A RAILROAD WAR.

The Pennsylvania Company Fighting the Baltimore & Ohio's Entrance into New York.

A Bill in the New Jersey Senate to Prevent Garrett from Bridging Staten Island Sound.

An Important Deal Contemplated Between the B. & O. and C. & A. Railway Companies.

Chicago & Northwestern Extension —Central Traffic Association— Railway Notes.

Fighting For a Bridge.

Special to the Globe.

TRENTON, N. J., Jan. 27.—The Pennsylvania road has made an endeavor to rally from the strong and favorable impression made by the Baltimore & Ohio representatives yesterday. It put in a bill in the senate through Senator Chase of Middlesex, that almost staggered the Baltimore & Ohio at first. It provides that all plans and specifications for bridges over navigable streams must first be approved by the legislature; in other words, before Staten Island sound can be bridged the legislature must approve of the plans. Should this bill pass it would be several years before the bridge could be built, as the next legislature would have to approve the specifications. The bill was referred to a committee that is packed in Pennsylvania's interest. Later on in the day, however, the Baltimore & Ohio was as cheerful as ever. It said the Chase measure was too absurd to pass. Then the news that the house committee on riparian rights had accepted on behalf of the legislature an invitation to go on a junketing down Staten Island sound, on Thursday, Feb. 4, pleased the Baltimore & Ohio people. The trip will be conducted by the Baltimore & Ohio, and will be made as elaborate and enjoyable as possible. In all probability the committee will not report the Parker resolution asking congress to defeat the Wyman bridge bill till after the trip. In the meantime the Baltimore & Ohio hopes to get the bridge lines through congress.

AN IMPORTANT DEAL.

The Baltimore & Ohio and Chicago & Atlantic Have a Scheme.

Special to the Globe.

CHICAGO, Jan. 27—There is good authority for stating that the rumors relative to negotiations between the Chicago & Atlantic and the Baltimore & Ohio, looking to closer traffic arrangements, have a foundation in fact, and if an agreement is arrived at, will result in some very important changes. The proposition as between Mr. Jewett and Mr. Garrett, contemplates the building of a line from Marion, O., the present eastern terminus of the Chicago & Atlantic, to Zanesville, O., where connections will be made with the Baltimore & Ohio. It is expected that by the time this new road is built the Baltimore & Ohio will have secured its New York entrance, thus giving the Chicago & Atlantic equal facilities to what it has enjoyed with the Erie. The dicker also contemplates the use of the Chicago & Atlantic's Chicago terminal and the Baltimore & Ohio for its passenger and possibly a portion of its freight business. This would solve a problem that is puzzling Baltimore & Ohio people, and they could view with indifference the result of the legal contest as to terminals now pending between them and the Illinois Central railroad. The relations now existing between the Chicago & Atlantic and the Erie are anything but harmonious and are growing worse daily. The Erie throws all of its west-bound freight to the Pennsylvania roads, refuses to furnish Chicago & Atlantic with cars for east-bound business or return cars beyond or hired by the Chicago & Atlantic to load its freight out of Chicago, and it is charged, appeals to western connections to divert their traffic from the Chicago & Atlantic. This state of things is anything but pleasant, and there is nothing strange in the fact that President Jewell is casting around in other directions for a friendly outlet.

TOWARDS THE PACIFIC.

Contemplated Extensions to the Pacific Coast.

It appears that the Chicago & Northwestern is making a more determined effort to extend its line to this coast than local railroad authorities have thus far credited it with, and if the company does not have an independent route to this coast within the next five years it will be owing to its failure to outstrip the Burlington. The statement was made recently that the Northwestern would soon connect with the Central Pacific at Ogden and form a traffic arrangement with the latter road similar to that of the Atchison and Southern Pacific, but this report would now appear to be inexact, as the Northwestern announces its intention of crossing the Central Pacific at Corrine, Utah, within a year. A route is said to have been surveyed from Corrine to Eureka, Nev., and Austin, the southern terminal of branch lines, which form feeders to the Central Pacific. The proposed route then proceeds to the Sierra, crossing the range at a point not far from the Yosemite. It is believed that the Northwestern has, through agents here, made a careful estimate of the cost of terminal facilities at different points on the bay, and has secured statements as to their feasibility. One report is to the effect that it will not seek to secure terminals through any route now open, but will proceed to construct its own line from an advantageous site not far from the Southern Pacific company's mole. What gives force to the reports that the Burlington is about to extend its line to this coast is the fact that it now has on hand more steel rails than it has owned for years, and is adding to its large stock every month through purchases by agents in England. Then there is the direct statement of general Manager Potter, made while in this city recently, and since confirmed in several interviews, that his road was seeking an independent outlet to this coast. There is the further statement that a party of surveyors are now making out a railroad route across the state toward the Sierra range, but whether the line is for the Burlington or the Northwestern does not transpire.—San Francisco Chronicle.

HUDSON BAY ROUTE.

A Very Important Meeting Held at Winnipeg Last Week.

Assistant General Passenger Agent Dixon and Traveling Passenger Agent Ross of the Milwaukee & St. Paul road returned yesterday from an extended trip over the Northwest. They went first to Winnipeg, then to Fargo, Jamestown, Miles City and Helena. They did not do much business on the way, running out of material before the trip was ended. At Winnipeg they transacted some very important business, though to such giant railroad schemers it is looked upon as a mere bagatelle. The business consisted in arranging all preliminaries for the building of the famous Hudson's Bay route from Winnipeg north to some point on Hudson's Bay, to be determined when the line reaches there. Mr. Dixon in an interview made the following statement, in his clear and comprehensive way, the truth of which Mr. Ross endorsed:

When I left St. Paul it was with the intention of hurrying on the work of construction of the Hudson's Bay road as quickly as possible. On arriving at Winnipeg, I was received in a quiet way by others interested in the scheme. We talked over what had best be done, and the meeting broke up after a few hours' hot discussion without any other action being taken than my election as president, and the appointment of a general manager, whose name I do not wish at present to make known. I proposed that the company be made both a railway and navigation one, and that the line commenced at Big Stone Lake, Minn., so that Minnesota and Dakota would both have a show at the benefits to be derived from such a line. That the Red river be made navigable from Lake Traverse, when an outlet will be had to Lake Winnipeg, from where the railroad could be built. My proposal did not meet the approval of the company and I am now all of a tremble, thinking I may possibly be fired from the presidency.

Freeport & St. Paul.

Chief Engineer Baldwin of the Chicago, Freeport & St. Paul has just completed a preliminary survey of the route from Freeport to Chicago via Byron, Sycamore and St. Charles, and reports the route as being a most feasible one, nearly an air line, with scarcely a curve, and in no instance a grade to exceed thirty feet to the mile. The company has secured nearly all the right of way over the old Chicago, St. Charles & Mississippi Air line from Chicago to St. Charles, and has also secured an entrance into Chicago in conjunction with the Wisconsin Central and the Chicago & St Louis railroads over the Great Western Terminal company. Mr. Baldwin is looking up another route from Byron to Chicago via De Kalb and Aurora. He will start a corps of engineers as soon as he reaches Chicago on this new preliminary. It is the intention to commence work early in the spring, and push it to completion as fast as possible. The distance from St. Paul to Chicago via the new line is 400 miles, being nineteen shorter than any other route. The whole line from Freeport to St. Paul is surveyed, and 100 miles permanently located.

The Northern Pacific Land Deal.

The real estate transfer by the Northern Pacific road, mentioned in yesterday morning's GLOBE, was the transferring of property to the St. Paul & Northern Pacific. The Northern Pacific company, under the Villard regime, purchased a large amount of property between the two cities. It then organized the St. Paul & Northern Pacific company as a terminal for the Northern Pacific at St. Paul, the former contracting to build a line from Brainerd to St. Paul. One of the stipulations of the contract was that when the line was completed to St. Paul a certain amount of terminal property should be transferred to it, and this was done to the extent of $75,000 worth, as stated in the GLOBE.

Committee of Eighteen.

CHICAGO, Jan. 27.—M. E. Ingalls, chairman of "the committee of eighteen," composed of general managers of various roads east of the Mississippi river, but west of the western terminus of the eastern trunk lines, has called a meeting of the committee to be held in Chicago Feb. 23. This is the first step towards the formation to what is to be called the Central Traffic association, a western organization to govern east-bound freights. The meeting will attempt the creation of subsidiary pools at St. Louis, Peoria, Cincinnati, Indianapolis, etc., covering junction points. Another matter to be considered is the ratification of the choice of George R. Blanchard as commissioner, and Hugh Riddle as arbitrator.

Against the Wisconsin Central.

WASHINGTON, Jan. 27.—In the case of the Wisconsin Central Railway company vs. Michael Stinka, the secretary of the interior has decided that patent cannot be issued under the first section of the act of April 21, 1876, to one who comes within the provisions when patent had previously issued to the railroad company. This reverses the rule laid down by Secretary Schurz, who held that it was mandatory and that patent must issue to the settler, notwithstanding previous issue of patent to the railroad company.

Kansas City Extension Authorized.

NEW YORK, Jan. 27.—A meeting of the directors of the Chicago, Milwaukee & St Paul railroad was held to-day, and the board authorized the building of the Kansas City extension. Ample provision, it was stated, is made by the Chicago & Pacific Western mortgage for the building of the extension.

Notes.

General Manager Winter and General Superintendent Whitman of the Omaha road are out on an inspection trip on the Western division.

Nelson Bennett, Northern Pacific contractor, will arrive in St. Paul to-day from New York.

SIGNAL SERVICE FRAUDS.

Second Comptroller Maynard Discovers Many Irregularities.

WASHINGTON, Jan. 27.—Mr. Maynard, second comptroller of the treasury, has made a report upon the adjustment and settlement of the accounts of disbursing officers of the signal service, which, as he asserts, shows that many apparently irregular and unauthorized disbursements have been made. The report says that from Sept. 21, 1880, to March 19, 1884, it would appear that the expenditures for telegraphic services aggregated upwards of half a million of dollars. No sufficient vouchers are presented for this expenditure. Vouchers are presented for the alleged rent of wire from the Western Union Telegraph company between Washington and Cape May, Norfolk, Lewes and Philadelphia for several years at $15,000 per annum. No allowance can be made for the rent of leased lines, and no authority is shown to exist conferring power upon the chief signal officer to rent private lines. Since 1873 over $750,000 have been appropriated for the construction, maintenance, etc., of military telegraph lines. What lines have been constructed or

WHAT HAS BECOME OF THEM

does not appear. Bills for representation and exhibition at the Paris electrical congress of 1881 to the amount of about $3,500 are shown. Many of these were unauthorized. From September, 1880, to August, 1882, bills to the amount of over $60,000 for services of civilian employes, experts, etc., in the Washington office only appear, and were mainly paid out of the appropriation for the observation and report of storms. Such expenditure was unauthorized. Between July, 1882, and Jan. 1, 1884, there was expended over $10,000 in the erection of permanent buildings and structures. This expenditure was in violation of section 1126 of the Revised Statutes, which prohibits the erection of permanent buildings unless detailed estimates have previously been approved by congress. Many items appear which were paid out of appropriations which were not applicable to their payment if authorized. The comptroller says that all of the accounts which have been filed with the accounting officers relating to this service since September, 1880, require an examination and adjustment, and such of them as have been examined and settled on a different basis should be re-examined.

Yesterday in the Senate.

WASHINGTON, Jan. 27.—In the senate the committee on library was directed to consider the subject of placing in the vacant niches of the senate chamber and its corridors busts of the vice-presidents of the United States. Mr. Ingalls' national university bill was referred to the committee on education and labor. The Sioux reservation bill, after some debate, went over. The electoral count bill was postponed until Monday next. The Dakota bill was taken up and debated at some length. [The discussion of this bill will be found with other Dakota matters on the fifth page.] After an executive session the senate adjourned.

THE PAPERS WANTED.

WASHINGTON, Jan. 27.—In the senate executive session Senator Morrill offered two resolutions, which went over for a day under objection from the Democratic side. One of them is similar to that offered by Senator Edmunds from the judiciary committee on Monday. It directs the secretary of the treasury to send to the finance committee papers on file in his office relating to the administration of the office of collector of internal revenue for the district of West Virginia by Samuel P. McCormick. McCormick was suspended last spring and John T. McGraw was nominated in his place. McGraw's nomination was not acted upon by the senate during the called session, and he was renominated last December. The other resolution directs the secretary of the treasury to send to the committee the papers on file in the department relating to the appointment and record of D. Frank Bradley to be collector of internal revenue for the district of South Carolina, vice Ellery W. Brayton, suspenden. The nomination was made on the 16th of last December.

The Fluctuating Female.

Harper's Magazine.

Take the novel. The interest of the novel—the real story, not the social science tract—is in love-making. And the interest in the love-making in the novel lies in the uncertainty and individuality of the female mind; that is to say, every case is positively a new one. Not only is it impossible to lay down a rule of action for this mind, a rule evolved from the study of innumerable cases in fiction and real life, but it is next to impossible to predict what will be its action from a study of its own tendency. Hence the inexhaustible interest of the comedy or the tragedy, as it may be, and the infinite resources of the student of love-making and the adjustment of the relation of man to woman, which is the great business of life. The interest in the novel, if it is a story of love, is inexhaustible, not only because every woman is different from every other, but because every real woman has infinite variety of impulse and action in herself. If the lover in the novel were sure to find his beloved every day just the same, the public would not care to read about more than one interview. Fiction would perish of monotony. If the female mind had a law of uniformity, and the novelist were to discover it, he would simply kill the goose that lays the golden eggs of literature. He would dissipate all the mystery and charm of his art. But there is no danger. The novel in this is a reflection of real life. The great interest of the world lies in the uncertainty attending love-making, and in the variety, the incalculable mood and action, of women in all circumstances. Take an appeal to experience. It is true that that there are women who are comparatively stolid, reduced to rule and uniformity. But they are uninteresting. Who is it that forever excites, charms, attracts, and makes life lively and worth living? It is the fluctuating female, the woman who does and says the unexpected, who—to make the case extreme—has tears one minut and smiles the next, and who can pass easily from gay to grave, and keep expectation on tip-toe for her delightful variations. Life would be intolerably stupid if she were otherwise.

A Queer Transaction.

Boston Traveller.

There is a society in this city known for its good works. It has well-paid agents. Some of them are very well paid. A few years ago one of this class was regarded as almost useless, and there was talk of discharging him. He had kept on because he was known to have some money, and talked of remembering the society in his will. One day about this time he appeared at the office of the society and gave the chief officer thereof his will, to be kept in the society's safe. He, however, allowed the official to read the document, which was carefully drawn and gave the society the handsome sum of $10,000 outright, and the remainder of his estate at the death of two relatives, who were to have the income thereof.

This, he explained, was not less than $90,000. There was no more talk of cutting off his salary. Since that time—no matter how long ago—the man, still an agent of the society, died. The officers of the society sent a $5 bouquet to his funeral. We are not sure that they did not have under consideration the wearing of crape for him. The denouement came a few days later. He had made a second will the day after that first one which was so ostentatiously handed to the society, and in it he gave all his property—not quite $20,000—to his wife. In fact, it was one of those cases of man's dealings with man that "makes angels weep."

LOCAL MENTION.

Masonic.

A regular communication of Ancient Landmark Lodge No. 5, A. F. and A. M., will be held this evening.

Maple Wood.

We have the prettiest and best maple wood we have ever handled. Order now. Duluth Coal company, Fourth and Jackson, J. W. Crosson, proprietor.

Borrow Money

On personal property. See financial column, page 7. R. Deming & Co., 362 Jackson, corner Fifth street.

Board.

A pleasant company of ten or twelve gentlemen from out of the city desire board and lodgings from Monday, Feb. 1, to Thursday, Feb. 4. Price must be reasonable. Address with terms B. X., Globe office.

Evergreens

For decorating buildings at J. Engel's, 388 Jackson street.

List Your Property

With Clark & Watson, Fourth and Robert, opposite German-American bank, real estate agents and dealers.

Borrow Money

On your furniture, pianos, horses, wagons, diamonds, watches and all articles of value. Property left in your possession. Terms easy. Your own time. All business strictly confidential. Minnesota Mortgage Loan Co., successor to Mackey, room 7, First National bank building, corner Jackson and Fourth streets, St. Paul, or room 7, Mackey-Legg block, Minneapolis.

For Rent.

Four brick houses, corner of Nina and Laurel avenues; all the modern improvements. Inquire of C. Riley, on premises.

Globe Job Printing Office.

D. Ramaley & Son, book and job printers, Globe building, 14 West Fourth street.

MOST PERFECT MADE

Prepared with special regard to health. No Ammonia, Lime or Alum.

PRICE BAKING POWDER CO., CHICAGO. ST. LOUIS.

AMUSEMENTS.

GRAND OPERA HOUSE.

TO-NIGHT.

DRAPER'S DOUBLE UNCLE TOM.

PRICES REDUCED TO 25, 50 and 75 CTS.

All children admitted with reserved seat at Saturday Matinee for 25 cents.

COMPLIMENTARY BENEFIT

TO MR. & MRS.

DAN MORRIS SULLIVAN,

By their St. Paul Friends,

AT MARKET HALL,

Saturday Evening, Jan. 30, 1886.

Every Irishman should be present. Tickets on sale at McCarthy & Donnelly's.

GRAND

MASQUE CARNIVAL!

AT THE

HOTEL RYAN ICE RINK

ST. PAUL, MINN.,

Saturday Evening, Jan. 30, '86.

Music by Full Brass Band.

Prices as Usual. Ice in Splendid Condition.

AT A REGULAR MEETING OF BRICKLAYERS' Union, No. 1, of St. Paul, Minn., Jan. 21, 1886, it was—Resolved, that on and after the 1st of May, 1886, all members be and are instructed to work but nine hours per day; also that the rate of wages from date of meeting be 40c per hour or $3.60 per day, nine hours to be a day's work for the year of 1886.

UNION NO. 1 OF MINNESOTA.

M. MCDONALD, Secretary.

St. Paul, Minn., Jan. 21, 1886. 22-2

Wooden Sidewalk Assessment.

OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minn., Jan. 23, 1886.

The Board of Public Works in and for the corporation of the City of St. Paul, Minnesota, will meet at their office in said city at 2 p. m. on the 8th day of February, A. D. 1886, to make an assessment of benefits, costs and expenses arising from the construction, relaying and repairing of wooden sidewalks in said city, under contract of George W. Reese (Estimate No. 7), for term beginning April 1, 1885, and ending Nov. 1, 1885, on the property hereinafter described, fronting on said wooden walks, and benefited thereby amounting in the aggregate to $8,979.43:

Bluff Street, South Side.

Supposed owner and description.

William Cunningham and Charles L Haas. Commencing at NE corner of land formerly owned by Charles Bazille; thence S 59 degrees W 3.16 chains; thence S 41 degrees, 47 minutes E 3.16 chains; thence N 57 degrees 30 minutes E 3.12 chains; thence N 40½ degrees W, to beginning, except Barnum's and Bryant's parts, and Wabasha and Cedar streets, being in St. Paul, Minnesota.

Edmund Street, South Side.

H M Ranney's subdivision of Block 11, Stinson's Division, St. Paul.

Supposed owner and description.	Lot.	Block
Clarence A De Monteville	1	2
Same	2	2
T H Berrisford	3	2
Fred Lambrecht	4	2
B Michel	8	2
John Fuchs	9	2
B Michel	10	2
Same	11	2
Same	12	2
Samuel Jacobsen	13	2
M Funk	14	2
Same	15	2

Exchange Street, South Side.

Rice and Irvine's Addition to St Paul.

Supposed owner and description.	Lot.	Block
H R Bigelow	3	32
Julia Stoddard, NW ½ of	1&2	32

Fuller Street, North Side.

H H Miller's Subdivision, St Paul.

Supposed owner and description.	Lot
H H Miller	4
Same	5
Same	6
Same	7
Fredk Bartels	8
Same	9

Supposed owner and description.

J D McKenty. Commencing 510 feet S of N line and 264 ft W of E line of SE ¼ of section 36, town 29, range 23; thence W 132 ft; thence S 150 ft; thence E 132 ft; thence N 150 ft to beginning, except Fuller street, being in St. Paul, Minnesota.

Florence Addition to St. Paul.

Supposed owner and description.	Lot.	Block
Eve Lamprey	20	4
Same	19	4
Same	18	4
Same	17	4
Same	16	4
Same	15	4
Same	14	4
Same	13	4
Same	12	4
Same	11	4
Same	22	3
Same	21	3
Same	20	3
Same	19	3
Same	18	3
Same	17	3
Same	16	3
Same	15	3
Same	14	3
Same	13	3
Same	12	3

Elfelt, Bernheimer & Arnold's Addition to St. Paul.

Supposed owner and description.	Lot.	Block
Fred Butterfield	11	4
African M E church	12	4
Isaac Bernheimer	13	4
Ellen McMahon, E 22 ft of	14	4
J Lee, W 44 ft of	14	4
J B B Sprague	15	4
Nellie M Weide	16	4
Same	17	4
Same	18	4
Jos A Moosburger	19	4
Augustus Baus	20	4
Nellie M Weide	7	5
Same	8	5
Same	9	5
Same	10	5
Wenzel Sperl	11	5
Mary R De Graw	12	5

Forest Street, East Side.

Lu Ella Terry's Subdivision of Lot 8, Block 17, Terry's Addition to St. Paul.

Supposed owner and description.	Lot
Jas P Gribben	6
Same	5

Forest Street, West Side.

E M Mackubin's Addition to St. Paul.

Supposed owner and description.	Lot.	Block
E M Mackubin	1	1
Martin Myrick	30	1

Fillmore Avenue, South Side.

Robertson's Addition to West St. Paul.

Supposed owner and description.	Lot.	Block
E Langevin	1	181
Casper Sauer, E 43½ ft of	10	181
Adam Rau (except E 43½ ft)	10	181
M P Ryan	1	185
Same	2	185
Same	3	185
John Alex McAuley	5	185
Alvin Strong	6	185
Jas F Maloney	1	186
Ellen Maloney	2	186
Ferd Erdmann	3	186
Wm O'Keefe	4	186
D D Merrill	5	186
Pat Stanton	6	186

Greenbrier Avenue, East Side.

Subdivision of Block 28, Arlington Hills Addition to St. Paul.

Supposed owner and description.	Lot.	Block
John Graff	10	28
Chas Huffmier	9	28

Arlington Hills Addition to St. Paul.

Supposed owner and description.	Lot.	Block
R A Smith	10	23
Same	9	23
Wm Delaney	10	18
Same	9	18
J Abresch	10	13
Wm Schmidt	9	13
Rudolph Schmidt	10	8
L Weide	9	8
T J Turner	10	3
Martin Johnson	9	3

Oakville Park Addition to St. Paul.

Supposed owner and description.	Lot.	Block
Christine M Hildebrand	10	22
O S Hagerman	9	22
Stone and Marrett	10	21
Kate B Winter	9	21
Mathew Ellis	10	16
E H Milham	9	16
Same	10	15
Aubrey Devere Games	9	15

Hennepin Avenue, North Side.

Palace Addition to St. Paul.

Supposed owner and description.	Lot.	Block
L P Morton	16	1
Same	17	1
Susan T and Nannie McClung	18	1
Jas E Olds	19	1
Mary L Olds	20	1
Helen M Olds	21	1
J S Lidgerwood	22	1
Same	23	1
Jas P Burnes	24	1
Celia W Haas	25	1
S Hynian	26	1
Same	27	1
Wm Davis	28	1
Louisa A Mannhart	29	1
Same	30	1

Holcombe's Addition to St. Paul.

Supposed owner and description.	Lot.	Block
Wm C Gannett	16	10
Same	17	10
Same	18	10
Ellen Barron	19	10
Newton K Potter	20	10
M B Liddell	21	10

Holcombe's Addition to St. Paul.

Supposed owner and description.	Lot.	Block
Minnie F York	22	10
Richard Hassard	23	10
Same	24	10
Same	25	10
Same	26	10
Same	27	10
Same	28	10
Same	29	10
Robert A Walker	30	10
Edward Ingham	16	9
Same, W ½ of	17	9
John W Pinch, E ½ of	17	9
Same, W 10 ft of	18	9
J L Judd, (except W 10 ft)	18	9
Angie D Brown	19	9
Same	20	9
E P Sanborn	21	9
J D Ludden	22	9
L E Brooks	23	9
Same	24	9
Same	25	9
Same	26	9
Sam'l Stophelt	27	9
Sarah H Chapin	28	9
Same	29	9
J W Crosson	30	9

Hennepin Avenue, South Side.

Holcombe's Addition to St. Paul.

Supposed owner and description.	Lot.	Block.
Wm T Donaldson	1	12
Same	2	12
Same	3	12
Jos McKibben	4	12
John H Riheldaffer	5	12
J G Riheldaffer	6	12
Jos McKibben	7	12
Same	8	12
Alex Guy	9	12
Same	10	12
Same	11	12
Same	12	12
Same	13	12
Same	14	12
Same	15	12
Sarah A Norcott	1	11
David D Smith	2	11
Mary Preston	3	11
Wm P Abbott	4	11
Emilie B Cochran	5	11
Chas H Ipps	6	11
Isaac Morrisette	7	11
Geo Adams	8	11
Adolph L Betz	9	11
Asa H Foster	10	11
Charlotte F Leigh	11	11
John C Shandrew	12	11
Wm N Shandrew	13	11
Cochran, Rice & Walsh	14	11
Same, same and same	15	11

Palace Addition to St. Paul.

Supposed owner and description.	Lot.	Block
Adam Beyer	1	2
Same	2	2
Same	3	2
A A Garrison	4	2
W Newton Bennington	5	2
H Greve et al	6	2
F L Babbott	7	2
Same	8	2
Same	9	2
H Greve et al	10	2
Same et al	11	2
Same et al	12	2
Same et al	13	2
J W Filebron	14	2
Albert B Noble	15	2

Holly Avenue, North Side.

Holcombe's Addition to St. Paul.

Supposed owner and description.	Lot.	Block
A G Sawyer	30	12
Same	29	12
E S Peck	28	12
Same	27	12
Same	26	12
Nelson Beardsley	25	12
A B Wilgus	24	12
Same, (except W 26⅔ feet)	23	12
Jas M Welsch, W 26⅔ feet of	23	12
Alex Guy	22	12
Same	21	12
Same	20	12
Same	19	12
D S B Johnstone	18	12
Same	17	12
Same	16	12
Ann C Baldwin	30	11
Same	29	11
Rufus Davenport	28	11
Walter J Evans	27	11
Mary F Miller	26	11
Cochran, Rice & Walsh	25	11
Same, same and same	24	11
Same, same and same	23	11
Frank S Haupt	22	11
Cochran, Rice & Walsh	21	11
George A Hunt	20	11
Mary S Lawrence	19	11
Payson E Cussey	18	11
Sarah E T Mitchell	17	11
Same	16	11

Palace Addition to St. Paul.

Supposed owner and description.	Lot.	Block
Frederick Metzger	30	2
Same	29	2
Wm S Runyon	28	2
S Hynian	27	2
Same	26	2
I E Atherton	25	2
Frederick Schulze	24	2
Cassius E Wright	23	2
Anthony P Dapron	22	2
W O Jones	21	2
H Greve et al	20	2
Same et al	19	2
Same et al	18	2
M P Ryan	17	2
Same	16	2

Holly Avenue, South Side.

Palace Addition to St. Paul.

Supposed owner and description.	Lot.	Block
H Greve et al	15	3
Same et al	14	3
Same et al	13	3
Same et al	12	3
Same et al	11	3
Same et al	10	3
Same et al	9	3
Same et al	8	3
Same et al	7	3
Same et al	6	3
Same et al	5	3
Same et al	4	3
C A Bryant	3	3
Same	2	3
Same	1	3

Holcombe's Addition to St. Paul.

Supposed owner and description.	Lot.	Block.
F D Somers	15	14
Same	14	14
Same	13	14
Same	12	14
Same	11	14
John Seebich	10	14
Mary A Theoing	9	14
Matilda J Russell	8	14
Morton & Paxton	7	14
Same and same	6	14
Same and same	5	14
Same and same	4	14
Max Bremer, N ½ of	3	14
Same, N ½ of	2	14
Same, N ½ of	1	14
Paul J Weed	15	13
Henry Brack	14	13
E C Smith	13	13
Itta F Burnette	12	13
Maggie Roake	11	13
Minerva L Wilson	10	13
John F Ford	9	13
Edward Simonton	8	13
Chas E Billings	7	13
Fred'k Althen	6	13
Bella Dickey	5	13
Wm F Piper	4	13
Wm F Purdy and Ossee Welch	3	13
D E Roselle, N ½ of N ½ of	2	13
Same, N ½ of N ½ of	1	13

Marshall Avenue, South Side.

Holcombe's Addition to St Paul.

Supposed owner and description.	Lot.	Block
Jas H Smith	1	1
T B Marrett	2	1
Same	3	1
M D Miller	5	1
Christian R Biegler	6	1
M A Colter	7	1
Same	8	1
Same	9	1

Minnesota Street, East Side.

Roberts & Randall's Addition to St Paul.

Supposed owner and description.	Lot.	Block
Mary E Robinson	9	14
Same	8	14
Same	7	14

Reaney Street, North Side.

Borup & Payne's Addition to St Paul.

Supposed owner and description.	Lot.	Block
Chas Riedel	25	2
Same	24	2
J L Lippy	23	2
Richard Griffith	22	2
Chas Martell	21	2
O E Fowble	20	2
Same	19	2
Same	18	2
Thos Cochran, Jr	17	2
Chas Passavant	16	2
H W Fisher	15	2
S J Chrest	14	2

Colds, Coughs,

Sore Throat, Croup, and Whooping Cough, are rapidly cured by the use of Ayer's Cherry Pectoral. "For children afflicted with Colds, Coughs, Sore Throat, or Croup, I do not know of any remedy which will give more speedy relief than

Ayer's Cherry Pectoral. I have found it, also, invaluable in cases of Whooping Cough."—Ann Lovejoy, 1251 Wash'n st., Boston, Mass.

Prepared by J. C. Ayer & Co., Lowell, Mass.

Pneumonia,

Or Inflammation of the Lungs, may, if properly treated, be relieved and cured by the use of Ayer's Cherry Pectoral. "I contracted a severe cold, which developed rapidly into Pneumonia. My physician at once ordered the use of Ayer's Cherry Pectoral, and I do not hesitate to say that the prompt use of this remedy saved my life."—R. A. Semmes, Laredo, Texas.

For Sale by all Druggists.

Terry's Addition to St. Paul.

Supposed owner and description.	Lot.	Block
Thos Smith	22	9
Daniel McCormick	21	9
A G Flournoy	16	9
Asa E Peterson	15	9
R A Smith	13	9
Eliza J Hay	21	12
Chas Schroeder	20	12
George Weyh	19	12
C C Berkmann	18	20
J C Smith	17	20
F P Berkmun	16	20
W M Berkman	15	20
Peter Martenson	14	20
Lucius Burnham	12	20
A B Wilgus	11	20

E. M. Mackubin's Addition to St. Paul.

Supposed owner and description.	Lot.	Block
A B Wilgus	30	2

Reaney Street, South Side.

Borup & Payne's Addition to St. Paul.

Supposed owner and description.	Lot.	Block
E Borup	13	3
Theo Borup	12	3
C H Oakes	11	3
Same	10	3
Hannah S Arveson	9	3
Geo L Richardson	8	3
R J Lewis	7	3
V Gordon	6	3
Same	5	3
E Borup	4	3
Same	3	3
Same	2	3
Same	1	3

E. M. Mackubin's Addition to St. Paul.

Supposed owner and description.	Lot.	Block
E M Mackubin	4	4
Patrick Welch	3	4
E M Mackubin	2	4
Same	1	4

Terry's Addition to St. Paul.

Supposed owner and description.	Lot.	Block
Emma W Hillard, E 40 ft of	8	21
O F Swasey	7	21
R G Robinson	5	21
Same	4	21
Sophia Streetly	1	21
D D Merrill	12	11
R J Lewis	11	11
William A Schweiger	10	11
H O Herrerd	6	11
A L Bolton	5	11
William Doyle	4	11
Maggie Leonard	3	11
Ben Prentice	9	10

Robert Street, East Side.

Roberts & Randall's Addition to St. Paul.

Supposed owner and description.	Lot.	Block