The Former to Build an Extension from There to Duluth or Some Other Lake Superior Point.

After an Unsuccessful Attempt to Patch Up Matters the Transcontinental Dies.

Lively Meeting of the Central Passenger Committee at Cleveland---Other Matters.

Will Build to Duluth.

For some time past the Minneapolis & St. Louis Railroad company in connection with the Northern Pacific Railroad company, has been acquiring and now has almost finished acquisition to right of way from Minneapolis to Anoka. The work has been going on most secretly, but with rapidity, and yesterday, when the first announcement was made, it caused a general flurry in railroad circles, and the report spread like fire on a prairie. The agitation was not merely caused by the report that these two lines would build jointly to Anoka, but by the further rumor that the Minneapolis & St. Louis road has already a corps of surveyors to locate a route from the spring season opens construction work will at once be prosecuted with a vigor never before known in railroad construction in the Northwest.

Vice President Truesdale of the Minneapolis & St. Louis left for Chicago Truesday it Anoka to Duluth, and as soon as lis & St. Louis left for Chicago Tuesday, it is said, to consult with President Cable of this road and of the Rock Island, and make this road and of the rock island, and make all necessary preliminary arrangements for the building of this new and important extension, which it is exceedingly necessary that the company should have. It has been rumored time and again that this company would build to Duluth, but no attention has been paid to the reports, railroad companies and the general public alike believing them to be absurd and without foundation. But the authenticity of them will be shown in a few months, and the extension will lead to OTHER STARTLING DEVELOPMENTS

ity of Anoka laying out a route, but they til Feb. 25, at New York, where a conferwould not say anything regarding their ence will be had with the trunk line ex-movements, but merely said that if they ecutive committee and some point arranged told what they knew some railroad companies would feel very tired, but their doings working of the Eastern and Western pools. were not for the public to know. It is now the route to Anoka from Minneapolis, on which the St. Paul & Northern Pacific and meeting of the Central Club of Car Ac-Minneapolis & St. Louis companies intend | countants is in session here. Delegates are building. From Anoka the proposed line of the Minneapolls & St. Louis will diverge in a northwesterly direction, and thence and on the west by the Louisville & Indiandirectly northeast to Duluth or Superior. the Lake Superior terminus not being defi-nitely settled upon yet. But the prospects are that Duluth will be the point at which jecting the action of the club in fixing the which the road will terminate, while running arrangements can be made with the Northern Pacific for track privileges to Superior. That this road will be doing a wise thing in extending to Duluth is questioned very much but

For the past fifteen years the St. Paul & Duluth road has been a great modifier of tariff, and rates to Eastern points from St. Paul and Minneapolis via all railroads have Paul and Minneapolis via all railroads nave been kept at a minimum by it. It has been so powerful in its administrations that the trunk lines to Chicago have noted the netrunk lines to Chicago have noted have noted the netrunk lines to Chicago ha are now figuring to that end. The first to do this was the Omaha line, which has harbors at Superior and Washburn; the latter "No; I have not seen it in six months." ti is trying to develop as a lake port as quickly as possible, and is making many improvements there which will help it greatly in facilitating its business. The Minneapolis & St. Louis has been and is tough from Winnipeg, thatswat." the worst off of any of the lines in the Northwestern Traffic association, as far-as lake business is concerned. The Milwaukee & St. Paul has an outlet at Milwaukee. while the Minneapolis & St. Louis, over its connection with the Rock Island, can only receive and forward its lake business at Chicago. The flour manufactured at Minneapolis during the summer season seeks a lake outlet, by reason of its cheap-ness, and a portion of that manufactured in the winter is stored at Duluth and Minneapolis until navigation opens, when it is then forwarded by lake. The Minneapolis & St. Louis wants to handle some of this traffic, and besides relieve itself from the position it is placed in of having other roads make up its tariffs for it. There will be new steamship companies running their boats to Duluth and Superior as the roads running there multiply, and the Minneapolis will not only command a certain amount of the flour traffic to Duluth, but a goodly portion of the lake freightage at Duluth for Northwestern consumption.

NEW YORK, Feb. 17 .- The Transcontinental Railway association is a thing of the past. The representatives of the lines in the association permitted it to fall to pieces late this afternoon. Though they have argued with each other every day for over a week, they were unable to agree upon

The Transcontinental Dead.

the terms of a pool. After the break-up all the delegates were reticent as to the cause of disagreement. It is understood, however, that the Atchison, Topeka & Santa Fe road had demanded certain con cessions to which the Union Pacific refused to agree. This was denied by General Agent Cannon, who said all the representatives were dissatisfied, and were unwilling to accept the terms of agreement proposed by the committee appointed to prepare

"Is there no prospect of a reorganization?" was asked him.
"Decidedly not at present," was the reply. "The organization has gone to smash. I can not tell what the effect will be, and can give no details of our meeting."

CENTRAL PASSENGER MEETING An Exceedingly Lively Meeting at Cleveland.

cation to business, the meeting of the Central Passenger committee which hurriedly completed its work here to-day, was a very successful one. The discussion of the new articles of association was resumed, and, though it consumed a large portion of the day, little was accomplished, and the association again adjourned without adopting them. Only twenty of the thirty-eight members had ratified the articles, and much discussion was provoked in considering the objection of those dissenting. The Columbus & Cincinnati Midland was one of the most obstreperous roads. It withdrew under the pretext that the Pan-Handle was offering reclining chair cars. While presenting his objections, however, Mr. Reppert said his real dissatisfaction to the presenting his real dissatisfaction. isfaction to the association was that the Nickel Plate and Chicago & Atlantic had order books at Columbus in the hands of scalpers, real estate agents and other people, and were cutting rates to Chicago and Western points. The Chicago & Atlantic was not represented, but the charge brought Mr. Horner of the Nickel Plate to his feet. He admitted that his order books were in Columbus, but he charged that every agent in the room was using them. He said he had been taught to use them by these agents and that they had been in general use long before the Nickel Plate was built. He was willing to withdraw them just as soou as other roads did so. The discussion brought other agents to their feet and one of the sharpest and liveliest discussions of the meeting followed. Denials were at first made, but a few pungent and vigorous harangues were made which overpowered the opposition. It was revealed that many roads had hundreds of order books scattered among country merchants at nearly every cross-road within 100 miles of their lines, and that these agents sold the orders

AT REDUCED RATES. and at the ticket offices the orders are ex-

changed for tickets. One passenger agent after another confessed and cries of reform rose from all parts of the house. Mr. Shattuc of the Ohio & Mississippi was the last to repent and only did so on condition that he might retain the order books on Ohio river steamboats, which was conceded to him. A resolution to abolish order books was carried amidst a storm of applause and without a dissenting voice. All is not yet lovely with the chair question. The tax imposed upon their use was ratified, subject to the approval of general managers by all the members except Mr. Chandler of the Wabash. His road had to compete with the Chicago & Alton, not in the assoand which offers free and the Wabash had used chairs, them for several years without protest. Mr. Ford of the Pennsylvania and several other members voted for the tax on condition that none of the roads use the cars, and the continuance of their use on the Wabash will permit their retention on the Panhandle also. The tax is to take effect March 1. The situation at Columbus received a great deal of attention. The Columbus & Cincinnati Midland was not the only dissatisfied road there. It is exceedingly doubtful whether that road will remain in the association, but the Indiana, Bloomington & Western was very refractory. It was decided, after a lengthy discussion, that the members of the Colum-bus meeting might reduce the rates from competition. The situation at Cleveland was briefly discussed, but no definite action was taken. The commissioner stated that he still considered the city subject to the penal clause. The East-Bound Pool.

the Grand Pacific to-day. The meeting was an adjourned one, held for the purpos of perfecting the details of the Chicago pool, The new agreement diffars in man features from the old contract, mainly in providing for a gross money pool, wit monthly settlements, allowing nothing for freight carried in excess of percentages, but permitting divisions of tonnage and ar evening up process until drafts are finally paid. There were two sessions held, Com-missioner Blanchard presiding. All of the roads were represented with the excep-tion of the Chicago & Atlantic. It is un derstood that Mr. Blanchard was able to convey to the committee a fair prospect of of railway transfers in the Northwest, which at present are brewing, and will be reported in the Globe as they occur. Last fall a corps of surveyors were in the vicin-fall a corps of surveyors were

The Car Accountants. dianapolis and Ft. Wayne. Communicaing to Duluth is questioned very much, but it is the only thing for it to do, as other lines are making such overtures that it is highly necessary that it

SHOULD HAVE A LAKE OUTLET.

Interview With Stickney. An afternoon paper of yesterday pub-

"Well, it has about a column of stuff "The Dispatch thinks I am a h-l of a

Wants an Injunction. PHILADELPHIA, Feb. 17.-In the United States circuit court to-day Judge Butler granted leave to Hugh H. Penny to file a petition which asks to have Franklin B. Gowen enjoined from delivering to any person other than the Reading receivers the 1,150 second series 5 per cent. consolidated mortgage bonds which the railroad company delivered to its treasurer, Henry Mc-Kay, and also asks the court to direct the

NEW YORK, Feb. 17.—The delegates LA Rollinson... No Settlement Yet. from the various transcontinental lines are still in session in this city discussing the agreement proposed for the pooling of freight and passenger rate traffic. General Agent Cannon says the difference existing between the roads may be settled at any moment or not for hours. The meeting at present is friendly, and if concessions are made on all sides, the delegates will conclude their labors to-day.

The Wolsey & Bismarck. Special to the Globe.

ROSCOE, Dak. Feb. 17 .- A very interesting meeting was held here to-day. All the landholders on the proposed right-ofway of the Wolsey & Bismarck railway were present and the right-of-way freely given. People are determined to have a road opened from Wolsey to Roscoe by next winter. A meeting will be held at Loyalton to-morrow to further complete

Against the Baltimore & Ohio. TRENTON, N. J., Feb. 17 .- In the senate to-night, after two entire days had been devoted to its discussion, the bill to prevent the Baltimore & Ohio railroad from bridging the Arthur kill, thereby securing en-trance to New York harbor, was passed by

a vote of 11 to 5. The Hoar Bill Commended. Омана, Neb., Feb. 17.-The Omaha board of trade to-day adopted resolutions memoralizing congress to pass the Hoar CLEVELAND, O., Feb. 17.—Judged by the ground that was covered and the applithe government in yearly payments, running for a period of years and commending it as being a wise and judicious measure.

The Northern Central. PHILADELPHIA, Feb. 17.-The annual report of the Northern Central Railway company was made public to-day. It shows that the revenues amounted to \$5,490,922; operating expenses, \$3,255,613; net earnings, \$2,235,308. In net earnings there was an increase of \$181,824, or nearly 9 per cent. increase compared with 1884.

B. B. Wilson, stock agent for the Northern Pacific road, leaves to-day for Oregon to work up stock interests for next season. F. G. Evans, clerk in the managers' department of the Northern Pacific, has returned after a two weeks' stay in New York. S. G. Fulton, assistant general freight agent of the Northern Pacific road, was in the city yesterday from Portland, Or.

Wooden Sidewalk Assessment

OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minn., Feb. 16, 1886.

The Board of Public Works, in and for the 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 1st day of March, A. D. 1886, to make an assessment of benefits, costs and expenses arising from the construction, relaying and repairing wooden sidewalks in said city, under contract of George W. Reese, (Estimate No. 8), for the term beginning April 1, 1885, and ending November 1, 1885, on the property hereafter described, fronting on said wooden walks and benefited thereby, amounting in the aggregate to \$7.519.13. ounting in the aggregate to \$7,819.13.

Armstrong Street, North Side, Dischie Addition to CA Doub

Finch & Addition to St. Paul.
Supposed owner and
description. Lot. Bloc
W W Thomas10
Maria D Henkel 9
Jos Wosicka11
Matz Cikanek12
Same13
F J Pabl14
Supposed owner and description.
ES Burbank et al, S 1/4 of NE 1/4 of NE 1/4 of
SE 1/4 of section 11, town 28, range 23, bein in St. Paul, Minnesota.

	Armstrong Street, South Side,		
n	Armstrong Street, South Side,		
S	Finch's Addition to St. Paul.		
d			
n	Supposed owner and		
it:	description. Lot.	Bloe	
е	G H Jansen		
	Same14		
	Chas H Parker		
	W J Gronewald12		
	Jacob Muller11		
1-	Same10		
	Kenneth Ferguson 9		
d	John Wendlick 8		
f	Same 7		
t	Lars E Larsen 6		
	F J Pahl 5		
g	Wm L Mintzer 4		
е	P Lynch 3		
0	Mary Kennedy 3		
y	Mary Elizabeth Murray 1		
n	J J McCardy		
h	Mary K O'Brien11		
r	J J McCardy10		
t	Same 9		
n	Same 8		
	Same 7		
y	Pioneer Real Estate and Building		
-	Society 6		
e	Same 5		
-	Henry Orme 4		
1-	Same 3		
0	Same 2		

1	St. Paul.		
	Supposed owner and description. Lot. Blo Jas A Longinotti	ock	
	Same	1	
7	Same	****	
-	Same	20 00	
9	Same9 Adam Schuster10	:	
	Frederick Haag		
	Wm Dawson, Jr	2	
,	Gaultier Street, East Side,	2	
	Dawson's Third Addition to St. Paul.		

La Fond's Addition to St. Paul.

Supposed owner and

description. L. William Dawson and estate of G. Supposed owner and description.

LA Dion. W 50 ft of the following, (except Thomas street): Commencing 33 ft N of NW corner of block 4, Robertson & Van Etten's Addition to St Paul; thence N 100 ft; thence E 200 ft; thence S 100 ft; thence W 200 ft to beginning.

Supposed owner and		***
description.	Lot.	Block
A L Mayall	7	
C A Mann	6	
F Schliek, Jr. N % of	7	1
B Michael, S 1/2 of	7	1:
St. Adelbert Church	6	1
Frank Rost	7	2
Mary Cavanaugh	6	2
Michael Murphy	7	2
Richard J Lewis	6	2
Gaultier Street, Wo	est Side	

receivers to take possessic of the bonds.

Application for an order will be made next

Tuesday.

Robertson & Van Etten's Addition to St. Paul. Supposed owner and Lot. Block

3	L'A ROMMSON		20	
1	Same	12	28	
	Chas F Pusch	1	21	
1	A L Mayall	12	21	
	The Church of St. Adelbert	1	15	
	A I. Marall	1		
	A L Mayall	13	12	
	T A Tellakampf	1		
	Stanish Borsych	12		
	La Fond's Addition to	St. Paul.		
	Supposed owner and			
	describation.	Lot.	Block	
	W J Anderson	5	28	
	John Barry	0		
	John Barry	1	28	
	Same	1	28	
	Dawson's Third Addition to St. Paul.			
	Supposed owner and			
	description.	Lot.	D11	
	Wm Dawson	Lot.		
	Will Dawson	9	21	
	Same	1	21	
	La Fond's Addition to	St. Paul		

Supposed owner and description.

Aliie Hewitt, N ½ of...... Grand Avenue, South Side. Terrace Park Addition to St. Paul.

Same..... 5 C B Thurston..... 6 Julia I Field.....

Hague Avenue, North Side. Nininger & Donnelly's Addition to St. 1 Supposed owner and | description. | Lot |
H A Brewster.	10
Chas E Plummer.	11
Wm M Beetem.	12
Chas E Plummer.	12
Chas E Plummer.	13
Chas E Plummer.	14
Chas E Plummer.	15
Chas E Plummer.	15
Chas E Plummer.	16
Chas E Plummer.	17
Chas E Plummer.	18
Chas E Plummer.	19
C	
 Oscar Atwood
 16

 Jas H Morong
 17

 Chas T Arper
 18

 W W Thomas
 10

 Jas J Dunnigan
 11

 Los B Rock
 12
 Notes.

The Northern Paeific road on Monday last commenced making a distinction in passenger rates between Duluth and Old Superior and Superior and West Superior. The rate between Duluth and West Superior now is 15 deems, round trip 25; between Duluth and Old Superior 25 cents, round trip 40 cents; between West Superior and Old Superior 10 cents, and 13 cents for the round trip.

An offer of \$3,000 has been made by the An offer of \$3,000 has been made by the superior and Superior 25 cents, round trip 25 cents, round trip.

An offer of \$3,000 has been made by the superior and Superior 25 cents, round trip.

An offer of \$3,000 has been made by the superior superi Holcombe's Addition to St. Paul.

Supposed owner and S. G. Fulton, assistant general freight agent of the Northern Pacific road, was in the city yesterday from Portland, Or.

Steamship Movements.

New York, Feb. 17.—Arrived: Steamer Borderer, from Liverpool; Erin, from London; Amerique, from Havre.

Bremen, Feb. 17.—Arrived: Steamer Main, from New York.

Hamburg, Feb. 17.—Arrived: Steamer Rhaetia, from New York.

Qurensrown, Feb. 17.—Arrived: Steamer Egypt, from New York.

New York, Feb. 17.—Arrived: Steamer Egypt, from New York.

New York, Feb. 17.—Steamer Nevada, from Liverpool.

Supposed owner and description.

J. W. McClung et al. 16.

Same et al. 17.

Chas Wright. 18.

Same et al. 20.

W. G. White. 21.

J. W. McClung et al. 22.

Francois X. Bousquet. 23.

Chas A. Ayd. 24.

Same et al. 27.

Chas A. Ayd. 24.

Same et al. 26.

Same et al. 27.

Chas A. Ayd. 24.

Same et al. 26.

Same et al. 27.

Chas A. Ayd. 28.

J. W. McClung et al. 26.

Same et al. 27.

Chas A. Ayd. 28.

J. W. McClung et al. 26.

Same et al. 26.

Same et al. 27.

Chas A. Ayd. 28.

J. W. McClung et al. 28.

J. W. McClung et al. 29.

J. W. McClung et al. 20.

Same et al. 20.

J. W. McClung et al. 20.

Same et al. 20

Holcombe's Addition to St. Paul. Clara Murray.... E R Brown 21
Fred C Nicolai 22 Hague Avenue, South Side.

Holcombe's Addition to St. Paul. description. A G Thompson . 5
Chas A Moore . 6
Chas O'Meara . 7
Della McQuaid . 8
Andrew Mark . 9
John P Speicher . 10
Mary J Riley . 11
Same . 12 Same.....l John Weber..... Same.
Kate V King.
Ladies' Relief Association, St Paul
Wm Dawson. Same..... Nininger & Donnelly's Addition to St. Paul.

Supposed owner and description,
Pattie C Womack.... S S Boyle....
 Samuel Brown
 7

 John J Dougher
 8

 Thomas Handford
 9

 John B Kelly
 10
 Mary Bond......G B Mathews.... G B Mathews.

L B Conn.

G B Mathews.

Charles J Nelson.

George W Dellinger.

Amelia Keating. Oscar Atwood.
J N Gray...
William M Beetem...
Elizabeth Stover... Oscar Atwood.....

Jessamine Street, North Side. Evan's Addition to St. Paul. Supposed owner and description, H C James. 28
Margaret Horgan 27
A Hotterhoff 24 A F Stewart. 23
Wm L Mead and A Hotterhoff. 22
A Hotterhoff. 21 Same20 Same

Jessamine Street, South Side. Evan's Addition to St. Paul. Same.
Win L Meade.
E M Hallowell.

Lincoln Avenue, North Side. Terrace Park Addition to St. Paul.

description.	Lot.
ES Burbank et al	
Wm P Abbot	25
H C Burbank et al	24
C A Fuller	
Same	
W W Evans	21
G L Wilson	20
G P Ware	19
Christopher Ruff	18
Conrad W Miller, E 50 ft of 1	
H C Burbank et al. W 50 ft	
of E 100 ft of 1	
Geo N Hillman, W 50 ft of 1	
Summit Park Addition	to St. Paul.

Supposed owner and description. Lot Sarah A Arthur.....28

John D O'Brien......26

llock	Same, E ½ of	
28	Sarah D Chapin, W 1/2 of23	
28	Same22	
28	A E Dowling	
	H G Haas20	
	Dexter Hitchcock19	
	Jas McClure18	
	Same	
lloek	Francis W Anderson16	
21	Same	
21	Russell Freeman30	
	Same	
	Lizzie M Bronson,28	
	Wilken & Roemer27	
Block	F S Swisher	
21	L D Hodge25	
	Same24	
	Margereth Malcolm23	
300	Same	
	D B Merrill21	
	Same20	
lock	Ann E Baldy19	
5	Same18	
5	Lyman D Hodge	
5	Same16	
5	F J Riley	
5	Same	
5	Byron Woodward26	
5	Lyman D Hodge25	
5	Same24	
5	Mark S Stokes23	
5	F S Nichols22	
5	Jas B Secombe21	
	Mary J Fish20	
	Same19	
	W L Chapin	
aul.	Frank J Hanes et al17	
au.	E L James16	
	Same	
lloek	Byron Woodward28	1
9	Same	
9	Same	i
9	Same	1
9	Same	i
8	Same	î
8	Same	1
8	John Liedman	1
8	Same	1
8	Car of the Carlot and the	
0	Timeste termes Couth Cide	

Terrace Park Addition to St. Paul. Supposed owner and description. Lot, Mary C Sherwood, NE 75 ft of,... 1 Nellie C Lane, SW 75 ft of NE 150 J J Pearson 31
Same 30
Julia N Goforth 29
W W Evans 28
Same 27
Courad W Miller 26
C N Bell 25
Same 25
Same 25 Same......24 Gilbert P Rugg...........28 Mississippi Street, East Side. De Bow, Smith. Risque and Williams' Addition to St. Paul. Supposed owner and

Trout Brook Addition to St. Paul. Supposed owner and St. Paul & Northern Pacific R R Mississippi Street, West Side. De Bow, Smith, Risque and Williams' Addi-tion to St. Paul. P H Thornton E Dickerman.... Oak Street, East Side. Carver's Subdivision of Lots 1 and 2, Block 53 Rice & Irvine's Addition to St. Paul. Rice & Irvine's Addition to St. Paul. Supposed owner and
 Supposed owner and
 Lot.

 description.
 Lot.

 F Bruggeman, NE ½ of.
 3

 M Bruggeman, SW ½ of.
 3

 Same, NE ½ of.
 4

 William Grabam, SW ½ of.
 4

 Sarah N Spencer, SW 50 ft of.
 6

 William Seng, NW ½ of.
 788

 R A Smith.
 1

 Bridget Hayes.
 2

 Samie, NE ½ of.
 3
 Dayton & Irvine's Addition to St. Paul. Supposed owner and description. K F Wheelock, NW 120 ft of..... Daly's Subdivision of Lots 4, 5, 6 and 7, Block 50, Dayton & Irvine's Addition to St. Paul. Supposed owner and
description. L
John Kelliher..... M Wenger.....

Oak Street, West Side. Dayton & Irvine's Addition to St. Paul. Supposed owner and

 Chas Fuchs.
 14

 Frank B Clarke.
 11

 Henry J Meier, SW ½ of.
 12

 M Ganzer, NE ½ of.
 12

 Partly in Rice & Irvine's Addition and partly Supposed owner and Irvine's Enlargement to Rice & Irvine's Addition to St. Paul.

Supposed owner and description.

 Same
 14

 Alex Ramsey
 15

 Chas Zschan
 16

 Park Avenue, West Side. Whitney's Subdivision of Brewster's Addition to St. Paul.

Supposed owner and old Luther.....14

Portland Avenue, North Side. Palace Addition to St. Paul.

description.	Lot.	Bloc
R H Platt	16	-
Same		
W W Rich	18	
Same		
H Greve et al	20	
Same et al	21	
Lena B Clarke	22	
Edward P Lyons	23	
FP Atkins	24	
Thos G Eaton		
Warren 8 Briggs	26	
H A Clifford	27	
Susan F B Clark		
Alex J D Haupt		
Herman Haupt	30	
Holcombe's Add	ition to St. Pau	ıl.
Supposed owner and		

 R E Watson
 24

 Mary A Stevenson
 25

 Fannie B Burt
 26

 Minceya L Wilson
 27

 Mary J Baxter
 28

 D K West
 29

 Same
 22

 F D Somers
 23

 John Kerwin
 24
 Spruce Street, South Side,

Winifred Street, North Side. West St. Paul Proper. Supposed owner and H Sellwood...... 6 Meyer's Subdivision of Block 60, West St. Paul Proper.

description.
D E Talbott, N 37% ft of.....

Supposed owner and

B Darling 11
Same 10
Friedrich E Foerster 9
Chas Kull 8
John B Dowling 7 Dawson's Rearrangement of Block 59, West St. Paul Proper. Supposed owner and

Irvine's Addition to West St. Paul, Supposed owner and | Column | C

 Same.
 21

 Phebe A Palmer.
 22

 Barbara Iten.
 23

Dawson's Addition to West St. Paul. Supposed owner and Lot. Block Wm Dawson.... Same.... Dawson's Rearrangement of Block 59, West St. Paul Proper.

Wm E DuBose...... 9 Robertson's Addition to West St. Paul.

All persons interested are hereby notified to be present at said time and place of making said assessment and will be heard. WILLIAM BARRETT, President. R. L. GORMAN, Clerk Board of Public Works.

49-51

CITY NOTICE.

OFFICE OF THE CITY TREASURER, } St. Paul, Minn., Feb. 15, 1886. } All persons interested in the assessments

Widening Grove street, between Broadway and Canada street, on the south line of said Grove street, from the west line of Broadway to where it intersects the south line of Pearl

Opening an alley 16 feet wide through the center of the E half of block 24. Brown's Subdivision of blocks 19, 23, 24 and 32, Stinson, Brown & Ramsey's Addition, from James street to Palace street:

Opening an alley through block 15 Ashton & Sherburne's Addition, from Warren street to Fairview street; Grading Mendota street, from Hudson

Avenue to Minnehaha street, WILL TAKE NOTICE That on the 4th day of February, 1889, I did receive different warrants from the City Comp-troller of the City of St. Paul for the collection

of the above named assessments.

The nature of these warrantsis, that if you fail to pay the assessment within

THIRTY DAYS

after the first publication of this notice, I shall report you and your real estate so as-sessed as delinquent, and apply to the District Court of the County of Ramsey, Minnesota, for judgment against your lands, lots, blocks, or parcels thereof so assessed, including interest, costs and expenses, and for an order of the Court to sell the same for the payment GEORGE REIS, City Treasurer.

CONTRACT WORK.

Sewer on Bluff and Martin Streets.

OFFICE OF THE BOARD OF PUBLIC WORKS, } OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minn., Feb. 17, 1881. Sealed bids will be received by the Board of Public Works in and for the corporation of the City of St Paul, Minnesota, at their office in said city, until 12 m. on the 1st day of March, A. D. 1886, for the construction of a sewer on Bluff street, from Wabasha street to Martin street; thence on Martin street to St. Martin street; thence on Martin street to St.
Peter street, in said city, together with the
necessary carchbusins and manholes, according to plans and specifications on file in the office of said Board.

office of said Board.

A bond with at least two (2) sureties in a sum of at least twenty (20) per cent. of the gross amount bid must accompany each bid.

The said Board reserves the right to reject and bids. any or all bids.

WILLIAM BARRETT, President.

R. L. GORMAN, Clerk Board of Public Works.

CONTRACT WORK.

Sewer on Wacouta Street.

OFFICE OF THE BOARD OF PUBLIC WORKS. CITY OF ST. PAUL, Minn., Feb. 17, 1886.

Public Works in and for the corporation of the City of St. Paul, Minnesota, at their office in said city, until 12 m., on the 1st day of March, A. D. 1883, for the construction of a sewer on Wacouta street, from Sixth (6th) street to Eighth (8th) street, in said city, together with the necessary catchbasins and street to Eighth (8th) street, in said city, together with the necessary catchbasins and manholes, according to plans and specifications on file in the office of said Board.

A bond with at least two (2) surreties in a sum of at least twenty (20) per cent. of the gross amount bid must accompany each bid.

The said Board reserves the right to reject WILLIAM BARRETT, President.

R. L. GORMAN, Clerk Board of Public Works.

CONTRACT WORK.

Sewer on Rosabel Street.

OFFICE OF THE BOARD OF PUBLIC WORKS, ? CITY OF ST. PAUL, Minn., Feb. 17, 1886.

Sealed bids will be received by the Board of Public Works in and for the corporation of the City of St. Paul, Minnesota, at their office in said city, until 12 m. on the 1st day of March, A. D. 1886, for the construction of a sewer on Rosabel street, from Fifth (5th) street to Eighth (8th) street, in said city, together with the necessary catchesine. gether with the necessary catchbasins and manholes, according to plans and specifications on file in the office of said Board. A bond with at least two (2) sureties in a sum of at least twenty (20) per cent. of the gross amount bid must accompany each bid. The said Board reserves the right to reject any or all bids.
WILLIAM BARRETT, President.

R. L. GORMAN, Clerk Board of Public Works.

CONTRACT WORK.

Maria Avenue Sewer System.

OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL. Minn., Feb. 17, 1886. Sealed bids will be received by the Board of Public Works in and for the corporation of the City of St. Paul, Minnesota, at their office in said city, until 12 m. on the 1st day of March, A. D. 1886, for the construction of a sewer on Bates Avenue, from Seventh street to Plum street; on Fifth street, from Hoffman Avenue to Maple street; on Fourth street, from Maria Avenue to Maple street; on Third street, from Maria Avenue to Maple street; street, from Maria Avenue to Maple street; on Ravine street, from Maria Avenue to Ma-ple street; on Hudson Avenue, from Maria Avenue to Maple street; on Plum street, from Maria Avenue to Maple street; on Cherry street, from Hoffman Avenue to Maria Ave-nue; on Lizzie street, from the Mississippi river to Etna street; thence in a direct line river to Etna street; thence in a direct line from the intersection of Lizzie and Etna streets to the center of McLean street and Maria Avenue; thence on Maria Avenue, from McLean street to Seventh street, in said city, together with the necessary catchbasins and manholes, according to plans and specifications on file in the office of said Board.

A bond with at least two (2) sureties in a sum of at least twenty (20) per cent. of the gross amount bid must accompany each bid. The said Board reserves the right to reject any or all bids.

WILLIAM BARRETT, President. R. L. GORMAN, Clerk Board of Public Works.

Confirmation of Assessment for Grading and Bridging Arcade Street.

OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minn., Feb. 16, 1886.

penses arising from the grading and bridging of Arcade street, from Seventh (7th) street to Maryland street, in the City of St. Paul. Minnesota, having been completed by the Board of Public Works in and for said city, said of Public Works in and for said city, said Board will meet in their office in said city at 2 p. m. on the 1st day of March, A. D. 1886, to hear objections (if any) to said assessment, at which time and place, unless sufficient cause is shown to the contrary, said assessment will be confirmed by said Board.

Board.

The following is a list of the supposed owners' names, a description of the property benefited and the amounts assessed against

Johnstone's Subdivision of Block 112, Lyman Dayton's Addition to St. Paul.

 description.
 Lot. Block.
 Benefits

 Henry F Stock.
 4
 112
 \$166 00

 Quintin Johnstone.
 3,2&1
 112
 230 00
 Lot. Block. Benefits Schurmeier's Seventh Street Addition to St.

Supposed owner and description. Lot. H Damkroeger....12,11&10 Lot. Block. Benefits Chas Liedman.....10 102 00 ame..... 102 00 Same, (S of alley)......1 Edwin Shugard, (N of Alley) ... 13
Same. ... 14
Jas Roney. ... 15 48 50 102 00

Hill's Addition to St. Paul.

Supposed owner and Lot. Block. Benefits 271 00 217 00 Arlington Hills Addition to St Paul.

Lot. Block. Benefits

 John Smith
 1

 Peter C Farrell
 18&17

 Elizabeth Kemper
 1&2
 217 00 281 00 Same 1

Supposed owner and

description. Lot.

Chas Weide's Subdivision of Block 40, Arling ton Hills Addition to St Paul. Supposed owner and A C Carlson. Frank Anderson

Supposed owner and description. Benefits St Paul & Duluth R R Co. That part of SE ¼ of SE ¼ of section 29, town 29, range 22, north of right of way of the St Paul & Duluth Railroad Company, except Arcade street, being in St Paul, Minnesota....... \$217 00 Same. That part of SE 1/4 of SE 1/4 of section 29, town 29, range 22, lying between the rights of way of the

The Bohn M'f'g Co. That part of W ½ of W ½ of SW ½ of section 28, town 29, range 22, north of right of way of the St Paul & Duluth Rail-

road Company, except Arcade street and part covered by Nelson's Addition, being in St Paul, Minnesota. \$1,380 00 Williams' Rearrangement of Block 7 and part of Block 4. Nelson's Addition to St. Pau

description. Lot. F M Williams.....19,20&21 C E Ecklund...........18 Lot, Block, Benefits

Nelson's Addition to St. Paul. Supposed owner and Williams' Rearrangement of Block 3, Nel-

son's Addition to St. Paul. Lot. Benefits Chas. Welde's Subdivision of E ½ of Block 31, Arlington Hills Addition to St. Paul.

description. Lot. Frank Peterson...... 8

Peter Arnoldy..... Arlington Hills Addition to St. Paul.

217 00 E M Mackubin's Subdivision of Block 1, Ar-

Supposed owner and E M Mackubin's Second Addition to St.

Lot. Block. Benefits description. 2 \$217 00 2 286 00 Same......15,14&13 Lockwood's Addition to St. Paul.

Supposed owner and

\$217 00 217 00 Minnie F York13,14&15

Eastville Heights, St. Paul. Supposed owner and

Supposed owner and description. Lot. E R Bryant ... 16&17 Jos B Robbins ... 15,14&13 J Frank Collins ... 16&17 John C Bowden ... 15&14 W D Cornish ... 16,17&18 Same ... 15,14&18 Same ... 16,17&18 281 00 309 00 309 00 309 00 Oakville Park Addition to St. Paul.

Supposed owner and description, Lot, Block Chas F Huebner. . . . 18 24 Stone & Marrett . . . 1,2&3 24 Same and same . . . 18,17&16 19 Lot. Block. Benefits

309 00

All objections to said assessment must be made in writing and filed with the clerk of said Board at least one day prior to said meeting. WILLIAM BARRETT, President. R. L. GORMAN, Clerk Board of Public Works

NOTICE TO CREDITORS.

NOTICE TO CREDITORS.

State of Minnesota, County of Ramsey—ss. In Probate Court, special term, February 10, 1886. In the matter of the estate of Jeremiah H. Hamley, deceased.

Notice is hereby given that the Judge of Probate, of the county of Ramsey will, upon the first Monday of the month of July, A. D. 1886, at 10 o'clook a. m., receive, hear, examine and adjust all diams and demands of all persons against said deceased; and that six months from and after the date hereof have been allowed and limited for creditors to present their claims against said estate, at the expiration of which time all claims not presented or not proven to its satisfaction shall be forever barred, unless for good cause shown further time be allowed.

By the Court,

[L.S]

WM. B. McGRORTY,

JUGGE OF Probate.

JOHN TWOMY, Jr., Attorney for Administrator, febill-5-w-thu