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 MINNEAPOLIS, MINN.
 Capital \$500,000.00
 Guaranty Fund \$100,000.00

Interest 2% On Daily Balances.
2 1/2% On Monthly Balances.
3 1/2% On 3 Months Certificates.

Four per cent paid on six months' deposits.
 Title Insurance and Trust Company.
 F. Roach gives the best guarantee on Rumberly bridges, 619 Hennepin avenue.
 Read the want ads. These small ads offer large opportunities. See pages 8 and 9.
 Sweet peas, pansy, nasturtiums and other flowers and lawn grass seed at Mendell's, 87 Sixth street S.
 What is more than a suit case for graduation present? Barnum, the trunk man, has everything of the kind.
 Flour City camp, 630, M. W. A. will hold an important meeting next Monday evening at Main Temple, 241 Nicollet street.
 Subscribe for all magazines, papers, etc., set your binding done at the Century News Store, 3 Third street S., near Hennepin avenue.
 Large assortment neck novelties and shirt waists, also summer gloves. The latest fashions just received. Mrs. Vrooman's, 7 Sixth street S.

INVESTMENTS—Excellent First Mortgages and Municipal Bonds for sale. TERMS—All classes of Trusts carefully administered.

SAFETY DEPOSIT VAULTS

When in Minneapolis Stop at the New Golden West Hotel,
 Opposite Milwaukee Passenger Station
 Washington and Third Ave. So.
 Especially desirable for families and traveling parties. American plan, \$2 to \$2.50 per day; European plan, \$3, \$4 and \$5, with choice restaurant at reasonable prices. Special rates by week and month.

IRON AND WIRE FENCES, BANK AND OFFICE RAILINGS, WINDOW GUARDS, IRON STAIRS, ETC.

Write us your wants and we will send Catalog.
FLOR CITY ORNAMENTAL IRON WORKS,
 Dept. Z. 107 3rd Street S., Minneapolis, Minn.

Zonal POWDER
 DRUGGISTS KILLS DISEASE GERMS

BLACKHEADS
 Pimples, enlarged pores, eruptions, red nose, red, rough, oily skin, barbers' itch, and all affections of the skin and scalp permanently cured at your home. Full information with book free. DEPT. ATOLMIST WOODBURY, 163 State St., cor. Monroe, Chicago.

We Don't Intend to tell you what your wagon, buggy, carriage or automobile needs—but as a vernacular repairer, painter or varnisher, etc., bring it to us and we will take care of it.
THE DOWNHAM CARRIAGE CO.
 216 Sixth Street South.

I must hurry and have Dr. Lenox, Syndicate Arcade, make me a set of his Celebrated Artificial Teeth before the price goes up.

C. P.'s Pacific Division.
 The Canadian Pacific is expanding upwards of \$1,000,000 on the mountain or Pacific coast division this year. It is 450 miles in length and extends from the Pacific to the eastern slope of the Rockies. The company is doing away with all timber structures, substituting steel; filling in where it is possible. Practically all the bridges are now of steel, including that across Stony creek, which is 310 feet in height.

Last chance
 To secure shares of stock on the 150 series in a producing mine.
 15c a share cash; 17c in installments, payable in ten equal payments.
 For further information address **Bobbitt Mines Co.**
 West Hotel Bldg., City.

EYES Examined Free. Artificial Eyes. BEST, OPTICIAN, 409 Nicollet.

BEAVER LINE TO EUROPE
 Shortest Ocean Route, Solid Comfort, Lowest Rates.

SPECIAL VACATION TOUR \$35
 Occupying nearly six weeks; arranged on a most comfortable basis. Choice two-berth staterooms; good hotels; all transportation provided over entire route from Montreal; hotel accommodations provided at the cost of the passenger. Carriage drives, with guides in London and Paris. Inclusive price.
 Prominent professional and business people are now booking. Only a limited number will be accommodated. INVESTIGATE THIS TOUR. For particulars, call on or address C. F. WENHART, Gen'l Mgr., Agent Beaver Line, 311 NICOLLET AVENUE, MINNEAPOLIS, MINN.

YOU'VE TRIED THE REST—NOW GET THE BEST and give Kleansal
 A thorough test. 'Tis a modern soap. Pure, antiseptic and delightful alike for general household purposes and bath. Used in hospitals. Recommended by physicians.
 American Soap & Chemical Co., Minneapolis, Minn.

THE CITY TOWN TALK
 Nagel, the florist, peddles no plants from wagons.
 The Provision company is in the coffee business in full blast.
 Nagel greenhouses, corner Lake and Emerson. Open evenings.
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 A thorough test. 'Tis a modern soap. Pure, antiseptic and delightful alike for general household purposes and bath. Used in hospitals. Recommended by physicians.
 American Soap & Chemical Co., Minneapolis, Minn.

ST. IGNACE-SOO LINE
 Undivided Service Demanded.
 New York Sun Special Service.
 San Francisco, May 25.—A big sensation has been caused among the employees of the Southern Pacific by the following order of President Hays:
 "No employee of the Southern Pacific shall be directed to act as an officer of the company or of any outside corporation, or engage in any outside business, but must give his entire time and attention to the service of the Southern Pacific company."
 It was this order which forced the resignation of Superintendent Wright of the Sacramento division. President Hays' order has created consternation among prominent officers of the Southern Pacific, as most of them are heavily interested in oil.
 G. W. Spends a Million.
 The Chicago Great Western has placed contracts for nearly \$1,000,000 worth of equipment. The American Car and Foundry company will make 1,200 freight cars for the St. Ignace and the Illinois Car company will build an additional 200. Contracts for another 200 freight cars and for 20 freight cabooses will be awarded within a few days.
 Sioux City to Seaboard.
 Sioux City, Iowa, May 25.—Tram arrangements have just been completed between the Great Northern and Canadian Pacific railroads for a thorough seaboard line from Sioux City. The route is over the Great Northern from Sioux City to Minneapolis; 300 line to Sault Ste. Marie and the Canadian Pacific to Montreal and Boston.
 Railroad Notes.
 It was semi-officially reported in Wall street today that the \$500,000 worth of Union Pacific 4 per cent bonds had been sold to a syndicate, presumably Kuhn, Loeb & Co.
 W. L. Knarr, who has long been employed in the general offices of the Northern Pacific, has resigned to accept a position with the China Mutual Steamship company.
 Local agents of the lake and rail line have decided to make a rate from Minneapolis to Lake ports east is supposed to be 14 cents. The prevailing rate has been 23 cents.
 A Great Northern surveying party is engaged at Republic, Wash., and will begin work on the main line of the road. Another party has begun work at Heron's ranch, working north to the Canadian Pacific line.
 Construction crews of the Burlington, Cedar Rapids & Northern are fast nearing the city. Grading is being done within a mile and a half of the city. The road will be made by the company that the road would be running trains out of the city in August is now likely to be realized.

THE PENNSYLVANIA INTERESTED
 It is Believed to Be Figuring on Line to Hudson Bay.
 Special to The Journal.
 Sault Ste. Marie, Mich., May 25.—The project of building an air-line railway from St. Ignace to the Soo, which was recently announced, is much nearer fruition than is generally known. There is little doubt but that it will be ready for traffic within a year from now. That at least is the plan of the promoters, who are Chicagoans, so it is.
 The new road will be known as the Northern Michigan railroad, according to reports, which are believed to be authentic.
 The following are the officers: President, Frank Hamlin; vice-president, B. Boyden; secretary, S. E. Peel. Among the incorporators are Byron Boyden, S. E. Peel, G. W. Cobb, Frank S. Boyden, W. G. Grand, W. R. Botham and Samuel Topf.
 The road will be approximately sixty miles long. The preliminary survey has been made and right of way secured from St. Ignace to Pigeon Point, four miles from the Soo, and the remaining work, it is believed, will be easily accomplished.
 Concerning the construction of the proposed road there is a great deal that does not appear on the surface. For instance, it has been announced that the Pennsylvania system is not at all interested in the line. There is, however, good reason to believe that the Pennsylvania people are in reality the prime movers in the enterprise, for the reason that they control the Grand Rapids & Indiana railway, that the new line would give them direct connection with the Soo. But that is not all. It must be remembered that Philadelphia capital is largely interested in the enterprises directed by E. H. Harriman. In this place, among these is the building of the Algonquin Central railway, which has Hudson Bay for its objective.
 Putting two and two together, it can readily be seen that the Pennsylvania Line is destined to be the connecting link with the Hudson Bay road and that the Pennsylvania system will control the vast transcontinental from the eastern seaboard to the arctic sea.

CREDIT TO SCHOOLS
 Minnesota's Great Educational Exhibit to Be Made at Buffalo.
 All Will Be Housed in the Minnesota Building Now Nearing Completion.
 C. E. Clodey will leave Minneapolis this evening for Buffalo, N. Y., where he will install the Minnesota educational exhibit in the Minnesota building. He will be accompanied by Miss Jess Stevens, the scenic artist of Stanley Hall, who will assist in the exhibit.
 The exhibit which is to show to all the world what giant strides have been made in the state's educational progress will occupy the wall space of the entire Minnesota building, being erected at a cost of \$10,000. The exhibit is to consist of all departments of school work from fifteen or twenty of the leading schools of the state. There will be finely finished products from the manual training schools, the industrial products, specimens of carving, sewing, knitting and weaving work, maps, illustrated lessons and modeling.
 Work in Wood and Iron.
 One of the most attractive features of the exhibit will be in work in wood, iron and steel from the St. Paul Mechanic Arts building. The exhibit will consist of wood, iron and steel lathes. Not less interesting will be similar exhibits from the manual training departments of the four Minnesota schools.
 A remarkable showing is to be made by the state schools for the feeble-minded, for the blind and the deaf and from the state training schools. These four exhibits will be well displayed every day in the afternoon on the second floor.
 The public schools of Duluth will also be well represented with a fine display of manual training work, a specialty being made of wood turning, iron and steel work, 200 square feet of space in the cover of the board of directors.
 The Normal School Exhibit.
 A particularly valuable and instructive section of this miniature Minnesota exhibit will be the photographs from the four state normal schools, giving exterior and interior views of the different buildings, in which the 140 students of the normal women now "teach" their own "pupils." In this striking way will be revealed the state's supply of apparatus developed by pedagogic work and an idea of the state's training for teachers.
 Art Works From Two Cities.
 Perhaps it is not saying too much to concede to the work of the Minneapolis and St. Paul art schools first place in the entire exhibit. The Minneapolis School of Fine Arts will occupy seventy-five square feet of space for its own seventy-five square feet of designs. The St. Paul school will be given the same amount of space for each department. Much of the material which will go to make up these exhibits has been on exhibition before. At the recent Arts and Crafts exhibit in St. Paul some of the work was pronounced by authorities to be the finest ever shown in the city. It will thus attach to them at Buffalo, for there they must be regarded as just representatives of the very highest type of art, for which they stand, not only in the state, but in the vast country tributary to this state.
 Some idea of the exceptionally fine character of the work to be shown in the exhibit may be had from the fact that the Minneapolis exhibition contains several of the prize drawings and paintings recently returned from the big international exhibit in New York city, an account of which has appeared in the Journal a within a week. At New York the Minneapolis offerings were given very high rank, being awarded prizes.

TRANS-SIBERIAN PLANS
 An Official in Conference With E. H. Harriman.
 New York, May 25.—A. Bostelman, general superintendent of the Trans-Siberian railroad's Asiatic division and the nineteen steamships connected with the railroad service to the Pacific, is in St. Ignace, Minn., in conference with E. H. Harriman. Mr. Bostelman represents the Russian government in a semi-official capacity, and his mission in New York is understood to be to make preliminary traffic arrangements with the Union Pacific lines and its steamship interests.
 Mr. Bostelman said last night that there was little hope for a speedy development of American commerce between San Francisco and Chinese ports until the freight rate of \$11 a ton had been lowered. He added:
 "I will have to ask to be excused from discussing official affairs. I have been building around Lake Baikal. It is a formidable and expensive engineering undertaking, but it will be done. The rails on the Eastern Siberian section of the line are sixty-six pounds to the ton. On the western Russian end the rails are of the heaviest type. Our best sleeping and parlor car trains are now superior to those in this country. We took the prize for the Paris exposition as against the Pullman and Belgium company."

THE PATIENT MR. SAGE
 What He Says of the Missouri Pacific's Expectations.
 New York, May 25.—Speaking of the recent acquisition of the Missouri Pacific by George J. Gould and allied interests and of the growing belief that the plans for the Missouri Pacific system aim at connecting the Atlantic with the Pacific seaboard, Rube Ross, president of the Washburn, which connects with it at Buffalo. There is little evidence that such is the case.
 It is said to be the fact that heavy holders of Lumberman stock have been soundly asked as to whether they would take \$250 a share for their stock. But they believe it was the Erie for whom the person who made the offer was acting. J. Pierpont Morgan, it is understood, is strongly desirous of rehabilitating the Erie property, and there are indications that an effort might be made to obtain the Erie and Washburn lines. It is said, however, to be far from pronounced.
WABASH ENTERPRISE
 Passenger Officials Will Have Normal Rates After June 4.
 Chicago, May 25.—Leading passenger officials of eastern, western and southwestern railroads met here today for the purpose of settling the rate war growing out of the efforts of the Wabash railroad to maintain differential rates for its line to other roads from Kansas City to the east. While a settlement was not effected, a truce was declared.
 The main accomplishment of the passenger officials was to secure the passage of a resolution providing for a restoration of normal rates by all lines June 4, the rates to be maintained thereafter from Kansas City to the east. The timber and wheat contribution in case the interested lines failed to reach an agreement at a meeting to be held here May 28.

GOTHAM TERMINALS
 George Gould Bound to Get Into the Big Town Somehow.
 New York, May 25.—The Mail and Express says:
 George J. Gould is negotiating for an entrance for his railroads into this city. Opinions were expressed today that except so far as the Pittsburgh extension of the Wheeling and Lake Erie and Washburn lines concerned, Mr. Gould will not disturb present conditions, as he merely aims to get the most favorable trade conditions. He intends, however, to build into Pittsburgh. A strong reason why Mr. Gould wants a road is that he has a contract for 25 per cent of the tonnage of the Carnegie company, which will reduce the freight rates to the east. The timber and wheat contribution in case the interested lines failed to reach an agreement at a meeting to be held here May 28.

THE PART OF THE UNIVERSITY.
 In addition, there will be some beautiful photographic views of the University of Minnesota, showing the buildings and grounds in detail. The entire piece of the illustration will be a photograph of the statue of Governor John S. Pillsbury, which stands in front of the library building. The illustrations will form the principal part of the exhibit, and will be occupied by the university exhibit.
 The first car load of exhibits left St. Paul Tuesday night for Buffalo by way of Duluth. The other exhibit will follow as early as the car receives.
 The Minnesota building will be finished by June 1. The installation ceremonies are scheduled for June 18, which has been designated as the day for the opening of the Minnesota State Editorial association will be at the exposition at that time.

DR. CLARK'S
 FOR DR. CLARK
 Continued From First Page.
 compelled to remain among the patients with contagious diseases for at least four months.
 Vouched For by Mrs. Lowry.
 "The entire credibility of Miss Malmberg's state in a n e t is vouched for in the most positive manner by her employer, Mrs. Lowry, with whom she has been for nine years. The facts were placed at the disposal of The Journal with Mrs. Lowry's consent, as she felt it to be a public duty to do everything possible to bring about the correction of such a condition of affairs as is revealed by Miss Malmberg's pitiful experience."
SKULL WAS FRACTURED
 Dr. Clark Diagnosed John Strom's Case as Drunkenness.
 Some three or four weeks ago John Strom, keeper at the quarantine hospital at St. Louis Park, was thrown from his wagon on his way to the city and received injuries from which he has not recovered. Dr. Clark diagnosed his injuries as a fractured skull.
 Health Commissioner's Statement.
 The first intimation I had of the accident to Strom was through a telephone message from Dr. Clark, announcing that "my gazaboo quarantine hospital keeper had been run away with, and was in the city hospital drunk and with a fractured skull." I went to my work and hastened down there. I found Strom unconscious. His broken leg had been set and was in a plaster cast. Dr. Clark was attending to him. Strom was vomiting and his breath did seem of liquor, but whether it was liquor given him at the drug store to which he was removed before being taken to the hospital, or some he had drunk himself before the accident, I do not know, but I believe to be the case. Strom continued unconscious, and in a few minutes I left the room to go back to the city hall. I had hardly gotten down stairs, however, when one of the internes came running after me with the information that Strom had died. I hastened back to his bedside, and, sure enough, found him breathing his last. It seemed to me to be a very peculiar thing that a man with a broken leg should die in this manner, and I began to investigate. I examined his head first and there found a bad fracture of the skull, with an enormous swelling. I can't understand why it was not detected immediately upon Strom's admission into the hospital. The injury could have resulted fatally anyway, but it seems to me that that fact does not excuse the failure of the hospital physician from discovering the broken leg. Strom was vomiting and his breath did seem of liquor, but whether it was liquor given him at the drug store to which he was removed before being taken to the hospital, or some he had drunk himself before the accident, I do not know, but I believe to be the case. Strom continued unconscious, and in a few minutes I left the room to go back to the city hall. I had hardly gotten down stairs, however, when one of the internes came running after me with the information that Strom had died. 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