

Children don't like medicine!

It is hard to keep the little ones well, and harder still to cure childish ailments, because the average child is afraid of the harsh, nauseous medicines usually prescribed for children. A dainty little child is nauseated and disgusted by large doses of nasty-tasting liquids, or by huge, unpalatable pills. But the daintiest little girl will not refuse

IRON-OX

Tiny Tonic Tablets

Nature's Assistant Pleasant to take A gentle Laxative, not a Cathartic

Very tiny, very pleasant and tempting in their little chocolate coats, but a surely effective remedy for all disorders of the stomach. Iron-Ox Tiny Tonic Tablets are a splendid strength-giving tonic that will build up and invigorate a growing child.

Sold in little aluminum boxes—50 tablets in chocolate coats 25 cents. For sale in all drug stores or sent by The Iron-Ox Remedy Co., Detroit, on receipt of 25c.



HENRY BROS., 36 SOUTH STEAM DYE HOUSE.
General Dry Cleaners and Dyers.
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THE "NORTH-WESTERN" TICKET OFFICE



There is no more up-to-date railroad ticket office in the country than that of the "North-Western" line at Sixth street and Nicollet. The office is beautifully furnished and attractive every way. The woodwork is mahogany and the walls are generously decorated with paintings in oil. This popular road and its thousands of patrons have reason to be proud of this "Twentieth Century" ticket office.

RAILROADS.

GRAIN IS MOVING

Week's New York Deliveries Show an Increase Over Last Year.

Opening of Lake Navigation Affects All Rail Shipments of Flour.

Special to The Journal.

May 22.—Deliveries of grain by the railroads in the northwest last week show a further increase. The total receipts were 3,405,000 bushels, an increase of 437,000 over the former week and were 1,425,000 bushels more than the corresponding week in last year. The arrivals of wheat were 68,000 bushels greater than the preceding week, and 11,000 bushels more than a year ago. The increase in corn over the former week was 464,000 bushels, and over the same week last year 1,025,000 bushels. The receipts of oats gained 5,000 bushels for the week and 102,000 bushels over the corresponding period a year ago.

For the first time in many years the Illinois Central took the lead in deliveries of grain, having for its share 20 per cent of the total, a gain of 2 per cent over the week before. The road has been steadily creeping up of late, which shows that there is less grain going via the gulf ports with the approach of hot weather. There is plenty of corn along the Central's lines in Illinois, and the average price of 40 cents to the farmers is swelling shipments as the grain becomes in condition to ship. Second to the Illinois Central was the Burlington, with 18 per cent, a loss of 1 per cent compared with the former week. Milwaukee was next in line, with 12 per cent, a loss of 2 per cent. The North-Western and Rock Island had 11 per cent each, a loss of 2 per cent, and a gain of 2 per cent, respectively. The Alton and Eastern Illinois brought in 5 per cent, a decrease of 1 per cent for both. The Wabash delivered 5 per cent, a gain of 1 per cent, and the Chicago was unchanged, with 4 per cent. The Great Western received 4 per cent, an increase of 1 per cent, and the Elgin, Joliet & Eastern, with 4 per cent, gained 2 per cent.

The Flour Movement.

The movement of flour, on the western railroads, judging by the receipts at the principal distributing points, was considerably less than during the previous week. Deliveries aggregated only 1,075,523 barrels, a loss of 18,523 compared with the former week, but were an increase of 5,008 barrels compared with the corresponding week in last year. The principal loss in the movement was sustained in the northwest, where it is said the bulk of shipments made to exporting points have been via the lake and river route.

The Wisconsin Central led in the amount of flour delivered here, having for its share of the total 20,523 barrels, or less than the former week's showing. The Milwaukee was second with 15,200 barrels. The Northwestern, with 15,000 barrels, showed the most decline, a loss of 1,000 from the previous week aggregating 12,200 barrels. The Illinois Central enjoyed the most important gain for the week. Deliveries by that road were 13,185 barrels, or 2,300 more than the week preceding. Next in line was the Great Western with 11,400 barrels, a loss of 8,600. The Rock Island, with 10,000 barrels, was 1,000 less than the week before. The Burlington had 7,800 barrels, an increase of 2,000 barrels; the Atchison, 4,594 barrels, a gain of 817; the Alton, 2,000 barrels, a loss of 2,000; the Wabash, 1,800, a decrease of 600 barrels.

Railroad officials contend that the movement of flour will continue to fluctuate. The rates on grain and flour are fair, they say, notwithstanding the millers' complaint. The trouble is said to lie in car loading, the millers neglecting to load carefully and get the most out of the space provided in cars.

CHICAGO EXPECTS TROUBLE

Situation With Regard to Freight Handlers Looks Serious.

Chicago merchants have been warned by the railroads to keep out of the fight brewing with the freight handlers. With Chicago already in a more complicated labor war than it has experienced since the beginning of trades unionism it faces a freight handlers' strike which cannot fail to be more serious than that of a year ago, which resulted in rioting all over the city.

The North-Western line is hiring farm hands and men in all the towns along its lines. It is said to be ready to hurry them to Chicago in the event of a freight handlers' strike. Other railroads are believed to be taking similar steps.

The members of the union are ready to accept arbitration, according to President Curran, but the railroad management are not ready to yield in the smallest part to their employees' demands. The freight handlers demand an increase in wages, agreements for a ten-hour day, time and a half overtime and no discrimination against union men.

Not only will the railroads refuse to grant these demands, it is said, but if the strike is called, and the engineers, conductors or any of the other organized employes force it to a general railroad strike, the various managements, it is said, will all fight.

Since the strike of the freight handlers a year ago the organization has become

a national one, including the men in nearly every freighthouse in the country, and President Curran has organized an army of 7,000 workers in Chicago. These men work in the freight depots of all the roads entering and leaving this city.

U. P. ADMITS REBATES
But Makes a Detailed Explanation to the I. C. C.

The answer of the Union Pacific to the interstate commerce commission in the alleged grain rebate matter admits that the road has an agreement with the Midland Elevator company at Kansas City and the Omaha Elevator company at Council Bluffs, both representatives of Peavey & Co., under the terms of which agreements the Union Pacific pays 1 1/4 cents per 100 pounds for receiving, transferring and handling all grain which passes thru those elevators.

The Union Pacific says that these elevators are absolutely necessary to the economical and profitable handling of its grain business, and that instead of building and operating the elevators, it arranged with the representative of the Peavey concern to construct and operate them, and furnish the necessary facilities for handling all grain shipped over and consigned to the Union Pacific lines.

The road denies that the allowance so paid is excessive or greater than similar charges generally imposed for like services, nor that it subjects other grain shippers to unjust discrimination, nor that it discriminates in favor of the Peavey company, nor enables the latter to obtain transportation of its grain at net rates or charges less than the regular tariffs.

A GREAT WESTERN PURCHASE
Short Line From Des Moines to Omaha Is Devised.

Omaha telegrams state that the Great Western has bought the charter and right of way of the Des Moines & Southern. Mr. Stickney denies the purchase but admits inspection of the line recently. The ownership of this route, which connects Des Moines to Omaha, is a short line from Des Moines to Omaha. The survey is thru a region of low water, and the charter of the work must be completed within eight months.

The purchase of the Des Moines & Southern will give the Great Western two roads into Omaha. The Fort Dodge extension will soon be completed, and when the line from Des Moines is built, the Great Western will have another line into Omaha. The Des Moines & Southern connects with the Great Western's main line at Lida, and from there will run in a straight line west to Omaha.

President A. E. Stickney, General Manager S. C. Stickney, and Secretary R. C. Wright of the Great Western returned yesterday from a trip of inspection over the line being constructed. Omaha and Council Bluffs General Manager Stickney said that the progress made thus far was highly satisfactory, and it is now assured that the rails will be extended into Council Bluffs, across the river into Omaha, by July 1, and the ballasting finished by Aug. 1.

JUNE CARNIVAL RATES
One Fare Is Granted Within a Specified Territory.

A still lower railroad rate has been secured for the June carnival in Minneapolis than that granted by the Western Passenger association in March. Tickets will be on sale June 2, 4, 8 and 11, with a three-day limit. Within a radius of 100 miles the rate will be one fare and a third for the round trip. Within a radius of 200 miles and over 100 miles, the rate will be one fare for the round trip.

This is a considerable concession by traffic meeting in St. Paul.

Burlington to Cut Time
Beginning Sunday, May 31, the Burlington will reduce the running of its limited train to twelve hours to meet the cut of the Omaha and Milwaukee roads. Whether the time will be given to Minneapolis or to Chicago is not announced. It is expected that the running time of the day train will be cut thirty minutes, too.

N. P. Work in North Dakota
Special to The Journal.

Jamestown, N. D., May 22.—The work of laying rails on the McKenzie-Inton branch of the Northern Pacific will begin Monday. A track-laying machine will be used in the work and rapid progress will be made. It is expected that the extension will be completed some time in July.

RAILROAD NOTES
R. J. McLennan has been promoted from assistant chief clerk to chief clerk of the general freight department of the Northern Pacific.

The Great Northern announces that during June, July and August fast trains Nos. 1 and 2 will stop at Belton, Mont., for passengers going to Lake McDonald, the mountain resort.

Commissioners to the Presbyterian general assembly at Los Angeles, for passengers going to the Northern Pacific on four or five special trains, stopover privileges will be extended at Yellowstone Park.

Heading has presented the most anticipated appearance in its history this week, the grading for the Soo line, which will cross the Northern Pacific, having been begun both north and south of town.

One of the first steps of the Pere Marquette road to provide for the extension of the Chicago extension was an order for 5,000 new freight cars to be set aside for them money out of its new bonds.

Official announcement is made by the Grand Trunk railway that the receiver for the Detroit & Toledo Short Line will be discharged next week, and that the property will be taken over by the Grand Trunk. Trains will be running between Toledo and Detroit over the line by Aug. 1.

Notwithstanding the fact that Western Passenger association roads have declined to approve a proposition to build a Portland, Ore., line of one fare plus 50 cents between points within a radius of 200 miles, the low rate may yet be made by individual action of the lines which favor it.

Two bids for carrying of army freight from the coast to the Philippines will be accepted.

The bids were the same on miscellaneous freight and passengers. They were offered by the Pacific Mail Steamship company, for San Francisco and the Boston Steamship company, for freight from Seattle.

President C. S. Mellen, of the Northern Pacific, with his father, has gone to the coast to accompany President Roosevelt over the Northern Pacific line as far as he uses them. Mr. Mellen's car will be attached to the train which will precede the presidential train from Portland, Baito, where the Oregon Railway & Navigation company will take charge of the president.

ARRIVE IN CHICAGO 8:30 A. M.
As Usual the North-Western Line is First in Moving Chicago Service.

The most luxurious train between Twin Cities and Chicago—the North-Western Limited—continues to leave Minneapolis, 8:00 p. m., St. Paul, 8:30 p. m., but now arrives Chicago 8:30 a. m. This earlier arrival insures connections for the east and south not made by other trains.

In this connection it is also interesting to recall that between the Twin Cities and Chicago the North-Western line operated the first train having appointments of the present-day Limited, first Pullman Sleepers, first Compartment Cars, first Parlor Cars, first Dining Cars, first Observation Cafe Cars and the first Reclining Chair Cars. This clearly shows the progressive spirit of this ever-popular and reliable line.

The line also runs more trains and carries more passengers in and out of Minneapolis, St. Paul and Chicago than any other railroad.

Splendid Outlook for North Dakota.
The locating office of the Northwestern Homestead Locating Co. has been advised by their representatives in the north and western part of North Dakota that the late rains have given the grass and grain a beautiful start, and that everything looks favorable for a good year and that homesteaders and settlers are about as numerous as "Flickertails."

Mr. Enger, the manager of the locating company, asserts that there is nearly 100,000,000 acres of land still open for entry in North Dakota and nearly 4,000,000 still unsurveyed. A vast amount of this land is splendid flax and wheat land, worth from \$10 to \$20 per acre, when proved in court, with headquarters at St. Paul, conlines its operations to government land exclusively. This company is always ready and pleased to give free and absolutely reliable advice as to the laws, rules and regulations of acquiring such land and advice as to where to locate the best advantage. No one should pay out money or file on any land until they know the actual requirements necessary to prove up.

Bowling at Minnetonka To-night.
The Lake Minnetonka Casino company. Excelsior, will open their bowling alleys this evening with a match game between the Turners and Tasmos. The first ball will be rolled by Mayor Morse, Excelsior. The six alleys are a duplicate of those used at the recent bowling tournament at Indianapolis, which were pronounced the finest in the world. There will be a special train back to the city after to-night's game to accommodate those who desire to witness the match and to meet the Mayor.

Co-operative Cooking.
A well-known magazine recently claimed that the American housewife, whatever else she may know, does not know how to cook; second, that chronic dyspepsia and long train of attendant evils, the result of her ignorance, are undermining the nation; third, that the remedy is to be found in co-operative cooking by professionals. Dyspepsia, it is underlining the race, which has not been proven, is the result of living at restaurants, not at home. To prevent it, use golden grain belt bread regularly with your meals. It supplies the strength of bread and meat in a form readily digested by the weakest stomach. You will enjoy this beer in your home.

POSTMASTERS RESPONSIBLE.
Bowling Green, Ky., May 22.—Judge Walter Evans in the United States court here, has ruled that men in charge of postoffices must pay to the government any amount of amounts burglars may steal from the office. The decision is considered important as establishing the liability of postmasters for funds and supplies which are lost by reason of burglars or other causes.

A WIFE'S MESSAGE
Cured Her Husband of Drinking.

Write Her Today and She Will Gladly Tell You How She Did It.

My husband was a hard drinker for over 20 years and had tried every remedy which any one can give secretly. I want every one who has a drunkard in their home to know of this and to have seen this Exact information to thousands and will write to me. I will tell you just what the remedy is. My address is Mrs. Margaret Anderson, Box 29, Hingham, N. D. I am sincere in this offer. I have seen this Exact information to thousands and will gladly send you if you will write me to-day. I have nothing whatever to sell. I want no money.

NEVER SOLD IN DRUG STORES OR BY AGENTS.

Dr. M. E. McLaughlin

OFFICE HOURS: 8 a. m. to 8:30 p. m. Sundays—10 to 1.

304 Nicollet Ave., Minneapolis, Minn.

Sunday, Wednesday, Saturday until 8 p. m.

RED RIDING HOOD



and other interesting stories, made up in the form of

Paper Dolls

for the children.

in packages of Lion Coffee.

For grown folks we have valuable premiums given

for return of lion-heads. Come and inspect the

line at our

LION COFFEE EMPORIUM,

611 First Ave. South.

Every thing absolutely Free. We haven't anything to sell.

A Free Cup of Hot Lion Coffee served to each visitor.

Drop in, first time you're down town.

Get Lion Coffee from your grocer.

WOOLSON SPICE CO.



SUNNY BROOK

AGE AND PURITY MAKE SUNNY BROOK A PERFECT WHISKY.

SUNNY BROOK

DISTILLED AND STORED IN OLD KENTUCKY, THE HOME OF FINE WHISKY.

WHISKY

NAT'L EMPLOYMENT BUREAU

Metal Trades Workers Are to Have One.

New York Sun Special Service. Cincinnati, Ohio, May 23.—Plans for a national employment bureau or clearing house for all classes of labor employed by members of the National Metal Trades association are under discussion in Cincinnati at an informal conference of about twenty prominent manufacturers from

large cities in the United States and Canada.

Bureaus similar to that of the Cincinnati Metal Trades association will be formed in other cities and these will be merged into the national bureau. At the business sessions details of the local bureaus were explained. It was stated that competent men are to be furnished to employers needing them. Grievances of the men are to be heard by the bureau and if they cannot be adjusted the men will be placed in another shop.

COLORED PASTOR LOSES SUIT.

St. Louis, May 22.—Charles H. Thompson, a negro pastor of Belleville, tried to get his shoes shined in a barber shop there patronized exclusively by white men. He was informed that the barbers and others employed there were too busy to serve him. Thompson thereupon brought suit for \$200 damages against the proprietor of the shop, H. Baumgarten. The jury decided in favor of the barber.

Will Do All This For You.

Dr. King's New Life Pills put vim, vigor and new life into every nerve, muscle and organ of the body. Try them. 25c.

Men, I Want to Talk to You About This Belt.



I want to talk to men who have pains and aches, who feel run down physically, who realize that the old "fire" and energy which was so evident in youth is absent now; men who can't stand the amount of exertion they could years ago. I want you—if that means you—to see what I have done for others, who were just as bad off. That's my introduction. If a friend in whom you had confidence presented some one to you and said, "Jack, here's Brown; he's had made good with me, and I trust him," wouldn't you trust him, too?"

Now if you don't feel right, I can cure you with my Electric Belt. If you are full of rheumatic pains, I can knock them out. I can pour oil into your joints and limber them up. I have often said that pain and electricity can't live in the same house, and I prove it every day.

J. J. Powers, Stillwater, Minn., writes: "I feel as I did 15 years ago. Your belt has cured me of rheumatism and pains in the back."

If it were not for the prejudice due to the great number of fakes in the land I would not be able to handle the business that would come to me. The "Free Belt" fraud and the "Free Drug" scheme, which are not free at all, have made every one skeptical, but I know that I have a good thing, and I'll hammer away until you know it.

One thing every man ought to know is this: Your body is a machine. It is run by the steam in your blood and nerves. When you begin to break down in any way you are out of steam. That's just what I want to give you back.

Mr. A. O. Lentz, Grand Rapids, Wis., writes: "All pains in my back and elsewhere have disappeared some time ago. I have gained about a pound since I began taking your treatment. I feel strong in every way. My sleep is very sound and refreshing."

I have a cure in every town. Tell me where you live and I will give you the name of a man I've cured.

Tell me your trouble and I will tell you honestly whether I can cure you or not. If I can't cure you I don't want your money. I have been in this business 22 years, and I am the biggest man in it to-day by long odds, and I am growing yet, because I give every man all he pays for.

Now, wouldn't you rather wear my life-giving appliance while you sleep every night, and feel its glowing warmth pouring into you, and feel yourself taking on a new lease of life with each application, than to clog your intestines up with a lot of nauseous drugs? Surely! Try me.

Mr. David Lawton, Racine, Wis., writes: "I feel greatly relieved in my back since I have used your Belt, and I am very much better in every way."

If you will come and see me I'll explain it to you. If you can't call, let me send you my book, full of the things a man finds inspiring to strength and courage. Free if you send this ad.

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