HAVE TO GRADE FAIR

HENNING ENJOYS COMPETITION IN WHEAT BUYING WITH GOOD RESULTS.

BARONS FORCED INTO LINE.

MUST GRADE RIGHT AND PAY GOOD PRICES OR GO WITHOUT BUSINESS.

NOTES FROM OTHER PLACES.

Complaints at New York Mills That Weights Are Always Short at Line Elevators.

Special to the Globe.

HENNING, Feb. 18.—This market has for many years been one of the best on the Fergus Falls and Black Hills branch of the Northern Pacific. There have already been marketed here over 460,000 bushels of wheat—one-third more than naturally is tributary to this market. The competition between the independent house and the line houses has been strong since '86, and the result has been that many farmers from a distance have established the custom of hauling their wheat to Henning. This year has been no exception, either in the fight between the farmers' and the line elevators, or in the amount of wheat that has been hauled from long distances. So much of the wheat was attracted from distant sections that the merchants in other towns became aroused and independent buying at several near-by towns was the result.

There are three elevators at Henning, and their combined capacity is 95,000 bushels, distributed as follows: Andrew & Gage, 60,000; Farmers', 20,000; Monarch, 15,000. Of the 460,000 bushels from the crop of '95 that has been marketed here about 410,000 bushels—630 carloads—have been shipped out, leaving 50,000 bushels still in store. The farmers' house has taken in about 175,000 bushels and has already shipped out 251 carloads.

At the commencement of the season C. W. Brandborg, who has leased the farmers' elevator since it was built, began to buy the wheat as it came in and to contract for the delivering of the balance of farmers' crops. He began to buy on Aug. 25 and shipped the first car on Aug. 29, and it was graded No. 1 northern at Duluth. Only three of the 251 cars failed to hold up to that grade, although there was little difference in the quality of the wheat shipped. The first car that failed to hold was shipped on Nov. 23, the second on Nov. 27 and the third on Dec. 11. During the entire season Mr. Brandborg has only bought two carloads of No. 2 northern wheat. He is not friendly to the present state inspection, and says it is impossible to have an

HONEST WHEAT MARKET

as long as the present force is in control. He maintains that Duluth is the natural outlet for over one-half of the wheat produced in the Northwest and, as Minneapolis wants it, too, the two markets are always at loggerheads. The only way Minneapolis can get the wheat, Mr. Brandborg believes, is through juggling with the grades. The headquarters of the elevator combine being at Minneapolis, the lords of the graneries have it in their power to manipulate the markets there, and it looks very much as though they were interested in the grading to a greater extent than they should be. "I know that much of the wheat that I bought as No. 1 northern," said Mr. Brandborg, "could have been obtained at No. 2 northern, and the farmers could not have bettered themselves by sending samples to the chief inspector, as is provided in the country elevator law."

While Mr. Brandborg was buying wheat for the first three weeks of the season, the buyers of the line houses were sitting idly by and making no effort to secure any of the grain, and it looked like an organized effort to beat the wheat down a grade. About the first of October the line houses began their war upon the farmers' house, and bought at so close a figure that there was no margin left. Up to that time the farmers' house had been buying on a difference between local and terminal prices of from 10 to 11 cents, and after the war began the difference was usually 9 cents, and part of that time 8 cents. Brandborg did not pay within a cent of the line houses during the fight, as he had no money to lose, and was satisfied to keep the market fair. The freight rate is 7.8 cents a bushel, and when the commissions, rent, and inspection and weighing fees are added, there was, practically, no margin left below 9 cents. The farmers

WATCHED THE WEIGHTS

closely, and many of them have scales and weigh their wheat before hauling it to the elevator, so they are pretty sure to get all there is in it as far as the weights are concerned. At the present time all the houses are buying on 10 cents difference between the local and terminal markets. This was the average difference at the farmers' house for the first three months of the season, and was certified to by the directors when they examined the books in December.

The farmers' house cost $3,200 in 1890. It was the old 4,000-bushel flat house that Brandborg built in 1886, rebuilt and enlarged to an elevator, with a capacity of 20,000 bushels of grain. A co-operative company was formed, and $2,000 of the stock subscribed for, leaving $1,200 to be paid out of the earnings. There has been paid over $1,000 of this indebtedness, which makes the value of the shares $7.50 — their face value being $5. There have been two dividends, one of 10 per cent, and one of 25 per cent, and there is every indication that another of 25 per cent will be declared this season. The plan is similar to that outlined for the new house at Hewitt, and there have been in existence for several years similar houses at Vining, Clitheral, Battle Lake, Underwood, Wall Lake and Fergus Falls. The house is let to a buyer by a vote on the first of September of each year. One year it was let free, the buyer to pay within 10 cents of the terminal prices. Other years the rental has been ¼ cent, when wheat was bought on an 11-cent difference, and ½ cent when bought on a 12-cent differential. This year there were three bids, and the house was again let to Brandborg, who pays a rent of ½ cent a bushel on the wheat handled, and can buy at any price under 12 cents below the terminal prices.

The present officers of the Henning Farmers' Elevator association are: N. P. Rasmussen, president; G. A. Paulson, treasurer; Frank Hoskins, secretary, and Lars Larson, Axel Olsen, John N. Nelson, Nils Nickelson, Arndt Monson, W. B. Rekter, Jacob Hurst and Nels Malmgren, directors.

WEIGHTS WERE SHORT.

The Chief Complaint of Farmers Selling at New York Mills.

Special to the Globe.

NEW YORK MILLS, Feb. 18.—The farmers who hauled their wheat here early last fall and sold it to the elevator—there is only one house here—were forced to pay generous tribute to the combine. They were dissatisfied

A LONG LINE.

Hundreds Wait Their Turn, the Fame of the Kickapoo Indian Oil Spreading on All Sides.

The second day of the free distribution of Kickapoo Indian Oil at the office of the St. Paul Globe was filled with many sad as well as amusing incidents, demonstrating to the agents of the Kickapoo Indian Remedies that besides making the name of their wonderful Kickapoo Indian Oil more famous than ever they were the means of alleviating untold suffering in many instances. This Kickapoo Indian Oil, a bottle of which they are giving absolutely free to any one who will call at the St. Paul Globe office, is made from vegetable ingredients entirely. It is the same Oil used by the Kickapoo Indian for generations for the cure, by external applications, of all aches and pains. Yesterday 3,394 bottles of the medicine were distributed; with each bottle was also given a sample of the famous Kickapoo Indian Worm Killer. One woman, when her turn came, honestly admitted that she had been there the day before and had received a present of some of the Kickapoo Indian Oil and Kickapoo Indian Worm Killer, but she had taken advantage of the generosity of the men distributing, and had returned to beg that they would give her another package of the Kickapoo Indian Worm Killer, stating frankly that she was too poor to buy the medicine and relating how she believed it had saved the life of her two-year-old baby, who, for weeks, had been suffering with convulsions, the cause of which she could not understand, but had been convinced that it was due to worms. Availing herself of the opportunity to try a sample of the Worm Killer she had been surprised at the wonderful manner in which it had acted. She, of course, was given another supply of the little lozenges, which to her had been of such value.

It seems now as if the large supply of medicine which the Kickapoo Indian Medicine Co. shipped to St. Paul would be exhausted before the time they intended to remain elapsed.

Their representatives, however, said that they would telegraph for a fresh supply of the medicine so as to fulfill their promise of remaining here and giving away the Kickapoo Indian Oil for the five days advertised.

There are only two more days after today, and every one is invited to avail themselves of this opportunity to see that these wonderful Indian Remedies are everything that it is claimed they are.

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with the grades, weights and prices, and that there were good and sufficient reasons for all of their complaints has been admitted by the combine remedying, to a great extent, the evils complained of. This was not done, however, until the farmers, who always have sold their wheat here, were attracted by the open markets at Wadena, Henning and Perham. Then the merchants held a conference and sent two delegates to the head of the lake to see what arrangements could be made for putting in an independent house and paying the highest possible price for wheat. After this movement had been inaugurated the combine house raised the grade from No. 2 northern to No. 1 northern, gave better weights and bought on a closer margin. This satisfied the merchants and pleased some of the farmers, although most of those who had enough wheat to fill a car, have been shipping direct to Duluth. At the present time there is not much talk of an independent house, as the farmers are busy hauling wood, but some of the merchants will build next year whether the farmers join with them or not. They will build a flat house that will hold at least eight carloads, 5,000 bushels, and will buy on a margin that will pay expenses and not aim to make a profit.

When the threshing was at its height the farmers were hauling hundreds of loads of wheat every day into town. Many of them were loading on track and shipping direct, but others had only a few hundred bushels of wheat and must sell, as they had no place to store it, neither did they have enough to fill a car. There was only one buyer—the Andrews & Gage elevator—and the poor Finlander who had raised a few acres of wheat and had from 200 to 300 bushels of wheat to sell, had to take what the agent of the house would give him or haul it to some other market. It was was not long until the flow of wheat was diverted to other markets where there were independent buyers, and the producer was assured of fair treatment. In the first place the wheat was nearly all graded No. 2 northern here, and the same wheat was graded No. 1 northern at Perham or Henning, and, after the Wadena market was opened, received that grade there. The margin over freight and other charges, in addition to the difference in grades, was from three to four cents a bushel. On top of this was the almost universal complaint that the weights at the elevator did not hold out. Farmers complained that they lost from a half bushel to two bushels on a load of from forty to fifty bushels, besides the dockage. This was so general that the farmers weighed their wheat before delivering it to the elevator, and still there was a shrinkage after it left the scales of the merchants and before it reached the elevator. The buyer said it made a difference whether the grain was weighed in small lots—a few sacks at a time—or whether it was all weighed at the same time. The farmers knew that this was true, for it had been proven time and again, but they could not understand why it should be so. This was the condition during September and late in that month the merchants and citizens held a meeting to discuss the matter and to try to find a remedy. It was the universal opinion that the only way to secure a fair market was by building an independent house and paying the full price for the wheat. In order to ascertain just what could be done A. J. Sitz and S. J. Haarala were selected to go to Duluth and investigate. They were to find out on what terms the commission houses would handle the wheat, also whether any of the firms would advance the money to handle the grain if the merchants would build the warehouse. Their report was entirely satisfactory, but, owing to the lateness of the season and the difficulty in securing suitable lumber, the building of the house was postponed until the coming summer.

In the meantime the prices at the elevator had been advanced to a closer margin with the terminal market and most of the wheat was graded No. 1 northern instead of No. 2 northern. There was not so much complaint of the weights, and, in the main, the farmers had little cause for complaint after the movement for an independent house had been inaugurated. Then the farmers shipped a large amount of wheat direct, as has been the custom here for the past six or eight years. There is only one instance where a farmer lost by shipping his wheat direct. That was Isaac West, whose wheat was graded "rejected" at Duluth. He was offered a price by the elevator here that would have netted him five cents a bushel more than he obtained by shipping. His wheat is said to have been of excellent quality and equal to that which was graded No. 1 northern, both here and at Duluth. He was unable to get a satisfactory explanation of the grading, and believes there must have been some mistake with the inspection at Duluth.

Nels Johnson is holding 1,100 bushels of wheat in his granary and will ship it direct later in the season. He hauled some wheat to the elevator and on one load lost two bushels on dockage and short weight. He had weighed his wheat and knew how much the loss was. In former years he had shipped his wheat direct and made about three cents a bushel net by doing so. The dockage at the terminal market had always been one-half pound on his wheat whether it was fanned or not; and here it was never less than a pound, even when it was cleaned.

Henry Miller is another farmer who has been short from one-half to two bushels when selling at the elevator.

Jacob Heppola shipped three carloads, and did so well that he advised all of his neighbors to ship their wheat instead of selling to the elevators here.

Gust Hyry shipped two carloads, and made a good margin of profit on each. He did not ship the second carload until the returns from the first shipment had been received.

Isaac Strolberg and John E. Strolberg shipped several carloads between them, and will ship their wheat again next season unless there is an independent house here.

Other farmers who loaded on track and shipped direct were: Thomas Poti, Aleck Kumbula, John Mursu, Peter Ratama, Mats Johnson, Peter Bernstrom, Thomas Salo, Mats Maki, Henry Peterson, Christian Olsen, Abraham Matson, Sackers Pajumpaa, John Pajumpaa, John Ront, Gust Wakkmin, Charles Neami, Charles Jaska, Eric Nara, Jacob Jokela, John Pernu, Leander Pernn.

Gust Karvanen shipped a carload of a little more than 500 bushels and made $20, or nearly four cents a bushel.

Mats Lohi was offered No. 2 northern for his wheat by the elevator buyer, but shipped it to Duluth, where it was graded No. 1 northern. He saved the elevator charges besides gaining a grade, and made five cents a bushel.

William Kemp shipped two carloads to Duluth and, although the market was falling, made a cent and a half, or $20 on the two carloads.

Reuben Kemp shipped one carload at the same time and made $8. Neither he nor William Kemp estimated from the prices on the day the wheat was sold at Duluth.

Jacob Anderson shipped one car to a different commission house and only came out a little ahead. The second car he consigned to the house the other farmers were dealing with, and was well pleased with the transaction.

John Krumberg and John Fraki joined in shipping a 640-bushel car, and made three cents a bushel more than was offered by the elevator.

Jacob Kukas shipped one carload, and when the returns came was well satisfied and shipped three more carloads to the same house. He made several dollars on each carload.

Gustave Pajukoski shipped one carload, and, after he received the money for it and found he had been well repaid for the additional trouble, shipped another with the same result.

Charles Peterson shipped two carloads, and his average gain was two and one-half cents a bushel.

Gustave Berg shipped one carload, and made two cents a bushel. He afterwards shipped a second carload and made three cents a bushel on this load.

Sacris Pihlajamaa shipped two carloads and made a good profit over the local prices. He had some more wheat, but not enough to fill a car, so he joined with one of his neighbors in shipping direct.

Andrew Anderson shipped two carloads, and when the returns came shipped a third. He was well paid for the extra trouble and has still another carload, which he will ship direct.

Henry Kaupi shipped three carloads and made several cents a bushel over the price offered by the elevator.

Mrs. Alexander Pikkirine shipped a carload, upon the advice of a neighbor, and made a profit by doing so.

A. Parson, who lives fifteen miles north of New York Mills, hauled his wheat to Sebeka, on the Park Rapids branch of the Great Northern. He was not satisfied with the price offered by the local elevator and shipped his wheat direct to Duluth, making $20 on the carload more than the offer at Sebeka. Several of the farmers in the section where he lives shipped their wheat direct and made from $15 to $30 on each carload. Every one of them came out ahead, and next year all of the farmers in this locality will ship direct unless there is an independent buyer at Sebeka.

Peter Bierwagen hauled one load here early in October, and claimed that he lost one and one-half bushels in weight. He was dissatisfied and took his wheat elsewhere after that.

Oswald Fisher hauled a forty-bushel load to the elevator and only got thirty-eight and one-half bushels. That settled it with him, and the balance of his wheat was sold at Perham, where he not only received better weight but an advance in price.

Another cause for complaint was that when farmers were a little late in reaching the elevator the agent would refuse to take in their wheat, and they would have to haul it back home.

The Andrews & Gage house has a capacity of 20,000 bushels, and it is estimated that 95,000 bushels were handled through it. On 50,000 bushels handled early in the season the farmers lost from three to five cents a bushel, and $2,000 is a conservative estimate of the total loss. On the balance of the wheat the margin has been fair and the house has not made more than a legitimate profit. During the month of October the farmers shipped fifty-five carloads and the elevator fifty-two carloads of wheat. The figures for the other months are not available, but estimating on a basis that gives the elevator 55 per cent and the track shipments 45 per cent, the farmers shipped 80,000 bushels, making the total shipment 175,000 bushels.

Among the farmers who shipped direct were Jacob Percla, who made a profit over the elevators' offering, and was so well pleased that he will ship direct in the future, unless there is competition in the local market.

Mats Eikila was another of those who came out ahead by shipping direct.

Isaac Oman and Henry Oman shipped their wheat direct, and gained several cents a bushel by doing business direct instead of through the elevator.

Henry Fiskari shipped to Duluth, and made about $20 on a carload.

DUE TO HOSKINS.

That Fair Prices Were Paid for Wheat at Deer Creek.

Special to the Globe.

DEER CREEK, Minn., Feb. 18.—There was strong competition in the wheat market here after Frank Hoskins began to buy and ship from track on Sept. 15. Prior to that the Andrews & Gage house was the only buyer, and the price was 12 cents below the markets at Duluth and Minneapolis. As the freight rate is 13 cents a hundred or 7.8 cents a bushel, eight cents covers the freight charges, insurance and inspection and weighing fees, leaving a clear margin of four cents a bushel. When Hoskins came upon the market he began to buy 10 cents below the terminal prices. The elevator followed his lead, and part of the time the wheat was bought at nine cents below the Duluth prices. It was nip and tuck between the buyer for the line house and the track buyer, but there was an independent buyer all through the season and the farmers came out about $2,500 ahead.

The agent for the railroad company and Hoskins, who is somewhat erratic, did not get along well together, and Hoskins claimed that the agent had not treated him fairly in the distribution of cars. Hoskins determined to bring the agent to time and piled sacks of wheat on the platform. The agent told him to take the wheat away and Hoskins said him nay. Then they had a set-to. A truce was patched up, but Hoskins claimed all along that he could not get a fair share of the cars, and that, on this account, he lost quite a considerable portion of his profits, because he was compelled to handle his wheat over much of the time. Hoskins used the G. A. R. hall as his warehouse, and had to unload the wheat there when cars

EASY TO DYE AT HOME

THE MOST INEXPERIENCED CAN USE DIAMOND DYES WITH SUCCESS.

Simple Directions on Every Package Enable Even a Child to Get Good Colors With Diamond Dyes—Color One to Six Pounds of Goods for 10 Cents.

There are no dye-stuffs on the market to compare with the Diamond in ease of use, as well as beauty and fastness of color. The most inexperienced person can dye cotton, wool, silk, feathers, etc., bright and brilliant colors by following the plain directions on the Diamond Dye packages.

There are thirty Diamond Dyes for silk and wool, and fourteen special colors for cotton, all of which are guaranteed to do more and better work than any other package dyes on the market. They are made specially for home use, and as many of the dye-stuffs are peculiar to the Diamond it is impossible to get them in any other way.

One ten-cent package often saves the cost of a new gown, for it makes the old one look like new.

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were not available. When the cars came he had to reload and haul it to the cars. About the middle of November Hoskins went to Fergus Falls, and Hon. John B. Hompe, who formerly represented Otter Tail county in the state senate, bought until the latter part of December. Mr. Hompe said he also experienced difficulty in getting cars, and that the agent had told him that his instructions were not to furnish cars except to farmers to load from wagons. Mr. Hompe, who runs a general store, said his only object in buying wheat was to bring business to the town. Between Hoskins and Hompe sixty-one carloads of wheat was bought and shipped from track, and they came out ahead, besides attracting farmers from a distance to the town. The sixty-one carloads shipped from track contained about 40,000 bushels, and there was bought by the elevator over 50,000 bushels. This, with the few carloads shipped direct by farmers, brings the total amount of wheat up to about 100,000 bushels. The farmers lost but little early in the season, and the gain after the market was raised by competition more than compensated them for the low price during the early part of the harvest. The fight between the elevator company and Hoskins attracted farmers from territory that was tributary to other markets, and the result was that independent buying followed at other places and the benefit was spread over considerable part of Otter Tail, Wadena and Todd counties.

O. N. Benjamin ordered a car, and when it came lacked a few loads of enough to fill it. He was about to borrow enough wheat, until he could haul the balance to fill the car, but the agent would not let him have the car unless he had enough of his own wheat on hand to fill it. He claims that he lost five cents a bushel on account of the delay which intervened between this and the time he secured a car, as the market fell off in the meantime. Very few of the farmers have any reason to complain, as they received good prices for their wheat, except at the commencement of the season, and it nearly all graded No. 1 northern. The wheat was uniform in quality and the grades held out at the terminal markets. Deer Creek was the gainer, because more wheat was marketed there than is naturally tributary to this town, and the farmers purchased goods when delivering their wheat here that they would have otherwise bought elsewhere. The farmers received the benefit of the highest prices and grades and received at least $2,500 more than they would had there been no competition.

Amelia Weds Her Prince.

CHARLOTTESVILLE, Va., Feb. 18.—Amelia Rives Chanler and Prince Pierre Troubetzkoy, a Russian nobleman, were married at 3 o'clock this afternoon at "Castle Hill," the home of Col. Alfred Rives, father of the authoress. Paul L. Menzel, D. D., of Richmond, a Lutheran clergyman, performed the ceremony. It was witnessed only by members of the family. Miss Julia Magruder, the authoress, and Allen Potts, of Richmond. The couple will remain here for some time, and afterwards they will take a trip abroad. They will live in London, the home of Prince Troubetzkoy. The bride was divorced last October from John Armstrong Chanler, of New York, to whom she was married in 1888 while at the height of her literary fame.

Excursion to Venezuela Feb. 23.

Round trip rate only $142.50, tickets good one year. For particulars apply to Agent Soo Line, 398 Robert street.

Refuse to Pay Herring Duties.

GLOUCESTER, Mass., Feb. 18.—Vessel owners interested in Newfoundland herring fishing industry held a meeting in the board of trade rooms yesterday and discussed the demands of the United States for duties on the cargoes of frozen herring brought into this port this season. It was voted to take concerted action in refusing to pay the duty, and if the demand is pressed to make a test case, and if necessary to carry it to the court of last resort.

Armenian Relief.

BOSTON, Feb. 18.—The total amount received and forwarded to Turkey for relief work this far by Frank R. Wiggin is $70,022.

Telegraphing Music.

COLON, Colombia, Feb. 18.—Senor Marques, of Caucau, has invented a mode of telegraphing music.

Confirmed by the Senate.

WASHINGTON, Feb. 18.—The senate in executive session today confirmed the following nominations: Patrick S. Nagle, of Oklahoma, to be United States marshal of the territory of Oklahoma; Mathias A. Smalley, of Ohio, to be marshal of the United States for the North district of Ohio; Maj. William P. Heurd, corps of engineers, U. S. A., to be a member of the Missouri river commission; J. N. Morrison, of Missouri, to be judge advocate in the army, with rank of major. Postmasters: Michigan—W. O. Luce, at Carlo; W. C. O'Leary, at Hancock.

BITTER AGAINST WILLIAMS.

Fight Against Marquette's Bishop-Elect Renewed With Energy.

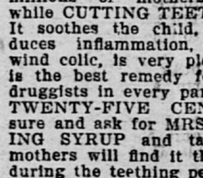
MILWAUKEE, Wis., Feb. 18.—The fight over the consecration of G. Mott Williams, as bishop of the Marquette Episcopal diocese, has developed a second sensation, and one that has brought the Rt. Rev. P. T. Rowe, bishop of Alaska, into much unpleasant notoriety. More than this, it transpires that the fight against Bishop-elect Williams, instead of being confined to the original protest and having since died out, has been waged with almost vindictive persistency. The bishops have been flooded with letters from the opposition and the confirmation of Mr. Williams' election has been delayed when it appeared that he was most certain of success, the vote standing at the present time, it is stated, thirty-seven in his favor. All that is needed is one more vote, but which does not seem to be forthcoming. The cause of the trouble is a letter sent to Bishop Rowe by Mr. Williams, in which the latter gentleman made several remarks in no wise complimentary to his oppressors. Mr. Williams also attacked the delegates in rather harsh terms.

Bishop Rowe, instead of treating the letter confidentially, promptly turned it over to the Soo delegates with the result that it has been printed and sent to every bishop in the country. Before the receipt of the letter by the bishops, it is stated, that but little credence was placed in the charges contained in the original protest, especially in view of the fact of the strong and prompt denial of the standing committee of the diocese, and as the originators of the protest seemed unable to furnish sufficient proof to make the charges hold good.

Mrs. Winslow's Soothing Syrup.

Is an OLD and WELL-TRIED REMEDY, and for over FIFTY YEARS has been used by millions of mothers for their CHILDREN while CUTTING TEETH with perfect success. It soothes the child, softens the gums, reduces inflammation, allays all pain, cures wind colic, is very pleasant to the taste, and is the best remedy for diarrhoea. Sold by druggists in every part of the world. PRICE TWENTY-FIVE CENTS A BOTTLE. Be sure and ask for MRS. WINSLOW'S SOOTHING SYRUP and take no other kind, as mothers will find it the Best Medicine to use during the teething period.

Manhood Restored.



BEFORE AND AFTER USING. Photographed from life.

NERVITAS, the Wonderful Roman Remedy, is sold with a written guarantee to cure all Nervous Diseases, such as Weak Memory, Loss of Brain Power, Headache, Wakefulness, Lost Manhood, Nervousness, Atrophy, Emissions, Varicocele, Lassitude, all drains and loss of power of the Generative Organs, caused by over-exertion, youthful indiscretions, or the excessive use of tobacco, opium, or stimulants, which ultimately lead to Infirmity, Consumption and Insanity. Put up in convenient form to carry in the vest pocket. Price $1 a package, or 6 for $5. With every $5 order we give a written guarantee to cure or refund the money. Sent by mail to any address. Circular free in plain envelope. Address ROYAL CHEMICAL CO., Branch Office for U. S. A., 358 Dearborn St., CHICAGO, ILL.

Or you can buy it of druggist below:
W. A. Frost & Co., ST. PAUL, MINN.

We send the marvelous French Remedy CALTHOS free, and a legal guarantee that CALTHOS will STOP Discharges & Emissions, CURE Spermatorrhea, Varicocele and RESTORE Lost Vigor.

Use it and pay if satisfied.

Address, VON MOHL CO., Sole American Agents, Cincinnati, Ohio.

Have You Seen

the new POZZONI PUFF BOX? It is given free with each box of Powder. Ask for it.

WOMEN'S NERVES

ONLY TOO OFTEN THEY ARE OUT OF TONE.

To Those of the Gentler Sex, Suffering From Nervous Debility, a Boon Is Offered.

It is no longer either fashionable on the one hand or a matter of reproach on the other, to have "nerves" and know it. Women, from their keener, more delicate organization are more subject to nerve troubles—to prostration, exhaustion, sleeplessness, lack of vigor in mind or body, dyspepsia, neuralgia and all the rest of the kindred evils—than men are. And they suffer more when unstrung. Fortunately they respond more readily than men to a remedy. That a sure specific for nervous troubles is within woman's ready reach is not open to question. Thousands know this to be true. Here are a few expressions from hundreds received within the last two months:

Mrs. J. F. Hamilton, 141 Congress St., Portland, Me.: "I suffered greatly (from nervousness and sleeplessness) and tried almost every known remedy without being helped. Dr. Charcot's Kola Nervine Tablets proved most beneficial. The remedy is a great boon."

Mrs. Lulu Gleason, Onalaska, Wis.: "I was a victim of nervous prostration and dyspepsia. I have taken one box of Dr. Charcot's Kola Nervine Tablets, have gained five pounds, and am better and happier than I have been for five years."

Kate M. McLean, Dorchester, Mass.; "Kola Nervine Tablets gave me immediate relief in an acute attack of dyspepsia and indigestion. They are surely wonderful. My friends are using them with excellent results."

Mrs. Frank Morey, 28 Worcester square, Boston: "My little daughter became very much emaciated and nervous. I could get no help for her until I gave her Dr. Charcot's Kola Nervine Tablets. I gave her half a tablet three times daily. She is now well, fleshy and full of vigor."

Mrs. E. Jackson, 320 Lake avenue south, Duluth, Minn.: "Pains in the back and chest and sleeplessness were my troubles. The Kola Nervine Tablets gave me great and quick relief."

Mrs. Samuel Lamb (aged 74 years), 173 S. Wabasha St., St. Paul, Minn.: "I have suffered for years from nervous prostration and insomnia and often trembled like a leaf until I took Dr. Charcot's Kola Nervine Tablets. Half a box has worked wonders. I can sleep soundly, and am far less nervous."

Absolutely nothing but good can result from use of this remedy. No opiates, narcotics or poisons used.

Fifty Cents and $1.00 per box (one month's treatment). See Dr. Charcot's name on box. Kola booklet free. All druggists or sent direct. Eureka Chemical & Mfg. Co., La Crosse, Wis., and Boston, Mass.

STATE OF MINNESOTA, COUNTY OF RAMSEY—District Court, Second Judicial District.

William H. Winslow, plaintiff, vs. Capital Investment company, a corporation; Mary J. Lamb, Edward R. Gilman, Alexander Cathcart, Frank M. Schwartz, Robert P. Schwartz, Adolph P. Schwartz and Joseph Schwartz, copartners as Schwartz Brothers; Anton Nepil, M. Louise D. Fernstrom and the Capital Investment Company, a corporation, defendants.

SUMMONS.

The State of Minnesota to the above-named defendants:

You and each of you are hereby summoned and required to answer the complaint in this action, which has been filed with the Clerk of said Court, and to serve a copy of your answer to the said complaint on the subscriber at his office in the Bank of Minnesota Building, corner of Sixth and Jackson streets, in the City of St. Paul, in said County, within twenty days after the service of this summons upon you, exclusive of the day of such service, and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in his complaint.

J. F. FITZPATRICK,
Plaintiff's Attorney,
Bank of Minn. Building, St. Paul, Minn.

The object of this action is the foreclosure of a mortgage for $60,000 upon lots 12 to 21 inclusive, of William R. Merriam's rearrangement, in said Ramsey County, and recorded in the office of the Register of Deeds for said County, in Book 267 of Mortgages on pages 98 to 101, and no personal claim is made against any of the defendants, save said Capital Investment Company.

J. F. FITZPATRICK,
Plaintiff's Attorney.

DR. FELLER

180 E. 7th Street, St. Paul, Minn.

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Dr. Feller, who has had many years of experience in this specialty, is a graduate from one of the leading medical colleges of the country. He has never failed in curing any cases that he has undertaken. Cases and correspondence sacredly confidential. Call or write for list of questions. Medicine sent by mail and express everywhere free from risk and exposure.

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LEAVE.	*DAILY. †EXCEPT SUNDAY.	ARRIVE.
†8:05 am	Breck. Division & Branches	†7:00 pm
*8:30 am	F'gus Falls Div. & Branches	*7:15 am
†4:00 pm	Willmar via St. Cloud	†10:55 am
*7:45 pm	Breck., Fargo, Gd. F's, W'peg	*7:50 am
*4:30 pm	Montana and Pacific Coast	*5:45 pm

EASTERN MINNESOTA—G. N. RY.

†8:50 am *11:20 pm	Duluth, West Superior	*6:55 pm †7:30 am

DON'T WASTE

In other words, take care of what you have—this is good advice, and should be followed, especially as to your health.
The one thing that insures a continuance of health or the gaining of it, if out of health, is sufficient and proper nourishment.
Experience has taught many of the hard workers of this life that the best dietetic tonic to employ in connection with good food is the world wide used and appreciated genuine Johann Hoff's Malt Extract.

12 Bottles are worth a cask of ale in nutritive and tonic properties, without being intoxicating.

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Grand, Sixth and St. Peter streets.
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Wisconsin Dairy, 513 St. Peter street, Tel. 821.
Milton Dairy Company, 772 Wabasha st. Tel. 281.

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De Camp & Beyer, 129 East Third st.
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J. D. Ramaley, 403 St. Peter street.

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Dining Cars on Winnipeg and Pacific Coast Trains.	—ST. PAUL.— Leave.	Arrive.
Pacific Mail (daily) for Fargo, Bozeman, Helena, Butte, Missoula, Spokane, Tacoma, Seattle and Portland	4:15 pm	5:55 p.m
Red River Express (daily) for Moorhead, Fargo, Fergus Falls, Wahpeton, Crookston, Grand Forks, Grafton, Winnipeg	8:00 pm	7:10 a.m
Fargo Local (daily except Sunday) for St. Cloud, Brainerd and Fargo	9:00 am	5:30 p.m

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	Lv—ST. PAUL—Ar.	
Chicago "Day" Express	†8:05 a m	†10:10 pm
Chicago "Atlantic" Ex.	*2:35 p m	*11:55 am
Chicago "Fast Mail"	*6:55 p m	*2:00 pm
Chicago "Vestibule" Lim.	*8:10 p m	*7:50 am
Chicago via Dubuque	†4:10 p m	†11:00 am
Dubuque via La Crosse	†8:05 a m	†10:10 pm
Peoria via Mason City	*4:10 p m	*11:00 am
St. Louis and Kansas City	*8:35 a m	*6:25 pm
Milbank and Way	†8:20 a m	*6:30 pm
Milbank, Fargo and Aberdeen	*6:15 p m	*8:10 am

*Daily. †Ex. Sun. ‡Ex. Sat. ¶Ex. Mon. For full information, call at Ticket Office.

CHICAGO GREAT WESTERN

MAPLE LEAF ROUTE. Ticket Offices: Cor. Robert and 5th Sts. and Union Depot. Trains leave Union Depot, St. Paul, at 7:30 P. m. Daily, and 7:30 A. m., Except Sunday, for Dubuque, CHICAGO, Waterloo, Cedar Falls, Marshalltown, Des Moines, St. Joseph, Leavenworth and KANSAS CITY. Dodge Center Local leaves at 4 P. m. Daily. Trains from Kansas City arrive at 7:20 A. m. and 2:30 P. m. Daily, and 7:28 P. m., Except Sunday, and from Chicago at 7:20 A. m. and 2:30 P. m. Daily, and 7:28 P. m., Except Sunday.

THE NORTH-WESTERN LINE — C. ST. P. M. & O. RY. TICKET OFFICES. 395 Robert St., Cor. 6th, 'Phone 480) & Union Depot.

Leave.	†Ex. Sun. *Daily.	Arrive.
*8:10 am	CHICAGO	*7:50 am
†6:25 pm		*11:55 am
*8:10 pm		9:55 pm
†10:55 am	Duluth, Superior, Ashland	†5:50 pm
*11:00 pm	Duluth and Superior	*6:50 am
†8:40 am	Omaha and Kansas City	*7:25 am
*8:40 am	Sx City, Su Falls, Pipestone	†6:10 pm
†12:25 pm	Mankato, New Ulm, Tracy	†10:45 am
†12:25 pm	Watertown, Huron, Pierre	†6:10 pm
*7:55 pm	Sioux City, Omaha, Kan. Cy.	*7:25 am
*7:55 pm	"California in Three Days"	*7:25 am

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Leave Union Depot for Chicago, St. Louis and down-river points, 7:30 a. m.; Arrives from Chicago, 2:15 p. m., except Sunday. Leaves Union Depot for Chicago and St. Louis, 7:40 p. m. Arrives from same points 7:45 a. m. daily.