

VERDICTS SET ASIDE

The Supreme Court Reverses Orders in Two Railroad Personal Injury Suits.

A New Trial Is Granted in a Case Involving Total of Fifty-three Dollars.

Two verdicts in damage suits against railroad companies were thrown out by the supreme court to-day.

Plaintiff Was Negligent.

The second case, Kemp against the Northern Pacific, got a verdict for \$25 for injuries caused by a train colliding with the plaintiff on his load of hay.

New Trial in Small Case.

A new trial is granted in the St. Paul case of Noble against the Great Northern.

Verdicts Against Minneapolis Corporations Were Affirmed.

Two verdicts against Minneapolis corporations were affirmed. One is against Winston Bros. for \$5,000.

Employe Gets a Verdict.

The Peavey Elevator company has to pay a \$2,000 verdict in a damage case coming up from Sibley county.

Amendment Not Retroactive.

A constitutional question is decided in the case of Brown vs. Hughes, set up from Le Sueur county.

Other decisions to-day were as follows:

John H. Gorman, respondent, vs. William L. Lamb, appellant.

George Hermann, administrator of the estate of Emil Hermann, deceased, respondent, vs. Harry E. Clark, respondent.

COLLEGE ENDOWMENT GROWS.

Kingston, April 24.—President J. T. House of Kingston college, Oklahoma territory, announces that he has received a gift of \$20,000.

A "BUCKET SHOP" CASE.

Chicago, April 24.—Charges involving C. G. McNeil of Sioux city, Iowa, in bucket shop transactions have been filed with the directors of the Chicago Board of Trade, and the hearing in the case will be opened next Tuesday.

THIS company added to its list of subscribers in Minneapolis and St. Paul last year, 5,314 new telephones, making in the two cities about 19,000.

NORTHWESTERN TELEPHONE EXCHANGE CO.

RAILROADS. I. C. C. FINDS FAULT

Sharpley Criticizes Methods of Accounting on Several of the Trunk Lines.

Don't Show True Earnings—Proposed Advance in Grain Rates Is Condemned.

Washington, April 24.—In a decision rendered by the interstate commerce commission on the increased grain rates of the trunk line railroads between Chicago and New York, the present system of railroad accounting is strongly criticized.

The commission allows the increase in the iron and steel, packing house products and dressed beef schedules advanced last winter, but rejects the grain and grain products schedules because they are an advance over the highest published rate in effect for most of the past year.

The first company referred to is the Michigan Central. Of it the report says: "If its accounts had been kept as those of most railroad companies are, and as they should be, in order to make a fair exhibition of this matter, it would appear, upon its own showing, that for the last three years it had earned not 4 per cent upon its capital stock but from 10 to 12 per cent. It is apparent that this company without any advance in rates beyond what are sanctioned by this report and will accrue from a maintenance of the published schedule, must earn from two to three times the dividend which it is to receive upon its stockholders."

Similar criticism is made of the Lake Shore. The report continues: "This company, after paying a 7 per cent dividend to its stockholders, has a surplus each year sufficient to buy the control of a considerable railroad."

Referring to the Pennsylvania railroad rate to Duluth and northern Minnesota.

"Its income from all sources for the year 1902 was \$46,832,630, of which \$37,852,506 was from operation. After paying interest, taxes and a dividend of 6 per cent upon its stock there remained a surplus of more than \$11,000,000, which seems to have been devoted to the permanent improvement of the property."

FLOUR RATE CONFERENCE

It is postponed until Wednesday—Men Couldn't Get Together.

The conference of traffic men in regard to the Minneapolis millers' freight rate advance has been postponed until Wednesday, W. L. Martin, general freight traffic manager of the Soo and chairman of the flour mill committee of the Twin City Freight association reports, because of the inability to get the representatives of the lines interested together to-day the delay is necessary.

"All the lines here have agreed to give the best treatment possible to the millers, but every one of them here and there not three others to consult before any decision can be arrived at and therefore nothing can be done until after next Wednesday's meeting."

Legal Battle in Iowa.

Iowa Falls, Iowa, April 24.—Judge Richard of this district has issued an injunction to restrain any one from interfering with the right of way of the Chicago, Iowa & Minnesota railway, and it is thought by some that this is the first round in a big legal battle between a portion of the right of way of the company north-westward of Aiden.

Another Iowa Line.

Charles City, Iowa, April 24.—A meeting was held in this city Tuesday evening looking to the building of a railroad from Charles City to Howard county, Iowa, in this city. The promoter is Orville G. Wales, a capitalist from Chicago.

Turns Travel to Straits.

Marquette, Mich., April 24.—A new time table to go into effect on the Duluth, South Shore & Atlantic road early next month will be expected to do much to turn the tide of eastern travel by way of the Straits of Mackinac.

TRACKING NEARLY DONE.

Mankato, Minn., April 24.—The work of tracklaying on the Farmington extension of the Milwaukee road will be completed by Saturday night, the weather permitting. A force of fifty men is pushing the work, and it is now less than two miles from the Chicago Great Western track, with which it is to connect.

RAILROAD NOTES

The Ann Arbor Railroad and Steamship line yesterday secured contracts for the carriage of mail, one of the largest and most elaborate vessels ever built in the world.

The Wabash yesterday filed with the interstate commerce commission an application for the right to increase its rates on the Chicago and St. Louis line.

Thirty new day coaches built by the Barney & Smith company, fifteen sleepers built by the Pullman company, and five dining cars built by the Dayton firm were installed by the Milwaukee road on its Chicago-Milwaukee-Minneapolis and Chicago-Council Bluffs lines.

The Detroit and Cleveland Navigation company has begun its service between St. Ignace and Buffalo.

It has been semi-officially announced that Charles Bell, until recently superintendent of the Rocky Mountain division of the Northern Pacific, has been made superintendent of the Illinois division of the Santa Fe.

There is a traffic arrangement between the Milwaukee road and the Chicago & North Western.

The Ottawa beach route has been given up.

The Plymouth Clothing House

Unusual Suits for Boys \$5.

Tomorrow will be an unusual boys' day, for we will make special efforts towards giving unusual values at \$5, and those who wish to expend about that amount will be well pleased at the excellence of these suits.

The Plymouth Special—A two-piece, double-breasted suit, made of all-wool Serge, worsted and chevots, All trousers are made with the extra double seat and knee, patent elastic waist band, riveted buttons, that won't come off and all seams flat taped.

SAILOR SUITS for the little fellows 3 to 8 years, in a variety of pretty combinations including navy, royal and red serge, handomely trimmed with silk soutache braid and emblems, also a number of wool crash and home-spun effects.

NORFOLK SUITS for the older boys 7 to 16 years have become immensely popular for school wear. They are made of dependable fabrics and tailored to withstand the strenuous rubs and strains of play.

Smart Walking Suits.

Wherever you see an unusual suit—one that bears about it the stamp of individuality, and has a certain aristocratic air, you will be pretty nearly right if you say, "That suit came from The Plymouth." We have sold hundreds of them to the women of Minneapolis.

Tomorrow's offering of 100 walking suits is a bargain both in style and price. They are priced \$25 and \$35.

100 Walking Skirts, \$7.50. Usual Price, \$12.

This is another example of our "style and price" bargain, which is sure to be appreciated by the many women who are in need of an extra skirt.

New Spring Hosiery.

A Special Sale of These Tomorrow. It is our policy to have timely sales, that is, to give special prices at the beginning as well as at the end of the season.

Ladies' fine black silk plated hose, \$1.00 and 50c. Ladies' fine all silk and silk plated hose, black only, \$1.00 and \$1.50 quality at 75c.

Ladies' fine lace hose, embroidered lisle, and fancy colored lisle hose, 75c and \$1.00 quality at 48c. Ladies' fine gauze lisle and lace hose—black—best 48c qual., 25c.

CHILDREN'S—Children's fine 1-1 rib silk plated hose, beautiful dress stocking for children, 50c quality at 25c. Children's heavy school hose, double knee, heel and toe, 40c quality at 25c.

Try "Plymouth Leader," best kid glove for \$1.50.

The Plymouth Clothing House, Sixth and Nicollet.

territory to the twin cities and Duluth. Beginning May 1 round trip tickets will be sold from Chicago to Duluth and return via the north portion of the city.

F. R. Bolles, agent of the Milwaukee at Green Bay, Wis., has been appointed traveling freight agent, with headquarters at Milwaukee, succeeding H. E. Stewart, who goes to Houston, Minn., as commercial agent.

The Grand Trunk has resumed its service between Milwaukee and Chicago via the Chicago & North Western company's steamers from Milwaukee to Grand Haven. The service will be daily except Sunday.

The records and papers on the appeal of the case of the United States against the Northern Securities company and others to the supreme court are being prepared by H. D. Lang, clerk of the United States circuit court. They will be turned to the clerk of the supreme court at Washington in a few days.

Several western railroads have placed large orders for lumber with Washington mills. The Burlington has ordered 3,000,000 feet for construction work. The Southern Pacific has also ordered several million feet to be delivered within thirty days.

The directors of the Northern Pacific railroad have declared the regular quarterly dividend of 1 1/2 per cent, payable May 1. In February the dividend paid was 1 1/2 per cent regular and 1/2 per cent special.

W. H. Knowlton, chief assistant engineer of the Great Western road has resigned to accept the position of assistant chief engineer of the New York Central at Syracuse, N. Y. The change is effective May 1.

The Soo has taken out a permit for a \$30,000 addition to their shops. It will be built of brick and the work is already begun.

The state railway and warehouse commission will go to Rochester to-day to inspect the new trackwork which is being installed at the crossing of the North-Western and the Great Western near Rochester.

A CANADIAN MERGER

Canadian Northern Seeks an Amalgamation With the Western Extension Railway Co.

Wm. MacKenzie Is Urging the Plan—Thinks the Government Will Consent.

Special to the Journal. Toronto, April 24.—William MacKenzie of the Canadian Northern states that the company will ask the Dominion government for permission to enter into an agreement with the Western Extension Railway company for amalgamation under the name of the Canadian Northern Railway company.

The Plymouth Clothing House

Men's Clothing we are Proud of.

If our name is on it we're responsible for its wear, its style, its fit. We're jealous of that name, and you may be sure we're not going to put it on bad clothing.

No cotton about it, or shoddy, nor poor tailoring, nor sweat-shop work—but all-wool, silk sewed clothing, made in clean, airy, light workshops by tailors who know how to stitch and "knead" a coat into a shape that will stay.

Patterns are rich, often breezy—but not "flashy." The fit is the wonder of men who have never tried ready-to-wear clothing. Our \$20 and \$25 Suits are made of imported fabrics, and are equal to any made-to-order suits.

AT \$15—Tomorrow we offer a line of double breasted three-button sacks which are the snappy up-to-date garments that the young college men are looking for. They are made up of dark blue unfinished worsted—an imported fabric.

FINE RAINCOATS, \$15 \$20, \$25 and \$30 Garments. PURE WORSTED SUITS, \$12 \$5 Under-price.

It is a remarkable concession on Priestly Cravenettes and London Imported Raincoats, and because the reduction is great the number of garments is correspondingly limited.

Two lines that one of our best manufacturers promised to deliver to us before April 1. They've just arrived. We intended to place them on our \$15 and \$18 table; but our \$12 table needs replenishing just at present.

Men's Oxfords \$2.50. Just 161 pairs of extra fine velour calf oxfords and 40 pairs of patent colt oxfords which our shoe manager secured most advantageously from a Lynn, Mass., manufacturer.

Stetson's New Hat "Casco." It is the new model hat that J. B. Stetson Co. has made exclusively for us.

Men's \$2 and \$3 Hats at \$1. We have closed out from one of the largest hat manufacturers in New Jersey just 60 cases of soft and stiff.

Ladies' Spring Jackets, \$2. They are the stock of a manufacturer, carried from last season—\$10 and \$15 jackets in all shades of excellent fabrics.

Ladies' Waists, 50c and \$1. They are white lawn, those at 50c being regular \$1.50 and \$2, while there is an equal reduction in \$1 kind.

Ladies' Drawers, 19c. They are knee length, made of ribbed gauze and are excellently trimmed with fine lace.

Ladies' Vests, 10c. Ribbed gauze extra quality, usually sold at 25c, sleeveless or with short sleeves.

Ladies' Walking Hats, \$1.50. Made of light weight Jap straw and trimmed with finest Lorraine Silk, in scarlet, light blue, black and cream.

Men's 50c Balbriggan Underwear, 25. In all colors of extra heavy Balbriggan. We find it even better than these we sold so many of last season.

MINNEAPOLIS & Wash. and Hon. Avs. ST. LOUIS R. Nicollet House Corner.

Phone No. 225. St. Louis Depot. Ex. Sun. Others Daily. Leave. Arrive.

Waterbury and Storm Lake Express. Omaha, Des Moines, Kansas City, Mason City and Marshalltown.

Chicago and St. Louis. Ladies' Limited. Peoria Limited. Omaha and Des Moines Limited.

MINNEAPOLIS, ST. PAUL & SALT LAKE. Lv. Depot, 84 and Washington av. S. Ar. 8:45 am. Pacific Express, daily, 10:00 pm.

Burlington Route. Telephone Office, 114 Nicollet Ave. Ticket Office, 114 Nicollet Ave.

NORTH COAST LIMITED. Electric Lighted—Observation Cars to Portland, Ore., via Chicago and Seattle, Tacoma, Butte, Spokane, Seattle, Tacoma.

Pacific Express. Fargo, Helena, Butte, Spokane, Seattle, Tacoma, Portland, Astoria, Vancouver, Seattle, Tacoma, Butte, Spokane, Seattle, Tacoma.

NORTH-WESTERN LINE. Ticket Office, 600 Nicollet. Phone, 240 Main. Ex. Sun. Others Daily. Leave. Arrive.

Chicago, Milwaukee & St. Paul Railway. Ticket office, 328 Nicollet av. Phone, 122.

Chicago, La X., Milwaukee, 7:50 am 10:20 pm. Milwaukee, La X., Chicago, 8:30 am 11:00 pm.

Chicago, Milwaukee & St. Paul Railway. Ticket office, 328 Nicollet av. Phone, 122.

Chicago, Milwaukee & St. Paul Railway. Ticket office, 328 Nicollet av. Phone, 122.

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

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