# LOMAX HAS MATERIALIZED.

*EFFORTS TO RESTORE TRANSCONTINENTAL RATES.*

**THE CONFERENCE IS BEGUN.**

**Lomax, of the Union Pacific; Whitney, of the Great Northern; Fee, of the Northern Pacific, and Hibbard, of the Soo Pacific, Considering the Matter of Rate Restoration.**

E. T. Lomax, the general passenger agent of the Union Pacific, arrived in the city yesterday morning from Omaha and took up his quarters at the Ryan. As has been previously announced, the object of his coming was to take part in the conference here relating to the adjustment of rates on the transcontinental lines, and to effect, if possible, a restoration of rates to the old basis. The exceedingly low rates so long prevailing have demoralized revenues, unquestionably.

It was nearly noon before the general passenger agents of the four great lines represented—Messrs. Fee, of the Northern Pacific; Whitney, of the Great Northern; Lomax, of the Union Pacific, and Hibbard, of the Soo Pacific—got their heads together to "size up" the situation. Little was done at the first session, and an adjournment was taken to 1:30. At the afternoon session the only matters considered were rates to North Pacific coast points.

One railroad man, who has no interest officially in the outcome, said yesterday that it was probable that the Great Northern has had enough of the slashed-rate business, that the other lines, which were forced to cut their rates to meet competition, were ready to make any reasonable adjustment, that not one of the through lines to the Pacific coast had made any money by this operation, and that no doubt each line would gladly hail a restoration of rates which would enable them to do business at a profit rather than a loss. "The experiment," said the GLOBE's informant, "has been an expensive one, at best, and I believe all the great transcontinental lines have lost money."

There is no telling when the conference will end, thought it may terminate suddenly, and at this time it is impossible to forecast the result.

One of the members present at yesterday's meeting was asked last night what was done. His reply was only a smile.

NO COMPROMISE.

CHICAGO, Dec. 6.—The Great Northern, Union Pacific and Northern Pacific may confer as they like upon the restoration of transcontinental rates, but there is not much chance of their success until after the close of the California fair. The Canadian Pacific has not gone into the conference, and for some weeks at least it will not. Any restoration of the rates with the Canadian Pacific out, is not a probability and hardly a possibility. The other lines must settle their troubles before the Canadian Pacific will meet them at all.

## GERMAN BONDHOLDERS

**Listen to Dr. Barth's Report on the Oregon Railway Company.**

BERLIN, Dec. 6.—A meeting of German bondholders of the Oregon Railway and Navigation company, of which concern it is claimed the largest number of shares are held in Germany, was convened this morning at the office of the Berlin boerse. The meeting was called on account of non-payment of the December coupons, according to the report received in Berlin of the Union Pacific railroad. Today's meeting was convened by the Deutsche bank, and there is considerable feeling among German bondholders of the railroad referred to, who claim that their interests are seriously threatened by the attitude of the receivers. Herr Siemens, of the Deutsche bank, and Dr. Barth read a long report on the situation which said that the fact that the December coupons would not be paid was nothing to frighten the bondholders. Although they might be in a very disagreeable position, it was only temporary. The Oregon Railway and Navigation company, the report said, was commercially in a happy position, as it was the Union Pacific's only outlet to the coast. It was added that the character of the country forbids a parallel line, and that the traffic of the Oregon Railway and Navigation company can never be taken away from it. The report then explains in detail the exact holdings of the Union Pacific in the Oregon Railway and Navigation, and shows the financial condition of the latter, together with its earnings since 1887. Continuing, the report says that the decrease of the present year is partly in consequence of the crisis from which the whole of America, and especially the West, was suffering, but which was now passing away. The report also says it may be confidently expected that the Union Pacific, even in the hands of a receiver, will make a proposal by which the control of the Oregon Railway and Navigation is secured to it, under conditions acceptable to the Oregon Railway and Navigation company. It was added that it may possibly be in the interests of the latter to make the Oregon Railway and Navigation an independent company, and in a position to make arrangements with the Northern and Central Pacific, whichever was the most advisable.

The meeting approved the report, and elected a committee composed of the following bankers: Herren Siemens, Helft, Altmann, Happenstaedt and Ahormez Oswald, to represent their interest, with full power to act. The bonds were deposited in the Deutsche bank.

## NOTHING DONE.

**Meeting Yesterday to Consider the Pass Question.**

The meeting of general managers at the office of General Manager Winter yesterday to consider the annual pass question resulted in nothing being done, although all the lines terminating here were represented. The members of the conference gathered at 11:30, but adjourned until afternoon. Mr. Winter is in Chicago. It was expected that he would come in from Chicago in the afternoon with some definite information, but he did not. Mr. Winter is chairman of the body of general managers, and went to Chicago to represent this district in that city.

## BRAKE BEAMS.

A. A. Heard, late chief clerk for General Passenger Agent Whitney, of the Great Northern, left last night for St. Louis, there to assume his new duties with the Missouri Pacific.

Ex-General Manager Mohler, of the Great Northern, left last night for North Carolina, there to spend the winter.

General Manager Winter, of the Omaha, is in Chicago.

**Superior Train Service to Pittsburgh.**

The Baltimore & Ohio Railroad offers the public the most convenient train service between Chicago and Pittsburgh. The route is via Akron, Ravenna, Warren and Youngstown, Ohio. Two solid trains are run every day, both carrying day coaches and new vestibuled sleeping cars through without change.

The Pittsburgh express leaves Chicago at 3:00 p. m., and arrives Pittsburgh the next morning at 7:05. The vestibule limited leaves Chicago at 7:30 p. m., and arrives at Pittsburgh the next morning at 11:10. The vestibule limited also carries a Pullman sleeper to Cleveland, via Akron, arriving at Cleveland at 8:00 a. m.

All B. & O. trains depart from the Grand Central Passenger Station, corner 5th Avenue and Harrison Street, Chicago, the finest and most commodious station in America.

## SEVENTY CENTS ON THE DOLLAR.

**Claims Against the Walker Company Will Be Thus Settled.**

CHICAGO, Dec. 6.—When the bids for the stock of the defunct James H. Walker Dry Goods company were being received in court today, ex-Solicitor General Aldrich, attorney for Mr. Walker, excitedly announced that he had reason to believe that bids were being suppressed. "I have just been informed that there is collusion in this bidding," he said. "My informant tells me that Deering, Millington & Co., of New York, are large creditors of the James H. Walker concern, and that Mr. Millington came on here to bid a much larger figure than that he has submitted. He was approached, I am told, and asked to lower his bid on condition that his claim and that of a bank in which he is interested against the concern would be paid in full. I think that in view of these charges the sale should be postponed and an investigation made."

The attorney had begun the examination of a witness when James H. Walker appeared in court and requested him to discontinue the investigation. Mr. Aldrich immediately announced his withdrawal from the case with the remark that the judge could draw his own inferences. The stock was finally sold for $810,000 to W. A. Mason, who will settle claims against the concern on a basis of 70 cents on the dollar.

# 750,000 MILES OF WIRE.

*THE WESTERN UNION'S BUSINESS THE LARGEST IN THE WORLD.*

**IT BELTS THE WHOLE GLOBE.**

**Comparison With the Government Telegraph of the British—A Talk With Col. R. C. Clowry, Vice President and General Superintendent of the Western Union Company.**

Chicago Inter Ocean.

Some feeling has been aroused in telegraph circles by reason of recent publications of the chief engineer of British telegraphs, who claimed, after a visit to this country, that the English compared favorably with their American cousins.

To learn his views upon the subject, a reporter called yesterday on Col. R. C. Clowry, vice president and general superintendent of the Western Union Telegraph company, and chairman of the committee on electricity at the world's fair.

"Col. Clowry, did you read the telegraphic dispatches recently published, in which Mr. Preece, the chief engineer of the British telegraphs, is quoted as saying that there was only one branch of electrical industry in which the English compared favorably with their American cousins, that being telegraphy, in which they were certainly ahead?"

"Yes, I read the article you mention."

"I suppose you also read the interview with Mr. Preece, published in the New York Sun last August?"

"Yes, I read that also."

"What is there to be said in reply to those statements of Mr. Preece?"

"Well, a good deal can be said in reference to the matter. In Mr. Preece's interview in the Sun he states that the 'telegraph facilities in England are greater than they are here, for we go to every town and village, irrespective of the fact that they pay or do not pay, while in the States the places that pay appear to me to be the only ones that receive the attention of the telegraph companies.' In reply to that statement I quote from the annual report of the British postmaster general, who says: 'The department has ceased to require the repayment of the capital outlay for telegraph extensions made under guarantee, and the guarantee is now required to cover only the expense of working and maintenance. By act of parliament the rural sanitary authorities are empowered to undertake guarantees for telegraph offices at places within their districts and to defray the costs out of the rates. As the result of this concession there has been a considerable extension of the telegraph system in rural districts.' It will be seen by this that the telegraph system of Great Britain is not extended to small towns except under a guaranty to cover the working and maintenance. The statement of the postmaster general is, therefore, a direct contradiction of that of Mr. Preece.

WESTERN UNION SYSTEM.

"Under the Western Union system, the telegraph extends to every railway station, great and small, in the United States, without expense to the public, and we are only too glad to extend our lines to other towns not connected with railroads, where, as in Great Britain, the expense of working and maintenance is guaranteed. Notwithstanding the statement of Mr. Preece that the telegraph in England extends to every town and village, it is a fact that there are telegraph offices established at less than one-third of the postoffices.

"I notice, also, that when asked by the Sun reporter if he considered government telegraphs a success in England, Mr. Preece said: 'Yes, they are undoubtedly a success in England.' On the other hand, the British chancellor of the exchequer, in laying before the house of commons last April the annual budget, said, in his speech thereupon, 'that the operations of the British government telegraphs for the fiscal year showed a bad revenue,' and an excess of actual working expenses over receipts of £115,000 (about $500,000), to say nothing of the interest on the £10,000,000 (about $50,000,000) of bonds issued for their acquisition. He also said that since the purchase by the government of the telegraph lines, including the moderate interest they ought to have paid upon their cost, the loss on that transaction had been £4,500,000 (about $22,000,000), which result was founded on a miscalculation, and for anything that can be seen to the contrary, it is a revenue which is going from bad to worse and not likely to improve. According to these figures, the British government has operated the telegraph system for about twenty-two years at a loss of about $1,000,000 a year. The telegraph is used mostly by bankers, merchants, manufacturers, brokers and speculators, so that, according to the English plan, a large majority of the people who never use the telegraph have to make up this yearly deficit of $1,000,000 in order to afford the parties first named low rates on their messages. But, while for short distances the word rates in England are lower than they are here, still, owing to the different methods in vogue in the two countries for counting the number of words in a message (in Great Britain the words in the address and signature are counted, while we do not count them), the cost to the sender on an average message is about the same. The long distance rates on the continent, and between England and the continent, are much higher than those for similar distances in the United States.

BELTING THE GLOBE.

"Regarding the statement in the Sun article that 'Mr. Preece's department is the Western Union and American Bell Telephone companies rolled up into one, and half a dozen submarine cable companies thrown in,' etc., I will merely call attention to the fact that the British telegraph system comprises but about 30,000 miles of line, 190,000 miles of wire and 8,000 offices, extending over an area of about 120,000 square miles; while the Western Union telegraph system alone comprises about 190,000 miles of line, 750,000 miles of wire, 8,500 miles of ocean submarine cables and 22,000 offices, extending throughout an area of more than 8,000,000 square miles, being, therefore, about quadruple the British government telegraph system, and extending over an area twenty-four times as great. The capital account of the cost to the British government of its telegraph system is $50,000,000. If the Western Union Telegraph company's capital account was in proportion to its property in the same ratio it would be over $200,000,000.

"Mr. Preece in his interview says that: 'In England the telegraphs belong to the people; they are maintained by the people; they are supervised by the people; for every Englishman has the right to complain of any delay or anything wrong, not only through the press, but through the houses of parliament, and every complaint of every kind received from any member of the public receives as much attention as though it came through the houses of parliament.'

"Now, an examination into the conditions under which telegraphic business is transacted in the two countries will show that in the United States there is sharp competition, two competing companies having always been in the field—sometimes more; and that our business men fully appreciate the value of competition as an incentive to prompt and efficient service, knowing that if one company does not give satisfaction they can transfer their patronage to another. Again, as the telegraph service in America is essentially under the control of the people (being amenable under the law to every inhabitant of the country), should errors or unnecessary delays occur in the transmission of messages the public have redress through the courts, and can and do recover damages, and it is a crime under the law for employes of telegraph companies to divulge or make improper use of the contents of messages.

"Have you anything to say in reference to the electrical exhibit at the world's fair?"

"The electrical exhibit was a very fine one; but no satisfactory exhibit of electrical industries in the United States could be given within the confines of any single building. To appreciate the extent of such industries one should travel all over the country and see the thousands of cities and towns which are lighted by electricity and furnished with transportation for the people by means of electric street railways, running at a rate of speed varying from five to twenty-five miles an hour. This list which I hand you will give you some figures from which you can form an idea of the extent of exhibits from the different countries as they appeared in the electricity building at the world's fair."

The list shows the following figures:

| | Square Feet. |
|---|---|
| United States occupied | 141,397 |
| Germany occupied | 24,172 |
| France occupied | 20,338 |
| Great Britain occupied | 5,031 |
| Japan occupied | 1,103 |
| Austria occupied | 1,000 |
| Italy occupied | 1,000 |
| Other countries less than (each) | 1,000 |

**The Exposition Flyer.**

The wide-spread disappointment consequent upon the withdrawal of the "Exposition Flyer," the great twenty-hour train between New York and Chicago, by the New York Central and Lake Shore roads, is clearly set forth by a writer in the Chicago Herald, who says:

"The abandonment of the 'Exposition Flyer' is little short of a calamity. In many respects it was bigger than the roads which operated it. The Lake Shore and New York Central are well known, but five times as many people were familiar with the fact that the fastest train in the world ran between Chicago and New York as knew the train was operated by the two Vanderbilt lines. The flyer was in a class by itself. The Lake Shore and New York Central, while being two of the very best roads in the country, are still in the same class with at least half a dozen others. Merely as an advertisement the flyer paid expenses. Nothing appeals to the public so much as such a train, and the two roads have not in five years had as much free and the best kind of paying advertising as they have received in the last six months on account of the flyer. It has been the subject of special articles in every magazine and newspaper in the country. It practically destroys the effect of this advertising to now abandon the train because it does not pay expenses. Public opinion is unanimous that it would pay expenses when travel assumes its normal proportions."

**Sleeping on the Pews.**

CHICAGO, Dec. 6.—Churches of several denominations in this city have thrown open their doors to the hundreds of needy who during the blizzard weather are without lodging. The destitute have been invited to sleep upon the pew cushions of the warm churches and many of the congregations are arranging to furnish breakfast to the lodgers. The only other time when such action has been taken in Chicago was during the general distress following the great fire.


"MOTHER'S FRIEND"

is a scientifically prepared Liniment and harmless; every ingredient is of recognized value and in constant use by the medical profession. It shortens Labor, Lessens Pain, Diminishes Danger to life of Mother and Child. Book "To Mothers" mailed free, containing valuable information and voluntary testimonials.

Sent by express, charges prepaid, on receipt of price, $1.50 per bottle.

BRADFIELD REGULATOR CO., Atlanta, Ga.

Sold by all druggists.

Easily Taken Up

Cod Liver Oil as it appears in Scott's Emulsion is easily taken up by the system. In no other form can so much fat-food be assimilated without injury to the organs of digestion.

Scott's Emulsion

of Cod Liver Oil with Hypophosphites has come to be an article of every day use, a prompt and infallible cure for Colds, Coughs, Throat troubles, and a positive builder of flesh.

Prepared by Scott & Bowne, N. Y. All druggists.

Perfect Manhood

AND HOW TO ATTAIN IT.

A medical work that tells the causes, describes the effects, points the remedy.

*Every man who would know the Grand Truths, the Plain Facts, the Old Secrets and New Discoveries of Medical Science as applied to Married Life, who would atone for past follies and avoid future pitfalls, should write for this WONDERFUL LITTLE BOOK.*

It will be sent free, under seal, while the edition lasts. State age, and if married or single. Address the publishers,

ERIE MEDICAL CO., BUFFALO, N. Y.

"It will all come out in the wash," if you use Pearline.

Rheumatism, Lumbago, Sciatica, Kidney Complaints, Lame Back, &c.

DR. SANDEN'S ELECTRIC BELT

With Electro-Magnetic SUSPENSORY.

Latest Patents! Best Improvements!

Will cure without medicine all Weakness resulting from over-taxation of brain nerve forces; excesses or indiscretion, as nervous debility, sleeplessness, languor, rheumatism, kidney, liver and bladder complaints, lame back, lumbago, sciatica, all female complaints, general ill health, etc. This electric Belt contains Wonderful Improvements over all others. Current felt instantly felt by wearer or we forfeit $5,000.00, and will cure all of the above diseases or no pay. Thousands have been cured by this marvelous invention after all other remedies failed, and we give hundreds of testimonials in this and every other state.

Our Powerful Improved ELECTRIC SUSPENSORY, the greatest boon ever offered weak men, FREE with all Belts. Health and Vigorous Strength GUARANTEED in 60 to 90 days. Send for Illus'd Pamphlet, mailed, sealed, free.

SANDEN ELECTRIC CO., 1 Av. & 3d St. MINNEAPOLIS, MINN.

*A POOR SUBSTITUTE* for a well-known medicine pays more profit to a dealer, when he sells it. That's the reason he annoys you with his claim that it is "just as good." And that is one reason why every woman who wants Dr. Pierce's Favorite Prescription should go to a *reliable* dealer.

Every woman *does* want it, if she's suffering from any ailment peculiar to her sex. If she's "run-down," or delicate; if she suffers from dizziness, fainting spells or nervous disorders, she needs it just as much. It's a special tonic, that builds her up; a legitimate medicine, that corrects and cures.

For every "female complaint" and weakness, it is the only remedy so safe and certain that it can be *guaranteed*. If it doesn't benefit or cure, in every case, you have your money back.

Nothing else can be "just as good" for you to buy.


When Baby was sick, We gave her Castoria.
When she was a Child, She cried for Castoria.
When she became Miss, She Clung to Castoria.
When she had Children, She gave them Castoria.

STATE OF MINNESOTA, COUNTY OF Ramsey—ss. In Probate Court.

In the matter of proving the alleged last will and testament of William L. Banning, deceased.

Whereas, Mary A. Banning and Henry J. Horn, of the City of St. Paul, in Ramsey County and State of Minnesota, have delivered to the Probate Court of said Ramsey County, an instrument in writing purporting to be the last will and testament of William L. Banning, late of said City of St. Paul, deceased, wherein they are named as executors, and filed therewith their petition to said Probate Court, praying that said instrument may be proved and admitted to probate, and that letters testamentary be granted thereon to them.

It is ordered, that said petition be heard and the proofs of said alleged will be taken at a special term of this Court, to be held at the Court House, in the City of St. Paul, in said county, on Saturday, the 30th day of December, 1893, at 10 o'clock in the forenoon, when all persons interested may appear for or contest the probate of it, and that notice of such hearing be given to all persons interested, by publishing this order once in each week for three successive weeks prior to said day of hearing in the St. Paul DAILY GLOBE, a daily newspaper printed and published in said county.

Dated at St. Paul this 6th day of December, 1893.

JOHN B. OLIVIER, [L. S.] Judge of Probate.

STATE OF MINNESOTA, COUNTY OF Hennepin—ss. District Court, Fourth Judicial District.

In the matter of the assignment of The St. Anthony Park Company, a corporation, Insolvent.

Notice is hereby given that The St. Anthony Park Company, a corporation, of the City of Minneapolis, in said county and state, has by deed in writing, dated October 19th, 1893, made a general assignment to the undersigned, of all its property not exempt by law from levy and sale on execution, for the benefit of all its creditors, without preferences.

All claims must be verified and presented to the undersigned for allowance.

Dated October 28th, 1893.

THE ST. PAUL AND MINNEAPOLIS TRUST COMPANY, Assignee.

Minneapolis, Hennepin County Minn.

W. W. CLARK, Attorney for Assignee.

STATE OF MINNESOTA, COUNTY OF Hennepin—ss. District Court, Fourth Judicial District.

In the matter of the assignment of Charles H. Pratt, Insolvent.

Notice is hereby given that Charles H. Pratt, of the City of Minneapolis, in said county and state, has by deed in writing, dated October 18th, 1893, made a general assignment to the undersigned, of all his property not exempt by law from levy and sale on execution, for the benefit of all his creditors, without preferences.

All claims must be verified and presented to the undersigned for allowance.

Dated October 28th, 1893.

THE ST. PAUL AND MINNEAPOLIS TRUST COMPANY, Assignee.

Minneapolis, Hennepin County, Minn.

W. W. CLARK, Attorney for Assignee.

PROPOSALS FOR BUILDINGS—U. S. Indian Service, Crow Creek and Lower Brule Agency, Crow Creek, Buffalo County, S. D., December 6, 1893.—Sealed Proposals, indorsed "Proposals for Buildings," and addressed to the undersigned at Crow Creek, Buffalo County, S. D., will be received at this agency until 1 o'clock p. m. of December 27, 1893, for furnishing all necessary materials and labor and erecting and completing on the sites selected thereon on the Lower Brule reservation, S. D., one (1) two-story frame warehouse building; eight (8) two-story frame dwellings, and one (1) two-story frame stable—all in accordance with the plans and specifications, which may be examined at the offices of the Builders' Exchange, St. Paul, Minn.; the Builders and Traders' Exchange, Omaha, Nebr.; the "Tribune," of Sioux City, Iowa; the "Dakota Democrat," of Chamberlain, S. D., and at this Agency. The buildings must be completed and ready for occupancy by the Government not later than June 30, 1894, and if not completed on that date a penalty of $30.00 per day for each day's delay will be enforced against the contractor and deducted from the contract price to be paid. A form of proposal is attached to the specifications. The right is reserved to reject any or all bids or any part of any bid, if deemed for the best interest of the service. All bidders will be held to conform to the provisions of the Act of Congress, approved August 1, 1892, relating to the limitation of the hours of daily service of mechanics and laborers employed upon the public works of the United States and the District of Columbia.

CERTIFIED CHECKS.

Each bid must be accompanied by a certified check or draft upon some United States Depository or solvent National Bank in the vicinity of the residence of the bidder, made payable to the order of the Commissioner of Indian Affairs, for at least FIVE PER CENT of the amount of the proposal, which check or draft will be forfeited to the United States in case any bidder or bidders receiving an award shall fail to promptly execute a contract with good and sufficient sureties, otherwise to be returned to the bidder. Bids accompanied by cash in lieu of a certified check will not be considered. For further information as to location of the building sites, means of transportation, etc., etc., apply to FREDERICK TRESON, U. S. Indian Agent.

# WHAT YOU WANT

*IS SECURED BY USING THE GLOBE WANT COLUMNS.*

*A NEW AND NOVEL PROPOSITION TO ADVERTISERS.*

Do you want to live the world's fair over again without cost?

If you use the GLOBE Want Columns you can do so.

The GLOBE has secured a series of photographic views of the world's fair. They are published in four parts, each part containing sixteen beautiful pictures of the fair buildings or scenes in the grounds.

Until further notice every one expending twenty-five cents for the insertion of an advertisement in the GLOBE Want Columns will be given one of these beautiful albums of photographic views.

You can insert a want ad. of fifteen words twice for twenty-five cents, and obtain the album as a gift.

Part one, which contains the photographic views of the main building, has been delayed, but is now ready, and advertisers desiring it can obtain it when they bring in their announcements today.

No charge for the album. Simply the expenditure of twenty-five cents in the GLOBE Want Columns entitles you to an album free.

Sixteen beautiful pictures in each album.

Everything attainable is obtained by using the GLOBE Want Columns.

**THE ST. PAUL TRUST COMPANY—Offices, Endicott Block, Fourth street—Acts as executor, administrator, guardian, trustee, assignee, receiver, etc.**

**Notice of Mortgage Sale.**

DEFAULT HAVING BEEN MADE IN the payment of the sum of three thousand eight hundred and forty-two dollars and twenty-six cents ($3,842.26), which is claimed to be due at the date of this notice, for principal and interest, upon a certain Mortgage duly executed and delivered by Helen E. Matthews (a widow) to The St. Paul Trust Company, a corporation duly incorporated and organized under the laws of Minnesota, bearing date the nineteenth day of June, A. D. 1891, and duly recorded in the office of the Register of Deeds in and for the County of Ramsey, and State of Minnesota, on the twenty-third day of June, A. D. 1891, at 10:55 o'clock a. m., in Book "295" of Mortgages, on page 306 of the records of said Ramsey County;

Which said Mortgage was given to secure the payment of three thousand five hundred dollars, with interest thereon at the rate of seven per cent per annum, payable semi-annually, according to the conditions of one principal note for $3,500, payable June 19, 1896, and ten coupon interest notes annexed thereto, and fully described in said Mortgage as so recorded.

And which said Mortgage and the said promissory notes, and the indebtedness thereby secured, were afterwards duly assigned, sold and delivered by said The St. Paul Trust Company to Martha E. Ramsay, by an assignment in writing, dated June 19, 1891, recorded in the office of said Register of Deeds on October 26, 1893, at eleven o'clock a. m., in Book "39" of Assignments, on page 369 of the records of said Ramsey County.

And whereas, The said principal note, as well as the said Mortgage, contained a provision and condition, that if any or either of said coupon interest notes shall remain unpaid for ten days after maturity thereof, the holder of said principal note may, at its option, and without notice to the maker thereof, declare the said principal sum, as well as any or either of said past due coupon notes, as fully due and payable, as fully as if said principal note was payable on demand, and may proceed and collect the same by foreclosure of said Mortgage, either under the power of sale therein contained, or by suit or other proceedings in Court, or otherwise, as it or they may elect.

And whereas, The said coupon interest notes, which became due and payable according to the conditions of said Mortgage, on the 19th day of December, 1892, and on June 19th, 1893, each for the sum of one hundred and twenty-two and fifty one-hundreths dollars, were not paid at the maturity thereof, respectively; and by reason of default in the payment of such coupons, and more than ten days after said June 19th, 1893, the said owner and holder of said principal note, and of said two past due coupon notes, did duly declare the whole of said principal note for three thousand five hundred ($3,500) dollars, as fully due and payable, and did then and there present the same for payment, at the place of payment therein named, and payment thereof was then and there duly demanded and refused; and said Martha E. Ramsay is now the lawful owner and holder of the said principal note and said past due coupon interest notes.

And whereas, in and by the said Mortgage, the said mortgagor did thereby covenant and agree to pay all taxes that were then a lien, or which might thereafter become levied, assessed or imposed upon said real estate and become a lien thereon, such payment to be made before any penalty, interest or other charge should attach to said property, by reason of the non-payment thereof; and that in default thereof, the said mortgagee, its successors or assigns, might pay such taxes and all charges and expenses thereon, and that the amount so paid, and the interest thereon at the rate prescribed by statute in such cases, from the time of such payment, should forthwith be due and payable from said mortgagor, and should be deemed to be secured by said Mortgage and collectable in the same manner, and upon the same conditions, as the interest upon the principal sum hereinbefore mentioned.

And whereas, said mortgagor failed, neglected and refused to pay the taxes lawfully assessed upon the real estate described in said Mortgage, for the year 1892, before the time appointed for the payment thereof; that the same became delinquent on the first day of June, 1893; and that by reason of such default, the said Assignee of said Mortgage did, on the 31st day of October, 1893, pay the said taxes, together with the penalty which had attached thereon, by reason of such default, amounting in all to the sum of $48.26, and which sum, together with interest thereon from the date of such payment, is claimed as an additional lien upon said real estate under said Mortgage; and no action or proceeding at law or otherwise having been instituted to recover the debt now remaining secured by said Mortgage, or any part thereof:

Now, therefore, notice is hereby given that by virtue of a power of sale contained in said Mortgage, and pursuant to the statute in such case made and provided, the said Mortgage will be foreclosed, and the premises described in and covered by said Mortgage, viz.: All of the North one-quarter (¼) of Lots Numbered One (1) and Two (2) of Block Numbered Nineteen (19) of Summit Park Addition to St Paul, according to the recorded plat thereof on file and of record in the office of the Register of Deeds in and for the County of Ramsey and State of Minnesota, hereby intending to convey Thirty-seven and one-half (37½) feet front on Victoria street by one hundred (100) feet deep, in said Ramsey County, and State of Minnesota, with the hereditaments and appurtenances, will be sold at public auction, to the highest bidder for cash, to pay said debt and interest, and the taxes (if any) on said premises, and seventy five ($75) dollars attorney's fee, as stipulated in and by said Mortgage in case of foreclosure, and the disbursements allowed by law; which sale will be made by the Sheriff of said Ramsey County, at the Fourth street front door of the Court House, in the City of St. Paul, in said County and State, on Saturday, the sixteenth (16th) day of December, A. D. 1893, at ten o'clock a. m. of that day, subject to redemption at any time within one year from the day of sale, as provided by law.

Dated November 2d, A. D. 1893.

MARTHA E. RAMSAY, Assignee of Mortgage.

HARVEY OFFICER, Attorney for Assignee. Endicott Block, Fourth Street, St. Paul, Minn.

## NOTICE

Is hereby given that the County Commissioners of Pembina County will receive bids until January 3d, 1894, 1 o'clock p. m., for the sale of County Bonds, for from five to ten thousand dollars, to run ten years at 7 per cent interest, said bonds to be issued in accordance with Section 38, Chapter 55, Session Laws 1893. W. J. BRIDE, County Auditor.

November 28th, 1893.


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More than 130 of them have contributed directly to the Recipe department, these contributions having been secured for this book from every State and Territory in the Union, Alaska not excepted.

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AUTOGRAPH SIGNATURES.

The autograph signatures of the contributors, with their address and official position, will, in nearly every instance, be found attached to the recipes, which not only attest their genuineness, but add immensely to the taking features of the book. These signatures have been procured, engraved and introduced into the book at considerable labor and expense.

PORTRAITS.

Fine half-tone portraits of nearly one hundred of the Lady Managers of the World's Fair, together with portraits of the wives of the Governors and others occupying leading positions, have been secured, and will add no little to the interest and intrinsic value of the "Home Queen."

MISS JULIET CORSON,

the founder of the Cooking Schools of America, and who has been appointed, by the advice of Mrs. Potter Palmer, to take charge of the Cooking School and Department of Cookery in the New York Exhibit at the World's Fair, has also consented to contribute to our Recipe department, and her portrait will also appear in this book. Miss Corson was formerly connected with the Minnesota State University.

Two Thousand Choice Recipes

Will be found grouped under the following headings:

**Bread.**
Biscuits, Rolls and Muffins.
Griddle Cakes, Waffles, Etc.
Unleavened Bread.
Grains and Mushes.

**Cake.**
Layer Cake.
Cookies and Jumbles.
Gingerbreads.
Crullers and Doughnuts.
Frosting and Icing.

**Miscellaneous.**
Creams and Custards.
Confectionery.
Canning Fruit and Vegetables.
Catsups.
Drinks.
Eggs.
Fish.
Fruits.
Ice Creams and Ices.
Jellies and Jams.
Meats.
Sauces for Meats.
Pastry and Pies.
Puddings and Sauces.
Preserves.
Pickles.
Sweet Pickles.
Poultry and Game.
Salads.
Shell-Fish.
Soups.
Vegetables.

**Medical Department.**
The Toilet.
Miscellaneous.
The Laundry.
To Cleanse Clothing.
Dyeing.
To Keep Fruit and Vegetables.

MENUS.

OTHER DEPARTMENTS.

Aside from the Recipes the following topics are carefully treated:

Food and Health.
Foods in General.
Table Etiquette.
The Morning Meal.
The Mid-Day Meal.
The Evening Meal.
Party Suppers.
Table Napkins—How to Fold Them.
How to Carve.
How to Select Meats.
Hints to House-keepers.
Diseased and Adulterated Food.
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| LEAVE | St. Paul Union Depot. | ARRIVE. |
|---|---|---|
| †8:05 am | Willmar, Morris, Brown's Valley | †7:00 pm |
| †8:30 am | Fergus Falls, Fargo and Grand Forks | †6:05am |
| †8:30 am | Osseo, Clearwater and St. Cloud | †6:05 pm |
| †3:30 pm | Anoka, St. Cloud and Willmar | †10:55 am |
| †4:30 pm | Excelsior & Hutchinson | †11:55 am |
| †8:50 am | Willmar, Sioux Falls, Yankton, Sioux City | †7:00 pm |
| a6:30 pm | Breck., Fargo, Grand Forks, Winnipeg | a7:05 am |
| a7:45 pm | ‡Osseo, St. Cloud, Fergus Falls, Crookston, G. Forks, Kalispell, Spokane, Seattle, Great Falls, Helena, Butte and Pacific Coast | a10:30 am |
| | EASTERN MINNESOTA. | |
| 1:05 pm | Duluth, West Superior, Elk River, Milaca, Hinckley, Princeton, §Anoka | b6:55 pm |

a. daily; b. except Sunday; §Buffet parlor cars on trains to Duluth and W. Superior; †Buffet sleepers. ‡Dining and Buffet cars, palace sleepers, tourist cars.


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| Marshfield and Wausau | †8:00 am | †10:10 pm | |
| Green Bay, Stevens Point | †8:00 am | †10:10 pm | |
| Ashland, Wash'n, Bay'ld | †9:00 am | †5:00 pm | |
| Duluth and Superiors | †9:00 am | †5:00 pm | |
| Duluth and Superiors | *11:00 pm | *6:50 am | |
| Pipestone & Sioux Falls | *8:10 am | †6:10 pm | |
| Winnebago & Elmore | †8:10 am | †6:10 pm | |
| Omaha, St. Joe, Kan. City | *8:10 am | *7:40 am | |
| Omaha, St. Joe, Kan. City | *7:45 pm | *7:40 am | |
| Soo City & Worthington | *8:10 am | *6:10 pm | |
| Soo City & Worthington | *7:45 pm | *7:40 am | |
| Tracy, Watertown, Huron | §7:45 pm | §7:40 am | |

SOO LINE

Minneapolis, St. Paul & Sault Ste Marie Ry.

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Telephone, 1053.

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| 6:00 p. m. | Atlantic Limited Vestibuled through train, daily, for Escanaba, Sault Ste. Marie, Montreal, Boston, New York and all Eastern points | 10:35 a. m |
| 7:50 p. m. | Pacific Limited Vestibuled through train, daily, for Valley City, Minot, Vancouver, Seattle, Tacoma, Portland, San Francisco and all Pacific Coast points, China, Jap