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NORTH DAKOTA TOGA

THREE-CORNERED FIGHT ON FOR THE NEW SENATORIAL MANTLE

ST. PAUL TO BE THE ARENA

La Moure, Little and M. N. Johnson Are All Hunting Hard for the Republican Nomination, and the Last Named Seems to Be the Bete Noir of the Other Two.

There is a well beaten trail between the Merchants' and Windsor hotel, made by North Dakota politicians. This is the time of the year when the prairie statesmen gather in St. Paul and hold sessions in back rooms at the hotels and fix up a slate to be carried out by the combination in power. Indeed, just at present the selection of a successor to Senator Roach is dividing attention with the skirmish for appointments within the gift of Gov-elect Fred Fancher, who has been in the city in conference with leading North Dakota Republicans during the last day or so. C. B. Little, Bismarck; E. G. Patterson, Bismarck; Jud La Moure, Alex Mackenzie, Secretary of State Fred Bailey, Watonwan; Judge S. L. Gaspel, of Jamestown, and Prosecuting Attorney E. S. Allen, of Burleigh, have been conspicuous figures around the hotels for the last few days. Of these two are strong opponents of Congressman Johnson's for the senatorial toge—C. B. Little and Jud La Moure. Of Mr. Little a great deal can be said. He is the president of the First National bank of Bismarck and is regarded as a strong bidder for the place. Jud La Moure wants to be senator. Jud had long been a prominent figure in North Dakota politics, from the territorial days, back in the '80's when many a political coup was fixed up at the Merchants, to the present time, when he bids out as a full fledged candidate for United States senator. He has seen the ups and downs of North Dakota politics, but now that his ancient foe, Alex Mackenzie, has buried the tomahawk, he will probably find it a little smoother sailing than in the past. It is said that North Dakota produces more politicians to the square mile than any other state in the Union, and no one appreciates this better than Jud La Moure. He has been the manager of a half dozen of the hottest of North Dakota campaigns and Congressman Johnson's is no exception to the rule. He is the man to hang at his belt, so Mr. La Moure's friends say.

At present it is the field against once Congressman Johnson, who is making a desperate fight for Senator Roach's shoes. A scheme has been hatched within the last day or two which carried three-quarters of a mile between the terminals and running into a siding at Chestnut street.

A BRADSTREET REPORTER

Get Into Trouble and Then Get Out Again With No Harm Done.

Perhaps your company would be interested in knowing something of my experience with coffee drinking. For a long time there was no pleasure in my breakfast, for immediately after eating it I was in pain, suffering from indigestion, and generally became so sick to my stomach that I was compelled to throw part of the breakfast up.

I did not know what the cause of the trouble was until one of my friends who had been affected in the same way told me that he had got entirely over his difficulty by quitting the use of coffee and using in its place the Postum Coffee, from which he obtained remarkable results. I made the change without any trouble, for the Postum was (after one or two failures, and we found out how to hold it properly) better than the coffee I had been accustomed to.

In about three weeks I was so well that I found I could drink regular coffee without having the old trouble, but I could not get back to like berry coffee again, the Postum tastes so much better to me, and the fact that I keep getting stronger after starting in every way convinces me that I am living a more natural life.

I find it is best to boil Postum steadily without stirring, in a certain quantity of water, and when it is certainly delicious. I enclose a list of ten names of friends who have all been cured of their indigestion by leaving out coffee and using Postum.



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for either Jud La Moure or C. B. Little, either of whom would be very acceptable as compromise candidates. The Congressman Spaulding has also been mentioned as a candidate, as well as State Senator Hanna, from the Eleventh district. He is a nephew of Mark Hanna, the "president-maker," and is making a strong canvass for the place. Congressman Spaulding is serving in line for promotion, as he is serving his first term in congress, while Johnson, whom he succeeded in the lower house, declined a renomination with the avowed intention of entering the senatorial race. Short brilliant campaigns have been the feature of North Dakota politics during the last ten years. Unless the exception proves the rule, Congressman Johnson's announcement of his candidacy five months ago will work against him. Most of the North Dakota folks left yesterday for their homes, but another meeting will be held in St. Paul about Dec. 20.

FINANCIAL QUESTION. St. Paul Jobbers Pass Resolutions Urging Some Action by Congress. The jobbers' union at its regular meeting yesterday afternoon instructed Secretary C. C. Townsend to write Minnesota senators, urging them to support the anti-scalping bill. The following resolutions were adopted and sent to Minnesota's members at Washington: Whereas, the paucity through which we are passing is the result of the evils of the general financial system, upon which the business of the country is based, and the depression of the business and the deplorable indifference with which the law-making power of the government appears to contemplate the situation, and the same dangerous conditions, liable as they are to again precipitate the business of the country into disorder and distress; therefore, be it resolved, That we urgently direct the attention of our representatives and senators in congress to the imperative necessity of such legislation as shall remove as far as possible the causes which produced the convulsion from which the country is now recovering.

Horse Took to the Tracks.

A runaway horse that dashed down Jackson street last evening evidently misconstrued some of the railroad signals that confronted him at the levee into order to turn around, as the frightened animal turned on its heels and galloped three-quarters of a mile between the terminals and running into a siding at Chestnut street.

TOURIST LINE TO THE SOUTH

The Burlington Sleeping Car Service. Parties contemplating a winter trip to the South, or to the Hot Springs, will find it to their advantage to inquire into the sleeping car service on the Burlington Route. This line has two trains to St. Louis, one leaving Minneapolis and St. Paul in the morning (except Sunday), the other leaving St. Paul in the evening, and both reaching the Missouri metropolis in ample time to make connections with Southern and Southwestward lines to Florida and the Gulf coast. No change of desks. Passengers for the morning train will take sleeper for St. Louis early in the evening, and the agents will find luxurious accommodations in pieces combination compartment and open sleeper running through Minneapolis on the "Limited" every evening. This sleeper is South-lighted and steam-heated.

South via Chicago is invited to go lighted "Limited," with compartment sleeper (no extra charge for seats), and reclining chair in smoking apartment, which is justly recognized as "The Finest Train on Earth." City ticket office, 308 Nicollet avenue, Minn. St. Paul, and 49 Robert street (Hotel Ryan), to make reservations of berths and give intending travelers every assistance.

8:45 A. M. Soo Line Pacific Coast Limited leaving time, beginning Sunday, Dec. 10th. GREATER AMERICA. GREATER AMERICA. 8:45 A. M. Soo Line Pacific Coast Limited leaving time, beginning Sunday, Dec. 10th.

A. C. LAUSE'S ANNUAL

CHIEF GRAIN INSPECTOR REVIEWS THE WORK OF HIS DEPARTMENT IN 1893.

FIGURES ON THE BUSINESS

A Portion of the Document Refers to Crops and Politics—Legislation Recommended That Will Provide for a Board of Appeal at Minneapolis and Duluth—System is Unsatisfactory.

The amount of grain inspected "on arrival" at the four terminals was as follows: Wheat, 157,104 cars; corn, 14,123; oats, 16,781; rye, 4,746; barley, 6,573; flaxseed, 11,414 cars, making a total of 219,741 car loads of all kinds.

There was inspected "out of store" for the same period as follows: Wheat, 60,839 cars and 29,939,352 bushels into vessels; coarse grain (including corn) 1,262 cars and 1,542 cars, and 11,984,044 bushels into vessels; flaxseed, 199 cars, and 4,323,374 bushels into vessels; a grand total of 62,200 cars and 67,699 cars and 47,699,336 bushels into vessels. This indicates a gain in receipts over previous season of 129,472 cars of wheat, 16,559 car loads of corn and 74 cars of rye. On the other hand there was a decrease of 7,220 cars of barley, 4,172 cars of oats and 1,659 cars of flaxseed, resulting in a net gain in receipts of all kinds of grain amounting to 4,757 car loads.

The following table indicates the relative receipts of the different kinds of grain during the past thirteen seasons at the four terminal points:

Table with columns: Year, Wheat, Corn, Oats, Rye, Barley, Flax, Total. Rows for years 1880-1893.

FINANCES.

The revenue derived from all sources during the year was as follows: Inspection service, \$78,675.39; weighing service, \$71,670.01; county elevator license, \$1,237; interest on deposits in state treasury, \$1,824.90; a total of \$152,407.30, showing an increase of \$10,000 over the previous year of \$38,018.62. The disbursements for the season were \$191,851.22, making a net loss of \$39,443.92. The surplus left over from the preceding season was \$34,241.16, making the net balance on hand at the close of the year over by this report \$4,647.34.

The fees from which the department derives its support are \$5 to 50 cents per car load for similar service. In any department in the country, being but 15 cents per car load for inspection and 15 cents for weighing.

REINSPECTION AND APPEALS.

Of the 228,777 carloads of spring wheat inspected "into" and "out of" store, 16,104 cars were held out for reinspection resulting as follows: In 8,905 cases the original grade and dockage was confirmed; grades were raised in 6,170 cases, lowered 283 and in 238 cases the dockage was changed.

Appeals to the railroad and warehouse commission were made in 1,174 cases, twenty-two of which the decisions of the chief deputies were changed and in nineteen cases confirmed. The number of appeals original inspection were therefore 6,074, or one case in four-fifths of the total for the seven year preceding.

BAD ORDER CARS.

The number of cars arriving at the terminal points found in what might be termed "bad order" were 1,947 out of a total of 218,741. Of these 682 were found in one-half pints, 27,815 in one and one-half pints, 19,385 three pints, 15,100 over three and at an average of four pints and 27,815 in bad order. The average dockage on total receipts at all points was 28.6 ounces per bushel.

DEPARTMENT FORCE.

The average number of employees during the season was 160 against 156 during the previous year. Additional help is always required during the first four months of the season when receipts are large, so that during that period the expenses are materially increased. This is offset, however, by the increased earnings. The largest number employed was 180 in the month of November, the smallest number was 121 in the month of July.

PUBLIC COUNTRY WAREHOUSES.

There were 1,237 licensed warehouses at interior points operated under the supervision of the railroad and warehouse commission during the year. The difficulties of the crop there was somewhat more than usual, and the factor among the farmers in their dealings with country buyers. The number of cases reported to this office in which the grain was submitted was seventy-three. In the adjustment of grade and dockage made by me in such cases, I assume that the grain was questioned by both parties, no expression of dissatisfaction having been received by me in any.

NEW TERMINAL POINTS.

At the legislative session of 1893, three new terminal points were established for the purpose of state inspection and weighing, viz: Winona, Little Falls and Pergus Falls. Preparations were made to commence work at Winona at the commencement of the crop Sept. 1, 1893 and at Pergus Falls at that point were notified of our readiness to begin operations at that time.

At Little Falls, Minn., I received a communication from the Winona Mill company to the effect that the crop tributary to that point during the year 1892-93 would probably find a market in Minneapolis and Duluth and that very little wheat would pass likely through the terminal points. Under these conditions, the Winona grain interests did not desire to assume the expense of the inspection and weighing of the grain, and a date there has been no intimation of a desire to have the service established at that point.

At Pergus Falls, Minn., the receipts of the receipts of wheat in car lots being insufficient to maintain the expense of the service, the Pergus Falls grain interests have not operated in September, 1897, with every prospect of successful continuance, but it is shortly developed that there was an indisposition on the part of country shippers to offer wheat at these remote termini, even though it was protected by state inspection weight, the reason advanced being that they preferred the broader markets of Minneapolis and Duluth where the grain could be weighed by sample in case of its failure to secure the desired grade.

The work continued at Little Falls in an indifferent way until the middle of January, 1898, when the grain interests, by mutual agreement.

GENERAL NOTES. The first arrival of grain for the season came in under the following dates, being received at Minneapolis: Rye, July 21, 1893; barley, July 23; wheat, July 23; oats, July 30; flaxseed, Aug. 8.

reasonable to expect crops perfect in quality. While the department would be glad to see it, they could place all grain in the highest grade, and each farmer would be better off. The rule must be applied without favor or prejudice, otherwise the work would fall into disrepute, and the inspection department be held responsible for damage to crops.

Blue stem wheat still continues to be sown in preference to the Scotch Fife. There are some farmers of the Scotch Fife variety in the western farmers of the Scotch Fife variety. While blue stem is a very excellent variety, it is not so well adapted to the hard Scotch Fife. It being more prolific, it has made it generally acceptable as a substitute for the Scotch Fife variety. When bright, sound and of proper weight, it meets the requirements of the one northern grade.

ON THE DEFENSIVE. It has been said that "there is not a man on earth who is able to inspect grain with satisfaction to all concerned." It is certainly unreasonable to expect perfection in the business of grading grain any more than in other vocations. Differences in grades do not necessarily imply carelessness, incompetency or dishonesty on the part of the inspectors. Judges often disagree even though they may be experts in their several professions.

The fact is that the grain trade is not a mathematical science, but a work of judgment, guided by fixed rules, with sufficient latitude to enable the inspector to exercise his power of discrimination in determining the proper grade in each case. It being so largely dependent upon human judgment, it necessarily follows that differences of opinion will arise in close cases, even among the most expert judges. The different gradations merge insensibly into each other, and it is difficult to draw the line of demarcation between the grades. It is in such cases that most of our difficulties arise, which can only be adjusted through the medium of the rules for reinspection and appeal. In all such cases a decision is reached based upon the fixed rules, but it is invariably "given the benefit of the doubt."

The Minnesota system is necessarily of a complex character as compared with that of other markets. We are called upon to inspect grain at four different points upon a single standard and to maintain absolute uniformity, notwithstanding the different conditions existing at each point. This is an unduly difficult condition, and it increases the perplexities of the work. At other markets, also, grain is received in a cleaned condition in our markets uncleaned; thus we are required to determine the grade based upon what will be after all the advantages of the farmer. In view of the recognized superiority of Northwestern wheat and in order to give character to and properly designate our own-grown seed, upon my recommendation, it was made a rule to honor the farmer's classification as No. 1 Northwestern flaxseed, etc., instead of as formerly.

Notwithstanding the fact that we are in Chicago and other Eastern markets, placing the Northwestern product in an advantageous light against the seed grown in Southern sections.

CROP CONDITIONS.

Crop conditions in the Northwest during the growing season were not conducive to the production of either a large crop, or one of more than average quality. Although the greater part of the seeding was accomplished in the early spring, it was followed by extremely dry and cold weather for several weeks, retarding its growth. A very severe frost occurred about the first of November, which extended throughout the whole Northwest, cutting the young wheat to the ground over a considerable territory and in places to a depth of several inches. In the maturing season there were heavy rains and extremely hot weather, which tended to still further shrink and injure the berry.

The result was a crop slightly deficient in quantity and of less than average quality. The result was a crop slightly deficient in quantity and of less than average quality. The result was a crop slightly deficient in quantity and of less than average quality.

GROPS AND POLITICS.

While this report should properly be confined to a history of the work and transactions of the last crop year, it may be pardoned if I refer briefly to some of the experiences of this department during the past three months in connection with the crop which we are at present engaged. The present crop of wheat is conceded by everybody to be the best in the history of the Northwest in character and difficult to inspect and handle to the general satisfaction of all parties who have had to do with it for many years.

Although there were spots throughout the Northwestern wheat belt where results were disappointing, the crop gave promise of harvest of being fully up to the usual high yield in quality with an exceptionally large yield in the Northwest, particularly in the West. The crop was harvested in excellent condition. That the crop was of a certain standard by smut, frost, cockle and other defects usually incident to a large crop, did not detract from the quality of the grain, but it was a matter of regret that the rainy season, however, which commenced in August and continued into September, disappointed these sanguine expectations.

During this unfortunate period grain stood unprotected in the fields, and the result was brought to a standstill except in cases where the urgent necessities of the farmer compelled him to proceed with his work. The result was a crop slightly deficient in quantity and of less than average quality.

There is no necessity for enlarging upon this subject at the present time, as it is a matter of common knowledge. At the proper time and place the injustice of the present system will be fully explained. Neither is it our province or intention to cast aspersions on those who took advantage of the situation in the past. It is our duty to state the facts as they are, and to fan the flames of popular discontent. This does not make it right, however, and it is desirable to say the least that a way of such far-reaching importance, so closely in touch with the common interests of the people, should not be subjected to the material interests of the Northwest, should be made the subject of political parties.

RECOMMENDATIONS.

Our present rules for reinspection and appeal were formulated with a view of securing a prompt and equitable adjustment in cases of dispute or grievance as to the original inspection. The right of reinspection should be given to the farmer, and it has always been freely exercised by owners and shippers. The chief deputy inspector at each point being upon the ground, loses no opportunity to change the original decision and rendering his decision. While the decision of the chief deputy in most cases is final, there are occasions when the party interested has the right to appeal, in which case the appeal is heard by the railroad and warehouse commission. The method of appeal is provided in section 34 of the act of August 1, 1893, as follows:

"Section 34. In case any owner, consignee or shipper of grain or any warehouse manager shall be aggrieved by the decision of the chief inspector or any of his deputies in the inspection and weighing of grain, he may appeal to the railroad and warehouse commission, and a decision of the majority of such commissioners shall be final. The chief deputy inspector and the warehouse manager are authorized to make all necessary rules governing appeals. Provided, That the amount of the appeal shall not exceed five (5) cents per bushel, and the same shall be refunded in case such case is sustained."

It has been shown, however, that the present machinery of appeal, as has been shown, is slow and therefore in a sense prohibitive, has given rise to a feeling in some minds that the system of the office of the commission is now subjected, in the private warehousemen or mixers and other interests connected with the trade. The system is seldom free from friction with one or more of these conflicting interests, and it matters little how fairly they may endeavor to adjust these constantly arising difficulties, there often remains more or less feeling that the contestants should have had a partial voice or representation in determining the result. The fact of these indisputable facts and conditions and after a long, careful and earnest consideration of the whole subject, I am firmly convinced that there should be a radical change.

From present methods of appeal. My own judgment is that all questions of terminal inspection should be decided promptly and on the ground where the controversy originates. To do this would necessitate the appointment of an appeal committee to reside and serve in that capacity at each of the two larger terminal points, Minneapolis and Duluth. These boards should each be composed of at least three persons, the first quality of whom should be men of experience and fitness for the work. The boards of appeal should also be eminently representative of the different interests involved, with a leaning towards the interests of the producer. A representative farmer and a commission merchant would give this complexion to the board, while the third member could represent the buying interests. The decisions of the board would establish standards for the government of the inspection department and relieve it of some of the burdens and criticism to which it is now subjected. In my judgment, the responsibility for these appointments should rest exclusively with the governor of the state. While the duties would not be arduous, the compensation should be sufficient to ensure the acceptance of such appointments by first-class, representative men. This could be provided for out of the department fund.

Cult-Edge Bargains FOR TODAY



If the following prices do not emphasize the unusual bargains this Great Special Sale of ours presents, surely words cannot. Remember, a reduction from our honestly low prices means much, because always genuine. Better come here tomorrow. Drop in, anyway. We won't play football with you if you don't buy. Read about our skate proposition.

Men's Heavy \$8.50 Suits.

Dark Brown Cheviots, nicely cut, well made; wouldn't be here, you know, unless they were good. \$6.50

Men's Fine Winter Suits.

\$12 Suits for \$7.50! Surely you can't do better than this. \$4.50 knocked off the price of good clothing is a big saving. \$7.50

Men's Real Scotch Suits.

These have a distinctly Highland flavor; nobby checks. "Hoot, mon!" Maclaren, Macgregor and other well known mills are represented; worth \$15. \$9.50

Gifts for the Boys—Skates, Free.

Free! Free! Free!



Free! Free! Free!

To Mothers== Fetch the little fellows here today. The purchase of a Suit, Reefer, Overcoat or an Ulster entitles them to a pair of handsome nickel-plated skates. There are three qualities in the lot—some are worth 75c, others \$1.00, while some retail at \$1.75. Early purchasers get first choice, of course. The cut shown herewith is an exact reproduction of these handsome skates. We have only 100 pair, and would have it distinctly understood that the skates are presented with the above-mentioned goods only, namely, Suit, Reefer, Ulster or Overcoat.

Boys' Splendid Bargains.



Children's \$5.00 and \$6.00 Reefer Suits... \$2.50 Children's \$5 Brownie Suits... \$3.00 Children's \$6 Brownie Suits... \$3.50 Children's \$6.50 and \$7 Brownie Suits... \$4.00 Children's \$8.50 Brownie Suits... \$5.00 1,000 Knee Pats, 3 to 16 years, worth \$1.00... 50c \$1.00 Flannel Walists... 35c Boys' Cosy Reefers—Frieze or Chin-chilla, high collar, cut long, 5 to 16 years; \$5 kind... \$3.50

Boys' \$6.50 Long-Pant Suits... \$4.00 Boys' \$10 Long-Pant Suits... \$6.50 Boys' broken lots of \$10 and \$12 Suits... \$6.50 \$3.00 Knee-Pant Suits, 6 to 15 years... \$2.00 \$5.00 Knee-Pant Suits, grand bargain... \$3.00 Boys' \$2 Separate Long Pants, heavy black Cheviot, neat gray Cassimeres, full winter weight... \$1.50

Men's Overcoat and Ulster Bargains.

Most any old shop can out-talk us; have bigger ads., and get gay in the newspapers generally; but somehow folks have come to believe that when B. K. & Co. mark down goods it's worth while considering, which fact, no doubt, accounts for the remarkable increase in our business in the past year.

Men's Heavy Covert Overcoats.

Full Winter weight, stylishly cut, new pull-back effect, regular \$12 values, only \$8

Men's Brown Frieze Ulsters.

Great big affairs; let it blow—zero is positively delightful in one of them... \$9.50

Men's Superb Brown Frieze

Overcoats; fancy wool lining; best value, we believe, ever offered; always \$18, now \$11

Handsome Blue Chinchilla Ulsters.

Think of buying a Storm King Chinchilla Ulster for \$10! Worth \$15. Now.... \$10

Cosy Black Chinchilla Overcoats.

Deep velvet collar, handsomely tailored, warm and elegant; always \$18, now \$13.50

Very Swagger Scotch Ulster.

Swell dressers, get in line. Here's a coat seldom found ready-to-wear; always \$25... \$18

Men's Black Beaver Walking

Coats—English, decidedly; very toppy in effect; Corduroy lining; always \$20, now \$15

Men's \$15.00 Skating Coats.

Men's Ideal Skating Coats, double-breasted, high Ulster collar, warmly lined; allows perfect freedom of motion; worth \$15; only \$10

HANDSOME SMOKING JACKETS HALF-PRICE.

How can we do it? We can't for long. Everybody's been in but you. Lovely coats they are, too. Handsome Over-Plaids, Nobby Checks, Elegant Plain Stuffs, etc. Half-Price.

BROWNING, KING & CO.

SEVENTH AND ROBERT STREETS.

Unnecessary Street Noises. The booming rumble of the surface cars, the jolting of the cars, the gongs, the bells, the buccinators' shouts—all these combine to make nervous people wild. There is no apparent remedy for the noise; but there is a cure for nervous people—Beecham's Pills. This speedy remedy cures Fidgety, Trembling Sensations, Spasms, General Debility and Poverty of the blood, and restores the system to its normal condition. It is a cure for the constipation, and constipation is the frequent cause of most of the ills which flesh is heir to.