

THE NORTH SHORE.

Notes of a Trip Along the North Shore of Lake Superior, by a Globe Correspondent.

Points of Interest, Natural Scenery, Silver and Other Mines—The Canadian Pacific Railroad.

[Special Correspondence of the Globe.]

DULUTH, Sept. 1.—I have just returned from a trip along the north shore of Lake Superior, and the wonder uppermost in my mind is that so few, comparatively speaking, of the people of Minnesota know anything of the pleasures of such an excursion. If it be true that a prophet is not without honor except in his own country, I think it is equally true that prophets are generally ignorant or indifferent to the beauties and resources of the country in which they live. People flock to the east and the south and abroad in search of the picturesque and the beautiful, and the further away they go, the more inconveniences and exposure they are subjected to, the more they convince themselves they have had a pleasant time, and have seen something. Yet, all a Minnesotan has to do is open his eyes and look about him, in his own state, or north or west, and he will find that in other states in the Union can surpass. The fame of the natural beauties of the North Star state and vicinity has spread all over the country, yet the citizens of the northwest seem to be most indifferent about them. Probably this comes from the disposition manifested everywhere to postpone seeing the interesting places near by on the theory that they can be seen at any time.

Whatever the cause there are fewer tourists along the north shore of Lake Superior from the Northwest than from any other part of the country, and yet it is a trip within reach of the pocket and time of almost every citizen of this section.

I left the Zenith City flashing its innumerable lights on the bay, a little after nine in the evening, on board the handsome propeller Queen. As we steamed out of Duluth and took a view of Duluth lengthwise, it seemed like one long streak of glimmering light on its main streets and the handsome residences on the hill fairly glittered in the moonlight. Duluth is finely situated both for business purposes and for residences. The tendency of business is towards Rice's Point, and the west end of town, but before many years have passed the eastern division will contain as many and as handsome homes as can be found anywhere in the state. There is more talk outside of Duluth about the new town—South Duluth—which the Omaha and Northern Pacific roads intend to "boom" than in Zenith City. Duluthans, as far as I have been able to see, express no uneasiness about a possible rival. The proposed town is in the vicinity of the silver surface, and will be nothing more nor less than a suburb of the city. The railroads need it for larger terminal facilities, stock yards, machine shops, factories and other manufacturing, which are never found in the heart of any city, but the money center and the big retail stores and the homes and residences will be in Duluth. The Zenith is too far ahead for a rival to catch up or outstrip it.

As you leave Duluth the high bluffs open and the country expands into a broad and rolling plain, with a gradual rise from the lake shore. Four miles below the city is New London an irregular collection of substantial dwellings, built some years ago, during the first boom days of Duluth, with English capital. The scheme was to establish a suburban residence town, away from the smoke and noise of the "big city," which was certain to spring up and thrive on wind at the head of the lake. The panic of '73 pricked the bubble, and all that ever was of New London still exists in the few houses' rough weather and hard usage clinging about them.

We lost sight of the Duluth lighthouse about midnight and the next morning found ourselves steaming among the innumerable islands, great and small, round, square, no shape, every shape, but all rocks and covered with a hardy growth of scrubby pine and evergreens. These islands are very beautiful and picturesque to look at, as they lie like sentinels, built some years ago, during the first boom days of Duluth, with English capital. The scheme was to establish a suburban residence town, away from the smoke and noise of the "big city," which was certain to spring up and thrive on wind at the head of the lake. The panic of '73 pricked the bubble, and all that ever was of New London still exists in the few houses' rough weather and hard usage clinging about them.

As you leave Port Arthur and sail further down the lake, the scenery becomes grander and grander. As I am not a seaman, and as painter, and as my object was to observe more the designs of man than the beauties of Nature, I must be excused if I do not "spread myself" on a theme suitable only to poets and other cultivators of the imagination. But those who wish to take this trip for the mere pleasure of it, will find neither the sublime nor the beautiful lacking in the towering bluffs, the multitudinous ranges of hills that roll back one of the other, revealing glimpses of green vistas and peaceful coves nestling between them that are beautiful in the extreme. I regret to say that from a utilitarian point of view these hills and bluffs have nothing to commend them, but then there are some things in life and Nature that are good even if they are not in the narrow sense of the word—useful.

At Verte Island there is a brown stone quarry that runs clear across from one side to the other, and yields a stone of unexpected fineness of grain and in unlimited quantity. The quarry is owned by a Chicago company, and is under the management of Gen. John McArthur, of that city. The stone is very hard, and is polished, and is capable of a high polish. The manager assured me that experiments he made proved it better able to resist fire than granite, and while hard to work is very durable. The cargo has already been shipped to Chicago this season, and will be enlarged facilities the company will be able to meet the growing demands upon them. I mention this stone so that St. Paul builders, who are tired of granite, may know where to look for a change.

THE CANADIAN PACIFIC ROAD. The Canadian Pacific road from Port Arthur eastward for nearly a thousand miles is one of the greatest undertakings of the age. It is a gigantic piece of work. If it doesn't swamp the company and the country it will not be Nature's fault. It is almost literally one to say that there is not a foot of clay on earth on the entire route. It is all rock and mostly the hardest kind of rock. It looks as if Nature had issued an ultimatum that that no railroad should penetrate these rocky fastnesses, yet man's energy, genius and money have set the decree at naught. The road is built on a slope that rises very gradually from the lake and ends in a high hill some miles back. It consists of a lot of wooden buildings, some of them good ones, others, the largest proportion, mere shacks. They look as if they were put up, as the Arab spreads his tent, only to be taken down again in a short time and transported some where else. In fact, the first impression made on a stranger is that nothing and nobody in Port Arthur and there to stay. There is a ceaseless ebb and flow in the floating population. I was going to say from morning till night, but I can truthfully say from morning till morning, that indicates a determination to leave as soon as possible. The town is lively, but with the same sort of liveliness that made Brainerd, Fargo and Bismarck in their early days thrived, as pandemonium let loose. The streets are thronged with men, sober, half sober, marauding, stupid, staggering, swagging, noisy, quarrelsome and disorderly. These constitute the "floating" population, and they certainly float, willy, nilly, and they are, gastronomically, in the strongest "whiskey" and "beer" permanent and genuine citizens of Port Arthur, active, energetic, vigorous men of business, many of them, men of culture. There are a few of them who believe that Port Arthur is going to be a great shipping port, while others think that with the completion of the Canadian Pacific railroad all its glory will have departed, and it will be left high and dry within sound of the melancholy waves. There is certainly nothing at or near Port Arthur upon which a city could be supported. The country is barren and unfit for farming purposes. There is no timber

much within easy reach, no manufacturing facilities, and nothing to manufacture if there were. It will not be for the interest of the railroad company, after the road is finished, to encourage shipping more than is absolutely necessary to get to the place. When it is remembered that for nearly a thousand miles east of Port Arthur the road runs through a country that can never furnish a pound of local freight and that the company must depend exclusively upon its through trade for business, it will be seen that they cannot afford to be over anxious for the growth of Port Arthur. At present because of the road, there is plenty of money in the town, but it is money that is not going to be of any permanent benefit. Some men are making their "piles," with which, when the collapse comes, they will hit themselves to the pastures new, but very little of it is going into substantial improvement. There are a few planning mills, an elevator with a capacity of 200,000 bushels, a house for immigrants, a brick church (Catholic) and a convent, several other churches, a jail (with inefficient capacity), no first class hotel since the Queen's was burned, several private residences of good appearance, some handsome stores or shops, as you occasionally hear on that side of the border, and the rest is of the floating order like the bulk of the population. The best thing around Port Arthur are the docks, which are well and substantially built.

Through the Canadian immigration agent, J. M. McGovern, Esq., I learned that while the emigration to Manitoba through Port Arthur is not as large as in former years, the emigrants are of a higher and more substantial class. He says they are mostly people with some capital and experience as farmers, accustomed to business and able to take care of themselves. The facilities furnished by the Canadian Pacific Railroad company for the transportation of immigrants from the east direct to Manitoba, could scarcely be improved upon. The syndicate has built three magnificent iron steamers to connect with the trains at Port Arthur. These steamers are fitted up with all the improvements suggested by modern shipbuilding, and are fitted with electric light, furnished handsomely and substantially, and are made as safe and reliable as is possible to science and skill. The immigration quarters, on the lower deck, while necessarily crowded, are perfectly clean and comfortable. During every voyage has been done to lessen the troubles and vexations attendant upon emigration. Immigrants are rarely subjected to delay at Port Arthur, but for their accommodation house, the government has built a large and commodious reception house.

THE RABBIT MOUNTAIN MINES. There are many other places of interest that might be mentioned, but this letter has already grown longer than I intended. I must not, however, omit to say a few words about the Rabbit Mountain mine and Silver Lake, in most of which St. Paul capital has been interested. On the boat with me from Port Arthur Monday last was a member of one of the wholesale houses of St. Paul, but with the modest characteristic of the business man of this city, he desired me to withhold his name. He is one of the parties that recently purchased the Rabbit Mountain mine, and had just come in from a prospecting tour. After paying a tribute to the improvements recently made in the mine, he proceeded to discuss the far ahead of its contemporaries, especially in its local features, he kindly submitted to an interview. The company paid \$250,000 for the mine. They own 160 acres of land. The vein in one place is 7x3 and in another 1x7; the total is 800 foot long. Three shafts have been sunk. No. 1 is thirty-eight feet, No. 2 fifty-five feet, and No. 3 twenty-eight feet. They have also run cross cuts from one shaft to another. At the bottom of No. 3 they have struck ore, which the syndicate values at \$100,000 to \$200,000. The mine is rich in silver. It is estimated that the ore now on the dumps is worth \$50,000. In Port Arthur I heard it was worth \$100,000, but my St. Paul informant is satisfied with the lower estimate. The company have a store and boarding house, and were this morning employed at the mine. If the walls of the mine continue to run parallel, then the owners think there is no estimating its wealth. If, on the other hand, the walls should meet somewhere, the mine is a pan man, although what has been taken out so far justifies the purchase. This is the present condition of the Rabbit Mountain gold and silver mine.

SILVER ISLET. Silver Islet is a mere speck on the lake that a man with good legs can cross in five strides. A few years ago it was considered the richest silver mine in this section of the country, and it is said that \$2,000,000 were taken out of it. Now it is nothing but an abandoned bit of ground, almost too small to hold the smelting works that stand up dark and silent against the watery surroundings. The owners have worked the mine so thoroughly that only a mere sphere of earth serves as a roof between it and the waters above. The works stopped last fall, owing, I was told, to the fact of a coal barge not reaching the islet before the lake froze up. The fires went out and eighteen hundred feet of water now all the mine. On the main shore, where less than two years ago there was a thriving village, with two churches, a few inhabitants still linger, but why or whereupon I cannot say. The mine is abandoned, and the water, but when it will be worked again depends upon circumstances. I understand an effort is now working to interest English capital in the enterprise, and if successful, the managers will pump out the water and go down another hundred feet in search of hidden treasure. It is said to be still rich in precious ore.

CONCLUDING REMARKS. It would only be proper for me to conclude this letter without a few remarks for the benefit and advantage of possible visitors to that region. It is a trip that can be made without any inconvenience and at very little expense. The tourist who leaves St. Paul or Minneapolis by the St. Paul & Duluth road on Tuesday morning, arrives in Duluth in time to catch the beautiful propeller Queen, which is the only stopping at all points of interest along the north shore, and is handsomely furnished, the state rooms are neat and comfortable, supplied with spring mattresses and every other convenience which a fastidious traveler requires. The fare on the boat is good, substantial and plentiful. The officers are all pleasant gentlemen who spare no trouble to make the trip agreeable to their guests. The captain, Mr. A. I. Thompson, is one of the most reliable on the lakes, and has under his command a young man, boasts of nineteen years experience on the "raging brine." He is a great favorite with tourists and deserves the good opinions he has won. The clerk, Mr. James Macgregor, seems to have no other thought than to please, and is comparatively in his care, and as he is constantly bubbling over with good humor, he does much to prevent the trip from growing monotonous. He is ever alert to look after whatever may add to the pleasure of his guests, and has no objection to see that sometimes characterizes those in similar positions. In every way a trip down the north shore of Lake Superior is well worth the taking. R. J. M.

National Dog Breeders' Show. PHILADELPHIA, Sept. 14.—The premium lists are now ready for distribution for the first national dog breeders' show, to be held here October 16, 17 and 18. The exhibition will be held under the auspices of a number of leading exhibitors throughout the country, and in many important features is a new departure in connection with dog shows. There are thirty-three classes for all of which the premiums of cash and valuable special prizes will be offered for competition. Promises of support have been received from all sections of the states and Canada.

A Brutal Murder. WHEELING, Va., Sept. 14.—Intelligence is just received of the murder at Coal Valley, Fayette county, this state, that South Olden and Alexander Trucker, involved in a quarrel when Olden struck Trucker with an axe, cleaving his breast open from the right shoulder through both lungs and heart, and part of the neck dropping out of the gaping wound. The murderer was arrested.

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MILWAUKEE LETTER.

Opening of the Exposition—Its Noticeable Features.

The Political Atmosphere Getting Warm for Republicans.

The Pythian Celebration—A Joke on Erial Navigators—A Catholic Shrine.

[Special Correspondence of the Globe.]

MILWAUKEE, Sept. 13.—The exposition of 1884 opened this evening. For weeks carpenters and laborers have been busy in the big building, and, judging from the appearance of things, have made good use of their time. The floor is crowded with booths, pagodas, show cases, etc., every available inch of space having been utilized. The number of exhibitors is far in excess of any year since the exposition was instituted, and some of the late comers have been forced to pitch their tents in the open air. The lighting of the vast hall has been augmented by the addition of ten large arc lights which are burning brightly in the center of the building. With these new additions there are exactly 100 arc lights in operation, besides 400 incandescent lights in the art gallery—light enough, seemingly, to make doubly brilliant the unusually fine display of wares. The art gallery, a feature of much interest to thousands of people in the northwest, contains many choice paintings, which are skillfully displayed at best advantage by Mrs. Ely, who has full charge this year. Wm. Bradford, the celebrated artist, has a special exhibit of Artistic scenery. Mr. Bradford, who is a polar explorer, has made seven voyages to the frozen north and spent upwards of \$75,000 to gratify his taste for exploration.

A BIG FEATURE. The most prominent feature of the exposition is a monster panorama of the battle of Lookout Mountain. It occupies the conservatory at the south end of the building. It is constructed on the same principle as the famous panorama of the battle of Gettysburg and stage of Paris, at Chicago. The canvas bearing the picture is stretched in semi-circular form, and is 125 feet long and 50 feet high. The picture is as near correct in every detail as art can make it, an artist having taken the sketches for the work on the spot where the memorable struggle occurred. The scene depicts Lookout Mountain on the right, with the Tennessee river flowing along its base. A broad country road which winds around the foot of the pine-covered mountain is filled with ambulances (said to be a historical fact) and soldiers are fighting, falling and dying in adjacent fields. Manager Mercier has made ten fields with this happy thought, and is showing the battle of Lookout Mountain as the subject, has recognized the fact that Wisconsin's brave soldiers bore a conspicuous part in the engagements in that vicinity.

WILL NOT OPEN SUNDAYS. Ever since the big show was inaugurated, efforts have been made at the commencement of each annual exhibition to have the building open on Sundays, but without success. At a meeting of the board of directors of the exposition on the 1st of the present month a petition of the personal liberty league for Sunday exhibitions was thoroughly discussed. Of the fifteen directors, only ten were at the ballot, which resulted in a tie, Messrs. Brand, Palst, Uhlheim, Hansen and Wendel, voting in favor of the proposition, and Messrs. Goodrich, Stark, Plankinton, Cottrill and Mathews against it. A number of ballots were taken, and finally at a late hour, the opponents of the Sunday privilege carried their point by a vote of six to four. It was then decided with only one dissenting vote to submit the question to the stockholders for action before the next annual exhibition. The friends of the Sunday movement are encouraged by the closeness of this year's vote, and confidently predict a victory next year. If there is any virtue in periodicals, Milwaukee is peculiarly constituted, and it seems no more than right that the wishes of her large German population should be recognized. There certainly can be no harm in a Sunday view of an exposition whose object is to instruct, elevate and refine.

THE CONFLICT TICKETS. The nomination of a first class state ticket by the Democratic convention at Madison, Wednesday, completed the line of battle of that party in Wisconsin, and henceforward the struggle will be persistent and vigorous. N. D. Pratt, the Democratic gubernatorial candidate, is a man of sterling integrity who occupies a warm corner in the hearts of the farmers of the state. He is with them heart and hand in their social and business plans, and now that he again claims the suffrages of his friends in a grand work of reform, they will cleave unto him as a true wife or husband. Pratt is now president of the State Agricultural society, and it would not be surprising if he were lifted into the gubernatorial chair by a tidal wave of popular emotion. Wm. R. Taylor, the agriculturalist, in 1882. The ticket is a strong one, and its earnest effort is made it will be a winner. The renominist Republican incumbents have had three years in office, and to very many voters the demand for another term seems to have the flavor of a Grant regime in national politics, which was stopped short, never to again, after a vigorous bid for a third term.

THEY ARE FRIGHTENED. The postoffice crowd is much agitated, and there is a good deal of trembling in official boots. Postmaster Payne is deeply agitated, in fact has lost his balance. He even suspects his friends, and is goading the political pry-pullers and runners to their utmost endeavors. He says Carl Schurz has inflicted serious damage on Blaine Republicanism in Wisconsin, and he sees the necessity of earnest work to counteract the influence of the Mayor German publicist's candid statements. The defection is heavy and there is no use of dodging the truth. Thousands of German votes which heretofore have been cast for Republican candidates will be given to Cleveland and Hendricks. Your correspondent heard to-day that Guido Pister, a wealthy farmer and capitalist, has privately announced his intention to vote for the Democratic nominee. And it may be set down as a fact that the solid old Germans who built up fortunes on the rocks of honesty will be found on the side of reform when the November hurricane characterizes the planned cohorts of the Maine dissembler.

THE KNIGHTS OF PYTHIAS. The fourth anniversary of the advent of the secret order of Knights of Pythias in Wisconsin was celebrated on Tuesday last by a parade of about 1,000 knights, including visitors from different parts of the state. Despite the heat the line of march laid out in the programme of exercises for the afternoon was fully traversed; but when Schitz park was reached the knights were so completely wilted that the remainder of the programme was postponed until evening, when a grand banquet was spread in the auditorium of the city hall. The banquet was given by Walter delivered at address of welcome, and a number of felicitous speeches in response to sentiments were made. The first lodge in Wisconsin was instituted in this city fourteen years ago by Henry Clay Berry, then grand chancellor of Illinois. Mr. Berry, who is a resident of Chicago, was invited to participate in Tuesday's exercises, and circumstances prevented his attendance. Of the original members of lodge No. 1, which had a charter membership of twenty-five, only four were present at the celebration, viz: C. A. Curtis, Fred Snyder, L. W. Coe and G. W. Green. The growth of the order in Milwaukee and Wisconsin was at

first spasmodic, but it is now flourishing like a green bay tree.

A RUPEE PRACTICAL JOKE.

Somebody has been playing upon the credulity of the human race in general, and of flying machine cranks and aerial navigators in particular, by widely advertising a fictional statement that a fund of \$500,000 to assist aerial enterprises was bequeathed by one Maxwell, a wealthy Milwaukee brewer. The matter has been brought to public notice several times within the past six months, by the receipt of letters of inquiry as to the conditions of the alleged bounty. Register of Probate Donnelly has received about fifty letters on the subject of the imaginary fund, two having arrived as late as Tuesday last. Peterson's Aerial Navigation company, of New York, is a victim of the hoax, and the Chicago law firm, working on behalf of a client, asks for light on the subject of the great gift. The originators of the joke are no doubt laughing in their sleeves over the success of their plot, and the widespread advertisement has received no such answer as Maxwell ever expected in Milwaukee, and Milwaukee beer-makers are not given to the encouragement of attempts to navigate the upper air. Their energies are devoted to the promotion of "schooner" navigation over black walnut barrels on a trip.

A HOLY HILL.

On Monday last, about 10,000 people, coming from all parts of the northwest, visited the church of St. Mary's of Help, the famous place of pilgrimage near Schlessingerville, in Washington county, about thirty miles north of this city, the occasion being the special services ordered by the Pope in honor of the Blessed Virgin. The surrounding country was fairly covered with carriages containing devotees and people drawn thither by curiosity. This shrine is growing quite famous, and devout Catholics predict that it will become a Mecca for pilgrims throughout the entire west. In a future letter the history of the hill and a description of the road to the shrine on its summit, will be given.

SHORT NOTES. Miss Kittie Smith, daughter of John C. Smith, will be married at All Saints Episcopal cathedral early in October, to Rev. Mr. Townsend, an Episcopal minister of Illinois. Miss Jessie H. Taylor, daughter of E. G. Taylor, was married, Tuesday evening, to Elton P. Nichols, at Fifth Baptist church, in the Sixth ward. A reception followed the ceremony, at the residence of the bride's father, on First street.

Capt. Hughes, of the Lincoln guards, has had a relapse, and his physician says there is little hope of recovery. His disease is consumption.

Miss Jennie Valley and Howard D. Rees were married, Wednesday, by Rev. W. J. Kernott, of the Fifth Baptist church.

E. H. Taylor, of the Standard Paper company, was married at Markesan, Wis., Wednesday, to Kate Meacher, daughter of Dr. Wm. Meacher.

The father of Capt. Wm. P. O'Connor, of the board of public works, took tea with his son at his residence on Mason street, Thursday evening, and sat at the table with his own child, his grand-child and his great grand-child.

Miss Hattie Granger, daughter of S. W. Granger, the attorney, will be married at noon on the 18th prox., at First Baptist church, to Herbert D. Sykes, the Pewaukee druggist.

The wedding of Miss Katie E. Collip, of Portage, and Chester T. Kennan, claim agent of the Wisconsin Central railroad, took place Tuesday morning, at Immanuel Presbyterian church. CESAR.

Washburn Port List. [Special Telegram to the Globe.] WASHBURN, Wis., Sept. 14.—Bagger State arrived from Buffalo with merchandise, cleared for Duluth. Fountain City arrived from Buffalo with merchandise, cleared for Duluth.

Mortgage Sale. Whereas default has been made in the conditions of a certain indenture of mortgage, bearing date the thirty-first of December, A. D. 1883, executed and delivered by Harry W. McGroarty, of the one part, and James W. Mabon, mortgagee, whereby the said mortgagor did grant, bargain, sell and convey, unto and unto Harry W. McGroarty, his heirs and assigns, the certain premises therein described real estate, situate, lying and being in the county of Ramsey, and state of Minnesota, and described as follows to-wit:

The undivided one-half (1/2) of the west half (1/2) of lot six (6) and lot seven (7) in block twenty-two (22) in the city of St. Paul, according to the record plat thereof, on file in the office of the Register of Deeds and Records of said county, and secured by the sum of two hundred and seventy-five (\$275) dollars and interest, according to the conditions of seven certain promissory notes, to-wit: add mortgage, and delivered to said mortgagee, said notes being for the sum of fifteen (\$15) dollars each, and the first of said notes payable on the 1st day of each month thereafter until all are paid, and one certain promissory note for twenty (\$20) dollars, made and delivered as aforesaid, payable eight months after date, and all of said notes bearing even date with the mortgage, and said mortgage was duly recorded in the office of the register of deeds for said Ramsey county, on the seventeenth day of January, A. D. 1884, in book "C" of mortgages, on page 462.

And whereas, afterwards, on the seventh day of January, A. D. 1884, the said Harry W. McGroarty, duly executed, acknowledged and delivered to said James W. Mabon, mortgagee, and assigned, a certain deed of mortgage, whereby the said Harry W. McGroarty, as mortgagor, did grant, bargain, sell and convey, unto and unto Charles L. Horst, who is now the owner and holder thereof, which said deed of mortgage, and assigned, was duly recorded in the said Register of Deeds office of the county of Ramsey, on the twenty-seventh day of January, A. D. 1884, in book "C" of mortgages, on page 462.

Now therefore, notice is hereby given, that by virtue of a power of sale in said mortgage contained, and in pursuance of the conditions therein provided, the said mortgage will be foreclosed, and the premises therein described, and the sum of said mortgage, will be sold by the sheriff of said Ramsey county, at public auction, to the highest bidder for cash, at the front door of the court house, in the city of St. Paul, in said county, on the second day of October, next, at ten o'clock in the forenoon, to satisfy the amount which shall then be due on the said notes and mortgage, with all legal costs and disbursements.

Dated August sixteenth, 1884. CHARLES L. HORST, Mortgagee. W. J. RODGERS, Att'y for Assignee of Mortgage. 842-18-28-M

STATE OF MINNESOTA, COUNTY OF RAMSEY. In Probate Court, special term, August 29, 1884. In the matter of the estate of John B. Gladu, deceased.

Whereas, an instrument in writing, purporting to be the last will and testament of John B. Gladu, deceased, late of said county, has been delivered to this court; and

And whereas, Charles J. McCarthy has filed therewith a petition for the probate of said instrument, and said John B. Gladu died in said county, on the 27th day of August, 1884, testate, and that said petition complies with the provisions of the laws of this state, and praying that the said instrument may be admitted to probate, and that letters testamentary be granted to said petitioner, and that he be appointed executor of said instrument; and

It is ordered, that the proofs of said instrument, and the petition, be heard before this court, at the Probate office in said county, on the 29th day of September, A. D. 1884, at ten o'clock in the forenoon, when all concerned may appear and contest the probate of said instrument.

And it is further ordered, that public notice of the time and place of said hearing be given to all persons interested, by publication of these orders for three weeks successively previous to said day of hearing, in the DAILY GLOBE, a newspaper printed and published at St. Paul, in said county.

By the Court. WM. B. MCGROARTY, Judge of Probate. ATTORNEY: FRANK ROBERT, JR., Clerk. OLIVER & FAIRWELL, Attorneys for Petitioner. 842-18-28-M

STATE OF MINNESOTA, COUNTY OF RAMSEY. In Probate Court, special term, August 30, 1884. In the matter of the estate of Anna M. Appleton, deceased.

Whereas, an instrument in writing, purporting to be the last will and testament of Anna M. Appleton, deceased, late of said county, has been delivered to this court; and

And whereas, Samuel Appleton has filed therewith a petition, representing among other things, that Anna M. Appleton died in said county, on the 19th day of August, 1884, testate, and that said instrument complies with the provisions of the laws of this state, and praying that the said instrument may be admitted to probate, and that letters testamentary be granted to said petitioner, and that he be appointed executor of said instrument; and

It is ordered, that the proofs of said instrument, and the petition, be heard before this court, at the Probate office in said county, on the 24th day of September, A. D. 1884, at ten o'clock in the forenoon, when all concerned may appear and contest the probate of said instrument.

And it is further ordered, that public notice of the time and place of said hearing be given to all persons interested, by publication of these orders for three weeks successively previous to said day of hearing, in the DAILY GLOBE, a newspaper printed and published at St. Paul, in said county.

By the Court. WM. B. MCGROARTY, Judge of Probate. ATTORNEY: FRANK ROBERT, JR., Clerk. A. B. CAPRELL, Attorney for Petitioner. 842-18-28-M

LEGAL.

STATE OF MINNESOTA, COUNTY OF RAMSEY. In Probate Court, special term, August 29, 1884.

In the matter of the estate of William Dawson and Mary F. Dawson, his wife; Robert A. Smith and Mary E. Smith, his wife; Ansel Oppenheim and Jessie Oppenheim, his wife; Edward Longevin and Eleonora Longevin, his wife; plaintiffs; against Lucretia Effinger and John H. Effinger, her husband; Anna E. Minizer and William H. Minizer, her husband; Sarah Hough and Thomas J. Hough, her husband; George L. Minizer and Louisa Minizer, her husband; Charles W. Minizer and Elizabeth Minizer, his wife; Frederick W. Minizer, Sr. and John W. Minizer, Jr.; Anselina Minizer; Josephine Outton and Charles H. Outton, her husband; Margaret Irvine, widow of Alexander B. Irvine, deceased; Charles H. Minizer and Maria Minizer, his wife; Charles M. Titus and Elizabeth Titus, his wife; William H. Minizer, his wife; Almeta T. Egbert and John H. Egbert, her husband; Edwin K. Snyder and Mary Snyder, his wife; Annie Snyder and Sarah Snyder, her husband; Hicks, widow of Willet Hicks, deceased; Lydia A. Jones, widow of John B. Jones, deceased; F. E. Bidwell, his wife; Christian and John Christian, her husband; William A. Minizer and Julia Minizer, his wife; William L. Minizer, deceased; Joseph S. Mackey; and Frank J. Bidwell and Florence Mackey, his wife; Eliza M. Bidwell, widow of H. Bidwell, deceased; Henry E. Bidwell and Mary E. Bidwell, his wife; Albert L. Bidwell and Anna J. Bidwell, his wife; Eliza M. Bidwell, widow of H. Bidwell, deceased; and George Hannah, widow of Amanda M. Hannah, deceased; and Ella L. Thompson and Wm. H. Thompson, her husband; Hattie C. Hale and James M. Hale, her husband; George B. Hannah; Minnie A. Garfield and Wm. H. Hannah, her husband; John H. Hannah, her husband; and Marion L. Hannah, and all persons unbound having or claiming an interest in the following described real estate, to-wit: the north half of section five (5) of township twenty-eight (28) north of range twenty-two (22) west of the third (3rd) principal meridian (36) and lot five (5) in section five (5), in township twenty-eight (28) north of range twenty-two (22) west of the third (3rd) principal meridian (36) and lot five (5) in section five (5), and on the east by the line between said lots four and five (4 and 5), and which said premises are more fully described in the following description of the premises, to-wit: the north half of section five (5) of township twenty-eight (28) north of range twenty-two (22) west of the third (3rd) principal meridian (36) and lot five (5) in section five (5), and on the east by the line between said lots four and five (4 and 5), and which said premises are more fully described in the following description of the premises, to-wit: the north half of section five 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