They make one feel as though life was worth living. Take one of Carter's Little Liver Pills after eating; it will relieve dyspepsia, aid digestion, give tone and vigor to the system.

Defective Page