

SARAH BERNHARDT

Known Throughout the World, Pays Tribute to Duffy's Pure Malt Whiskey.



I take great pleasure in assuring you that I find that your Pure Malt Whiskey is a most admirable recuperative when the least bit fatigued. I know of nothing so perfect nor so pure.

SARAH BERNHARDT. Thousands of prominent men and women who are under a constant strain mentally and physically like mine. Bernhardt have been kept well and strong by Duffy's Pure Malt Whiskey, which keeps the old young and vigorous.

DUFFY'S PURE MALT WHISKEY has carried the blessing of health to more homes during the past fifty years than all other medicines combined. It cures constipation, nervousness and indigestion; stimulates the blood, tones up the heart, and is a boon to women during their periods; it always all pain and eases the disease commonly known among women as female weakness. It has saved many young girls from the critical period changing from girlhood to womanhood.

Duffy's Pure Malt Whiskey is absolute pure—it contains no fusel oil. All druggists and grocers. It is a bottle. Beware of cheap substitutes, put in reliable dealers in bottles that look like "Duffy's." Whenever you see a dealer's name on bogus goods beware of that dealer, he would not hesitate to sell you impure drugs, as he is wholly dishonest. Medical booklet sent free to anyone who writes, Duffy Malt Whiskey Co., Rochester, N. Y.

IN RAILROAD WORLD

RUMOR IS RIFE THAT MILWAUKEE WILL GET THE GREAT WESTERN

N. P.'S REMARKABLE SHOWING

Increase in Gross Earnings for October of 20 Per Cent Over Last Year—Railroad Notes.

Despite President Harding's denial, the rumor to the effect that the Milwaukee wants to buy the Great Western continues to gain credence, and there is a prevalent belief throughout the East that such a deal is but a matter of time. It is said that the North-Western also wants the Great Western, and the prevailing opinion is that the Great Western will be absorbed by the Milwaukee and North-Western in common, the latter using it as a connection to Kansas City, and the Milwaukee as a relief route to Chicago.

The Milwaukee is preparing to bid heavily for Northwest traffic, and has under way several lines directly connecting Chicago with the Dakota wheat fields. The Milwaukee is constructing a line from Mankato to connect with its line at Farmington.

Another line is contemplated which will connect the Mankato-Farmington line with the main line of the Hastings and Dakota division, somewhere between Bird Island and Hester. Such a line would give the Milwaukee a remarkably straight road, directly into Chicago, from the South Dakota wheat district. The line would follow the Minnesota river from Ottawa to St. Peter, thence to a junction with the Hastings & Dakota. A surveying crew has already traversed the territory interested.

COLD CAME TOO SOON.

Causes Considerable Trouble on Ore Carrying Roads.

If freezing weather continues the Missabe company will experience considerable trouble in unloading iron ore into the boats at the docks. The same will be true of the Eastern Minnesota company at its docks at Alton. The ore shipping season is nearly at the close, but an attempt will be made to ship ore right up to the last moment, as in former seasons.

It was reported yesterday that the Missabe company has every available car filled with ore and that the side tracks are piled up with cars at nearly every sidetrack between Proctor and the mines. The ore has already commenced to freeze in the cars and has necessitated more labor at the docks to punch it out of the cars into the pockets. Should there be another cold snap for a day or two the company will have to steam the ore in the cars to get it into the pockets, and steam it in the pockets to get it into the boats. This process has been resorted to in previous seasons.

RUSSIA'S GREAT RAILROAD.

Temporary Traffic Is Now Possible Across Siberia.

ST. PETERSBURG, Nov. 9.—Replying to a congratulatory telegram from the finance minister, M. De Witte, announcing the completion of the Siberian railway, the czar telegraphed as follows: "I thank you sincerely for your joyful communication. I congratulate you on the completion within so short a time and amid incredible difficulties of one of the great railway undertakings of the world."

SPARKS FROM THE RAILS.

The Milwaukee has succeeded in lifting the freight blockades which are crippling the route through the past two or three weeks. Fast freight lines have been notified that the road is once more in position to handle the business. The blockade was caused by a lack of boats at Milwaukee, into which to load the contents of several hundred cars which were awaiting the boats at the docks.

Through Tourist Cars.

The old familiar way—tried and proven. See Minneapolis & St. Louis Agents for lowest rates to California.

seasons and is said to be a costly one. So many men have been discharged from the ore crews on the Missabe road as the shipments have been decreased, or have quit to accept other jobs, that when freezing weather struck the head of the lakes the company was caught short-handed. Yesterday, it is said, the entire force at the Missabe shops at Proctorville were taken out to punch ore from the cars into the pockets at the docks.

RUNS ARE LENGTHENED.

Conductors Cover Greater Distances Than Formerly.

As the speed of trains is accelerated by train and Pullman conductors are lengthened. The conductors on the Rock Island and fast mail from Chicago to Des Moines, run 33 miles. Returning the next morning they lay over one and a half days in Chicago before going out again. On the Union Pacific conductors on the overland and limited mail train run from Omaha to Cheyenne and from Cheyenne to Ogden, 513 and 514 miles, respectively. The time on the road is, however, less than years ago, when the runs were below 300 miles in length.

The distance covered by the Pullman conductors is vastly greater than those by train conductors. From Chicago to Denver is 1,041 miles. Pullman car conductors consider this a short run. The men in charge of the sleeping cars on the North-Western and Union Pacific accompany their cars from Chicago to Portland, Or.

It takes nine days to make the round trip of nearly 4,000 miles, and they make about two and a half trips per month. On the Atchafalaya the Pullman conductors run from Chicago to San Francisco, and on the Canadian Pacific they remain with their cars across the continent, from Portland, Me., to Vancouver and Victoria, which requires nearly six days. On the Illinois Central they run from Sioux City to New Orleans.

N. P. SHOWS GREAT GAIN.

Gross Earnings for October Are Over Four and a Half Millions.

The Northern Pacific reports gross earnings for the month of October in the amount of \$4,564,000, an increase of \$1,000,000 over the same time last year, an increase of over 20 per cent. Net earnings are expected to show almost an equal proportion of increase.

In the four months of the new fiscal year the increase in gross earnings is about \$3,000,000. This is larger than the total increase for the entire fiscal year previously by nearly \$500,000. It is predicted that the increase for the present fiscal year will be over \$3,000,000. The gross earnings for the month of October were: First week \$821,000; second week \$815,500; third week \$1,023,413; fourth week \$904,087.

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MILWAUKEE

MORE CARS NEEDED

SERIOUS DELAYS CAUSING TROUBLE AND MAY RESULT IN BIG LOSSES

IMPOSSIBLE TO FILL ORDERS

Today's Shortage in Minneapolis Amounts to Fifteen Hundred Cars—No Relief in Sight.

If present conditions continue, the car famine proposition is destined to assume serious proportions in Minneapolis. The Globe is called on the different roads entering Minneapolis yesterday, and they all had the same story to tell. They all admit that they don't know what they will do if things keep up. The various shippers have made contracts, agreeing to deliver goods in certain specified time, and they are not able to comply with their contracts, because they cannot get cars; the roads are not able to furnish cars, and the parties in the East threaten to sue for damages if goods are not delivered as per contract.

The roads, of course, get all the blame, because cars are not furnished and the lives of the representatives, these days, are not one continuous round of pleasure. While they are in their offices they are being continually called to the telephones to answer the whys and the wherefores of not furnishing cars, and why they have not done as they agreed. When they are out on the street, they are continually being called down by shippers for their neglect in not being able to furnish cars.

Shippers have got into such desperate straits for cars, that they have at various times loaded cars for points that could not possibly be reached in the time which they had to go; in these cases, of course, they had to be transferred, and this always causes hard feelings, as the shippers would insist that the road haul the car regardless of whether it belonged to them or not. This, of course, cannot be done except they get permission from the road that owns the car, and at present time this is an impossibility.

An estimate given by the different roads today shows that they are short on their orders at least 1,500 cars, and this shortage keeps getting larger each day, and the car supply into this market getting less. The business that is being done is very large especially at this time of year when the season of navigation is drawing to a close, as everybody wishes to have it moved on it is out of the question.

All the representatives claim that the situation is getting very serious, and if it is not soon relieved, serious losses will occur either to the consignee or consignee, as it is out of the question for the road to stand in the gap when it is unable to furnish cars.

WORK OF COMMITTEES END.

Everything in Readiness for the Ballot on Monday.

The last and final appeal was made to the members of the Commercial club yesterday, in the form of two circular letters, that were sent out by the committee in charge of the campaign of the rival candidates, Messrs. Paris and Paul, for the presidency.

The agency had as its length what the respective candidates have done for the club, and what they propose to do if elected, and it would seem that they have made no mistake in their selection of the proper party to carry them through one more year of prosperity.

It was removed some time ago that a dark horse was likely to be sprung at the last moment, but this apparently seems without foundation, as nearly every member is working for either one or the other of the avowed candidates. The polls will open promptly at 8 p. m. next Monday evening, and there will be four ballot boxes, which will facilitate the matter of counting when the polls are closed.

Besides the president and other officers of the club, there will be ten directors to elect. The members are urged to come early in order that they may get through with everything as quickly as possible.

PREMIUM COMPANY QUITS.

Subscribers Asked to Send Remittances to Chicago.

There are quite a number of women in Minneapolis who are exercised over the fact that a premium agency with offices in the Century building, has gone out of business here. The women are fearful that they will receive no return for money already invested.

Six of the women met in the building yesterday afternoon, and after holding a conference, decided to report the matter to Superintendent of Police Ames. The agency had as its leader a ladies' journal. Subscribers were to pay 10 cents a week for ninety weeks. The contract read that at the end of sixty weeks a premium could be selected. In the list of premiums were sofas, tables, desks, coal stoves, and the like. Samples

WANDERS FROM HOME.

Herbert Ames, the young son of Superintendent of Police Ames, went astray yesterday afternoon.

The central police station wagon was sent over on a "hurry-up" call, and when the police arrived, found Blain lying on the frozen ground, and the collision on which wheel had been torn from the buggy. Blain, upon being assisted to his feet, was found to have sustained minor bruises. His condition otherwise was such as to make the officers feel warranted in locking him up for drunkenness.

COLLIDED WITH A BUGGY.

Fred Hauser, a cyclist, residing at 255 Ninth street south, collided with a buggy at Park avenue and Tenth street last evening. He was badly bruised, and his wheel demolished. He was taken to his home in the South side patrol wagon.

STOLEN GOODS RECOVERED.

Pawnee, Inspector Price yesterday recovered \$25 worth of jewelry which was stolen two weeks ago from the home of Mrs. Rowley, 1338 Fourth street south. The thief disposed of the goods in a pawnshop.

HERRON STYLE OF WEDDING.

NEW YORK, Nov. 9.—Miss Margaret Herron, sister of Prof. George D. Herron, the socialist agitator, has announced her engagement to marry Dr. Henri Verner Berghall, of Manatee, Me., and the wedding will be conducted on the same plan which made sensational the marriage of Prof. Herron to Miss Carrie Rand. Miss Herron is a firm believer in what she terms "the new and simple form of marriage," which is without the exchange of the usual matrimonial vows, and with none of the ritual or the formulas of the church. She heartily approves the way her brother wedded Miss Rand. Miss Herron said that the man she is to marry is a socialist, a native of Sweden and a practicing physician in Michigan.

MARY WALKER INDISCREET.

WASHINGTON, Nov. 9.—The pension bureau is investigating utterances attributed to Dr. Mary Walker, the ex-army nurse, who has worn masculine attire in recent years, and who is alleged to have called the execution of Caligula, the late President McKinley's assassin, a murder, and the late president himself a murderer, on account of his policy in the Philippines. A special examiner of the pension office is at Oswego, N. Y., investigating the matter, and his report will be kept on file at the bureau, in readiness for submission to congress in case that body should call for it.

ALLOW NO INTERFERENCE.

WASHINGTON, Nov. 9.—The state department in view of the continued reports of insurgent movements across Panama, through its consuls on the isthmus, has taken steps to warn the public that under no conditions must there be interference with free transit across the isthmus.

TOM LONERGAN IS DEAD.

Veteran of the War, in Newspaper Work and as Detective.

NEW YORK, Nov. 9.—Thomas E. Lonergan, who was well known as a detective throughout the country, died today at his home in Brooklyn. He was born in Illinois fifty-seven years ago and served throughout the Civil war in the Nineteenth Illinois volunteers, being mustered out with the rank of major. Going into newspaper work, he was employed on the New York Times, the New York Sun, the Chicago Times, the St. Louis Globe Democrat and other papers. From newspaper work Mr. Lonergan went into the United States secret service, and for many years was in charge of the Western division.

WANT IT ALL.

Disabled Policemen Ask for Full Amount Due Them.

William Dunn, John Ensch, William Daily and Peter Bradley yesterday filed a petition with the Minneapolis Police Department asking for full payment of their pension. The pension is to be paid to the plaintiff.

The complaints allege that the laws of the state provide for the payment of \$1,000 to any member permanently disabled; that plaintiffs were members of the association and were entitled prior to the time the receiver was appointed, and that after deducting other claims the association had not paid them on hand \$25,000 of the fund of the concern.

WILL SOON CLOSE DEAL.

The Home for Bishop Edsall Practically Decided On.

It has been almost definitely settled that the committee appointed some time ago, consisting of P. W. Foreman, chairman, and Messrs. B. E. Smith, J. S. C. Edsall, will take the D. C. Bell residence on Fort Snider.

The property is now owned by the St. Paul Fire and Marine Insurance company, which has offered to sell it for \$120,000. It is expected that the deal will be closed in a few days.

REFUSED A GOOD POSITION.

Cole Younger Would Not Accept a Police Captaincy.

Mayor Ames is certainly unique. Now comes the story that he offered Cole Younger a captaincy on the Minneapolis police force, and Cole, after consulting with his friends, decided that he could not accept the position. Just why this should have been offered to the paroled outlaw is a problem not easily solved. In the first place it is the desire of the state, who has supervision over him, that he should not engage in anything that would give him notoriety, and then again he has had no training in the duties of a police officer.

BOY CAN ATTEND SCHOOL.

Cannot Be Disbarred Because of Misconduct Only.

City Attorney Healey has decided that children cannot be kept from attending school because of misconduct, such as breaking windows or other acts. A boy named Frazier was suspended a year ago from the Washington school for breaking windows in the school building. Recently the matter was brought to the attention of Attorney Healey, who held a hearing on the matter. Frazier was deprived of school privileges, even should he break every glass in the building.

GEORGIA WOULD PROHIBIT DIVORCES.

ATLANTA, Ga., Nov. 9.—A bill was introduced in the lower house of the legislature today prohibiting divorces in Georgia.

WOMAN TAKEN WITH FITS.

Charlotte Ryan, a young woman living at 224 McBoal street, was taken with a fit at Sixth and Smith avenue shortly after 8 o'clock last night. She was carried to the city hospital in the central patrol wagon.

REBEL STRONGHOLD TAKEN.

MANILA, Nov. 9.—Advices from Catbalogan, capital of Samar Island, report that Maj. Waller attacked a force of insurgents occupying a strong position at Section, two three-inch guns being used to shell the rebel stronghold. Throughout the first day the insurgents held the place, but yesterday Maj. Waller renewed the attack, and after a desperate engagement carried the position. Two ma-

VALUABLE IMPROVEMENTS.

Wisconsin Central Terminals Will Soon Be Ready for Use.

The Wisconsin Central terminals on Boom Island, in this city, are rapidly nearing completion. The roundhouse, ice house, coal sheds and water tank are practically completed, the only work remaining unfinished being the filling in and grading of the tracks. It is expected that this will be completed and the terminals placed in readiness for use by the first of December.

Considerable work has also been done on the freight house on Bridge square. The new building, which is a considerable iron work in place. The contractors say that the structure will be completed by the first of December. The estimated cost of the new terminals and freight house is placed at \$2,500,000.

NOMINATIONS ARE MADE.

City Salesmen Will Banquet at Commercial Club.

At a meeting of the Minneapolis City Salesmen Association, held last night, officers for the December election were nominated and the feasibility of holding a good banquet was discussed.

Next Wednesday the annual banquet of the association will take place at the Commercial club. About 200 members, including their wives, have signified their intention to be at the dinner. A grand affair is being planned for the occasion. The nominations made last night were as follows:

President, J. D. Smeltzer and E. W. French; for vice president, William Almors and W. E. Booth; for secretary, George H. H. Kealy; for treasurer, J. H. Kealy and J. H. McIntosh; for trustees, A. B. Huson, J. H. Kealy, R. C. Cornet and B. E. Morris.

STARTING WORK EARLY.

Political Workers Looking for a Successor to Boardman.

The political enemies of County Attorney Boardman have determined to put up a fight against him at the coming year, and are busily engaged just now in scouring the local field for suitable candidates.

Various names have been under consideration, but the favorite suggestion is Victor J. Welch.

For some time certain that Mr. Welch will permit the use of his name as a candidate, but it is known that he has the suggestion in mind.

Mr. Boardman has incurred the displeasure of certain Republicans since he refused to resign his office, and his enemies is a young Fifth ward attorney, who claims that he was promised the position as assistant after Mr. Boardman's election.

PANAMA NOT CAPTURED, BUT TRAFFIC MUST NOT BE IMPEDED.

WASHINGTON, Nov. 9.—The state department yesterday received a message from President Serrano, of the cable company, protesting against the capture of Panama, and saying that his information from that place reports no change in the situation.

The state department, in view of the continued reports of insurgent movements across Panama, through its consuls on the isthmus, has taken steps to warn the public that under no conditions must there be interference with free transit across the isthmus.

WIFE FEARS FOR HIM.

Nothing Heard of Omaha Switchman for Two Months.

The mysterious disappearance of C. A. Dunagan, a railroad switchman, from his home, 407 South Robert street, over two months ago, is causing a great deal of worry to his wife, who fears that harm may have come to him.

Dunagan is a native of Iowa, and was the last seen of him by his family. He worked for the Omaha road.

AROUND THE ISLANDS.

At the Merchants—Julius Peeth and wife, St. Hilaire; W. Lennon Crookston; J. O. Blake, Lansboro; E. L. Olds, St. Cloud; C. A. Phillips, Duluth; A. E. Loewig, Litchfield; J. P. Senick, Jackson; P. M. Allen, Pine City; Andrew Jackson and wife, Alexandria; W. D. Meeker, Binford; C. D. White, R. D. White, Fairbault; Earl R. Davis, Mita.

At the Ryan—Louis Hainth, West Superior; E. A. Schmitt, Duluth; M. M. Peyton, West Superior; George R. Laybourne, Duluth.

At the Windsor—F. W. Nelek and wife, Northfield; M. W. Thompson, Mankato; S. Armstrong, Albert Lea; George Vincent, Duluth; W. A. Sisson, Parkersburg; A. W. Waite, Granite Falls.

At the Metropolitan—Fred Charles, Duluth, Minn.; J. S. Vandiver, St. Peter, Minn.; L. M. Smith, Winona, Minn.; W. A. Proctor, Mankato, Minn.; F. E. Keith, St. James, Minn.; Evan Olson, St. James; L. M. Smith, Winona, Minn.; W. J. McLeod, Slayton, Minn.; D. E. Leek, Ellsworth; W. D. Dulmus, St. Cloud; A. W. Waite, Granite Falls.

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BEWARE OF IMITATORS

Let no one be deceived by ignorant imitators or pretenders who seek to imitate our methods and copy our advertisements. None of them possess our new and original treatment for men, which can only be obtained at our office.



Whatever may be the cause of Varicocele, its injurious effects are well known. It is frequently the result of indiscretion, but may also be caused by blows, falls, strains, excessive horseback riding or excessive dissipation. There is dull, heavy, dragging pain in the back, extending down through the loins; low spirits, weakness of body and brain, nervous debility, partial or complete loss of vigor and often failure of general health.

If you are a victim of this dread disease come to our office and let us explain to you our process of treating it. You will then wonder why we have cured hundreds of cases of Varicocele within the past twelve months. Under our treatment the patient improves from the very beginning. All pain instantly ceases, soreness and swelling quickly subside, the stagnant circulation is rapidly restored to its normal condition, and the dilated veins assume their normal size, strength, and soundness. All indications of the disease and weakness vanish completely and in their stead comes the pride, the power and the pleasure of perfect health and restored vigor.

We also cure to stay cured by our combined Electro-Medical Treatment Nervous Debility, Syphilitic Blood Poison, Stricture, Rupture, Kidney and Urinary Diseases and all the associate diseases and weaknesses of men. Consultation in person or by letter is absolutely Free and Confidential, and we give to each patient a Legal Contract to hold our promises. If you cannot call, write us today.

References—Best Banks and Leading Business Men in the City.

State Electro-Medical Institute,

301 Hennepin Avenue, Minneapolis, Minn.

Office Hours—9 a. m. to 8 p. m. Sundays, 10 a. m. to 12 p. m.

POLITICS TO BE KEPT OUT.

Lincoln Club Has Arranged for a Non-Partisan Meeting.

The Lincoln Republican club has arranged for a non-partisan mass meeting to be held in the senate chamber at the state capitol next Wednesday evening, 8 o'clock for the discussion of taxation and the tax laws. The members of the tax revision committee, Messrs. Childs and Hahn will be present. Addresses will be delivered by United States Marshal Grimshaw on "Fallacies of the Single Tax"; Judge Edwin A. Jaggard on "General Taxation"; Oscar Hallam on "Corporate Taxation"; and Walter Chapin on "Real Estate Mortgage Taxation."

LABOR WAR THREATENED

LEAVES A BITTER FEELING.

DENVER, Col., Nov. 9.—Members of the Order of Railway Conductors and Brotherhood of Railway Trainmen employed on the Denver and Rio Grande railroad, at a meeting in this city this afternoon, acting upon the advice of W. G. Lee, first vice grand master of the trainmen's organization, voted unanimously to stand by the railroad company in the strike declared by the Switchmen's Union of North America.

This action practically ends the strike, so far as the railroad company is concerned, but a fight may ensue in other portions of the country between switchmen and trainmen, and where the switchmen's organization is strong, labor leaders are saying they may retaliate by injuring the trainmen.

California—Via the "Sunshine Route."

If you contemplate a trip to California this fall or winter consult the Chicago, Milwaukee & St. Paul Ry. Beginning Tuesday, Oct. 15th, and every Tuesday thereafter during the season a special excursion will be operated to Los Angeles without change—arriving Los Angeles Saturday morning, four days. The line is via the celebrated C. M. & St. P. "Sunshine Route" to Kansas City, thence over the A. T. & S. F. Ry., making the most popular and scenic route to the South Pacific Coast.

This service includes the "personally conducted feature" west of Missouri River—a special conductor accompanies each car, whose duty it is to carefully look after the wants of each individual passenger.

Write for the cheapest rates and for copy of the "Sunshine" folder, containing full particulars of this famous route. J. T. Conley, Asst. Gen. Pass. Agent, C. M. & St. P. Ry., St. Paul.

Through Tourist Cars.

The old familiar way—tried and proven. See Minneapolis & St. Louis Agents for lowest rates to California.

DIED.

DULUTH, Minn., Nov. 9.—Sabina Dehn, aged sixty-three years, at residence, 408 Arundel street, Duluth, died at 2 o'clock.

HER DOCTOR SAID RIPANS WERE ALL RIGHT.

Angie M. Matthes, who is employed in a cotton mill, aged thirty-five years, living at 530 South Queen street, Lancaster City, Pa., writes: "I write to let you know how well I feel since I have taken Ripans Tablets. They have cured me of dyspepsia and sick headache. I was also troubled with sleepless nights, and everything I ate would not stay in my stomach. I was a sufferer for about three years. I was doctoring all this time and got no relief. A friend of mine advised me to take the Ripans. At first I hesitated and then I asked my physician about them, and he said they were all right and that I should take them. I have been taking them about three months now, I have no trouble with headache now, can go to the table and eat anything that is cooked without getting sick and I intend to keep on with them. I would not do without them. I take a Ripan occasionally, just to keep my stomach in order. If you think this will benefit any other poor sufferer, you can use my name as a testimonial."

Knocked Down by Searcher.

An old man was struck by a wheelman who was riding at a fast rate of speed at Sixth and Seventh streets shortly after 6 o'clock last evening. The wheel was ridden by a young man who did not even stop to see if he hurt the old gentleman. The man was knocked down, but got up and walked away before his name could be ascertained.