PLANS FOR THE GREAT PRO-CATHEDRAL OF MINNEAPOLIS PROVIDE FOR A NOBLE STRUCTURE TO COST A MILLION

WITH the presentation today of the first sketches of the new Roman Catholic pro-cathedral drawn by E. L. Masqueray, the famous architect, and the final clearing of the site at Hennepin avenue and Sixteenth street, the Catholics of Hennepin county begin to realize that the dream of the past few years is to be realized in the near future. With the progress that has been made already in procuring funds to build the new church and with the site finally settled upon and purchased, it is probable that the people will be worshipping in the new sanctuary in three years' time.

Today The Journal gives the first glimpse of the plan of the exterior of the pro-cathedral and its magnificent and imposing interior.

When the pro-cathedral is finished Archbishop Ireland will make good his promise to divide his time between St. Paul and Minneapolis. With the new church once opened the parish of the Immaculate Conception will cease to exist and the pro-cathedral will become the church of Hennepin county. Already the archbishop is named on the church directory as its pastor; the other priests will be assistants.

The massive edifice will so stand on the site that it will face up Hennepin avenue. By cutting Seventeenth street N thru to Hennepin and a combination of the extra plot of land in front with the part which the archbishop has presented to the city as an entrance to the new Parade, an artistic landscape effect is secured.

As to the general plan of the structure Mr. Masqueray says:

The Architect's Statement.

"The problem which confronts the architect of a modern Catholic church is a complex one. He has to create a building which embodies all the traditional features of the old churches of Europe, and, at the same time, give satisfaction to the practical requirements of a modern congregation, which are mainly a clear view of the altar in a hearing distance of the pulpit.

"In former ages the churches were generally long and narrow as the solid stone construction would not allow builders to go beyond a certain width without involving enormous expense. This disposition is prevalent in the English and continental cathedrals, but in the study of them one is struck by the majestic effect obtained in some rare cases where the designer has adopted wider proportions. The cathedrals of Albi in the south of France, and of Gerona in Spain, are the most notable examples.

"These principles are those which the building committee and the architect have followed for the selection and designing of the plans of the pro-cathedral of Minneapolis.

"The public will at once notice the magnificent sitting space where 2,000 worshipers will find comfortable seats in front of the inspiring sanctuary crowned by the high dome, and seeing beyond the chapel of the blessed Virgin the patron saint of the pro-cathedral.

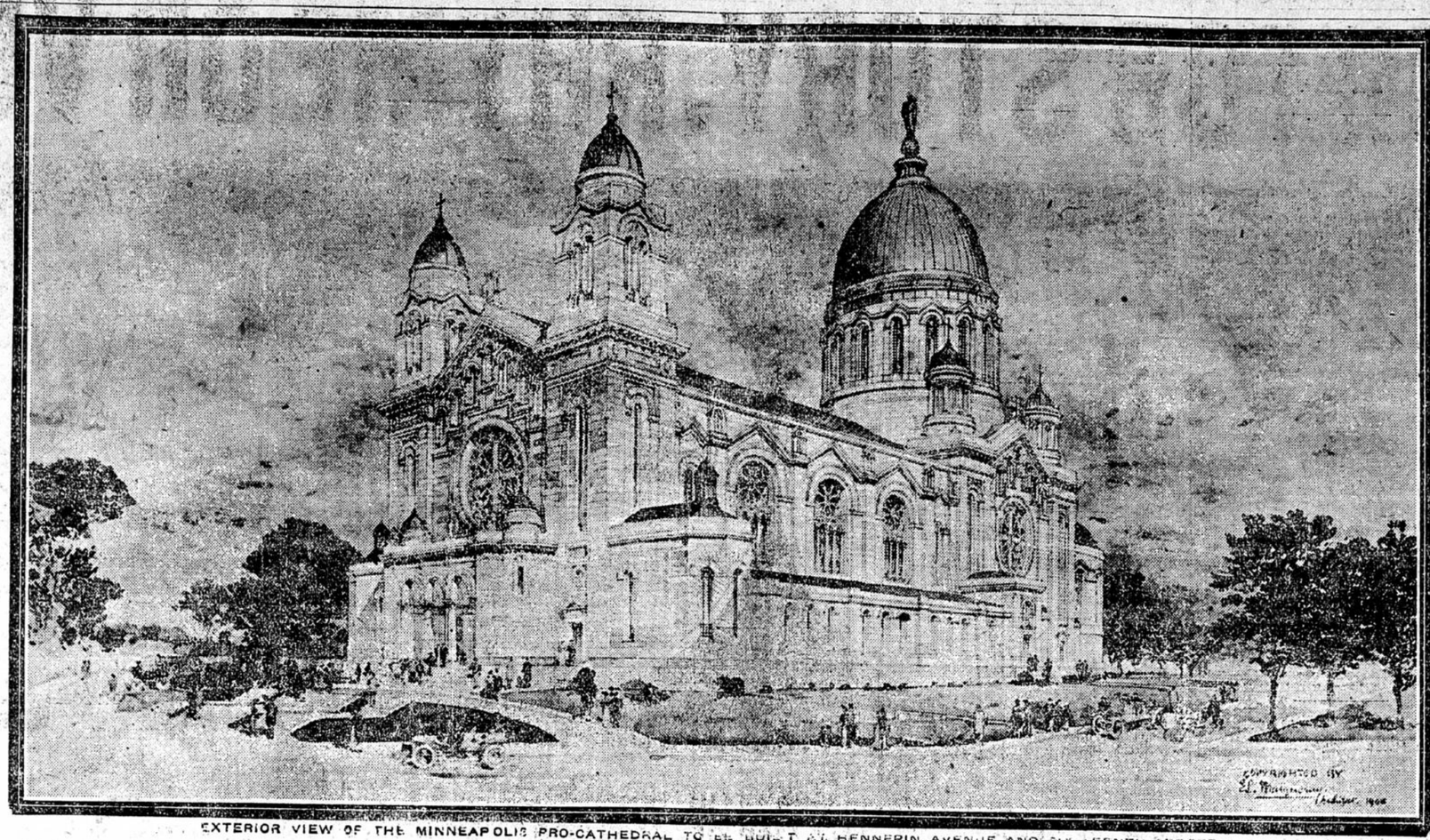
"The ambulatories surrounding the main body of the church connect the six chapels for devotional services, one being exclusively consecrated to the prayers for the 'founders' of the church, these chapels and ambulatories, necessary for successfully carrying out the elaborate ceremonies of the Catholic liturgy add greatly to the architectural effect and to the religious atmosphere of the ensemble.

"The exterior, which is the honest architectural expression of the interior, is treated in a modern renaissance spirit. A large porch precedes the facade itself, where two imposing towers, 120 feet high, frame a large elaborated rose window, surmounted by a decorated gable, raising a stone cross at the height of 100 feet. The side is pierced by very large windows with decorative tracery, giving a flood of light to the main body of the church, and rose windows, similar to the front one, lighting the sanctuary. The dome carries the statue of the Virgin Mary to the height of 190 feet. The dome itself is lighted by sixteen long windows. The apse of the Blessed Virgin chapel ends the building. The interior of the nave (central aisle) will be the widest in the world, and to understand its proposing proportions we must quote the dimensions of some of the most celebrated cathedrals of Europe.

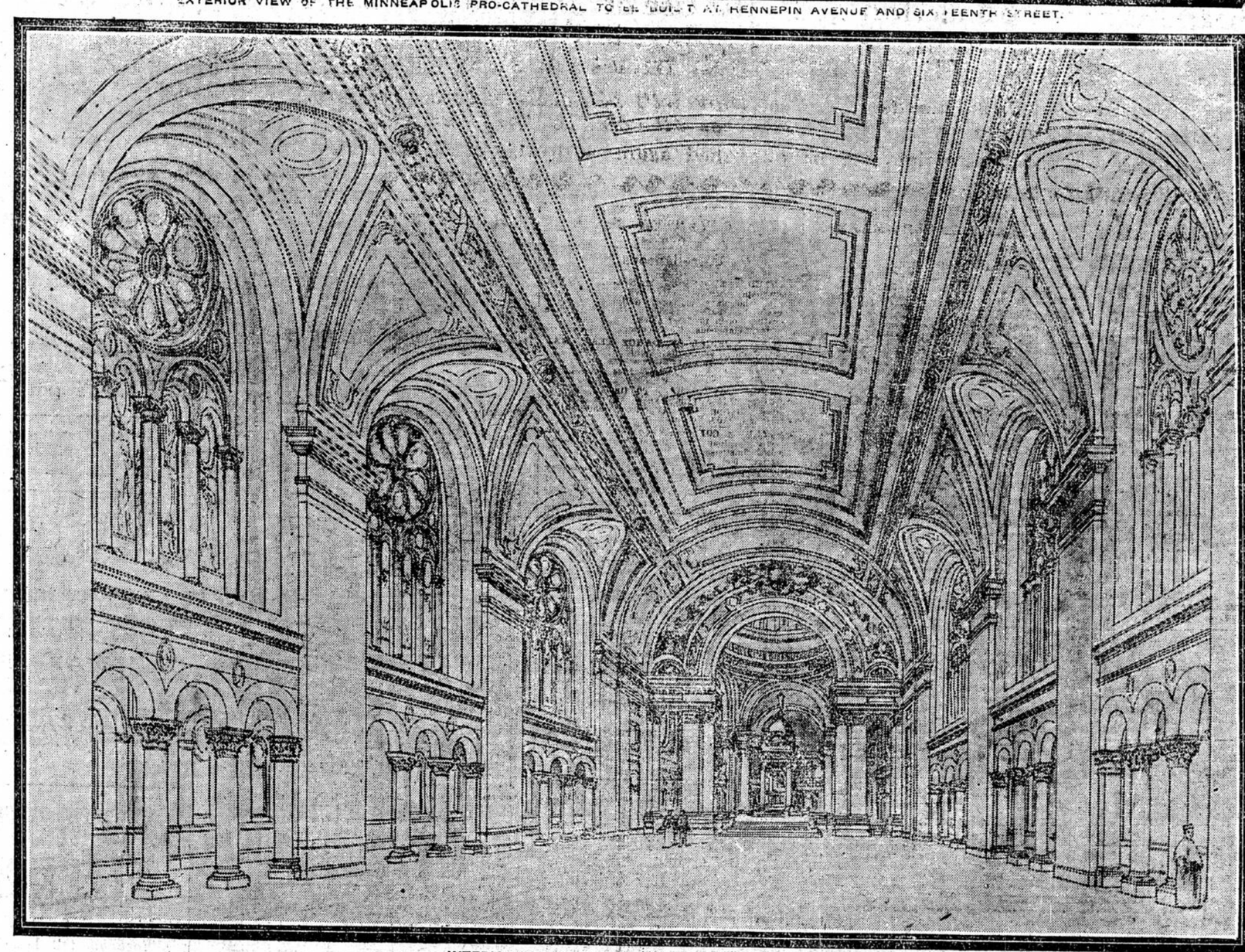
"The nave of the cathedral of Paris is forty-one feet wide; that of Florence is sixty feet; that of Albi (France) is sixty feet; that of Gerona (Spain) is seventy-two feet; that of St. Peter in Rome is eighty feet. The nave of the pro-cathedral of Minneapolis is eighty-two feet wide.

"The sanctuary under the high dome is fifty-two feet square and the vault above rises on the inside to the height of 140. The opposition of the wide nave with the high proportions of the sanctuary will be one of the most effective features of the composition.

"The apse of the chapel of the Blessed Virgin, showing thru the sanctuary will afford splendid opportunity for decorative mosaic work, like in the cathedral of Monreals in Sicily, and the light coming thru its seven long windows will enhance the magnitude of the scheme.



EXTERIOR VIEW OF THE MINNEAPOLIS PRO-CATHEDRAL TO BE BUILT AT HENNEPIN AVENUE AND SIXTEENTH STREET.



INTERIOR VIEW OF THE MINNEAPOLIS PRO-CATHEDRAL.

"The general dimensions of the building are as follows: Length, 270 feet; width, 120 feet; width of facade, 140 feet; height of towers, 120 feet; width of nave, 82 feet; height of nave, 74 feet; sanctuary, 50 feet square; dome, diameter, 60 feet; dome, height, 190 feet."

'Twill Cost a Million.

Mr. Masqueray has dealt only in dimension figures in his statement. From the character of the designs given herewith, it is seen that the expense of the completion and furnishing of the church cannot fall far short of $1,000,000. When families begin to give memorial windows in the church, or a memorial organ, altars, and other tributes to the memory of the departed, all of which will serve as part of the furnishing of the magnificent cathedral, the value of the property will be constantly increased until the figure will pass even beyond the largest expectations of the devoted communicants of the district.

The cost of the cathedral is set at about $750,000. To say the church would cost a million would possibly prove disheartening to less energetic and optimistic men than those who make up the building committees. It is encouraging, however, to relate the fact that already the committee has $359,000 in sight and actual construction is not to begin until next spring. With the money which the committee holds and the real estate owned by the church, which is to be sold, the figure is a reasonable estimate of the assets, cash and convertible on hand.

When it was decided to build a cathedral in St. Paul Hennepin county was released from assessment for it. That makes the contributions which the churches of the county will offer no heavy burden on any one church.

When it was proposed to build a fine church as the Minneapolis seat of the bishop, or archbishop of the diocese, the ultra-conservative element which may be found in every parish predicted that if the church cost $300,000 it would take the people twenty-five years to pay it off. Yet something like $350,000 is on hand, even before a start is made. The parishioners were not given credit for the hope that was within them when it was decided to cut all bridges and make for a tremendous edifice which should be a credit to the city as well as to the parish itself.

The plan for construction of a pro-cathedral began in the spring of 1905. A general committee of 100 was formed to canvass the opinion of the conservative people as to the feasibility of the plan. It was decided to build. Consultations and conferences have been held without number, the plan gradually reaching the present partially developed state.

Now that the design of the structure has been accepted and the courage of the people renewed by the force of their own progress, and thru the spirit of energy inspired by the archbishop, the funds will continue to roll in, without cessation, it is hoped. Either L. S. Donaldson, the treasurer, or F. E. Murphy, the secretary of the pro-cathedral building society, may be made the recipients of the contributions.

The Committees.

The faithful members of the church who have brought the building movement to so successful a stage of progress are the following leading citizens:

Executive Committee—L. S. Donaldson, Glass Block; W. J. Murphy, Tribune; W. P. Devereaux, Chamber of Commerce; M. J. Scanlon, 108 Lumber Exchange; F. E. Murphy, Tribune; P. J. Kennedy, 324 Nicollet avenue; Hubert Kelley, 225 Third street S; Anton Huhn, 126 Chamber of Commerce; Morris McDonald, Fifth street and First avenue N; E. J. L'Herault, postoffice, Thirteenth avenue N, No. 9; James A. Byrnes, 9 Third street S; Joseph M. Regan, 23 Fourth street S; Thomas E. Cooley, Flour Exchange; P. J. Downes, 220 First street N; John Mahoney, 220 Temple Court; Rev. Thomas E. Cullen, 210 Third street N; Rev. James O'Reilly, 120 Ninth avenue NE; Rev. Francis Jager, 1410 Eighth street S; E. A. Prendergast, 801 New York Life; James Shannessy, 102 Third street N; Rev. J. M. Cleary, 319 Thirteenth avenue S.

Officers—Archbishop Ireland, chairman; W. P. Devereaux, vice chairman; L. S. Donaldson, treasurer; F. E. Murphy, secretary.

Committee on Plans and Building—W. J. Murphy, L. S. Donaldson, Morris McDonald, W. P. Devereaux, Rev. J. M. Cleary, F. E. Murphy.

Committee on Real Estate—L. S. Donaldson, W. J. Murphy, J. M. Regan, P. J. Kennedy, W. P. Devereaux.

Auditing Committee—W. P. Devereaux, F. E. Murphy, Joseph Regan.

TROLLEY TO MANKATO

Minneapolis-Dubuque Road May Build Branch from Faribault.

Special to The Journal.

Mankato, Minn., Nov. 24.—Promoters of the Minneapolis & Dubuque electric line are to make a proposition to the city council that this city be connected with the main line by a branch to Faribault. It is also said to be the purpose of those behind the road to build a city line if a franchise on favorable terms can be secured. The plans at this end are still in the formative stage and no one pretends to say when a definite proposition will be made or action taken.

Piles Cured

Suffering for Years, and Bedridden From Piles, a Massachusetts Man Is Cured by Pyramid Pile Cure.

Trial Package Mailed Free to All Who Send Name and Address.

"I tried the sample of your cure you sent to me. I used it and then bought a 50c box. The results were immediate and surprising to me. I assure you, I had been to a dozen of the best doctors and paid much money to them with no results whatever. I had this affliction for twenty years. I was in a hospital for a long time, and I left it physically broken down. I have been so bad for months at a time as to be unable to walk. Having a friend who lost his life by an operation, I desisted from ever having that experiment tried on me. I owe you a debt of gratitude. I believe that piles would be banished from humanity and become an unknown thing, were everyone afflicted with them to but spend from 50c to $1.00 for Pyramid Pile Cure. Its speedy action also makes it extremely favorable for impatient people. I am yours sincerely, George H. Bartlett, Mattapan, Mass."

Instant relief can be gotten by using the marvelous Pyramid Pile Cure. It immediately reduces all congestion and swelling, heals all sores, ulcers and irritated parts.

The moment you start to use it your suffering ends and the cure of your dread disease is in sight.

The Pyramid Pile Cure frequently renders a surgical operation unnecessary. Don't subject yourself to this except as a very last resort.

The Pyramid Pile Cure is put up in the form of "easy-to-use," especially made suppositories. They are soothing, painless, instant and certain.

A trial treatment will be sent you at once by mail, in plain, sealed wrapper, without a cent of expense to you, if you send your name and address to Pyramid Drug Co., 60 Pyramid Building, Marshall, Mich.

After you receive the sample, you can get a regular-size package of Pyramid Pile Cure at your druggist's for 50 cents, or if he hasn't it, send us the money and we will send it to you.

Railroads

WISCONSIN CENTRAL WILL STAND ALONE

ROAD WILL NOT BECOME PART OF SYSTEM.

General Freight Agent Gives Some History and Figures to Show that Company Is Great Earner Even with Handicaps of Long Mileage and Poor Terminals.

Special to The Journal.

Milwaukee, Wis., Nov. 24.—In a statement issued today by Burton Johnson, general freight agent of the Wisconsin Central Railway company, he denies that this railroad will be made a part of some larger railway organization. Mr. Johnson's statement follows:

The statement has frequently been made, in newspapers and elsewhere, that the destiny of the Wisconsin Central railway is to become a part of some larger railway system. The prophets appear to make this prediction mainly upon the assumption that the Central cannot be profitably maintained as an independent property. Whether or not the prophecy is realized, it will be unnecessary to attach the Central to any larger system in order to show profits, for the earning ability of the property is already demonstrated. The gross earnings for the year ending June 30, 1895, were $4,090,534; net earnings, $1,303,115. For the year ending June 30, 1906, the gross earnings were $7,118,576; net, $2,576,100, leaving, after payment of fixed charges, including taxes and rentals, a surplus available for dividends or improvements amounting to $802,188.

The Wisconsin Central road is sixty-seven miles, or nearly 17 per cent longer than the Chicago & North-Western, the shortest of the competing lines between Chicago and Minneapolis. The entire line is subject to the influence of low water rates on Lake Superior and Lake Michigan. Lumber is hauled from Ashland to Chicago, 438 miles, for $2 per ton, or 4.56 mills per ton mile. The same influence affects rates between Minneapolis and Chicago and between St. Paul and Manitowoc, another of the Central's lake terminals. All thru traffic and a great deal of the local traffic is so affected by this condition as to enforce a low average rate per ton mile.

Road Is Poverty Stricken.

The fact should be recalled that, prior to 1893, the Central had been operated in conjunction with the Northern Pacific, and when that road went into the hands of receivers the Central was surrendered and passed into a separate receivership.

Under usual conditions, a receivership is expected to bring the physical condition of a railroad property up to a high standard, by using all the net revenues of the property. In this case, owing to excessive fixed charges, only about $600,000 of net revenues was available during the nearly six years the property was under receivership. The sum of $598,453.35 was spent in rehabilitation, and when the reorganization came, funds and securities were provided for the future systematic improvement of the property and equipment.

It will be seen, therefore, that the management, recently retired, started with a heavy handicap—a bankrupt, over-burdened property, and a longer road between the principal competitive points than its most powerful rivals. Yet, notwithstanding these disadvantages, the Wisconsin Central has, during the eleven years, been greatly improved physically and in equipment, and its traffic largely increased, as the following table, which gives some of the items, will illustrate:

	—Year Ending—			
	June 30, 1895. Tons.	June 30, 1906. Tons.	Inc. Tons.	Inc. Pct.
Grain	52,000	171,000	119,000	226
Flour and mill products	100,000	332,000	232,000	230
Other agricultural products	72,000	147,000	74,000	102
Coal	75,000	425,000	349,000	463
Stone, etc	55,000	117,000	61,000	111
Lumber	267,000	535,000	268,000	100
Manufactures	123,000	281,000	157,000	127
Merchandise and Miscellaneous	171,000	553,000	381,000	221

Statistics of the Wisconsin Central are based on a total of 977.04 miles. This includes 102 miles of side and spur tracks, and comparisons suffer somewhat on that account, but on this basis, for the fiscal year ending June 30, 1906, the earnings of the Wisconsin Central road, per ton mile, were .661 cents, while those of its nearest competitors were, respectively, .89 cents and .861 cents. Freight earnings per mile were: Central, $5,442; others, $6,166 and $5,773. Operating expenses, per cent of gross earnings: Central, 63.81; others, 65.40 and 62.64.

Some Comparisons.

Last year, 1905, the Central spent 65.77 per cent of its gross earnings for operating expenses. When it is taken into account that 61.35 per cent of its traffic was thru business, and hauled at rates below the average, it bears most favorable comparison with the one of its competitors which spent 60.22 per cent of earnings for operating expenses, while but 31.64 per cent of its business was of this low-priced long-haul character.

Northern Wisconsin has not developed as rapidly this period as other sections of the country, but its promise is sure of rich fulfilment. With the new line to Duluth, and the development of its territory, which will be accelerated as population increases and the natural advantages of water power and fruitful soils are improved, the future of the road, as a dividend earning, independent railway property is assured.

DEADWOOD HAS HOPES

Prospects for Extension of Milwaukee Thru Boulder Park.

Journal Special Service.

Deadwood, S. D., Nov. 24.—A crew of Milwaukee surveyors has pitched camp this side of Sturgis and indications are that a survey will be made thru Boulder Park to Deadwood. When the North-Western road built into Deadwood it considered the Boulder Park route as it was said to be the shortest and least costly. The Whitewood route, however, was the one finally chosen.

Last summer a committee of Deadwood business men who had secured data regarding the entrance of another railroad into the hills, presented the Boulder Park route to the Milwaukee people, with whom they held a conference in Chicago. It was reported favorably on at the time, and altho it has been understood of late that the Milwaukee after reaching Rapid City would use the Crouch line and the Burlington to get into Deadwood, the belief is prevalent lately that it may lay new tracks into this city.

In that case, the route thru Boulder Park is by far the shortest, most favorable and least expensive of any by which the road can enter the hills. It is a peculiar feature of the topography of the Black Hills that there are few routes by which it is possible for the railroads to get entrance from the prairie into the heart of the hills country.

MILWAUKEE TO EXTEND

Valley Division Line Will Be Built to Waukesha and Waupaca.

Special to The Journal.

Chippewa Falls, Wis., Nov. 24.—According to advices received here, President Earling of the Milwaukee road has announced that the Valley division will be built to Waukesha and Waupaca in the spring. This would require the extension to Stanley and thru Chippewa county to Lake Superior. The line from this city would be extended to Stanley and there connect with the Valley division, thus giving Chippewa Falls another connection with Lake Superior.

SHOP PLANS REVIVED.

Brainerd Men Believe Northern Pacific Will Make Improvement.

Special to The Journal.

Brainerd, Minn., Nov. 24.—The rumors of enlargements to the Brainerd shops of the Northern Pacific refuse to down, despite the denials of the officials, one Brainerd man claiming to have seen the plans and to know that the company has already ordered between seventy and eighty machines to be installed in the new building.

This shop will be constructed entirely for what is known as shop order work, being work done for outside parties. There is a large amount of that work done, and while it is profitable to the company it interferes seriously with the work of keeping the rolling stock in order. The new machine shop, according to the rumors, will employ in the neighborhood of 150 men.

ON TO THE BOUNDARY

Minnesota & International Said to Be Planning Extension.

Special to The Journal.

Brainerd, Minn., Nov. 24.—It is stated on apparently good authority that the Minnesota & International road will soon be running trains to International Falls. The statement was given out some time ago by General Manager Gommell that while the Minnesota & International itself would not construct a line to the border, some of its stockholders would. It was currently reported in railroad circles here that it was the Backus-Brooks Lumber company that was behind the movement to build the road.

It is now said that Dempsey & Dorothy of Grand Rapids have the contract and have already commenced work. It is also stated that they will push the work all winter and have the road ready to run when spring opens.

MAKE NO REDUCTION

Western Roads Do Not Join in Eastern 2-Cent Rates.

Rate clerks having finished the alignment of the passenger rates east of Chicago with the recently reduced reductions made by eastern lines, the revision of the twin city-Chicago tariff sheets will begin Monday in St. Paul. It will be only necessary to add the regular $11.50 rate to the new eastern rates, as the lines west of Chicago have made no concessions to the traveling public, the 2-cent-rate of the eastern lines terminating at Chicago.

Crosby by New Year.

Special to The Journal.

Berthold, N. D., Nov. 24.—According to contractors who are at work on the Great Northern extension to Crosby, trains will be running into that place by the first of the year. All the grading work has been completed, bridge builders are at work, and the laying of steel will begin next week. Unless hampered by unfavorable weather the rails will be laid before the end of next month.

Railroad Notes.

To meet the reduction caused by the shortening of the Omaha line between Minneapolis and St. Paul and Mankato, the Great Western will reduce its fare between the two points 5 cents on December 20.

The $40 round-trip rate from the Canadian northwest to Canada east went into effect today and the travel of the Christmas-time home visitors began.

A special round-trip rate for Thanksgiving of one fare and one-third, beginning Wednesday and good to return until Dec. 3, has been announced by all lines. In the Western Passenger association territory the distance is restricted to 300 miles. On the northern lines the rates apply east of the Montana line.

Defective Page