

The secret of many a man's good looks lies in the becomingness of his hat.

The new Spring styles are now here, and the blocks are particularly attractive. We show everything new and desirable as soon as issued. Among the new arrivals for popular favor this season is "The Kitchener" and "The Savoy," soft hats and "The Prince Otto" and the new "Miller" derbies.

\$1.50 to \$5.

Automobile Caps. Silk, Cloth and Leather. Also all the new things in Boys' and Children's Headwear,

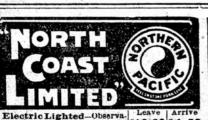
Browning · King · 5 · 6

415 to 419 Nicollet Ave.

# The drink of quality -PICKWICK RYE

Reach The people you want to do business with at a small cost. Journal want ads cost but little when quantity and quality of circulation are considered. You reach the masses.

In no other way can you place, at such a small cost, All Minneapolis and be assured of reaching ---- People. your proposition



Electric Lighted—Observa-on Cars to Portland, Ore., via utte, Spokane, Seattle, Tacoma am pm Pacific Express Fargo, Helena, Butte, Spokane, \*10:45 \* 7:05 am pm Fargo and Leech Lake Local
St. Cloud, Little Falls, Brainord, Walker, Bemidji, Fargo.... † 9:10 † 5:20 Dakota and Manitoba Express Fergus Falls, Wahpeton,
Moorhead, Fargo, Jamestown
Dally Ex. Sunday, Crookston,
Grand Forks, Grafton, Winnipeg "Duluth Short Line" † 8:154 \*7:004 \* 2:004 †3:304 DULUTH AND SUPERIOR \*10:30 \*7:00

\*Daily. †Ex. Sunday.

NOTE —All trains use the Union Station, St.

au, and Union Station in Minneapolis. TICKET OFFICE 19 NICOLLET BLOCK.

NORTH-WESTERN INE

Ticket Office, 600 Nicollet.	'Phone, 240 Main.			
Ex. Sun. Others Daily.	Leave.	Arrive.		
Chi'go, Milw'kee, Madison.	7:50 am	10:25 pr		
Chicago-Atlantic Exp	10:20 pm	11:25 at		
Chicago—Fast Mail	5:35 pm	10:00 a		
Chicago, Milw'kee, Madison	8:00 pm	7:55 at		
Duluth, Superior, Ashland.	•7:35 am			
Wausau, F. du Lac, Gr Bay Twilight Limited-	5:35 pm	9:00 a		
Duluth, Superior, Ashland.	4:00 pm	9:35 pr		
Elmore, Algona, Des M	*7:10 am			
Su. City, Su. Falls, Mitchelli	9:30 am	8:10 p		
Huron, Redfield, Pierre	*7:10 am	*8:10 p		
Su. City, Omaha, Kan. City	9:30 am	8:10 p		
New Ulm, St. James	*4:20 pm	*10:35 a		
Watert'n, Huron, Redfield.				
D. Moines, Mitchell, S. F. Omaha Limited-				
Su. City, Omaha, Kan. City	8:30 pm	8:10 a		

CHICAGO GREAT WESTERN RY. "The Mapie Leaf Route."

Sity Ticket Office, 5th & Nicollet, Minneapolis

Denot: Washington & 10th Ave. S.

Telephone Main 262.				
*Ex. Sunday. Others daily.	Leave.   Min'polis.		Arrive. Min'polis.	
Kenyon, Dodge Center, Oelwein, Dubuque, Free- port, Chicago and East.	8:00	pm	8:00	am
Cedar Falls, Waterloo, Mar- shalltown, Des Moines, St. Joseph, Kansas City.	8:00	pm	8:00	an
Red Wing, Zumbrota, Roch- ester, Osage	*7:55 4:55	am pm	*7:30 10:55	pn an
Northfield, Faribault, Wa- terville, Mankato	•7:55 4:55	am pm	*7:30 10:55	pu
Hayfield, Austin, Lyle, Mason City	*7:40 4:35	am pm	11:20 a8:00	an pn
Eagle Grove, Fort Dodge	*7:40	am	*8:00	pr

Minneanolis. St. Paul & Sault Ste. Marie Lv. Depot, 3d and Washington avs S. Ar. 9:45 am .... Pacific Express, daily..... 6:00 pm 6:35 pm .... Atlantic Limited, daily.... 9:30 am Depot, 5th and Washington avs N.

9:10 pm ..Dakota Express. Ex. Sun.. 6:55 am 8:00 am ..Rhinelander Local, Ex. Sun.. 6:05 pm Burlington Route Ticket Office 414 Nicollet Ava.

Leave for Terminal Points Ar. from.

7:80 a.m. Chicago—Except Sunday.... 1:20 p. m.

7:80 a.m. St. Louis—Except Sunday.... 1:20 p. m.

7:25 p. m. Chicago and St. Louis—Daily. 8:05 a.m.

# THE GREAT NORTHERN

Leave. |aDaily. bEx. Sun. eSun. only. | Arrive. 

### Sleeper for 11:47 train ready at 9 p. m. Chicago, Milwaukee & St. Paul Railway.

Ticket office, 328 Nicollet av. Phone, 122. Daily. zEx.Sunday, xEx.Sat. | Leave. | Arrive. Chicago, La X., Milwaukee... \* 7:50am \*10:30pm Milwakee, La Crosse, Winona. \* 2:20pm \* 3:20pm Chicago, La X., Milwaukee... \* 6:55pm CHICAGO "PIONEER" LMD. \* 8:00pm \* 8:00am Chicago, La X., Milwaukee... \* 10:25pm \*12:01pm Northfield, Faribo, zK. City. \* 8:20am \* 6:20pm Chicago, Faribault, Dubque. \* 8:20am \* 6:20pm Northfield, Faribault, Austin. \* 7:15pm zl1:15am La Crosse, Dubuque, Rk. Isl. \* 7:55cam zl0:30pm Ortonville, Milbank, Aberdeen z 9:25am z 5:45pm Ortonville, xFargo, Aberdeen \* 7:00pm \* 7:00am

MINNEAPOLIS & Wash, and Hen. Avs ST. LOUIS R. R. Nicollet House 'Phone No. 225. St. Louis Depot.

aEx. Sun. Others Daily. Leave. | Arrive. 

C., R. I. & P. Ry OFFICE, 322 NICOLLET AV.
'Phones, N. W., 2147; T. C., 635.
Trains leave and arrive Milwaukee Depot Daily. 

WISCONSIN CENTRAL RY. TRAIS MILWAUKEE and CHICAGO

OCEAN STEAMSHIPS

Hamburg-American.

FOR PLYMOUTH—CHERBOURG—HAMBURG.
Twin-Screw Express and Passenger Service.
Pretoria. March 28 Pennsylvania April 18
Waldersee. April 4 A. Victoria. April 25
Moltke April 16 Bluecher. April 30

S. S. Deutschland. Record Voyage, 5 days 7 hours 38 min. SAILS APRIL 9, MAY 7, JUNE 4, JULY 2. Iamburg-American Line, 37 Broadway, N. Y. W. B. CHANDLER, 119 Third st S.

Journal want ads bring best results.

## SPRING STYLES FOR MERE MEN

THE MINNEAPOLIS JOURNAL.

WONDERFUL DIVERSITY AND BEAUTY OF MATERIALS USED FOR MASCULINE HABERDASH-ERY-GRAY IS THE COLOR IN GREATEST VOGUE-SMART WEAR IN TIES, SHIRTS AND HOSE FOR SPRING.

The spring fashions for men more than black lines, forming groups, between make up for their lack of any great novelty by their wonderful diversity and beauty of materials. In the fashionable New York shops the finest fabrics of the world are spread before the eyes in great pro-York shops the finest fabrics of the world of lavender edged with black dots and white, a body of figured pink with front between these a line of a lighter shade of and cuffs of light tan striped with pink, fusion of color and design and, within lavender broken by small diamond figures etc., but the style seems to be nothing certain bounds, selection is so little conwith white centers; the third a white certain bounds, selection is so little con-strained by narrow fads or rules of constrained by narrow fads or rules of conmadras with stripes of white and groups little to recommend it. When the initials vention that one may choose almost as of eight narrow black lines; the next a are embroidered on the shirt the place one wills.

We will a sum of the shirt of the left sleeve just above the shirt of the shirt of the left sleeve just above the shirt of the left sleeve in t

Yes, one can scarcely help being impressed by the remarkable run the various shades of gray have had and are still having in almost every line of haberdash-ery, a vogue that is sure to have its ef-fect on the sultings of later spring and carly summer. This is especially noticeable in neckties, shirts and hosiery, though it extends to waistcoats and, in a lesser Some Smart Neckties.

One of the new designs in beautiful heavy imported silk, which illustrates the general effect of many of the smart necktie fabrics is shown by the drawing of once-over Ascot or English square cravat ties over a wing collar of fashionable shape. The body color is a soft pearl gray and the design an all-over marking waving circles in white, inclosing dots white outlined with black. It will be observed, that the edge is a plain band of black and, although it is, of course, concealed by the waistcoat when worn. the idea is one that has been much af-fected by the high-class makers during the past few months, merely to evidence the fact, perhaps, that the tie is cut from square of silk especially made for the purpose and, therefore, the more likely to be exclusive. The style is adapted to and particularly intended for formal after-

New Things in Shirts.

The shirt illustrated is of very light toned tan colored flannel, with double line or stripe in brown, intended, and just now extremely fashionable for morning wear with sack suits or visiting clothes. The three buttons are of pearl, the front cut square and the cuffs made to turn back, as shown, the link sleeve buttons passing through both thicknesses of ma-terial. Flannel shirts are rarely if ever made with plaited fronts and the designs are nearly all in simple stripe effects, the stripes being often of silk of harmonizing or contrasting color, such as blue on blue, blue on gray, or pink on white, pink or blue on gray, etc., etc. The shades of the fine French and English flannels are exceedingly delicate in tone and among them the light tans are much in vogue. Sometimes the attached cuffs are made of plain white linen so that they may be



FASHIONABLE GRAY HOSE.

is that they soil in a few hours' wear, to the laundry.

The Soft Front Varieties.

On the subject of the styles of madras and other soft front shirts we shall have more to say in a subsequent issue, but the character of some of the popular materials is illustrated by the samples in the piece shown by the illustration. That at the top of the plate is a white madras with two black lines, then a gray stripe, edged with white and then two more

MADRAS PATTERNS FOR SOFT FRONT SHIRTS. starched and thus give a better finish to stripe of black outlined with white and tremely narrow and cut with square rathhe sleeve, but the great objection to this the last another white madras with three er than rounded corners. lines of gray and one of black forming groups and a single line of black between. The same designs may be found in differ-There is almost as large a variety of hose as there is of shirts and neckties, ent colors, such as red, pink, blue, etc., and the number of patterns is practically limitless. Besides the stripe and line efbut it is noticeable that the line and clock designs predominate. and pronounced markings have gone the fects, however, there are a great variety way of all over-popular fashions and are of spot and figure markings and many of not to be found this spring except in the new imported stuffs have all over cheap grades at the inexpensive furnishvine-like tracings in delicate shades, com-bined with spots and stripes or ground tones of pale blue, pink, etc., with conven-tional leaf or flower designs in self tones. ings shops. As has been said, gray is a color much in evidence, and for this

A SWELL TAN-COLORED FLANNEL



Styles in Hose.

reason, has been selected as an example for illustration. The design consists of two lines of black of graduated lengths on

each side of a group formed of black

lines with a broken line of black and

white in the middle. Brown and tan are also fashionable shades for hose, and the

standard blacks and small-spot figures

A PEARL GRAY ASCOT

It May Disrupt the National Council of Women. New York Sun Special Service.

THE COLOR LINE

New Orleans, March 25 .- Delegates to the National Council of Women, which will meet in New Orleans to-morrow, are having a big row over the admission of negro delegates. The quarrel may dis-rupt the organization. Mrs. Lillian M. Hollister of Detroit, Mich., the national "Colored delegates will be seated if the

organization to which they are affiliated are in good standing and have paid their The New Orleans club will not affiliate with the national body if colored delegates are recognized.

Offering of 5 Per Cent Bonds **ALASKA CENTRAL RAILWAY COMPANY** \$3,500,000.

The Alaska Central Railway Company is building and equipping a standard gauge failroad, approximately \$20 miles in length, from Seward, on the Southern Coast \$7 Alaska, through a country rich in gold, cooper, coal, timber, and agricultural and stock grazing lands, north to Atwood, on the Tanana River, in the midst of a new mining region more extensive and more valuable than the Klondike.

The country tapped directly and indirectly by this railroad has produced \$132,500,000 in gold alone since 1907, and yet is barely scratched in a few spots. The climate is substantially that of England, Scottand, and Southern Nerway, in corresponding latitudes.

The survey of the route was completed last summer by eight crews of engineers, and easy grades were astablished. Construction will be pushed with all possible speed, without interruption, until the critic road shall have been completed.

The Alaska Central Railway is projected by practical business and railroad men, who are associated together in equal interests and are actively identified with it. They undertook the enterprise because of its intrinsic merit and with the purpose of carrying it to a permanent and successful attainment. These men, constituting the Board of Trustees, are:

G. W. DICKINSON, its President and General Manager, for many years

G. W. DICKINSON, its President and General Manager, for many years the General Superintendent of the Union Pacific and Northern Pacific Railways, and general manager for the western receivers of the North-

F. AUG. HEINZE, of Butte and New York, the copper mining and smelting millionaire.
UNITED STATES SENATOR GEORGE TURNER, who developed the Le

Roi gold mine, and was recently appointed by President Roosevelt on the Alaskan boundary tribunal. EX-GOV. JOHN H. McGRAW, for eight years President of the First National Bank of Seattle, until 1898, and now owner of valuable mining

interests in Alaska.

MAJ. JOHN E. BALLAINE, a business man and property owner of well own standing throughout the northwest. CAPT. E. E. CAINE, President and Manager of the Pacific Clipper Line.

CAPT. E. E. CAINE, President and Manager of the Pacific Clipper Line.

J. W. GODWIN, Wholesale Merchant and President of the United
Fisheries Gempany, centrelling fitteen cannerles on the Pacific Coast.

The authorized capital of the Railway Company is \$30,000,000, of which \$2,500,000 is five per cent. non-cumulative preferred stock, placed in the treasury for development purposes, and \$27,500,000 is common stock, entitled to dividends only to the extent of \$35,000 per mile, as issued per mile of railroad constructed.

The first mortgage of the Railway Company to the Central Trust Company of Illinois, of Chicago, provides for an issue of not exceeding \$35,000 per mile, on main line, branches and extensions, as built and equipped of five per cent, thirty year gold bonds, redeemable at 105 after 1908.

The Alaska Central Railway Company will receive applications for subscriptions until April 25, 1903, in \$1,000 and multiples of \$1,000, to the bonds of the Railway Company to the aggregate amount of \$3,500,000, and no more under this offer, for the construction and equipment of the first section of 100 miles.

The right is reserved to scale down or reject any and all applications.

The terms of the subscription agreement, to be signed by the persons whose applications shall be accepted, provide that the money shall be called in only as the work progresses, and that in no event shall subscribers be required to pay more than twenty per cent of their subscription in any one month; but that each subscriber shall have the option to pay the whole amount subscribes to the first \$1,000,000 of this allotment, as provided in the

Subscribers to the first \$1,000,000 of this allotment, as provided in th absoription agreement, will receive, for each \$800 paid,

\$1,000 of 5 per cent 30 year gold bends of the Rallway Company, and \$800 par value of the full paid common stock of the Railway Company Subscribers to the second \$1,000,000 will receive, for each \$825 paid, \$1,000 of 5 per cent 30 year gold bonds of the Railway Company, and \$800 par value of the common stock of the Railway Company.

Subscribers to the remaining amount, \$1,500,000 of this allotment, will receive for each \$850 paid, \$1,000 of the 5 per cent gold bonds of the Railway Company, and \$800 par value of the full paid common stock of the Railway Company.

Railway Company.

Oversubscriptions to the first \$1,000,000 will be applied on the second \$1,000,000 at the option of the subscriber, and oversubscriptions to the first and second \$1,000,000 allotments will be applied on the last \$1,800,000, at the option of the subscriber.

The first one hundred miles opens a country so rich in gold, copper, coal, red hematite iron, and timber, and penetrates to the gateway of Central Alaska so advantageously that the large carning capacities of the road will then be demonstrated. Little or no bonus of stock will, therefore, be given with subsequent bonds.

The total system contemplated by the Alaska Central Railway Company, including the main line and branches, comprehends from 1,000 to 1,200 miles, as future developments justify.

A pamphlet containing a detailed map of the surveyed route, reports of the chief engineer, and all the field engineers, an estimate of earnings and expenses, with other full and reliable information concerning the Alaska Central Railway and the abundant resources tributary to it, may be had upon application at the Chicago office of the Railway Company, Suite 1414 Tribune Building, Chicago, Ill. The subscription agreement also may be had upon request in persen or by mail at the same plane. A copy of the mortgage securing the bonds may be inspected at the Chicago office of the Railway Company, or it will be sent for inspection through any bank upon request of applicants fer subscription to the bonds.

It has been shown by official reports that the White Pass and Yukon Railroad, owned by English capital, and running from Shagway to the head of navigation on the Yukon River, made not earnings of \$30,000 per mile the first year of its operation. The annual report of the earnings of the same road for the fiscal year ending in 1902 showed net earnings of GI per cent on the capital stock. The territory to be opened by the White Pass and Tukon, and the two roads have no conflict of interest whatever, being 500 miles sourt. the White Pass and Tukon, and the

The official depository of the Alaska Central is the Puget Sound National Bank of Seattle. Washington, where the company's headquarters are located, but payments for subscriptions may be made

through any bank, and bonds and certificates exchanged therefor upon advice to the Chicago office of the Alaska Central Railway Company, Suite 1414 Tribune Building, Chicago, Ill.

THE ALASKA CENTRAL RAILWAY COMPANY, By G. W. Dickinson, President.

TO THE PUBLIC:
In offering its bonds to subscribers direct, the Alaska Central Railway Company has adopted the course recommended by the experience of the best managed railroad companies. The Alaska Central has made its own survey and is doing its own construction. By this method the large profits that usually go to construction companies and financial underwriters are eliminated, to the corresponding advantage of every bondhoider and stockholder, for the bond issue will thus be kept down to the limit of the actual cost of construction and equipment. Not only will all construction be done by the Railroad Company, but all the townwites belong to it, and will be disposed of for the mutual benefit of all interests. In addition to gold and copper in abundance, the country tributary to the Alaska Central Railway contains practically inexhaustible fields the country tributary to the Alaska Central Railway contains the country tributary to the alaska Central Railway contains the country tributary to the alaska Central Railway contains the country tributary to the abundance, and will command the trade of the Pacific; has many contains the country tributary to the abundance, and will command the trade of the Pacific; has many contains the country tributary to the abundance, and will command the trade of the Pacific; has many contains the country tributary to the seem anthractic, and will command the trade of the Pacific; has many millions of acres of merchantable timber which can be cheaply shipped to the markets of the world, and offers a rich soil for the cuitivation of all kinds of agricultural products in a climate more agreeable than that in the corresponding latitudes of Burope, where 15,000,000 of the most civilized and prosperous people of the world reside. The Alaska Central's southern terminus is at Seward, on a harbor open the year round, where the thermometer has never been known to fall below zero in the serverest winter weather. Seward is but a few degrees north of London, the metropolis of the world. The Japan current, carrying a stream of warm water 1,000 miles wide from the tropics, tempers the climate of Bouthern and Central Alaska similarly as the Guif Stream tempers the climate of Great Britain and Norway. I have been for twenty years engaged in raffroad work. From my knowledge of every phase of railroad business, I give it as my best judgment that the Alaska Central Railway is an enterprise of merit not excelled by any in America, with all the business it can handle waiting for it at liberal prices.

G. W. DICKINSON.

# W. L. Douglas 7% Stock SAFEST INVESTMENT IN AMERICA.

Less than \$200,000 of the issue of \$1,000,000 Preferred 7% Stock of the W. L. Douglas Shoe Co. of Brockton, Mass., Remains for Sale in Lots of One Share or More. If you want some of this Gilt-Edge Stook You Must Act Quickly. Stock Pays 7% Annual Dividends, Payable Semi-Annually.

SHARES ARE FULL PAID AND NON-ASSESSABLE.

# Sold at Par (\$100.00) One Hundred Dollars Each

The reason I am offering this stock for stockholders.

sale is solely to perpetuate the business.

I am offering the safeat 7 per cent investment in the country now available to the public. Large blocks of this stock have been sold to interest in the business, my interest being careful business men. I have also sold money-earning standpoint of any shoe sman investor.

The W. L. Douglas Shoe Co. owns and operates at Brockton, Mass., the largest Goodyear welt (hand-sewed process) plant and makes more shoes of this kind than any other manufacturer in the world. In 45 of the principal American cities in the very best locations the Douglas Co. owns outright and conducts 64 retail shoe stores. every one of which contributes to the net profits of the business. The company also

ous for more than 25 years.

In four years the business has more than doubled. The net cash earnings available for the payment of dividends in the year 1902 were sufficient to pay 7 per cent dividend on more than \$4,000,006. There has

money than an amount necessary to pay 7 per cent dividend on \$1,000,000.

The capitalization of the company is but \$2,000,000. This is divided into \$1,000,000 preferred stock and \$1,000,000 common stock. Only the preferred stock is offered for sale. Behind the preferred stock is \$1,066,966 of actual, tangible assets. I cannot receive one cent of dividend until the 7 per cent has been paid to preferred.

the 7 per cent has been paid to preferred stockholders.

The business is now, and has been for several years, managed by a Board of Directors composed of capable business men. rectors composed of capable business men. If you are a careful, conservative investor—one who will be satisfied with a safe and permanent 7 per cent investment—you should buy this stock to day while it can be seeured at par—one hundred dollars per share. This 7 per cent preferred stock will bring a premium of \$5 per share within two years' time.

This stock is in the nature of a first mortgage on all the present assets of the company or assets it may in the future accumulate. No bonds or mortgages can company or assets it may in the future accumulate. No bonds or mortgages can be placed on the property of the company to lessen the security of the preferred W. L. Douglas, Brockton, Mass

represented by the common stock. Not a single dollar's worth of watered stock persons who have small amounts of money is offered the public. The W. L. Douglas Shoe Co. is a successful corporation, probably the most successful from a equally as good for the workingman and

concern in this country.

The property of the company is absolutely free from encumbrance of any sort, and it has sufficient cash capital to conduct a business of \$7,000,000 a year.

The most searching investigation of all the books, papers and records of the W.

the books, papers and records of the W. L. Douglas Shoe Co. is invited, and every facility will be afforded any prospective investor or his representative who may come to the corporation's office at Brock-ton. W. L. DOUGLAS. ton.

How to get this 796 Preferred Stock.

You can get one or more shares of this profits of the business. The company also sells its product to retail shoe dealers in towns and cities where it has no store. The Douglas business has been prosperous for more than 25 years.

The danget one or more shares of this product of the carried shock at once by sending cash, certified check, cashier's check, express or postoffice money order to W. L. Douglas, Brockton, Mass. 30-DAY OPTION CERTIFICATE

In order to give plenty of time and opfor the payment of dividends in the year 1902 were sufficient to pay 7 per cent dividend on more than \$4,000,000. There has not been a year in the past twelve that this business has not earned much more money than an amount necessary to pay 7 per cent dividend on \$1,000,000. send you an option certificate good for 30 days, and convincing information. This entails no obligation on your part. Cut out the coupon, secure the 30-day option first and do your investigating afterwards.

W. L. DOUGLAS, Brockton, Mass.:
Please send prospectus of the W. L. Douglas Shoe Company and special option certificate entitiing me to purchase within thirty days..... shares of the 7 per cent preferred stock of the company. It is understood that this request flucurs no obligation on my part, unless after investigation I subscribe for the stock.

City or Town .....

Defective Page