CURED OF DRINKING.

A Woman's Secret Method Whereby She Cured Her Husband Who Was a Terrible Drunkard.

Mixed a Remedy in His Coffee and Food and Cured Him Without His Help or Knowledge.

It takes a woman to overcome obstacles. Mrs. Chas. W. Harry, 920 York St., Newport, Ky., had for years patiently borne the disgrace, suffering, misery and privation due to her husband's drinking habits.

MRS. CHAS. W. HARRY.

Learning there was a cure for drunkenness which she could give her husband secretly, she decided to try it. She mixed it in his food and coffee, and as the remedy is odorless and tasteless he never knew what it was that so quickly relieved the craving for liquor. He soon began to pick up in flesh, his appetite for solid food returned, he stuck to his work regularly and they now have a happy home. Mr. Harry was told about his wife's experiment, and he gives her the credit of having restored him to his senses. It is certainly a remarkable remedy, cures a man without his effort, does him no harm and causes him no suffering whatever.

Dr. Haines, the discoverer, will send a sample of this grand remedy free to all who will write for it. Enough of the remedy is mailed free to show how it is used in tea, coffee or food and that it will cure the dreaded habit quietly and permanently. Send your name and address to Dr. J. W. Haines, 1178 Glenn Building, Cincinnati, Ohio, and he will mail a free sample of the remedy to you, securely sealed in a plain wrapper; also full directions how to use it, books and testimonials from hundreds who have been cured, and everything needed to aid you in saving those near and dear to you from a life of degradation and ultimate poverty and disgrace.

Send for a free trial today. It will brighten the rest of your life.

THAT DEWEY CANNON.

Three Oaks Wants to Keep It, but Not by Trickery.

THREE OAKS, Mich., Nov. 18.—"The statements that are being published to the effect thta if Three Oaks is not to have the Dewey cannon, no one else shall have it, for it will be spirited away at the very first alarm and secretly hidden, is absolutely false in fact and spirit. We are satisfied with Admiral Dewey's title to the cannon. The nation knows how we came by it, and as it possessed but little intrinsic value to the government he had the moral right at least to make it his personal gift to the monument of the martyrs of the Maine, and all who lost their lives in the Spanish-American war. This action on his part makes it valuable as a historic relic, and no one should feel that the government has been defrauded. We believe that the people of the United States will stand by Admiral Dewey in his disposal of it. The Dewey cannon was awarded to our village. It is now in our possession. In equity and justice our title is good. The technicality of it seems to be questioned. We shall plead our cause as earnestly as we can to the public, and await their verdict with interest, and shall appreciate the sympathy and moral support of the citizens of this nation, but we are a law-abiding community, and notwithstanding the priceless value of the trophy, if the United States authorities shall finally decide that the cannon does not honestly belong to us, it shall be delivered over to the government in perfect condition.

—"E. K. Warren,
President of the Village of Three Oaks, Mich."

JIMINEZ IN OFFICE.

Assumes Control of Santo Domingo Government for Political Reasons.

SANTO DOMINGO, Nov. 18.—For political reasons Senor Jiminez, the president-elect, entered upon the government of Santo Domingo today. The cabinet is constituted as follows:

Senor Hernandez, minister of interior.
Dr. Henriquez, minister of exterior.
Senor Gonzolos, minister of finance.
Senor Lonereno, minister of justice.
Senor Vasquez, minister of agriculture.
Senor Deschames, minister of posts and telegraphs.
Senor Drache, minister of war and marine.

The event has caused great animation, though the country is quiet. The political prisoners are in jail awaiting trial.

Special Turkey Dinner 20c
Today at 386 Jackson. Open Sundays.

DEVELOPS BUSINESS

A remarkable feature of the new "BEE LINE" of the EASTERN MINNESOTA to Duluth and West Superior is the surprising way in which the country and towns reached by the road are increasing in business activity. This, however, is always true of new branches of the Great Northern Ry. The new line is truly a "Bee Line." It is the direct line. It is busy as a bee. The hum of commercial prosperity is heard everywhere.

INSULTS TO PUBLIC

SHABBY TREATMENT IS THE RULE IN THE DEPARTMENTS AT WASHINGTON

INSOLENCE UNDER LIVERY

Doorkeepers and Messengers Play the Master With the People Who Pay the Taxes—Great Men in Official Life Easy to See and Courteous in Their Treatment—Flunkies Sometimes Make Mistakes.

WASHINGTON, Nov. 18.—(Special.)—If words were equal to the task, it would give me the greatest pleasure I ever experienced to convey some idea of the insolence of many of our public officials. It is something the majority of people know absolutely nothing about. Neither is it possible for them to comprehend unless they have the actual experience.

I refer to that smug below-stairs impertinence of ignorance in livery. It abounds in Washington. Certain of the great government departments reek with it. More than anywhere else it is to be found in that great building a few steps from the White house known as the state, war and navy building. But when I mention this one I do not except any others. In every government department, and in every branch and bureau and office of each department, there is an abounding surplus of official insolence.

With it, its inevitable complement, is always present an equal quantity of sycophancy. Enter the superior, and—presto—behold the change! Stay and behold it if you can stomach it—for it is a nauseous dose. The recent bully is unlimbered in every joint. The snarl is transferred to an artificial grin. He is as alert to flatter and wheedle as he was a moment before to deal out gratuitous insult.

I am speaking now from the standpoint of the outsider—the non-office holder, the non-politician—the man who may have occasion to go to the departments on business. I speak of something I know all about. And I know much more about it than the president of the United States, any member of the cabinet, or any member of the senate or house. I can tell them all more about it in a minute than they would suspect in all their lives.

I have no idea what might happen if the men who have the power—and also, in this instance the ignorance—should come to comprehend, in ever so small degree, the real condition of affairs. It was my good fortune once to see one little incident which was certainly suggestive. It occurred while I was walking in one of the basement corridors of the capitol building in company with Congressman Mann, of Chicago. We were in search of an obscure committee room and the congressman addressed a question to one of the capitol employes whose business it was to know the location of the committees, and to direct people who had business with them. As it happened this employe failed to recognize the congressman, and supposing he was addressing an ordinary powerless citizen returned an indifferent and insolent answer.

Well, I have seen many angry men, and I have heard much strong language, but I never saw a madder man, or listened to more vigorous oratory in my life. It came right from the heart, and had it been delivered on the floor of the house would have made the speaker famous. It was like a blast from a smelting furnace, and at its conclusion I could imagine I smelled burning flesh and singed hair.

And yet this man's offense was trivial compared with the thousands committed daily.

BIG MEN COURTEOUS.

In following the business of a newspaper writer I have met and been thrown into personal contact with all kinds of people. It has been necessary to see and talk with cabinet officers, influential senators and the so-called "merchant princes." At times it has been necessary to go to these men on errands which could not fail to be offensive and annoying to them. Yet it has been my uniform experience to be met with civility and courtesy, and often kindness. One of the most delicate matters ever intrusted to me was an interview with Vice President Hobart in regard to his reported connection with the coal trust; yet I found less difficulty in securing an audience and more readiness to accommodate than I have many times experienced with some eleventh-rate petty bureau functionary. I have often interviewed Mark Hanna, that notoriously domineering and brutal party owner; yet I can testify that I never have been abused or snubbed at his hands.

The same is true of ex-Secretary Alger. Gen. Miles is never anything but considerate. Secretary Long, of the navy, is notoriously accommodating and civil. President McKinley himself is the model of courtesy.

The man who has real greatness or real strength does not have to be a bully. It is your little great man, your valet in his master's clothes, your incompetent and cowardly imitation, who struts in the feathers of imagined greatness and seeks for an opportunity to show the authority which he has filched, or which, for the time being, has been entrusted to him. It is your doorkeeper, your bum bailiff, your private secretary, your bureau chief, who impersonates insolence. These little satellites, living and revolving in the shadow of greatness, learn to ape the tricks and mannerisms of their superiors, and when they are by nature beneath the position which they hold and are in truth menials, they itch to practice their tricks on others. It is a part of their ignorance that they generally fail to recognize their superiors and are amenable to nothing but a kick.

I hesitate to mention specific instances which I have encountered lest I seem to be moved by some personal animus. Besides, insolence is something which can hardly be described. Stripped of the attendant circumstances, and without the air, the tone of voice, the gesture, the personal mannerism—all impossible to reproduce with accuracy and in detail—the incident may appear trivial. But I cannot forbear a brief account of one of many cases.

OFFICIAL INSOLENCE.

At the office of Admiral G. W. Melville, chief of the bureau of steam engineering, I learned that the only place I could obtain certain information was from Admiral A. S. Crowninshield, chief of the bureau of navigation. The information of which I was in search was of a nature somewhat involved and personal. It would require a few minutes' private conversation to explain what I wanted and to find out what I wanted to know. At the same time it was nothing which the department could have the slightest hesitation in giving out. At the door of Admiral Crowninshield's office I presented my card to the colored messenger who guarded it.

"What do you want?" demanded the messenger, glancing at my card and rising from his seat.

"To see Admiral Crowninshield," I replied.

"What about?" demanded the messenger.

"I want to see the admiral personally on business," I answered.

"Well, what's your business? Tell me your business. Tell me what it's about."

"I want my card taken to the admiral." I persisted. "If he is busy, or can't see me, I will wait, or find when I can see him. All I want you to do is to take in my card."

The manner of the colored man during this dialogue is impossible to describe. If it had not been so exasperating it would have been irresistibly comical. He was throughout the black parody of a martinet. All the airs and authority of his chief, and a vast amount of insolence impossible to describe. Finally, with a great show of impatience, he burst out:

"What's the reason you can't tell me your business? It's a simple question I'm askin', ain't it?"

With which he hastened across the hall to the office of a man named Ward. I do not know what may be his particular rank or title, but he sits at a desk behind a railing with a lot of other clerks and stenographers. To my surprise I found him no better than the colored man. The negro, in presenting my card to Ward, had announced:

"Here's a man who will not tell me his business."

"What do you want?" demanded Ward.

I explained that I wished to see Admiral Crowninshield personally for about three minutes.

"What about?" demanded Ward.

As it was not a matter for his ears or those of the dozen clerks within earshot, I repeated that it was a matter which I could get only from the admiral in person.

Mr. Ward persisted in his demands that I explain my business to him, and when I refused to do so, said the admiral was too busy to be seen, and declined to let my card go to him. Asked when the admiral would be at leisure, he mentioned a time several hours distant, and coupled it with a statement that I "might not be able to see him then."

ADMIRAL HARD TO SEE.

By subsequent inquiry I have learned that my experience was not an uncommon one. Admiral Crowninshield, more than any one else in the government employ, has the reputation of being discourteous and overbearing. In this instance, it seems, his subordinates were simply reflecting and carrying out orders. This may be a serious thing to say, but it rests on ample testimony. If there is a martinet in the service, Crowninshield is he. He bullies his subordinates and they bully the public.

It was Admiral Crowninshield who, when asked recently for a list of officers in command at certain places, the total number not exceeding twenty, replied that the clerks in the department were too busy to supply such information during office hours, but the information could be had by paying a certain employe for his trouble in furnishing the information out of office hours. This proposition was made in writing to Otto Carmichael, correspondent of the Minneapolis Times.

This, however, is merely a sidelight on the character of this particular bureau autocrat, and is valuable as explaining in part the reason for the impertinence of his subordinates.

There are some petty officials in the departments who have been in their places so long that they have apparently grown into the habit of thinking that the department was made for their sole personal gratification. They recognize no public claims upon them, and although supported by public moneys raised by taxes, will not even submit to the inconvenience of an interview. Prof. S. P. Langley, keeper of the Smithsonian institute, is an example of this kind. Time and again I have sent my card to this gentleman, and as many times have been refused admittance. In this case I have even gone so far as to write to him, asking an appointment at any time when it might be convenient to him; but the reply from his secretary alleged great pressure of business, and refused to make an appointment.

No article on the subject of insolence would be complete without some mention of John Addison Porter, secretary to the president. In speaking of this case, I can do so without fear of personal prejudice, as I have received more courteous treatment than the majority of people who have been thrown in contact with him. At the same time I do not know where there can be found a single person to deny that Mr. Porter is the most ineffable snob that ever walked in shoe leather. At times he is grotesquely insolent. He does not seem to know even the rudiments of human nature, and in his mad scramble to prostrate himself before power, he is forever bumping up against the wrong thing. A man who is supposed to be poor turns out to be rich, or vice versa, and it becomes necessary to do a quick and undignified side step. The result is that he has trod on more toes than any other man connected with the administration; and the president has finally had to intervene and make the office of secretary an honorary one, transferring the duties to another man.

But attempts at specifications cannot fail to belittle a subject which is too large for a bill of particulars. If space and time permitted it would be pertinent to allude to that great class of agents, or go-betweens who infest all the great departments of the government, and whose function it is to act as buffer between commercial enterprise and official insolence. It is the business of these individuals to dance attendance upon martinets, to relieve the itching palm, to return smiles for insults, and by all means to get business. And they do it. And they are paid the highest prices in the market. And the consequence is embalmed beef, Eagans, and an ever present odor of unventilated corruption.

But there is an unpaid public which is unfortunately compelled at times to go against the great "departments of government." These "common citizens" have heard somewhere the tradition that the people who worked in these places and held these offices were their servants. They may even have taken a pride in the fact that a portion of the taxes which they have paid went to the erection of these magnificent buildings and the furnishing of these sumptuous offices; not to mention the payment of sumptuous salaries. It is pretty certain, therefore, to come to them as something of a shock to discover that the supposed servant has usurped the airs and authority of master. Left for a brief time in charge of the house, "Jeemes" Crowninshield has left the kitchen and the pantry, where he belongs, and is lolling about in the drawing-room, bursting his small clothes with the inflated conception of his dignity, the travesty of a gentleman.

It is a shock to be insulted by your butler, but the shock is nothing to the smothered rage which all gentlemen must feel, and which thousands of citizens are daily made to feel, that in their individual capacity they are powerless to administer a violent kick to the one place in Jeemes' anatomy through which he can be reached.

Quality amounts to little—unless prices be fair.
Low prices are not bargains—unless quality is there.

If you are on the alert for a bargain in boys' clothes don't fail to follow up this announcement.

It's an "occasion" as the French put it, and you'll appreciate our offer if you are posted on the ordinary prices for this class of goods.

Brownie Suits, $1.95.
Knee-Pant Suits, $1.95.
Storm Collar Reefers, $1.95.
Boys' Sailor Suits, $3.50.
Young Men's Suits, $4.00.

THE PLYMOUTH

Seventh and Robert.

BIG PARTY OF C., B. & Q.

BURLINGTON PASSENGER DEPARTMENT MEN ON A TRIP OF EDUCATION

ARE INSPECTING THEIR LINE

Seeking to Familiarize Themselves With Terminals, Facilities, Routes and Connections of Their Road—Leave for Montana to Return Via Billings and Omaha—President Mellen Interviewed.

Representatives of the passenger department from all the principal points on the line of the Chicago, Burlington & Quincy arrived in St. Paul yesterday morning in special cars attached to the regular west-bound night express from Chicago. The visiting agents are en route West on an inspection trip.

The agents were met at the union station by the officers of the general office in St. Paul, and the morning was spent in viewing the points in the cities of most interest to railroad men. The Burlington officials are making their trip for the purpose of affording an opportunity to those not acquainted with conditions in the cities and West, a chance to become familiar with the terminals, facilities and routes of the different lines centering in St. Paul and Minneapolis. This is considered important in view of the fact that agents at outlying points have frequent calls to route through business over foreign lines in the Northwest.

The morning was spent in St. Paul. The Burlington officials were the guests of the city railroad men and visited the different general offices and inspected the facilities and methods of the union station yards. At 11 o'clock they took street cars for Minneapolis, taking luncheon at the West hotel. An inspection of terminals and yards in Minneapolis occupied the greater part of the afternoon, after which the visiting agents were taken about the city for a drive. Returning to St. Paul, dinner was served at the Ryan hotel and during the early part of the evening the Burlington agents were given an opportunity to renew acquaintances with the St. Paul passenger men. There was no set plan of entertainment, and after 8 o'clock most of the visitors adjourned to the Metropolitan to see the minstrel show.

The party left St. Paul last night, their cars being attached to the night coast train of the Northern Pacific. They go direct to Helena, from there to Anaconda and Butte, either by way of Garrison or Logan, afterwards returning east to Billings, where they will regain their own line. From Billings a trip will be made east on the Burlington to Edgemont, where the party will stop for a side trip up over the Black Hills branch. From there they will leave for Omaha direct and from Omaha to Chicago.

The trip back to Chicago from Omaha will be made in daylight, for the purpose of giving the agents a chance to inspect improvements which have been made during the past year and a half, costing nearly $3,000,000. After arriving in Chicago, the members of the party will return to their individual posts. Those who spent the day in the cities were:

P. S. Eustis, general passenger agent, Chicago, Ill.
H. R. Houghton, traveling passenger agent, Boston, Mass.
Harry E. Heller, district freight and passenger agent, Philadelphia, Pa.
C. D. Hakerman, traveling passenger agent, Pittsburg, Pa.
E. A. Abbott, chief clerk passenger department, Chicago, Ill.
William M. Shaw, district passenger agent, Cincinnati, O.
F. P. Wyne, traveling passenger agent, Chicago, Ill.
J. G. Delaplaine, city passenger agent, St. Louis, Mo.
F. E. Bell, city passenger agent, Chicago, Ill.
T. L. Birkett, city passenger agent, Peoria, Ill.
J. M. Bechtel, district freight and passenger agent, Burlington, Io.
A. S. Crawford, traveling passenger agent, Galesburg, Ill.
W. J. Davenport, assistant district freight and passenger agent, Council Bluffs, Io.
J. R. Griffitts, advertising agent, Chicago, Ill.
W. D. Cornell, traveling passenger agent, Philadelphia, Pa.
W. J. Berger, ticket agent, New York.
A. J. Spurr, traveling passenger agent, Chicago, Ill.
F. H. Ellis, traveling passenger agent, Aurora, Ill.
W. J. O'Meara, New England passenger agent, Boston, Mass.
H. S. Jones, traveling passenger agent, Omaha, Neb.
E. L. Wright, traveling passenger agent, Peoria, Ill.

From St. Paul the party were accompanied by E. Valentine, chief clerk in the passenger department, general offices, and A. L. Eidemiller, traveling passenger agent. J. F. McElroy, city ticket agent from Minneapolis, also went West with the visitors.

TALKS IN NEW YORK.

President Mellen Discusses His Road and Its Condition.

NEW YORK, Nov. 18.—President Mellen, of the Northern Pacific, is still in New York, conferring with the directors of the road. A number of important matters are up for consideration. In an interview here Mr. Mellen made his first direct statement concerning the negotiations for the transfer of the Central of Washington. He said:

"There have been negotiations between the Northern Pacific and Great Northern with reference to the Washington Central. We would be pleased to turn over this line to the Great Northern if we got another in exchange, but we do not care to sell it for cash. Whether any deal will be perfected no one can say. It is not a burning question with either road.

"There is a good deal of talk here about a transcontinental rate war. I have just completed a trip over the line in the West and heard nothing about a rate war until I got here. It certainly cannot amount to much. General Traffic Manager Hannaford has not considered the matter important enough to call my attention to it.

"Rate conditions in the West are in good shape. No railroad is going into receiver's hands on account of any slight differences that may exist over colonist rates.

"A matter that does give us a good deal of concern is the labor famine. The farmers and the railroads have suffered a great deal on this account. There are plenty of laborers in New York doing nothing who do not want to do anything but stand around and talk about it. We have sufficient supply of skilled employes, but are sadly short of day laborers. A great deal of improvement work has been suspended on this account.

"Labor in the West feels that it is entitled to get a little more while this prosperity lasts. We have advanced wages to about the schedules in effect before the depression. Should we make any further advance, we would have the highest schedules ever in effect. There is no dissatisfaction on our line to speak of, nor are we afraid of any. We have a superior class of employes. They give us excellent service and we try to take care of them as well as we can.

"Business conditions throughout the entire West continue at their very best. I feel confident that had we had sufficient equipment we could have earned $500,000 more the first four months of this fiscal year. Car shortage on our line is not altogether due to the business boom. The car shortage at this time, however, is worse than usual, and I have no doubt that many industries along our line have suffered in consequence. The most of the business that we seem to have lost has been merely deferred.

"The farmers in the West are spending money freely. The best possible evidence of this is the great increase in our passenger receipts. All our increase this month has been made by the passenger department. In fact, the freight department has fallen off a little.

"The retirement of our sixes will reduce the company's fixed charges about $270,000 a year. We are glad to get rid of this debt."

RUNNING TIME TO CHICAGO.

No Chance for It to Be Reduced for Awhile.

There is at present little probability that time between the cities and Chicago will be reduced with the opening of the spring season and its consequent increase of business. During the summer it was rumored in various quarters that the strong lines were preparing for a considerable change in schedules on which to base the fight for business next year. That this is unlikely, is the conclusion of a St. Paul railroad man who has carefully studied the conditions existing between St. Paul and Chicago. His opinion is borne out by statements secured from a number of railroad officials.

Six years ago the Wisconsin Central issued an ultimatum to the other Chicago roads to the effect that thirteen hours and a half should be the running time, St. Paul to Chicago. Strange as it may seem, since that time, no road has attempted to make any considerable lessening in their running time. In the course of business it was found to be advantageous to run mail trains on a faster schedule, and the Wisconsin Central said ten hours. Mail trains were accordingly put on, making the run in the time indicated by the weak line. An edict was issued that mail trains should not carry sleeping cars and this was also implicitly obeyed. At present there is not a fast mail out of St. Paul with sleeping car accommodations.

The reason for this peculiar condition, giving the weak lines power to absolutely control the schedules of their lines, is given by the official referred to. Speaking of the situation he said yesterday:

"There is no reason why a passenger train could not be sent out of St. Paul reaching Chicago in ten hours, or even considerably less. So far as the problem of operating such a train is concerned, there is no insurmountable obstacle. Better road beds would be required and a large number of costly improvements would be necessary, but it could be done.

"The only reason the Milwaukee, Omaha, Burlington and other lines have not taken this step is because the Wisconsin Central would not allow it. They issued notice that if shorter time was made, they would retaliate with lower rates and there you are.

"Any railroad man will tell you that this fact alone prevents a shorter Chicago schedule. Retaliation with cut rates is a weapon which the strong lines cannot face, since it cuts off their profits and does not harm the weak lines in least. During the 'late unpleasantness' over Chicago rates, a Great Western official told me that his line was contented with the condition of business, was carrying more passengers and making more money. At the same time, the Omaha and Milwaukee were loosing their dollars daily and the cuts were costing them heavily.

"It is a paradoxical situation when a weak line can dictate to a strong one, but that is the condition which every road operating in competition between certain points has to face. The only reason the New York Central ever bought the West Shore was because they wished to eliminate the opposition to shorter schedules to New York and to Chicago. Moreover, they could not make a cut in time until they had bought up the line having power to dictate.

"I have heard it said lately that the Great Northern would cut time to Duluth with its new cut-off which saves them thirty miles. The same conditions apply and there will be no cut, because the weakest road between the cities and the head of the lakes will have power to dictate time schedules to the rest and preserve an equality between the competitors. No road is able to make a cut without the consent of its competitors."

FOUND GUILTY.

Kansas City Banker Convicted of Misappropriating Funds.

KANSAS CITY, Nov. 18.—David Reiger, former president of the Missouri National bank, which failed in November, 1898, owing depositors over $1,500,000, was today found guilty of misapplying the funds of the bank. Former Cashier Robert D. Covington, indicted jointly with Reiger, was acquitted. Reiger is now in business at Springfield, Ill., and Covington at Chicago.

STREET RAILWAY RIGHTS.

Wisconsin Judge Makes an Interesting Ruling.

NEENAH, Wis., Nov. 18.—Judge John Goodland has rendered a decision at Appleton that electric railway companies are not responsible nor liable for accidents which arise from collision with poles which are maintained in the streets under a franchise granted by the cities.

The decision was in the case of W. F. Ketcham, of this city, against the Fox River Valley Electric Railway company. Ketcham was injured in a runaway by being thrown against a street railway pole, and brought suit for damages.

If you want a fur coat see G. F. George, Furrier, 327 St. Peter.

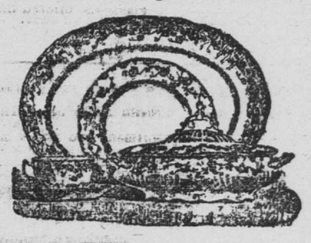
THANKSGIVING OPPORTUNITIES

Have arrived for another year. Most of us have more to be thankful for this year than ever before. Why not show your appreciation by making your home more attractive. Of course you will have friends to Thanksgiving dinner, and you will want your home to look as bright and cheerful as possible. We offer you every opportunity. Our immense stock, low prices and easy terms are all at your disposal. All our goods are marked in plain figures. We are strictly one price to all and charge no interest.

Dinner Sets,

Carving Sets, Silverware, Roasting Pans, Glassware,

In fact every article needed for your Thanksgiving dinner can be found here in great variety. We have some exceedingly handsome English Porcelain Dinner Sets, 100 pieces, only..... **$6.50**



Dining Room Furniture

is one of the departments of which we are justly proud. We have a grand display of Extension Tables of all grades, in both square and round tops. Our Sideboards and China Closets are designed and finished to match the Tables. Our assortment of Diners includes everything from the lowest priced article up to the finest leather upholstered box seats. We have a special bargain this week in a solid oak round top Extension Table, worth $20.00, special price **$13.50**

OUR PLAN: PAY AS YOU CAN.

ST. PAUL'S MAMMOTH EASY PAYMENT HOUSE
NORTH STAR HOUSE FURNISHING CO
BUCK'S STOVES & RANGES
434-436 WABASHA ST. - ST. PAUL.

OUR PLAN: PAY AS YOU CAN.

Dr. Sanden's Electric Belt Not a Cheap Toy

BUT A GENUINE ELECTRO-GALVANIC BATTERY THAT NEVER FAILS TO CURE.

Testimonial.

F. 2099 6-18-99 5M

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.

OFFICE OF COMMERCIAL AGENT.
413 NICOLLET AVENUE.

H. M. PEARCE.
GENERAL FREIGHT AGENT, ST. PAUL, MINN.
M. E. TRUMER,
COMMERCIAL AGENT, MINNEAPOLIS.

Minneapolis, Minn. Oct. 25th, 1899

Doctor Sanden,
City.

Dear Sir:-

Some six years ago I was laid up for five months with malaria fever, spending a month of the time at the Sanatarium at Hudson, Wis., where electricity was applied daily to strengthen me. After I got well enough to get around I was left without the use of my left shoulder, and every time I contracted the least cold it would turn into rheumatism. My left shoulder being the weakest spot in my body, it would invariably settle there. This went on for two or three years, with increased pain every time I was taken with this trouble.

One day I mentioned the matter to a friend, who recommended Dr. Sanden's Electric Belt. Remembering what electricity did for me at the sanatarium, I thought I would give your electric belt a trial and after using it for thirty days I was permanently cured of the above mentioned trouble. I have been well and strong ever since and would not take $500.00 for my electric belt if I could not get another one. Too much cannot be said in favor of this electric belt.

Yours truly,
M E Trumer

Those who have given Dr. Sanden's Belt a fair trial would not be without it for any amount of money. Call and see it or send for Dr. Sanden's Book, telling you why and how the Belt cures without the aid of medicine. The Book is FREE.

DR. SANDEN ELECTRIC CO

Office Hours—8 a. m. to 6 p. m.
Sunday—10 to 12 noon.

408 Nicollet Av., Minneapolis, Minn.