WORN BY WEAK MEN.

I have demonstrated the fact that weaknesses of men, the result of early or later indiscretions, such as Drains, Impotency, Lame Back, Varicocele, etc., will not yield to a stimulating treatment. This accounts for the fact that drugs never cure. The medicines given for these troubles, essentially poisonous, are intended only to stimulate. Continuous stimulation must result in harm. Thousands of patients have said to me: "Doctor, when I took this or that medicine I felt better in an hour, but after a month my weakness returned and I was worse off than ever." "Better in an hour" means a powerful stimulant, means a wrecked constitution.

Electricity Is Strength.

That's what you want, strength, not stimulation. Electricity will never cure in a day, it does not cure in a week. It takes two months, it may take three, but the results are there to stay. I am the inventor and introducer of the famous Dr. Sanden Electric Belt, with attachment for men. It embodies the best efforts of my 30 years as a specialist. Worn at night, it strengthens you when you sleep. Current acts upon Liver, Kidneys, Stomach, Bladder, Prostate Gland and all weakened parts. It weighs but five ounces. Currents instantly felt. Over 5,000 cures during 1897. I shall be pleased to have you write for

MY LITTLE FREE BOOK, "THREE CLASSES OF MEN," which explains all, sent in plain sealed envelope. Write today.

SANDEN ELECTRIC CO., 233 Nicollet Av., Cor. Washington. **Minneapolis, Minn.**

Office Hours, 9 a. m. to 6 p. m. Sundays, 10 to 12 a. m.

MILLER AWAY AHEAD

HAS A CINCH ON THE SIX-DAY BICYCLE RACE, BARRING POSSIBLE ACCIDENT.

BEAT HIS OWN RECORD

Is Apparently in Good Shape and Capable of Going the Distance—Waller Is Second and Should Win If Miller Fails—Pierce in Distress, With Little Chance of Catching the Leaders.

NEW YORK, Dec. 9.—Before midnight Miller had beaten the world's record, made by himself, a year ago, and his friends believe that he will be able to remain ahead of his own record until the race is ended.

A large crowd thronged Madison ay, and at mid- thusiasts remained aded six-day rid- in over his oppo- evening, and at 8 five miles behind He then left the about thirty-five minutes.

At 9 o'clock Turville withdrew from the race, with 1,235 miles to his credit.

At midnight Miller had 1,789 miles and six laps to his credit, about five miles ahead of his record at the same period last year. Waller, the second man, had 1,749 miles and eight laps to his credit. He took about half an hour's rest tonight, and, when he returned to the track, appeared to be in good condition. Miller, however, has such a great lead that, unless he should weaken or meet with an accident, he is a sure winner.

Pierce was almost twenty-three miles behind Waller at midnight, and looked very tired. Should anything happen to Miller, Waller will probably be the winner.

If Miller can keep up the advantage he has gained over last year's record until the end of the race, tomorrow night, he will earn a bonus of $200.

There were a number of exhibitions during the evening.

Eddie Bald created a sensation by going a half mile in 1:02 2-5, a record for the garden track.

Eddie McDuffee rode a mile in 2:04¾, and Arthur Gardner went the same distance in 2:05 3-5.

Jimmy Michael went two miles, paced by tandems, in 4:21 1-5.

Tom Cooper, of Detroit, went half a mile, behind pacemakers, in one minute flat.

The last of the special events was an unlimited pursuit race between Nat Butler, of Boston, and Harry Caldwell, of Manchester, N. H. The race was the best of the evening. Caldwell won in 10:30, after a chase of four and a half miles.

The scores at 2 a. m. were: Miller, 1,808; Waller, 1,778.5; Pierce, 1,736.8; Albert, 1,669.3; Gimm, 1,616.4; Lawson, 1,596; Aronson, 1,559; Nawn, 1,529.8; Forster, 1,500.2; Stevens, 1,481.4; Hale, 1,384.7; Julius, 1,136.5.

CORNELL'S ULTIMATUM.

Will Not Row Two Races Under Last Year's Conditions.

ITHACA, N. Y., Dec. 9.—Although Cornell's athletic council has yet made no official announcement relative to the intercollegiate rowing negotiations, there are strong evidences that the Ithacans have already taken a stand and adopted a policy for the coming year. The problem which is confronting the Cornell crews has been thoroughly considered and in consequence it is very probable that Cornell will not row two races under the same conditions as was done a year ago. There are reasons for believing that Cornell's ultimatum is now in the hands of Yale and Harvard and nothing further can be done at Ithaca until answers have been received from these universities.

The final outcome of the negotiations will depend upon the positions taken by Yale and Harvard. It is not expected that these competitors will insist on the New London course for a triangular race, next June, should such a contest be arranged with Cornell. It is thought, therefore, that if two races must be rowed by Cornell, one with Harvard and Yale, and the second with Pennsylvania, Columbia and Wisconsin, the two can be arranged to be rowed on the same course. It is Cornell's desire to merge the two into one regatta, as has always been her policy.

FOR THE HINKLE MEDAL.

First of the Preliminary Games Played Last Night.

The first of the preliminary games in the contest for the Hinkle Medal No. 1 was played between the rinks skipped by S. F. Fullerton and Dr. Arnold last evening at the St. Paul Curling club rink on Raspberry island. The Arnold rink won by a score of 13 to 9. Fourteen rinks are entered in the competition, and it is expected that the preliminary games will be played off so that the first draw can be played off on next Wednesday evening. The makeup of the rinks last night was:

D. Scott,	Rudolph Driese.
J. D. Emerson,	M. A. Beckman,
Judge Cory,	J. McNamara,
S. F. Fullerton, skip	S. O. Arnold, skip—13.
—9.	

CRACK SKATERS' HIT.

Davidsons, John and Fanny, Made It at Virginia Rink.

Miss Fanny Davidson and John F. Davidson opened the season at the Virginia rink, on Virginia and Laurel avenues, last evening with an exhibition of trick and fancy skating, before a crowd of 900 spectators.

Miss Davidson opened the programme with some graceful and difficult evolutions and fancy skating. Then John Davidson gave an exhibition of trick and fancy skating in which expert cut-off step and toe work was the principal feature. Finally the two skaters came out together and wound up with a pyrotechnical exhibition of double skating.

Every figure was applauded.

OFFENDERS EXPELLED.

National Trotting Association Applies the Radical Remedy.

NEW YORK, Dec. 9.—The board of review of the National Trotting association today held an executive session lasting six hours, at the conclusion of which announcement was made of decisions arrived at by the board.

The board, on complaint of Frederick Schtem, of Portland, Or., expelled from membership the president, vice president and secretary of the Oregon state board of agriculture, of Salem, Or. The names of the expelled officials were not made public.

H. N. Moore, alias George Moore, of Milwaukee, Wis., and S. E. Allen, same place, and the bay mare Morgan, alias Kalmia, 2:17¼, were expelled. It was shown that Kalmia was campaigned through most of the Eastern tracks as Morgan.

MAHER WON A BATTLE.

Bested Ed Dunkhorst, the Syracuse Giant "Dark Horse."

PHILADELPHIA, Dec. 9.—Peter Maher bested Ed Dunkhorst in a one-sided six-round go at the Arena tonight. Peter did most of the landing, and, in the second round, sent the Syracusean to the boards twice. In the fifth round a hard left on the jaw sent him down again, but the bell sounded before the ten seconds were up. Maher went at his man in the sixth round in hurricane fashion and landed almost at will, but Dunkhorst managed to last out to the end.

WITH TWO-OUNCE GLOVES.

Sweeny and Kilbourne Fought to a Finish Near Pittsburg.

PITTSBURG, Pa., Dec. 9.—A prize fight with two ounce gloves took place at Kinney's Grove, between James Sweeny, of Shady Park, and Mike Kilbourne, of Homestead, for $50 a side. After one hour and ten minutes hot fighting, Kilbourne was knocked out in the thirteenth round. Both men were badly used up.

Racing on the Ice.

The Capital City Driving club will give its first racing matinee for the season at Como park this afternoon, commencing promptly at 2 p. m. There will be three events, a free-for-all, a 2:30 and a race for roadsters, in which card will participate some of the best horses in the Twin Cities.

The track has been leveled in good shape, and some fast time is anticipated.

Six-Day Racers Fined.

BALTIMORE, Md., Dec. 9.—Chairman Mott, of the L. A. W. racing board, announces that the riders competing in the six days' big bicycle race at Madison Square garden, are fined $50 each, and suspended from all L. A. W. tracks until such fine is paid. Madison Square garden is taxed $1,000 for permitting the race to be held on its track, and is suspended from the sanction privilege of the league until the fine is paid.

Banished From the Turf.

LEXINGTON, Dec. 9.—Gene Leigh, turfman and breeder, returned today from St. Louis, where he sold 100 poorly bred thoroughbred mares, purchased by the Breeders' Protective association, at the recent sale here. They brought an average of $22, having cost $25. They were sold at the National stockyards, in St. Louis.

GREATER AMERICA.
GREATER AMERICA.

Glenwood Local.

Soo Line Glenwood Local will leave St. Paul at 5:15 p. m., and arrive at 9:30 a. m.

U. S. CONSUL CURED OF ECZEMA BY CUTICURA

I had an attack of Eczema, and ordered a box of oxide of zinc ointment. The first application changed the Eczema to hell-fire, which seemed unquenchable. The druggist had used a rancid cerate and I was poisoned.

A local physician did not help matters, and everything either failed to help, or made it worse. I was becoming desperate, when I thought of CUTICURA REMEDIES, and dispatched my servant for a cake of CUTICURA SOAP and a box of CUTICURA (ointment). The *first application relieved me* and in *three days I was well.*

PULASKI F. HYATT, *United States Consul.*
Dec. 13, 1897. Santiago de Cuba.

Sold throughout the world. POTTER D. & C. CORP., Sole Props., Boston. "How to Cure the Worst Eczema," free.

POWERS A COMPANY AS HE PLAYS ALONE

"LORD CHUMLEY," AS GIVEN LAST NIGHT, WAS A GREAT SUCCESS.

It Detracted in No Respect From the Excellent Promise the Earlier Programmes in the Y. M. C. A. Course Have Held Out.

Lord George Chumley and his friends and enemies last evening lived in imagination on the platform of the People's church, where they were all cleverly impersonated by Leland T. Powers. The entertainment was given under the auspices of the Young Men's Christian association and the church was filled.

For two and a half hours Mr. Powers held the attention of his audience as he changed from character to character, yet gave to each a distinct personality. His occasional explanatory remarks were made so deftly that they were hardly noticed.

There were many in the audience who had seen Lord Chumley played by Sothern, the creator of the part, and they were among the most enthusiastic in praise of his performance.

It needed no scenery nor more than one actor during the performance to bring the action of the play vividly before the audience. The love scene in the first act between Chumley and Lady Eleanor Butterworth was as vivid as though two persons were on the stage surrounded with all the usual accessories. The unctuous humor of the scene, the droll, matter-of-fact, mechanical proposal by Chumley and the unexpected and embarrassing impetuosity of Lady Eleanor could not have been more perfectly portrayed. From that scene Mr. Powers quickly changed to the interview between Lieut. Butterworth and Le Sarge, in which Le Sarge produces the incriminating letter and threatens to expose Butterworth to his colonel as a thief unless he consents to give his sister to him in marriage.

Three Hundred Dolls Coming.

The international doll collection, which is coming to St. Paul, for the week beginning Dec. 12, attracts much attention all over the county, not only for its mission in aiding children's charities, to which it is devoted, but for its rare and unique dolls, of every description. It attracts old and young, for each of these dolls have an interesting history. These dolls have been obtained at great expense and trouble and they must be seen to give an idea of the collection. There are about 300 dolls in all.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

8.45 A. M.

Soo Line Pacific Coast Limited leaving time, beginning Sunday, Dec. 11th.

THE EXCELLENCE OF SYRUP OF FIGS is due not only to the originality and simplicity of the combination, but also to the care and skill with which it is manufactured by scientific processes known to the CALIFORNIA FIG SYRUP CO. only, and we wish to impress upon all the importance of purchasing the true and original remedy. As the genuine Syrup of Figs is manufactured by the CALIFORNIA FIG SYRUP CO. only, a knowledge of that fact will assist one in avoiding the worthless imitations manufactured by other parties. The high standing of the CALIFORNIA FIG SYRUP CO. with the medical profession, and the satisfaction which the genuine Syrup of Figs has given to millions of families, makes the name of the Company a guaranty of the excellence of its remedy. It is far in advance of all other laxatives, as it acts on the kidneys, liver and bowels without irritating or weakening them, and it does not gripe nor nauseate. In order to get its beneficial effects, please remember the name of the Company—

CALIFORNIA FIG SYRUP CO.
SAN FRANCISCO, Cal.
LOUISVILLE, Ky. NEW YORK, N. Y.

NEWS OF RAILROADS

PRESIDENT HILL SAYS THE COMMERCE OF THE PACIFIC WILL GIVE BUSINESS

TO THE TRANSCONTINENTALS

He Tells a Seattle Newspaper That With the Acquirement of the Philippines the United States Have Practically Cornered the Tobacco Market—Has Not Been Selling N. P. Stock.

President James J. Hill, of the Great Northern Railway company, was interviewed several days ago in Seattle, by a reporter for the Tacoma Ledger, who asked him some very pointed questions, to all of which Mr. Hill returned very pointed and definite answers, calculated to set at rest numberless rumors that have lately been afloat in Wall street and elsewhere.

"Have you any intention of paralleling the Northern Pacific from this city to Portland?" was asked.

"None whatever," the railway magnate replied. "There is already a road, the Northern Pacific, between Seattle and Portland. The business of the state of Washington won't at this time support additional railroad mileage. What it may do in the future is another thing. Anyway, you can say that the Great Northern won't be extended to Portland for two or three years, and possibly not then.

"As for the story that we have purchased the old roadbed extending from the Columbia towards the sound, I have only to say that there is nothing in it other than we have all along owned a one-half interest in the property.

"What's the use," Mr. Hill somewhat animatedly asked, "building railways unless there is business to support them? Of what use would a railroad have been in the Garden of Eden with no one but Adam and Eve and the children to patronize it?

"It is the commerce of the Pacific," Mr. Hill continued, "so greatly increased by the opening up of China and Japan and the acquirement of the Philippines and the Hawaiian islands, that is going to give the big transcontinental railways their business. We can't depend on local business. But within twenty years the commerce of the Pacific will be greater than that of any ocean in the world.

"China, Japan, the Straits Settlements, Australasia and India constitute half the population of the world. These peoples are consumers are not like the savages of Africa and the Indians of this country.

"With the acquirement of the islands we will have practically cornered the tobacco market of the world, and we can pay half of the expenses of the government with the tobacco tax. We are facing new business problems and relegating threadbare issues. The tariff and silver issues are dead. They were buried in the same grave. There they will remain."

"What will be the political issue of the future?"

"I don't know."

Mr. Hill characterized the report that he and J. Pierpont Morgan quarreled regarding Northern Pacific and other affairs as the work of stock exchange jobbers. "There is nothing whatever in the talk," he said. "My relations with Mr. Morgan, business and socially, are pleasant. There has at no time been any friction."

To the question: "Have you been selling Northern Pacific stocks recently?" the Great Northern president replied; "I have recently purchased Northern Pacific stock."

"Are you trying to get control of the Northern Pacific?"

The distinguished railroader's countenance lighted up as he answered:

"If we want the Northern Pacific I haven't any doubt about our ability to get it."

"By 'we' you mean the Great Northern?"

"Certainly. But the management of one road of 5,000 or 6,000 miles' length is no small task, and if you should doubt that by the acquirement of the Northern Pacific you see it would be a big undertaking," and with this significant observation Mr. Hill closed the interview.

GREAT WESTERN BOYCOTT.

Mr. Stohr Says Chicago Railway Men Regard It Foolish Spite.

The Western Trunk line committee, when it meets Tuesday, to clear the freight rate situation, may try to effect a compromise between the Santa Fe and the Rock Island in their boycott against the Chicago Great Western. It is not quite certain how the matter will be treated, but it is possible that in the event all lines agree to restore standard rates the cause of dissatisfaction may be removed and pleasant relations between the quarreling lines be re-established.

General Freight Agent P. C. Stohr, of the Chicago Great Western, returned from Chicago yesterday. He said he did not call upon the Santa Fe or the Rock Island officials while there and entered into no negotiations to have their boycott against his road declared off. He said Chicago railway men look upon the boycott as a foolish piece of spite which will not amount to anything. Mr. Stohr also said he did not make arrangements with any lines to take Chicago Great Western's California business. The report that the Missouri Pacific was dissatisfied, he said, was new to him, and he did not believe it. He thought the Missouri Pacific and the Union Pacific would get most of the Chicago Great Western traffic that would have gone to the Santa Fe and the Rock Island had they not declared a boycott.

JAPAN'S NEW TARIFF.

Its Imminent Imposition Causes a Rush in West-Bound Freight.

The new Japanese tariff will become effective Jan. 1. It imposes increased duties upon everything that may be defined as a luxury and upon nearly all commodities manufactured in the United States. In order that advantage might be taken of the present moderate tariff American shippers have lately been rushing their goods to the Pacific coast ports for transportation to the island kingdom before the close of the year. West-bound transcontinental freight trains have been loaded with flour, alcohol, tobacco, cigarettes, pigleed and other important exports, destined for Japan and trans-Pacific liners are now speeding across the ocean with the last cargoes that can gain admission to Japan before the new tariff is enforced.

Several classes of raw material, notably cotton, are excepted from the increase of duties.

SLASH IN RATES.

Soo Line Announces Holiday Fares From St. Paul and Minneapolis.

Excitement was caused in railroad circles yesterday by the announcement that the Canadian Pacific's Soo line had made a great slash in the passenger rates from St. Paul and Minneapolis to points in the East.

The announcement made by the Soo line is that it has decided to put in effect holiday rates from St. Paul and Minneapolis to all Canada, New England and New York points, including Boston, Albany and New York. The round trip rate to New York is $44.50, while the regular one-way rate via the Chicago-St. Paul lines is $31.50. The Soo's round trip rate to Boston is $45 and to Albany $38.50. The new rates are a little less than one and one-half times the regular one-way fares.

Preparing for Christmas Rush.

The Great Northern Express company is preparing to handle the rush of Christmas business which is expected to set in in about five days. The company's present quarters are too limited for it to transact all its business conveniently, so it is erecting, at the foot of Broadway, a large wooden structure, which will be used as an office until the close of the holiday season. The building will be completed by Monday or Tuesday. It is located close to the depot and is convenient of access to everybody.

Remains in the Agency.

The Northern committee met in Chairman Hopkins' office in Minneapolis yesterday and the Great Northern withdrew its notice of withdrawal from the joint agency at South St. Paul. The committee was quite pleased with this action of the Great Northern, for it was feared other lines might follow suit and the joint agency would be thrown upon two or three roads. All the roads now bear their proportion of the expense of maintaining the agency.

Proposed "Gentleman's Agreement."

CHICAGO, Dec. 9.—The highest traffic officials of the Western roads will meet here next Tuesday and endeavor to reach a "gentleman's agreement" upon the restoration of freight rates.

RAILWAY NOTES.

Two "Cotton Belt" road officials were in this city yesterday. They were W. A. Newell, commercial agent, and G. W. Barnhart, assistant general freight agent of the company. Mr. Newell's headquarters are in Chicago and Mr. Barnhart's in St. Louis.

H. H. Kingston, general traffic manager of the Lehigh Valley railroad, passed through this city yesterday, bound East. He has been to the coast, and he went out last night in his private car on the Milwaukee. At Chicago he will transfer to the Grand Trunk railway.

An order has been issued by Superintendent Hastings, of the Burlington to close the general offices in this city at 3 p. m. Saturday, and all the clerks are happy. They have been accustomed to working as late Saturday afternoon as any other day.

Bissell Wilson, district passenger agent at Chicago of the Missouri Pacific railway, and Charles L. Stone, general passenger agent of the Chicago & Eastern Illinois railway, came to this city yesterday and visited their friends in Railway Row and among the general offices. They dined with Cal Stone, general passenger agent of the St. Paul & Duluth.

O. O. Winter, formerly assistant general superintendent of the Great Northern, and at one time with the Norfolk & Western, has been appointed general manager of the Brainerd & Northern. Mr. Winter was connected with the Brainerd & Northern a number of years ago, when it had just started.

Gorman School Alumni.

The alumni of the Gorman school met yesterday afternoon in the school building and elected officers, as follows: President, William Middleton; vice president, William Lahiff; secretary, Edward Anderson; treasurer, Frank Peterson; executive committee, Alice McCully, Delia Phillips, Mildred Moak, John Savage and Lottie Thomas.

The by-laws and constitution were so amended as to call for a semi-annual election of officers, to take place the second Friday of June and December of each year. It was decided to hold two social gatherings during the year, and to observe Gen. W. A. Gorman's birthday, Jan. 12. Capt. Gorman, son of the general, will be invited to attend the exercises.

Haley Is Bankrupt.

Martin J. Haley, a temporary resident of Faribault, and formerly of Farmington, Dakota county, yesterday filed an application in bankruptcy. The petition gives the liabilities as $1,943, and the assets as $1,355, principally consisting of leaseholds, saloon fixtures and outstanding accounts.

Lennon Finds Bondsmen.

John G. Lennon, the Blooming Prairie postmaster, arrested for embezzlement and taken to Winona to await the action of the grand jury, yesterday succeeded in furnishing bail in the sum of $1,000, as fixed by the United States commissioner. The sureties are Capt. S. R. Van Sant and C. Hartley, of Dodge Center, father-in-law of the accused.

To Take Hayford Back.

Chief Schweitzer yesterday received a telegram from the authorities of Portland, Or., stating that an officer with requisition papers was on the way to this city to take George Hayford, alias Henry Clayton, back to Portland to answer the charge of obtaining money under false representation. Hayford was arrested here last Saturday on a telegram from Portland, and has since been held as a fugitive from justice.

Are They Lucky Boys?

Judge Kelly has declined to commit to the state training school Frank Eckberg and Charles Schurstein, two boys, whose cases were certified to the district court from the municipal court. In the first instance, the commitment papers read "state reform school." Judge Kelly says there is no such institution, and referred the matter back to the municipal court. The commitments were returned, regular in form, but Judge Kelly says it is a question if the municipal court can alter its judgments or commitments in such manner, and again declined to commit the boys. Judge Kelly says the judgment of conviction and commitent charges the boys with petty larceny, for which it does not appear that they were even accorded a trial, while other papers in the case, as a matter of fact, show that the boys were charged with incorrigibility.

Judge Kelly holds that if the boys were charged with petty larceny they were entitled to a trial.

Switchman's Fingers Gone.

Timothy Mangam, a switchman in the employ of the Minnesota Transfer company, had his right hand crushed while coupling cars last evening. The three first fingers were so mangled that it was necessary to amputate them. Mangam was taken to his home, 450 Prior avenue, where he was attended by Dr. Henderson. The injured man has a wife and one child.

Nelson Was Asphyxiated.

An autopsy held yesterday on the body of Christ Nelson, who was found unconscious in a room at the Grand Central hotel, Wednesday, showed that Nelson undoubtedly died from asphyxiation, as was at first believed.

Concordia Is Rehearsing.

The Concordia Singing society gave a full dress and orchestra rehearsal of the "Beggar Student" at Mozart hall last night. The rehearsal was very good throughout and a much better performance of the opera is promised for the repetition on Sunday evening at Mozart hall.

Car Struck His Wagon.

Maurice Price, living at 1013 James street, driving for the Twin City Packing company, was hurt yesterday afternoon by being thrown from his wagon in a collision with a Mississippi and West St. Paul street car, at George and Manomin streets. The car struck the wagon as Pierce was driving across the track. The wagon tilted over, throwing the driver to the street. Pierce was injured about the head and back, but was able to take his team home.

8.45 A. M.

Soo Line Pacific Coast Limited leaving time, beginning Sunday, Dec. 11th.

SOLDIERS' HARDSHIPS

Fought and Bled for Their Country and Were Victims of Dread Disease.

MINNEAPOLIS, Minn., Dec. 9.—It has been diers who answered to their country's call and went to the front in the late wars returned home without some disease, brought on by the hardships of camp life and battle. A large percentage of these brave men contracted Rheumatism. But thousands have been cured. Here are two cases of the many in this city:

Capt. H. T. Elliott, U. S. Infantry, retired, 2649 Columbus Avenue, says: "For ten years I have been troubled with Rheumatism, could get no relief. I read of DODD'S KIDNEY PILLS. After taking part of a box, I found relief. Before I commenced to take them I could not cross my legs. Now I am at ease, and can say that I am perfectly cured."

Amos H. Watkins, 422 Hennepin Avenue, states: "I have been troubled for fifteen years with Rheumatism and Kidney Disease, caused by service in the Army. I have suffered great pain and could get nothing that would relieve me until I tried DODD'S KIDNEY PILLS. I must say they have worked a miracle on me. All pains have left me. I have taken my belt off and feel a well man again."

There is no case of Rheumatism, or any other disease, arising from disordered kidneys, that Dodd's Kidney Pills cannot cure.

THE TRUE STORY

OF THE

Confiding Woman, the Cynical Man and the Bearded Lady.

The scene is a comfortable sitting room. Mr. Lovegood is buried in a book and his wife is scanning the advertisements in the evening paper. Suddenly Mrs. Lovegood says, "Say, dear!" in a voice that makes Mr. Lovegood almost drop his book. "Well, what is it?" he says with a laugh; "another real genuine bargain offer?" "I don't know that you'd call it that," his wife replied. "But yes, you might," she continued, "for it is a bargain offer of free medical advice." "Let's hear all about it, my dear," said her husband. "But you know I'm a little dubious about your bargains. Your 'swans so often turn out to be geese.'" "Well, then, it's an offer by a woman (physician) to give free medical advice by letter, and it says it's better to write to a woman, because a man can't understand a woman, just because he's a man, and it says, too, that it's

just revolting to go to a man physician, anyhow." And Mrs. Lovegood stopped because she was out of breath.

"I bet you," said her husband, "that the advertisement don't say she's a woman physician." "Why, yes, it does," said his wife, as she looked at the advertisement again. "Well, no; I guess it doesn't say she's a physician, but it means the same thing, for it says that 'it is a woman whose experience in treating woman's diseases is greater than that of any living physician, male or female.'" Mr. Lovegood chuckled and said, "That's what I love about you, my dear. You are so ready to believe without question when there's a bargain in view. If you were a little fish, I'd catch you every time with a rubber worm if I put a bargain sign above the hook."

"Oh! do be serious for once," cried Mrs. Lovegood. "Then, to be serious," he replied, "this woman doesn't claim to be a physician. She would claim to be a physician if she could, because she is trying to convey the impression in every other way than by a direct claim that she is a physician. She is not therefore a physician and can never have practiced medicine. Yet, not being a physician, and therefore never having practiced medicine, she claims to have had 'experience in treating woman's diseases greater than any living physician.' Now the question is, since she never practiced medicine, where did she get that experience?"

"Well, that is so," Mrs. Lovegood somewhat reluctantly admitted, "but then she is a woman." "I'm not so sure about that even," said her husband. "It looks to me as if some man was 'working' the women with the 'bearded lady' act."

"Bearded lady act! Do you mean to say that they have dime museum freaks for doctors? Why you must be foolish, or else amazingly prejudiced," cried his wife.

"You are too literal, my dear," said Mr. Lovegood. "What I mean by the 'bearded lady' act is that some man is posing as a woman, writing over a woman's signature or using a woman as a stalking horse, assuming a woman's character to mislead. The 'bearded lady' of the show is always a freak and generally a fraud. The point in this advertisement we are discussing is that you are asked to 'write to a woman,' the implication being that the woman is competent to give and will give you qualified and valuable medical advice. But as it isn't specified that the 'woman' is a physician there's no infraction of the law. The probabilities are that there isn't a qualified doctor around the place, and the whole so-called 'medical correspondence' is done by a lot of girl clerks."

"Oh!" Mrs. Lovegood interjected, "that's what it means then when they say that 'only women see the correspondence.'"

"Exactly, my dear," continued her husband, "and suppose the woman in the advertisement is a real woman and not the 'bearded lady,' there's your dressmaker, who is also a woman, not to speak of Mrs. Flannigan the cook's mother who is a really excellent woman. If a woman's not a doctor then one woman's as good as another and it's foolish going to a stranger hundreds of miles distant for the sympathy which friends at home can better supply. And as for a man not understanding woman's diseases because he's a man, that is the cheapest sort of claptrap. Who have done the doctoring in the past two thousand years? The men. Where must the modern woman physician go for her knowledge? To schools taught by men and books written by men. If this woman, who claims men don't understand woman's diseases, should ever take to the study of medicine, she'd have to be taught everything she knew by the men who don't know anything according to her opinion. The problem is, how a man who don't know anything about woman's diseases can teach a woman to know everything about them. I give it up."

"Then you wouldn't write," said Mrs. Lovegood, doubtfully.

"Write? What for?" said her husband. "Write to a woman? What's the use of writing to a woman? If you want to write, write to a doctor. The first question in sickness is not a question of sex, but a question of medical ability and qualifications. There's no sex in medicine, anyhow. If you want to write, why not write to a man of medical standing, a specialist like Dr. R. V. Pierce, of Buffalo, N. Y. You know he's a regularly graduated doctor. You know he's a good one and at the head of a great medical institution. You know he's had thirty years' experience, and has, with the aid of his staff of nearly a score of skilled specialists treated more than half a million women, who freely confided in the integrity of the man and the skill of the physician. President Garfield once said of Dr. Pierce: 'He is one of the best men in the world, and he is at the head of one of the best medical institutions in the world.' There's nothing new about this free consultation by letter, my dear. It has been a feature of Dr. Pierce's practice for years, in fact for more than a quarter of a century. Write to him, because you'll get the best advice and no string tied to it, so to speak."

"But," queried Mrs. Lovegood, "do you think, even though Dr. Pierce is a qualified physician and ranks so high as a specialist, he can treat disease by correspondence?"

"I don't see why not," answered Mr. Lovegood. "Medical science is wheeling into line with everything else and dropping the hocus pocus of the middle ages. The 'divinity that hedged in' the priest and physician is a thing of the past. A man is taken for what he is and what he can do. Of course the members of the profession who are not specialists would naturally fight an innovation which took away their patients and their profits. But when a new idea makes for public good it can't be destroyed. They used to say no steamer could be built to cross the Atlantic. She couldn't carry coal enough. One prominent Englishman, then leader in the house of commons, in the heat of a debate declared, 'that if ever any steamer crossed the Atlantic he'd eat it, machinery and all.' I take it that the objections to treatment by correspondence have as little foundation in fact as the objections to the possibility of steamships crossing the Atlantic.

"It reminds me of that story about the man who had been arrested for some offense. He sent for a lawyer, who, when he had heard the story, said: 'Why man alive, they can't arrest you for that!'

"'But,' said the prisoner, 'they've done it.'

"It does not seem any use to argue about the possibility of being treated successfully by correspondence with Dr. Pierce when there are thousands of people to stand up and say 'We have been successfully treated, we have been entirely cured by Dr. Pierce and his staff of specialists.'"

"Then," said his wife, "it doesn't follow that any and everybody could treat successfully by correspondence. It is a movement in advance of ordinary practice, by those specially qualified who have given special study and special effort to some branch of medicine. Is that your idea?"

"Precisely, my dear," Mr. Lovegood answered, preparing to continue his reading. "You have got the whole thing now. It isn't because some one advertises to give medical advice by correspondence that you can necessarily assume the advice will be valuable or helpful. Anybody can make such an offer. It is wise to go behind the promises and the claims made and see if they bear investigation. In Doctor Pierce's case the closer the examination of his claims and record the greater the confidence which he will inspire. Dr. R. V. Pierce is at the head of the Invalids' Hotel and Surgical Institute, at Buffalo, N. Y., a medical and surgical institution, which, in its scientific equipment, its laboratory, its staff of nearly a score of experienced physicians and surgeons and its variety of daily practice, is on a footing with any medical and surgical institute in the country."

And just here the infant heir of the house of Lovegood, voiced a message to "a woman" who was in every way qualified to give him the desired attention, which she promptly did.

Special Excursion to California.

The Chicago Great Western Railway is making arrangements to run a special excursion from St. Paul and Minneapolis to California points on Dec. 13, at very low rates. This excursion will be in the nature of a special party excursion, as ample accommodations will be provided and every effort made to make this trip interesting and comfortable to all. Through first-class tourist car will be used and, while the accommodations are first-class in every respect, the berth rate will be exceedingly low—only $6 from St. Paul or Minneapolis to Los Angeles. Attention is called to the fact that a berth is sufficiently large to comfortably accommodate two persons. The route will be via Kansas City and the A., T. & S. F. railway through Kansas, Colorado, New Mexico and Arizona, the true winter route to California. No cold snow blockades or high altitudes to mar the pleasure of the trip. Remember the date and call upon J. P. Elmer, City Passenger Agent, Fifth and Robert streets, St. Paul, or R. W. Thompson, City Passenger Agent, Nicollet avenue and Fifth street, Minneapolis, for further information.

THROUGH CARS TO CALIFORNIA.

Quick Time—Best Service.

Tourist car running through to Los Angeles leaves Twin Cities every Thursday via "The North-Western Line"—C., St. P., M. & O. Ry.—the Pioneer through car line from the Twin Cities to California, making the following fast time:

Leace Minneapolis 7:10 p. m., St. Paul 7:45 p. m. Thursday, arrive Ogden 1:40 a. m. Sunday, San Francisco 9:45 a. m. Monday, Los Angeles 7:30 a. m. Tuesday.

For tickets at lowest rates and other information call at 413 Nicollet avenue, Minneapolis, and 395 Robert street, St. Paul, or address T. W. Teasdale, general passenger agent, St. Paul.

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8.45 A. M.

Soo Line Pacific Coast Limited leaving time, beginning Sunday, Dec. 11th.

Winter Tours.

The Chicago Great Western Ry. has on sale round trip Winter Tourist tickets at very low rates, to all principal winter resorts in California, Florida, Arizona, Old and New Mexico, Cuba, Louisiana, Virginia, North and South Carolina, Georgia, Alabama, Mississippi, Arkansas and Texas. These tickets are good returning until May 31, 1899. The service of the Chicago Great Western is unsurpassed. All trains are steam heated, gas lighted and have the new wide vestibules. Open and compartment Sleeping Cars, Buffet Cars and Dining Cars, "a la carte." For rates, time tables and further information, call on any Agent "Maple Leaf Route," or address F. H. Lord, General Pass. & Ticket Agent, 113 Adams St., Chicago.

THE GREAT WESTERN LIMITED

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The finest train between the Twin Cities and Chicago leaves St. Paul daily at 8:10 p. m., carries free reclining chair cars, open and compartment sleeping cars, buffet cars, and dining cars serving meals "a la carte." The finest and fastest train between St. Paul, Minneapolis and Chicago. Try it.

The Balmy South.

Winter tourist tickets on sale at St. Paul and Minneapolis offices of the Chicago, Milwaukee & St. Paul Railway, as follows:

Augusta, Ga., and return	$56.30
Savannah, Ga., and return	60.40
Thomasville, Ga., and return	60.40
Jacksonville, Fla., and return	63.40
Pensacola, Fla., and return	50.60
St. Augustine, Fla., and return	66.30
Mobile, Ala., and return	48.50
New Orleans, La., and return	53.40
Galveston, Tex., and return	55.00
San Antonio, Tex., and return	54.45

Cheap rates, both one way and round trip, to all California points.

For details call at City Ticket Office, 365 Robert street, or address J. T. Conley, Assistant General Passenger Agent, St. Paul, Minn.

8.45 A. M.

Soo Line Pacific Coast Limited leaving time, beginning Sunday, Dec. 11th.