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\$10 00

\$61 00

\$63 00

\$80 00

\$42 00

\$80 00

\$80 00

The Pennsylvania Lines Propose to Compel the Northwestern Roads to Surrender,

And to Force Them to Stop Paying Commissions to the Frisky Scalper and Runner.

Gen. John McNulta, of Bloomington, Ill., Is Made the New Wabash Receiver.

Interstate Commerce Commissioner Listen to Quite a Number of Arguments.

Some time ago the Pennsylvania lines determined to stop the practice of paying commissions to ticket agents and scalpers, and all other persons that make a good living off the railroads through commissions. Accordingly, some time in March, they issued very peremptory orders to all their employes in which they forbid them from accepting any commission, remuneration or gratuity, whatever, from any source whatsoever, for any real or pretended service in connection therewith, except from the company which employed them. It also forbid their employes showing any favoritism towards any particular route. The penalty fixed for any violation of these instructions was declared to be immediate dismissal from the employ of the comdiate dismissal from the employ of the com-pany for which the individual worked. Thus the Pennsylvania lines having set their own house in order, proceeded to set the houses of all other people in like order, and it is quite probable that they will succeed in regulating the houses of all other people. In order to do this these trunk lines proceeded on the 16th of March to issue to all the Northwestern roads, and others in this direction, to the number of twenty-five or thirty, a peremp-tory circular in which they say that, "in view of the severe penalties for infractions of the law, neither of these companies can consent to act as agent of your company in the issuance and sale of through tickets, except upon the following conditions:" followed five conditions. Of course there is followed five conditions. Of course there is one condition in all these five that is important and this is the one, to-wit: You promise not to pay, either directly or indirectly, a commission, or any consideration whatever, to agents or employes of these companies, or to any person or persons, on account of the purchase or sale of tickets issued by these companies or the regular ticket offices or at companies at its regular ticket offices or at other places in the territory adjacent thereto. Some of the roads in the Northwest, in fact

all of them except the Milwaukee & St. Paul, the St. Paul & Duluth, and one or two others, joined in a communication in reply, in which the roads all agreed to all the propositions in the circular except that refusing to pay commissions. This was not at all satisfactory to the trunk lines. They were very domineering and seemed to regard themselves in a position from which they would not, under any circumstances, recede, and to which all the Northwestern roads would have to come. Yesterday all the Northwestern roads except the Milwaukee & St. Paul, the Minneapolis & Pacific and the St. Paul & Duluth, received notice from the Pennsylvania lines to the effect that their tickets were ordered off sale by the Pennsylvania roads, and that no through tickets, or any portion or coupon of which roads over such of the Northwestern roads would be sold or recognized by them. All the roads here that are thus sbut out were in doubt what to do and several of them telegraphed to Chicago for instructions, but the railroad men in Chicago claimed not to understand what it meant. One of them asked the agent here where he got the circular, and expressed the idea that it would come out all right, and this is the way the matter stood last night. It seems to be an effort on the part of the trunk lines to force the Northwestern roads to abolish the paying of commission. If the trunk lines can hold to the compact they can undoubtedly compel the Northwestern roads to surrender, but there is no certainty that they can do this.

The Northern Pacific.

WASHINGTO N, April 4 .- Upon the application of the Northern Pacific Railroad company for the issue of patents for land along the line of the road in Minnesota and in Da-kota east of the Missouri river, Commissioner Sparks has reported to the secretary of the interior that the portion of the road was definitely located and constructed within the time required by law, and accepted by the president as properly constructed, and that no measure for the forfeiture of the land on that part of the line was pending before congress at its adjournment, and he is informed by the chairman and leading members of the house committee on public lands that no such measure was proposed or considered by said committee. The commissioner, therefore, recommended that patents be issued to the as lles between a point near Duluth, in Min-nesota, and the Missouri river, in Dakota, but states his opinion that no lands should be patented to said company for lands on any other portion of the road.

The Wabash Receiver. CHICAGO, April 4 .- Judge Gresham in the

United States circuit court to-day appointed Gen. John McNulta, of Bloomington, Ill., to be receiver of the Wabash railway lines lying east of the Mississippi river. Gen. McNulta is a lawyer. He at one time had control of the narrow gauge read running from St. Louis to Toledo, having been recommended for that trust by Judge David Davis and Judge Treat. He is said to have managed the affairs of that corporation, your successfully affairs of that corporation very successfully.

The Interstate Board. Special to the Globe.

WASH INGTON, April 4 .- The interstate commerce commission has this morning promulgated the following rule of proceedings: "Applications made for the official action of the commission shall be made by petition which shall set forth the facts on which they are founded and be verified by the oath of the applicant or of some authorized agent or Arguments on several questions were

tistened to informally this afternoon.

The first visitor of importance to-day before the interstate commerce commission was Senator Dolph, of Oregon, who presented a memorial from the Walla Walla board of trade praying that the crop of the present year be relieved from the strain of exhorbitant freight charges. He also presented a petition from the board of trade of Portland, Or., desiring to know whether the law forbids the making of rates to coast points so that the railroads may compete with the water routes and the Canadian Pacific railroad. Congressman Butterworth, accompanied by several representatives of the river interest, asked the commission to be heard for an hour to-morrow in opposition to the representa-tives of south ern railway and steamship navigation heard on Saturday last. A committee from the Macon, Ga., chamber of commerce, consisting of Messrs, W. H. Ross, H. D. Johnson, S. Waldeman and J. F. Hansen were then received. Their position was in line with that taken by the Atlanta body on Saturday.

Aberdeen's Road.

Special to the Globe. ABERDEEN, Dak., April 4 .- The Ordway, Bismarck & Northwestern railroad has been renamed the Aberdeen, Bismarck & Northwestern road. The head offices will be at Aberdeen. E. P. Wells, the vice president, will arrive to-morrow to take charge, while Chief Engineer W. L. Richards is now acting officer. The grade will be at once built and it is said that trains will be running over the line at least part of the way by July 1.

Northern Pacific March Earnings. The eanings of the No rthern Pacific road for March, 1887, show a handsome increase,

as follows: Freight.....\$632,369 \$570,772 Passengers... 251,454 Miscellaneous 64,375 232,812 54,531

18,641 9,844 Total.....\$948.198 \$858,115

\$90.081 A War Expected. CHICAGO, April 4.—The Pennsylvania com pany and its allied lines have ordered all of

their ticket agents, commencing to-morrow to throw out all coupon tickets of the West ern roads, with the exception of the St. Paul, and to sell no more tickets to Western points beyond the terminals of the Pennsylvania company. The effect of this order is that any person from the East traveling beyond Chi-cago will be forced to buy a ticket over a Western road at this point unless he travels over the St. Paul road. As the Western roads will probably retailate, a war between the two sections is expected. The action of the Pennsylvania is based on the refusal of the Western lines to cease paying commissions.

Chips From the Ties.

The Brainerd Tribune, on the authority of C. A. Gilman, states that the Brainerd & Northwestern road will be completed this summer, Mr. Gilman says that Mr. Hill told him so, and that work would be commenced on that part between Milaca and Brainerd as soon as frost is out of the ground. When completed to Brainerd the distance between Brainerd and St. Paul will be shortened

twenty-five miles.

The Sioux Falls Press asserts that "the The Sioux Falls Press asserts that "the corps of surveyors under the charge of Engineer Haskell that has been running the permanent location of the Willmar & Sioux Falls line, have completed their work. The grade of the entire line from Willmar to

RUMBLE OF THE RAILS. Sioux Falls will not be anywhere more than thirty feet to the mile, nor will there be a curve of more than three degrees." Commencing to-day the Omaha will reduce the round trip rate from St. Paul and Minneapolis to Superior and Duluth to \$8.50, and to Ashland, Washburn and Bayfield to \$9.50. The tickets will be limited to thirty days from date of sale. This is a reduction of 50 cents on the did rates.

on the old rates.

When the Burlington & Northern agreed to the rates the agreement was made subject to sixty days' notice, which expired on April 1. Accordingly, on the first of this month the road notified Commissioner Faithorn that it would ask for a readjustment of rates. GLOBE office. The building is also for rent

The earnigs of the St Paul & Duluth road for March, 1887, were \$788,742.23; for March, 1886, \$652,375.44; increase, \$6.366.69. For the year 1887 to March 31, \$278,783.30; for the previous year, 1886, \$208,882.67; increase, \$71,900.63.

The Minnesota & Northwestern joint through tariff between St. Paul, Minneap-olis, etc., and St. Joe and Kansas City, makes a rate of 270 per cwt. on wheat and flour, 22c on corn and 20c on lumber.

Three new parior cars for the Minnesota & Morthwestern road have just been received. They are named the Hampton, Lyle, and Cedar Falls. They are all furnished in a very handsome style.

A. G. Long has been appointed general agent of the Diamond Jo line of steamers, with headquarters at St. Paul. His territory will be exclusive between St. Paul and William On Channeson Chann

The adjourned meeting held yesterday at the Omaha headquarters in regard to switching resulted in nothing after the freight men had talked from 10 a. m. till 1 p. m. The grading on the Manitoba, in the Co-teaus north of Watertown, will be finished

in about four weeks. So the Manitoba J. R. Hutson, city ticket agent of the Burlington, who was taken seriously ill Saturday, was better yesterday. The Railway Age says the contract has been let for the grading of the Sioux City & Bis-

There is strong talk of the Manitoba building between Watertown and Aberdeen.

The Storey Litigation.

CHICAGO, April 4 .- Judge Collins entered an order in the Wilbur F. Storey will case today, on motion of Attorney Robbins, setting aside the decision of the circuit court of Feb. 12, 1886, rendered by Judge Rogers, in accordance with the mandate of the supreme court in reviewing the decision, and sustaining the motion of Maria A. Farrand, but dismissing her bill at her own cost. The case

To-Day is Ladies' Day At the Ryan hotel bath rooms. Everything new and first-class.

Now Is the Time To buy Parasols, and McLain's is the place to buy them. We handle none but the

best. McLam's, 384 Wabasha street.

71x100,

Fenton, one block from State street, cheap at \$5,000, will sell to-day FOR

This is the cheapest property on the West Side.

BICKEL & HUGHSON,

Fifth and Wabasha, Germania Bank.

Stinson's Francis Street ADDITION,

Dayton's Bluff! The auction sale of blocks in "Stinson's Francis Street Addition to St. Paul" will be held at the rooms of The St. Paul Real Estate Board, Union Block, corner Fourth and Cedar streets, on Saturday afternoon, April 16, at half past 3 o'clock. This addition is about two miles from the Union depot, it is bounded on the north by Francis street on the east, by English street, on the south by Conway street, and on the west by Bock street. Third street extends through it. Blocks contain four acres each. Buyers can subdivide to suit themselves. can be had at my office on Wednesday,

SAMUEL G. SLOAN, 126 East Third Street, Agent for James Stinson, Esq.

ST. PAUL

CUUNULY GUMPAN

MANUFACTURERS OF

ARCHITECTURAL IRON WORK.

Founders, Machinists, Blacksmiths and Pat-Office 118 E. Fourth street, St. Paul. O. M. POWER, Secretary and Treasurer.

ALLENSIRON TONIC BITTERS

The most Elegant Blood Purifier, Liver Invigorator, Tonic and Appeizer ever known. The first Bitters containing Iron ever advertised in America. Unprincipled persons are imitating the name; look out for frauds. See that the following signature is on every bottle and take none other:

ST. PAUL, MINN.

Druggist & Chemist.



Mathey-Caylus CAPSULES.

oting but 75 cents per bottle of 64 CLIN & CIE., Paris.

A POSITIVE Cure without Medicine
Patented October 14,
1876. Obe box will cure
the most obstinate one Allan's Soluble Medicated Bongles

No nauseous doses of cubebs, copaiba or oil and and alwood that are certain to produce dyspepsis by destroying the coating of the stomach. Prica \$1.50. Sold by all druggists or nailed on receipt of price. For further particulars send for circular. 9. O. Box 1538.

FOR SALE. Counting Room Fixtures.

The Counter and other Fixtures in the present Counting Room of the GLOBE Pub ishing Company are offered for sale very cheap. Also, the Engine, Shafting and Machinery in the building. Inquire at the

The entire outfit of the DAILY GLOBE which includes a complete equipment for the issuing of a large newspaper, is offered for sale, either as a whole or in parcels Three new parlor cars for the Minnesota & Delivery can be made early in May. Cor

& HORTON

Are now ready to receive

For Storage and Insurance against loss for the coming season. Articles needing

REPAIR OR ALTERATION Should be left now and avoid

the rush next fall.

RANSOM & HORTON,



Reliable Salesman To Sell on the Road Corner of Texas and Hall's Sheathing Lath. Room 14, Gilfillan Block.

ST. PAUL, MINN.

AND DEALER IN

Fine Art Gas Fixtures.

96 E. Third Street. ST. PAUL

W. N. COLEMAN,

DECORATION AND DRAPERY.

WITH OLIVER BAKER,

417 Wabasha Street.

OSBORNE'S

For House Heating is unequaled for Economy, Efficiency and Durability for Private Residences, Churches and School Houses. Write to

E. F. OSBORNE,

Corner Fifth and Rosabel streets,

ST. PAUL, MINN.

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OFFERED AND WANTED In City and Country is kept at the office of the Record Advertising Company, 83 National German-American Bank Building, and may be seen free of charge. WE ARE NOT AGENTS, but a medium of communication between buyer and seller. Persons wanting or offering Business Chances or positions of trust are specially invited to call and see our method of advertising.

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TO LOAN, In sums to suit at 6 to 8 per cent. with-out delay and lowest possible cost. Loans made and repayment in easy in-

Good 8 per cent. mortgages for sale. WM. N. VIGUERS, 317 Jackson St.

THE MINNESOTA Terra Cotta Lumber Co.

Before contracting for material for next rear's buildings all persons interested are cor dially invited to examine the merits of TERRA COTTA LUMBER.

EDMUND RICE, President. H. A. BOARDMAN, Treas, and Gen. Mans Office, 363 Jackson St., St. Paul. Minneapolis Agents, C. S. LEEDS & Co., 213 Hennepin Avenue.

Confirmation of Assessment for Opening, Widening and Extending Ducas Street CFormerly Eaton Avenue. 3

OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minn., April 1, 1887.

The assessment of benefits, damages, costs and expenses arising from the opening, widening and extending Ducas street (formerly Eaton Avenue) eighty (80) feet wide, from Elizabeth street to Belvidere street, in the City of St. Paul, Minnesota, having been completed by he Board of Public Works in and for said city, said Board will meet at their office in said sity at 2 p. m. on the 14th day of April, A. D. 1887, 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.

The following is a list of the

The following is a list of the supposed owners' names, a description of the property benefited or damaged, and the amounts assessed against the same, to-wit: Benefits. Damages. to owner

Supposed owner and description.

Frank Zobel. All that part not already dedicated for public use of lot 1, block 11, Woodbury & Case's Addition to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue) in West St. Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue.).

Same. Let 1, block 11, Woodbury & Case's Addition to West St. Paul except part taken for Ducas street (formerly Eaton Avenue.). \$450 00 1 \$323 50

Same. All that part not already dedicated for public use of northerly 47½ feet of lot 2, block 11. Woodbury & Case's Addition to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St. Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue.).

Same. The northerly 47½ feet of lot 2, block 11, Woodbury & Case's Addition to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue.)

Avenue.)......\$126 50

Woodbury & Robbins. All that part not already dedicated for public use of the southerly 63% feet of lot 2, block 11, Woodbury & Case's Addition to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St. Paul Proper, produced eighty (80) feet wide, from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue)...

Same and same. The southerly 68% feet of lot 2, block 11, Woodbury & Case's Addition to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue)...

Paul Martin. All that part not already dedicated for public use of loi 2, block 2, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St. Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue).

Same. Lot 2, block 2, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue).

All that part not already dedicated for public use of

lot 3, block 2, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas stie of (formerly Eaton Avenue) in West St. Paul Proper, produced eighty (80) feet wide, from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue).
ame. Lot 3, block 2, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue)..... G Kloman. All that part not already dedicated for public

G. Rioman. All that part not already dedicated for public use of lot 6, block 2, West St. Paul Real Estate & Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St. Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street ment Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue)

The West St. Paul Real Estate and Improvement Syndicate All that part not already dedicated for public use of lot 4, block 3, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St. Paul Proper, produced eighty (80) feet wide, from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue) same. Lot 4, block 3, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue)......

ame. All that part not already dedicated for public use of lot 5, block 3, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St. Paul Proper, produced eighty (80) feet wide from Ehzabeth Street to Belvidere street. Taken for Ducas street (formerly Eston Avenue) Eaton Avenue)
same. Lot 5, block 3, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue).....

Same. All that part not alrea dy dedicated for public use of lot 6, block 3, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue) in West St. Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue) Avenue.)...
Same. Lot 6, block 3, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue)...

Same. All that part not already dedicated for public use of same. All that part not already dedicated for public use of lot 7, block 3, West St. Paul Real Estate and Improvement Syndicate Addition No.1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton avenue) in West St. Paul proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton avenue) ame. Lot 7, block 3, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except last the for Ducas street (formerly Eaton avenue). part taken for Ducas street (formerly Eaton avenue)......

ame. All that part not already dedicated for public use of lot 8, block 3, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Ayenue) in West St. Paul proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue)...
ame. Lot 8, block 3, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue).....

Same. All that part not already dedicated for public use of lot 9. block 3. West St. Real Estate and Improvement Syndicate
Addition No. 1 to West St. Paul, lying within the lines of
Ducas street (formerly Eaton Avenue), in West St. Paul
proper, produced eighty (80) feet wide, from Elizabeth street
to Belvidere street. Taken for Ducas street (formerly Eaton Avenue).
Same. Lot 9, block 3, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue).....

Same. All that part not already dedicated for pupile use of lot 10, block 3, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to Wost St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue) in West St. Paul Proper, produced eighty (80) feet wide from Elizateth street to Belvidere street. Taken for Ducas street (formerly ame. Lot 10, block 3, West St. Paul Real Estate and Improve-ment Syndicate's Addition No. 1 to West St. Paul, except

State street and part taken for Ducas street (formerly Eator Avenue)..... E R and J O Bryant. All that part not already dedicated for public use of lot 8, block 4, West St Paul Real Estate and Improvement Syndicate Addition No 1 to West St Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St Paul Proper, produced eighty (80) feet wide, from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue)

Eaton Avenue)..... A M Lawton. All that part not already dedicated for public use of lot 9, block 4, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue) in West St. Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue) (formerly Eaton Avenue)... ame. Lot 9, block 4, West St. Paul Real Estate and Improve-ment Syndicate's Addition No. 1 to West St. Paul, except State street and part taken for Ducas street (formerly Eaton

ame. All that part not already dedicated for public use of lot 10, block 4, West St Paul Real Estate and Improve-ment Syndicate Addition No. 1 to West St Paul, lying within the lines of Ducas street (formerly Eaton Avenue.) in West St Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly

ment Syndicate Addition No. 1 to West St. Paul, except State street and part taken for Ducas street (formerly Eaton Avenue).....

Same. All that part not already dedicated for public use of lots 11, 12, 13 and 14, block 4, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue) in West St. Paul Proper, produced eighty (80) feet wide, from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue)

Same. Lots 11, 12, 13 and 14, block 4, West St. Paul Real Estate and Improvement. Syndicate Addition No. 1 to West St. Paul Improvement Syndicate Addition No. 1 to West St. Paul, except State street and part taken for Ducas street (formerly

Same. All that part not already dedicated for public use of lot 8. block 9, West St Paul Real Estate and Improvement Syndicate Addition No 1 to West St Paul, lying within the lines of Ducas street (formerly Eaton Avenue) in West St Paul Proper, produced eighty (80) feet wide, From Elizabeth Street to Belvidere street. Taken for Ducas street (formerly Eaton

Eaton Avenue).....

Avenue).
aune. Lot 8, block 9, West St Paul Real Estate and Improvement Syndicate Addition No 1 to West St Paul, except part taken for Ducas street (formerly Eaton Avenue)..... The West St. Paul Real Estate and Improvement Syndicate. All that part not already dedicated for public use of lot 9, block 9, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St. Paul Proper, produced eighty (80) feet wide, from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue).

Same. All that part not already dedicated for public use of lot 10, block 9, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul. lying within the

lines of Ducas street (formerly Eaton Avenue) in West St.
Paul Proper, produced eighty (80) feet wide, from Elizabeth
street to Belvidere street. Taken for Ducas street (formerly
Eaton Avenue)...
Same. Lot 10, block 9, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part
taken for Ducas street (formerly Eaton Avenue.).......

Supposed owner and description.

The West St. Paul Real Estate and Improvement Syndicate. All that part not already dedicated for public use of lot 11, block 9, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul lying within the lines of Ducas street (tormerly Eaton avenue) in West St. Paul proper, produced eighty (30) feet wide from Elizabeth street to Belvidere street, taken for Ducas street (formerly Eaton avenue) Benefits, Damages, to owne

Eaton avenue)
...
ame. Lot 11, block 9, Wast St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton avenue) ame. All that part not already dedicated for public use of lot 12, block 9, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue) in West St. Paul Proper, produced eighty (80) feet wide, from Elizabeth street to Belvidere street. Taken for Ducas street (formerly E aton Avenue)

Avenue)... Same. Lot 12, block 9, West St. Paul Real Estate and Improve ment Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue)...... same. All that part not already dedicated for public use of lot 13, block 9, West St. Paul Real Estate and Improvement Syndicate Addition No 1 to West St. Paul lying within the lines of Ducas street (formerly Eaton Avenue) in West St. Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue).

Avenue).
Same. Lot 13, block 9, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue). Same. All that part not already dedicated for public use of lot 14, block 9, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St. Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue).

Same. Lot 14. block 9, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue). \$123 50

Same. All that past not already dedicated for public use of lot 8, block 10, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton avenue) in West St Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton avenue). avenue).
Same. Lot 8, block 10, West St. Paul Real Estate and I mprovement Syndidate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton avenue).....

Same. All that part not already dedicated for public use of lot 0, block 10, West St. Paul Heal Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St. Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue)

Same. All that part not already dedicated for public use of lot 10, block 10, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St. Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidero street. Taken for Ducas street (formerly Eaton Avenue). Eaton Avenue)...

Same. Lot 10, block 10, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part taken for Bucas street (formerly Eaton Avenue)...

Same. All that part not already dedicated for public use of lot 11, block 10, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue) in West St. Paul Proper, produced eighty (80) feet wide from Elizabeth Street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue).

Same. Lot 11, block 10, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, except part taken for Ducas street (formerly Eaton Avenue).

Same. All that part not already dedicated for public use of lot 12, block 10, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St. Paul Proper, produced eighty (80) feet wide from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue) Same. All that part not already dedicated for public use of lot 13, block 10, West St. Paul Real Estate and Improvement Syndicate No. 1, to West St. Paul, lying within the lines of Ducas street (formerly Eaton Avenue), in West St. Paul Proper, produced eighty (80) feet wide, from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Eaton Avenue).

\$74 00 part taken for Ducas street (formerly Eaton Avenue)

Same. All that part not already dedicated for public use, of lot 14, block 10, West St. Paul Real Estate and Improvement Syndicate Addition No. 1 to West St. Paul, lying wthin the lines of Ducas street (formerly Eaton Avenue) in West St. Paul Proper, produced eighty (30) feet wide, from Elizabeth street to Belvidere street. Taken for Ducas street (formerly Faton Avenue)

West St. Paul Proper. West St. Paul Proper Supposed owner and description. Lot. Thomas Watling, W'ly 122 Supposed owner and Lot. Block, Benefits Lot, Block, Bene fits description. J J Steiful10 Paul Martin and J J Mc-Same..... 9 Same..... 8 13 00 Same. 7 14 00 St Paul Homestead Com-7 50 pany. Same and same ..
 pany
 10

 Same
 9

 Same
 8
 55 00 55 00 55 00 8 00 55 00 55 00 55 00 151 151 Capital City Real Estate & Improvement Company 8
Same. 7
Same. 6 151 55 00 Same. 9
G Willius. 8
Louisa Lange. 7 Bidwell's Addition to West St. Paul. 15 00 Supposed owner and D D Merrill (exept Martin's part and street)......13 Richard Price...........
John I Filbotte....... H F Lange..... Supposed owner and description. Same...... 3

Paul Martin. That part of lot 13, Bid-well's Addition to West St. Paul which lies between lot 1, in block 153, and lots 6 and 7, in block 151, 15 00 West St. Paul Proper and Eaton Bidwell's Addition to West St. Paul

Supposed owner and description. Lot.

I St Pierre and X St Pierre (except Eaton Avenue) 6 Lot. Benefits

55 00 55 00 W. F. ERWIN, Clerk Board of Public Works.

Grading Sheldon Avenue

112 112 112

125 125 125

55 00 55 00

Mary Ann Dames, E'ly 1/2

Josephine Rebholz, E'ly

50 ft of 8,9&10 M Francot 7

Same..... 9

G Willius..... 8

John Fisher.....

\$86 00 OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minu., March 24, 1887. CITY OF ST. PAUL, Minn., March 24,1887. Sealed bids will be received by the Board of Public Works in and for the corporation of the City of St. Paul, Minnesora, at their office in said city until 12 m. on the 7th day of April, A. D. 1887, for the grading of Sheldon Avenue, from Minnehaha street to the south line of the right of way of the St. Paul, Minneapolis & Manitoba Railway Company, in said city, 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 and all bids.

R. L. GORMAN, President.

R. L. GORMAN, President. W. F. ERWIN, Clerk Board Public Works.

CONTRACT WORK.

OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minn., March 24, 1887.

Grading Walker Avenue.

Sealed bids will be received by the Board 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 7th day of April, A. D. 1887, for the grading of Walker Avenue, from Hewitt Avenue to the south line of the right of way of the St. Paul, Minneapolis & Manitoba Railway company, in said city, 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 and all bids. any and all bids.
R. L. GORMAN, President. \$42 00

W. F. ERWIN, Clerk Board of Public Works.

DEAFNESS its causes and a new and successful CURE at your own twenty-eight years. Treated by most of the noted specialists without benefit. Cared himself in three months, and since then hundreds of others. Full particulars sent on application.

T. S. PAGE, No. 41 West 81st St., New York City. \$40 00

\$18 00

Avenue..... \$50 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.

R. L. GORMAN, President.

CONTRACT WORK. | CONTRACT WORK.

OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minn, March. 29, 1887. 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 11th day of April, A, D., 1887, for the grading of Ross street, from Atlantic street to Earl street, and Fauquier street, from Earl street to English stret, in said city, according to plans and specifications, on file in

The said Board any and all bids.
R. L. GORMAN, President.

W. F. ERWIN, Clerk Board of Public Works, 90-100

Grading Atlantic Street

R. L. GORMAN. President W. F. ERWIN, Clerk Board of Public Works

OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minn., March 29, 1887.

A bond with at least (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 and all bids.

Grading Ross Street and Fauquier

cording to plans and specifications on file in the office of said Board. 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

CONTRACT WORK.

Scaled 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 11th day of April, A. D. 1887, for the grading of Atlantic street, from Third (3d) street to Harvester Alley, in said city, according to plans and specifications on file in the office of said Board.

Street