FORECLOSURE SALES.

NOTICE OF SALE OF NEW ORLEANS, TEXAS & MEXICO RAILROAD COMPANY.

Notice is hereby given that pursuant to a decree of foreclosure duly made and entered by the District Court of the United States, Eastern District of Louisiana, and filed in the office of the Clerk of said Court at New Orleans, Louisiana, on the 3 day of May, 1915, in a certain cause in equity in said court entitled "The Farmers' Loan and Trust Company, Complainant, vs. New Orleans, Texas & Mexico Railroad Company, St. Louis & San Francisco Railroad Company, Defendants, No. 14,595," said decree being a decree ordering the foreclosure of the mortgage or deed of trust dated May 17, 1910, of New Orleans, Texas & Mexico Railroad Company and St. Louis & San Francisco Railroad Company to The Farmers' Loan and Trust Company, and pursuant to the further order of said court duly made and entered in said cause on the 17th day of September, 1915,

I, D. H. Chaffe, the Special Master in the said decree appointed for that purpose, will offer for sale, in addition to the regular bidders at the door of the House of the Civil District Court, Parish of New Orleans, in the Parish of Orleans, State of Louisiana, on the 15th day of November, 1915, at 12 o'clock noon, the railroad, franchises, privileges and other properties in and by said decree and order to be sold and herein described as follows:

All and singular the properties, rights, franchises, licenses, permits, and privileges of whatever nature, real, personal and mixed, and wherever situated, owned by the defendant, New Orleans, Texas & Mexico Railroad Company, including all the following properties, to wit:

The main line of railroad of said defendant, New Orleans, Texas & Mexico Railroad Company beginning at Anchorage in Ward Twenty-Four of Louisiana on the west side of the Mississippi River opposite Baton Rouge and extending westward to a connection with the railroad of the Kansas City, Shreveport & Gulf Railway Company at or near DeQuincy, Louisiana, and a branch line of railroad of said defendant, New Orleans, Texas & Mexico Railroad Company extending from Eunice, Louisiana, to Crowley, Louisiana, together with the ferry across the Mississippi River connecting said main line of railroad with the line of the Yazoo and Mississippi Valley Railroad Company at Baton Rouge, and all telegraph lines, including poles, wires and instruments, all rights of way, station and depot grounds, all tunnels, roadbeds, spurs, side tracks, second or other additional tracks, turnouts, switches, shops, buildings, furniture, superstructures, bridges, stringers, ties, rails, frogs, chairs, bolts, spikes and other railroad appurtenances, all terminals and terminal properties, and facilities, all station houses, warehouses, freight houses, cabin houses, car houses, water stations, water tanks, water supply, machine shops and other structures, all furniture, machinery, tools, implements, materials and supplies, all ferries, inclines, ferry boats and transfer boats, all wharves and wharf transfer facilities, and all other property, real, personal or mixed, appurtenant to any of said lines of railroad.

And also all and singular the rights of said New Orleans, Texas & Mexico Railroad Company under the joint lease, dated July 1, 1903, and the agreement dated November 1, 1908, between the New Orleans Terminal Company and defendant St. Louis & San Francisco Railroad Company, and under an agreement dated May 1, 1910, between said St. Louis & San Francisco Railroad Company and said New Orleans, Texas & Mexico Railroad Company to use the railway tracks and terminal facilities of said New Orleans Terminal Company in and about the City of New Orleans, Louisiana.

And also all and singular the rights of said New Orleans, Texas & Mexico Railroad Company under a certain contract or agreement dated March 8, 1913, by and between it and the Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company for the use of tracks and other facilities between Baton Rouge and New Orleans, and more particularly described herein.

And also all and singular the rights of said New Orleans, Texas & Mexico Railroad Company under a lease to it by the Louisiana Southern Railroad Company, dated February 1, 1911, of certain railroad properties in the Parishes of Orleans, St. Bernard and Plaquemines, in the State of Louisiana, more particularly described therein.

And also all locomotives, engines, tenders, passenger and freight cars, hand and other cars and all other rolling stock and equipment owned by said New Orleans, Texas & Mexico Railroad Company on May 17, 1910, or acquired after that date, and any and all interest which it has in any locomotives or other rolling stock or equipment, including all of its right, title and interest in and to any locomotives or other equipment acquired under or covered by those certain contracts or agreements of conditional sale as follows:

An agreement with the Pullman Company dated January 15, 1907, an agreement "A" with the Bankers Trust Company, dated February 1, 1907, and an agreement known as Equipment Agreement Series "B", with the Bankers Trust Company of New York, dated September 15, 1910, respectively, and all of the right, title and interest of said New Orleans, Texas & Mexico Railroad Company in and to said contracts or agreements.

And also 850 shares of the par value of $100 each, of the capital stock of the Beaumont, Sour Lake & Western Railroad Company, and first mortgage six per cent. gold bonds of that Company secured by mortgage to The New York Trust Company, dated May 1, 1916, of the par or face value in the aggregate of $2,467,827.44; 79 shares of the par value of $100 each of the capital stock of The Orange and Northwestern Railroad Company, and the right to receive and hold additional shares of its capital stock of the aggregate par value of $26,500 when and as earned; and first mortgage bonds, six per cent. gold bonds of that Company secured by mortgage to The New York Trust Company, as Trustee, dated May 1, 1913, of the par value in the aggregate of $1,066,248.51; 5,000 shares, of the par value of $100 each, of the capital stock of The St. Louis, Brownsville & Mexico Railway Company and first mortgage six per cent. gold bonds of said Company secured by mortgage to the St. Louis Union Trust Company, dated December 1, 1909, of the par or face value in the aggregate of $12,147,199.99.

And also 250 shares, of the par value of $100 each, of the capital stock of Rio Grande Railway Company, or proceeds of sale thereof, now in the possession of St. Louis & San Francisco Railroad Company or its receivers thereof.

And also 30 shares of the par value of $100 each, of the capital stock of the Crosby Belt and Terminal Company.

And also 50 shares of the par value of $100 each, of the capital stock of the Western Township Company.

And also all and singular the rights of said defendant, New Orleans, Texas & Mexico Railroad Company under those certain contracts, respectively, between the St. Louis, Brownsville & Mexico Railway Company and A. T. Perkins, Trustee, dated December 1, 1911, and between The St. Louis, Brownsville & Mexico Railway Company, New Orleans, Texas and Mexico Railroad Company, St. Louis & San Francisco Railroad Company, Albert T. Perkins and St. Louis Union Trust Company, dated September 1, 1912, for the construction of a branch line from Bloomington, Texas, to Austwell, Texas.

And also all and singular the rights of said New Orleans, Texas & Mexico Railroad Company under those certain contracts, respectively, between the St. Louis, Brownsville & Mexico Railway Company, New Orleans, Texas & Mexico Railroad Company, St. Louis & San Francisco Railroad Company, Albert T. Perkins and St. Louis Union Trust Company, dated January 15, 1912, relative to the construction of a branch line from Bloomington, to Victoria, Texas.

And also all and singular the rights of the said New Orleans, Texas & Mexico Railroad Company under those certain contracts, respectively, between the St. Louis, Brownsville & Mexico Railway Company, New Orleans, Texas & Mexico Railroad Company, St. Louis & San Francisco Railroad Company, Albert T. Perkins and St. Louis Union Trust Company, dated September 1, 1911, and between The St. Louis, Brownsville & Mexico Railway Company, New Orleans, Texas and Mexico Railroad Company, St. Louis & San Francisco Railroad Company, Albert T. Perkins and St. Louis Union Trust Company, dated January 1, 1912, relative to the construction of a branch line from Bloomington, to Victoria, Texas.

And also all and singular the rights of the said New Orleans, Texas & Mexico Railroad Company under those certain contracts, respectively, between the St. Louis, Brownsville & Mexico Railway Company, New Orleans, Texas & Mexico Railroad Company, St. Louis & San Francisco Railroad Company, Albert T. Perkins and St. Louis Union Trust Company, dated December 1, 1911, and between The St. Louis, Brownsville & Mexico Railway Company, New Orleans, Texas & Mexico Railroad Company, St. Louis & San Francisco Railroad Company, Albert T. Perkins and St. Louis Union Trust Company, dated January 1, 1912, relative to the construction of a branch line from Bloomington, to Victoria, Texas.

And also all and singular the rights of