AFTER MANY YEARS

W. J. C. KENYON IS LIKELY TO LEAVE THE BURLINGTON SYSTEM.

WISCONSIN CENTRAL AIMS

TO MAKE HIM GENERAL TRAFFIC MANAGER FROM JANUARY 1 ON.

GREAT NORTHERN AND CLARKE

Are Still Figuring With a View to Resuming Intimate Business Relations Soon.

W. J. C. Kenyon, general freight agent of the Chicago, Burlington & Northern, is slated for a big promotion and it is understood that Mr. Kenyon has accepted the position tendered to him. He is out of the city at present and a statement from him could not be secured. It is, however, understood among Mr. Kenyon's friends that he has been selected to fill the post of general traffic manager of the Wisconsin Central lines, with headquarters in Chicago. The place was made vacant about a month ago by the resignation of C. L. Wellington, who was appointed to a post upon the board of administration of the new Western Freight association. Since Mr. Wellington's resignation the officials of the Wisconsin Central have been casting about for a successor, and it is somewhat of a secret at present that Mr. Kenyon is to be the lucky man. His friends are all pleased at the prospect of seeing him go higher.

Mr. Kenyon is one of the keenest railroad men in a city where there are a lot of keen men in the business. He commenced at the bottom and worked himself up to the position of general freight agent of the Burlington road after persistent work and application. Mr. Kenyon was born under a lucky star. He first saw the light of day on shipboard, being born on the ocean. He entered the railway service in March, 1876, and was for many years secretary to the land commissioner of the Burlington & Missouri road in Nebraska. From 1881 to 1882, he was assistant general passenger agent of the same road, when he was appointed assistant to the general passenger agent of the Chicago, Burlington & Quincy road. From 1884 to 1885 he was general agent of the Atchison, Topeka & Santa Fe at Baltimore. Between 1885 and 1890, he was general passenger agent of the C. B. & N., and during the latter year was also given the supervision of the freight department. A few months ago Mr. Kenyon's duties had multiplied to such an extent that he was relieved of the passenger department and allowed at his own request to have control exclusively of the freight department.

NEW CAR FERRY.

Wisconsin Central Has One Building for Lake Michigan.

S. J. Collins, general superintendent of the Wisconsin Central lines, is in the city looking over the terminals of that road in the Twin Cities. Mr. Collins was asked concerning the announcement that his road would actively enter into the fight for the great flour carring trade out of Minneapolis to Eastern points, by the establishment of a ferry line across Lake Michigan in conjunction with the Flint & Pere Marquette road. Mr. Collins said:

"The statement that we will co-operate with the Flint & Pere Marquette is entirely correct. Probably the largest car ferry steamer on the great lakes is now under construction at Wheeler's shipyards at Bay City, and the boat will be ready for use about the first of the year. The ferry will have a capacity of thirty loaded cars, which will be transferred across the lake. The boat will be a great improvement over those now in use by other companies, inasmuch as the cars will be wholly protected from the weather. It is expected that the new boat will be able to crush the hardest ice.

"The Wisconsin Central will make Manitowoc its shipping point for the cars, which will land at Ludington, Mich. From that point the Flint & Pere Marquette has a direct line in a southwesterly direction to Detroit, where the traffic can be turned over to the Eastern trunk lines. This arrangement will have a tremendous haul and means a great saving in time and expense."

The volume of Minneapolis flour carrying trade is but little appreciated. It means hundreds of thousands of dollars to the railroad companies during the year. The Minneapolis mills turn out perhaps 300,000 barrels a week. An ordinary freight car carries 150 barrels, which would mean 2,000 cars per week. It is scarcely to be wondered at that the roads will enter into lively competition. The Wisconsin Central has something of an advantage over competitive roads, in that its new ferry line will enable it to run its ice crushing monsters all winter long, thus keeping alive the active competition given in summer when all steamboat lines are running. When asked as to whether the Wisconsin Central and the Flint & Pere Marquette would demand a differential on traffic carried via the car ferry line, as did the Lake Michigan Car Ferry company, Mr. Collins said he presumed no such differential would be demanded, as his line was a stickler for maintaining freight rates.

WESTERN MILEAGE BUREAU

Holds an Interesting Session in Chicago.

Although repeatedly downed in their fight to secure a 5,000 mile interchangeable mileage book, the Traveling Men's Protective association is keeping up the fight, as was evidenced at yesterday's meeting of the Western Mileage bureau. Western lines were in session all day Tuesday in Chicago and it is understood the proposition to issue the books was shoved aside. The lines confined their debate upon the question of the effect the issuance of such books would have upon their business with Eastern connections. Another meeting will be held in the near future at which it is hoped the question will be disposed of one way or the other. Western lines apparently do not want to issue the books, particularly if they are to be good over all the lines of the Western Passenger association. Western lines are complaining of the lack of proper restrictions surrounding the new 5,000 mile book to be issued by the Eastern lines. Western lines, it must be said, are generally hostile to the scheme as is evidenced by the repeated efforts to kill it. The meeting in question was attended by nearly all the general passenger agents in the Western Passenger association, and several of the agents announced they would as soon favor an open rate of two cents a mile as to favor the proposed 5,000 mile book. The only hope of getting the Western roads to issue the book is to induce a few of the weaker lines to join in with their Eastern connections, regardless of Western Passenger association rules. It is said a majority of the Western roads would favor a book that required neither name, description or any other contract restrictions, and which might be presented by any one, the book to be a rebate ticket, and the net rate to be two cents a mile. It is believed such a book would be far more advantageous to merchants and jobbers, as it would obviate the necessity of buying separate tickets for each traveler.

SAME OLD ROW.

Boston Encampment Rates Again Under Discussion.

CHICAGO, Dec. 10.—The old question of division of rates on business done to the last encampment of the Knights Templars at Boston, is up again between the lines of the Central Passenger committee and the Boston terminal lines. The passenger committee has asked the terminal lines to call a meeting for the purpose of determining what proportion of the rates shall be allowed to the terminal lines. The latter have always claimed more of the money than the lines of the passenger committee were disposed to allow them. The same trouble also exists regarding the business done to the Christian Endeavor convention in Boston in 1895.

The Western roads and the Chesapeake & Ohio are in a small row over the division of circuitous route rates done from Washington, D. C., to Pacific coast points and return.

The business in dispute went by the way of Cincinnati and New Orleans to San Francisco and back by way of Portland and St. Paul, St. Louis, Kansas City and Chicago. For its share of the haul from St. Louis to Chicago, the Alton claimed an arbitrary of the full local rate on the ground that by the routing of the business it was deprived of the long haul on the business from Kansas City to Chicago. The Cheapeake claims that the Alton should be satisfied with one half of the through rate available between Kansas City and Chicago. It is likely that a meeting will be called to settle the matter in St. Louis next week.

The Omaha road has given notice of its intention to make a rate of one fare for the round trip from St. Paul and Minneapolis to the National Irrigation congress which is to be held in Phoenix, Ariz., Dec. 15 to 17.

THREE NEW MEMBERS

On the Board of the Western Weighing Association.

The Western Weighing and Inspection association has acepted the resignations of E. P. Ripley, W. B. Biddle and W. H. Newman, as members of its executive committee, and Third Vice President Paul Norton, of the Santa Fe; H. G. Burt, third vice president of the Chicago-Northwestern; and W. C. Brown, general manager of the Chicago, Burlington & Quincy, have been elected to fill the vacancies. The full board is now composed of the above named officials, and W. H. Trusdale, vice president of the Chicago, Rock Island and Pacific; chairman, C. W. Warner; vice president of the Missouri Pacific; General Traffic Manager J. M. Hannaford, of the Northern Pacific, and Commissioner J. W. Midgley, of the Western Freight association.

MAY YET GET CLARKE.

Great Northern Is Still Figuring With Him.

It is now definitely known that the Globe's announcement of the probable appointment of Francis B. Clarke as general traffic manager of the Great Northern, was much nearer the truth than generally supposed. That Mr. Clarke will immediately assume the duties of traffic manager is practically assured, as the gentleman is even now being initiated in the mysteries of the office. As general traffic manager of the Northern Steamship company, Mr. Clarke built up the business of that corporation in a manner well qualified to make other concerns envious, and it is understood that Mr. Hill came to the conclusion that Mr. Clarke is a good man to have.

Filled With Uncertainty.

A feeling of unrest and uncertainty seems to prevail among the smployes of the departments at the Great Northern headquarters nowadays, and it is hinted that there will be a general rearrangement of the departments, which may either let out a number of the men employed or result in a reduction of salaries the first of the year. This feeling comes around periodically, but it is a little stronger this time than usual. Railroad employes are not gifted with telepathy to a greater extent than any other class of employes, but when the governing heads plan anything radical, the employes seem to guess it in one way or another.

O. P. R. Earnings.

MONTREAL, Dec. 10.—The Canadian Pacific railway earnings for the week ending Dec. 7 were $381,000; for the same period last year, $452,000 decreased, $71,000.

STILLWATER NEWS

Brother and Sister Killed by a Train at a Crossing.

A sad accident occurred on the Wisconsin Central road one mile west of Kilty's siding, early yesterday forenoon, Julius Kriesel and sister, Lena, losing their lives while attempting to cross the tracks. The unfortunate victims of the accident were children of August G. Kriesel, a farmer residing about a half-mile from the scene of the tragic affair, and when the Globe correspondent called there in the afternoon the parents were almost beside themselves with grief. Julius, who was twenty years of age had arranged to go to his brother-in-law's, a short distance beyond there to aid him in cutting wood and decided to take his little sister with him on her way to school. They left home in a cart and as they approached the crossing, they failed to hear the approaching train and did not notice it until the horse was on the track. Julius urged the animal on, but the train caught the cart and hurled it a distance of sixty feet. The occupants were thrown about 100 feet and when help reached them, life was extinct, their skulls having been fractured. The engineer stopped the train and backed up to the crossing, but Conductor Gavin couldn't be of any assistance and the train proceeded to Somerset where a telegram was sent to the coroner of Washington county. The only eye witness of the accident was Bert Thomas, who said he had heard neither bell nor whistle, as the train approached. From appearances the crossing is a very dangerous one, especially for teams coming from the south.

A peculiar feature in connection with the accident is that the horse escaped without a scratch. The harness parted and the horse ran up the road.

In the district court nearly all of yesterday was spent in arguing a motion to dismiss in the case of Arndt vs. Weshous and others.

The report comes from Lake Elmo that a child of a family named Erlits fell into a dish of scalding water a few days ago and received injuries from which it died. No particulars of the affair can be learned here.

Hiram Berkey, one of the pioneers of Washington county, and a man well-known in this city and elsewhere, died Thursday evening at his home in Marine, where he had resided since 1839. Deceased was eighty-three years of age, and was born in Somersett county, Pennsylvania.

Ice Gorge May Cause Suits.

WABASHA, Minn., Dec. 10.—There is a prospect of much war in the courts over the ice gorge in the Mississippi river below Read's Landing. It is claimed that when the Mississippi Logging company saw the logs going down the river it immediately closed the boom at West Newton, and that was the whole cause of the ice gorge. By this gorge the Milwaukee road could not close its bridge on the Chippewa valley division. The ferry at Wabasha has been stopped, and all farmers on the bottoms were compelled to move their stock and effects to high ground. They have lost all their hay, fuel, winter's supplies and all, and the amount of damage cannot be estimated. This matter is being looked up, and if it is found that the company boomed the river and thus formed the gorge there is no question as to the suits.

Cordner Goes Free.

DEVIL'S LAKE, N. D., Dec. 10.—The grand jury called to investigate the killing of Bob Illingsworth by T. S. Cordner, in October, after sitting three days and thoroughly investigating the case, has found no indictment, and ordered the case dismissed.

A MOTHER'S DUTY.

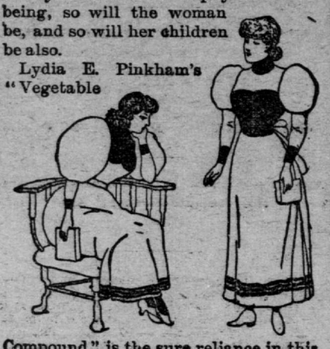
Your daughters are the most precious legacy possible in this life.

The responsibility for them, and their future, is largely with you.

The mysterious change that develops the thoughtful woman from the thoughtless girl, should find you on the watch day and night.

As you care for their physical well-being, so will the woman be, and so will her children be also.

Lydia E. Pinkham's "Vegetable



Compound" is the sure reliance in this hour of trial. Thousands have found it the never-failing power to correct all irregularities and start the woman on the sea of life with that physical health all should have.

Womb difficulties, displacements and the horrors cannot exist in company with Lydia E. Pinkham's Vegetable Compound.

EARNINGS OF ROADS

PRELIMINARY STATEMENT PRESENTED BY THE INTERSTATE COMMERCE COMMISSION.

TURN TOWARD PROSPERITY

INDICATED, AT LEAST, BY THE PARTIAL FIGURES WHICH ARE INCLUDED.

DIVIDENDS OF FIFTY MILLIONS.

Showing in This Respect Not Greatly Different From That for the Preceding Year.

WASHINGTON, Dec. 10.—The interstate commerce commission has just issued a preliminary report on the income and expenditures of the railways in the United States for the year ending June 30, 1896, prepared by its statistician. From the interest and importance that are attached to railway statistics, the report says, congress should no longer fail to provide adequate means of securing prompt returns from carriers, which are now delayed beyond the legal limit.

The statement submitted presents the chief items of an income account, by ten territorial groups, for 652 roads, representing an operated mileage of 172,369 miles of line, or about 96 per cent of the total mileage operated in the United States. The gross earnings upon this mileage are $1,123,646,562, of which $323,468,891 was from the passenger service and $772,071,374 from the freight service. As the operating expenses were $754,971,515, it appears that the income from operations was $365,675,047. The figures given in this preliminary statement, according to the report, indicates at least a turning toward prosperity.

The earnings of the passenger service are shown to be $1,877 per mile of line, being an increase of $113, as compared with the previous year. The earnings of the freight service also show an increase over last year of $349 per mile of line. The gross earnings per mile of line were $6,519 for 1896 and the operating expenses $4,380,—leaving a net income per mile of line of $2,138, which is in excess of that for the fiscal years 1895 and 1894, and compares fairly well with the net income per mile of line for 1893 and 1892. The net earnings of the 172,369 miles of line represented in this income report were $368,675,047, against $341,298,047 for the corresponding roads in '95.

This is the item (increased by income from investment) from which fixed charges and dividends must be paid before a surplus is declared. The increase in net earnings is fairly well distributed throughout the United States. The surplus from the operations of the year ending June 30, 1896, was $6,328,667. The fiscal year 1895 closed with a deficit of $31,075,030. In the case of every group in 1896, except group IX (mainly Texas and Louisiana), which had a smaller deficit in that year, there was either a smaller surplus or a greater deficit than in 1895.

The dividends declared by the roads covered by this advance statement were $54,983,732, being almost the same as the amount of dividends declared by the corresponding roads the previous year. The amount stated does not include all of the dividends paid, since a considerable portion of the dividends paid during the year on railway stocks is derived from rentals received by leased roads from the companies that operate them, such rentals being returned by the lessors as fixed charges.

The report closes with a brief argument to the effect that congress should so amend the act to regulate commerce as to secure the enforcement of its provisions.

PAPER POOL.

Agreement Reached by Manufacturers of the Country.

NEW YORK, Dec. 10.—The conferences that have been in progress for ten days between the principal manufacturers of white newspaper have resulted in a practical agreement of all concerned to pool interests and to deal with consumers only through a general agency which is to be established in this city. The plan involves the formation of a national association, capitalized to a modest amount, which is to control the product of all the mills. By this agreement, the manufacturers expect to reduce running expenses, to reorganize the trade and to promote friendlier relations between all concerned. They expressly deny that prices will be advanced as a result of the proposed agreement, but contend that they are obliged to follow the example of other men directing other great industries and co-operate to prevent ruinous competition.

Thirty companies are interested in the movement. They are said to control the industry in this country. The manufacturers say that their present plan has no similarity to that suggested about two years ago, when some of the parties to these negotiations proposed an absolute consolidation of all interests, with the sale of the various properties to a general company. The proposed joint committee will conduct its business on a pro rata basis. This will be determined by the previous business done by the allied companies and the capacity of the mills they control. No attempt to restrict production is contemplated, as the foreign markets, it is believed, will take whatever supplies are left over at the end of the year.

NOTICE OF APPLICATION FOR LIQUOR LICENSES.

City Clerk's Office,
St. Paul, Minn., Dec. 11, 1896.

To Whom It May Concern:

Notice is hereby given that the following-named persons have applied for a license to sell intoxicating liquors for the year A. D. 1897, at the places or locations hereinafter named:

Ackermann, R., 961 Rice street.
Alemann, J. A., 75 West Seventh street.
Amort Bros., 69 and 71 West Third street.
Anderson & Kolstad, 842 Rice street.
Ayd, Rudolph, 1033 West Seventh street.
Bacigalupa, A., 380 Robert street.
Batroot, Leonard, 640 Canada street.
Blixt & Johnson, 944 Payne avenue.
Borklund, A., 364 Minnesota street.
Brannon, James, 390 Como avenue.
Bruels, E., 453 Jackson street.
Bueger, Henry, 203 West Third street.
Butzrine, Gus, 14 West Fourth street.
Cummings, M., 293 Wabasha street.
Daigle, Peter, 626 Mississippi street.
Deroche, Moses, 252 East Fairfield avenue.
Donnelly, M. A., 361 Robert street.
Eckles, George, 110 East Fifth street.
Elden, John, 1145 Rice street.
Elswirth, Peter, 531 West Seventh street.
Ernst, Charles A., 468 Fort street.
Everts, H. C. & Co., 682 East Third street.
Fastner, William, 619 Van Buren street.
Ficker & Ficker, 190 East Seventh street.
Foley, Thos., 131 East Fifth street.
Freeman, Theo., 91 Sycamore street.
Froehlingsdorf, John, 452-460 Broadway street.
Frylinger, Chris, 321 University avenue.
Gerke, F., 120 Martin street.
Grady, Robert N., 82 East Seventh street.
Gruber, Jos., 261 West Third street.
Guion, V. A., 120 South Robert street.
Gunderman, Rud, 834 East Seventh street.
Haenel, Henry, 1013 West Seventh street.
Hanzel, Frank, 1167 West Seventh street.
Harbek, Ed, 1143 Rice street.
Harris, George T., corner West Seventh street and Cleveland avenue.
Hermann, J. B., 282 East Third street.
Hofmann, F., 316 Rice street.
Hofmeister, Wm., 481 Mississippi street.
Hogan, T. E., 419 Robert street.
Huber, F. J., 42 and 50 East Seventh street.
Hudalla & Holmes, 1019 Arcade street.
Jarosz, Jos., 250 Thomas street.
Johnson, H. C., 287 Sibley street.
Johnson, Wm., 564 Bradley street.
Juds, Wm., 393 Western avenue.
Krey, Nicholas, 31 West Third street.
Kopp, Henry G., 505 Mendota street.
Kroening, Aug., 736 Edmund street.
Luck, Gustav, 174 East Fourth street.
McCarthy, D. F., 410 Wabasha street.
Maloney, J. F., 418 Minnesota street.
Martin, P., 122 East Third street.
Marguard, F., 427 South Wabasha street.
Mattsen, Adam, 81 East Fourth street.
Mattson, J. P., 332 Rosabel street.
Messmer, A., 385 Wabasha street.
Murphy, E. L., 345 Wabasha street.
Navratil, John, 432 Wabasha street.
Nelson, N., 419 East Seventh street.
Noller, Mike, 496 St. Peter Street.
Norman, John, 536 Decatur street.
Oelker, Fred, 673 Blair street.
Pautke, Chas., 578 Robert street.
Peltier, A. N., 817 Mississippi street.
Piers, Henry, 192 South Washington street.
Plebuch, Chas., 438 Lafond street.
Rothbauer, Wm., 559 Charles street.
Sellrup, G., 518 Mississippi street.
Schacht, Henry, 168 East George street.
Schade, Henry, 324 Robert street.
Schroth, Christ, 224 Rondo street.
Schumacher, C., 324 Sibley street.
Siess, Albert, 834 Arcade street.
Simon, B., 297-9 East Seventh street.
Sommers, George W., 202 East Seventh street.
Steiner, Jos., 193 West Fairfield avenue.
Stephan, Fred, 1060 East Seventh street.
Stipan, Jordan, 562 Wabasha street.
Strub, Wm. G., 527 St. Peter street.
Thill, Nic, 40 West Seventh street.
Vergoossen, John, 695 East Minnehaha street.
Werner, Frank, Mozart Hall.
Welz & Fry, Ryan Hotel.

Now, therefore, notice is further given that the said applications will be heard and considered by the undersigned at this office, in the City Hall, on the 28th day of December, A. D. 1896, at 10 o'clock a. m., where all persons interested may appear and will be heard.

MATT JENSEN,
City Clerk.
Dec. 11&19.

ASSESSMENT FOR PAVING WITH ASPHALT JACKSON STREET.

Office of the Board of Public Works,
City of St. Paul, Minn., Dec. 10, 1896.

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 17th day of December, A. D. 1896, to make an assessment of benefits, costs and expenses arising from the paving with asphalt, Jackson street, from Seventh street to Ninth street (except between the rails of the street car tracks and between the tracks and for two feet on each side of the outside rails of said tracks), and putting in granite curbing (where necessary), including the necessary gas, water and sewer connections to the property lines, in said city on the property on the line of said improvement, and deemed benefited thereby, amounting in the aggregate to $4,115.60.

All persons interested are hereby notified to be present at said time and place of making said assessment, and will be heard.

R. L. GORMAN,
President.

Official:
W. F. ERWIN,
Clerk Board of Public Works.
Dec. 11.

ASSESSMENT FOR PAVING WITH ASPHALT ROBERT STREET.

Office of the Board of Public Works,
City of St. Paul, Minn., Dec. 10, 1896.

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 17th day of December, A. D. 1896, to make an assessment of benefits, costs and expenses arising from the paving with asphalt, on concrete foundation, Robert street, from Third street to Seventh street (except between the rails of the street car tracks and for two feet on each side of the outside rails of said tracks), including the necessary gas, water and sewer connections to the property lines, and putting in granite toothing (where necessary) on the line of said improvement in said city, on the property benefited thereby, amounting in the aggregate to $6,358.68.

All persons interested are hereby notified to by present at said time and place of making said assessment, and will be heard.

R. L. GORMAN,
President.

Official:
W. F. ERWIN,
Clerk Board of Public Works.
Dec. 11.

ASSESSMENT FOR IMPROVING, CURBING AND BOULEVARDING GOODRICH AVENUE.

Office of the Board of Public Works,
City of St. Paul, Minn., Dec. 10, 1896.

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 17th day of December, A. D. 1896, to make an assessment of benefits, costs and expenses arising from the improving, curbing and boulevarding Goodrich avenue, from Victoria street to Dale street, by reducing and regrading the roadway thereof to a width of thirty feet and putting in granite curbing and extending, filling and sodding the boulevards, from the sidewalk lines to the curb lines, in said city on the property benefited thereby, amounting in the aggregate to $5,280.50.

All persons interested are hereby notified to be present at said time and place of making said assessment, and will be heard.

R. L. GORMAN,
President.

Official:
W. F. ERWIN,
Clerk Board of Public Works.
Dec. 11.

ASSESSMENT FOR IMPROVING AND BOULEVARDING SUMMIT AVENUE.

Office of the Board of Public Works,
City of St. Paul, Minn., Dec. 10, 1896.

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 17th day of December, A. D. 1896, to make an assessment of benefits, costs and expenses arising from improving, resetting curbing and boulevarding Summit avenue, from Sixth street to Rice street, by reducing the roadway thereof to a uniform width of forty feet, resetting curbing and by extending, filling and sodding the boulevards from the sidewalk lines to the curb lines, in said city on the property on the line of said improvement, and deemed benefited thereby, amounting in the aggregate to $264.60.

All persons interested are hereby notified to be present at said time and place of making said assessment, and will be heard.

R. L. GORMAN, President.

Official:
W. F. ERWIN,
Clerk Board of Public Works.
Dec. 11.

ASSESSMENT FOR CONSTRUCTION OF A SEWER ON MARSHALL AVENUE.

Office of the Board of Public Works,
City of St. Paul, Minn., Dec. 10, 1896.

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 17th day of December, A. D. 1896, to make an assessment of benefits, costs and expenses arising from the construction of a sewer on Marshall avenue, from Fairview avenue to Wheeler avenue, in said city on the property on the line of said improvement, and deemed benefited thereby, amounting in the aggregate to $530.50.

All persons interested are hereby notified to be present at said time and place of making said assessment, and will be heard.

R. L. GORMAN, President.

Official:
W. F. ERWIN,
Clerk Board of Public Works.
Dec. 11.

WANTS MAY BE LEFT

At the following locations for insertion in the Daily and Sunday Globe, at the same rates as are charged by the main office.

HAMLINE.

Hamline Pharmacy .....Drug Store
750 SNELLING AVENUE.

DAYTON'S BLUFF.

Sever Westby .....Drug Store
679 EAST THIRD STREET.

ST. ANTHONY HILL.

Emil Bull .....Druggist
GRAND AV. AND ST. ALBANS.
W. A. Frost & Co .....Drug Store
SELBY AND WESTERN AVENUES.
Straight Bros .....Drug Store
RONDO AND GROTTO STREETS.
A. A. Campbell .....Drug Store
235 RONDO STREET
A. T. Guernsey .....Drug Store
171 DALE STREET.
Brackett's .....Pharmacy
VICTORIA AND SELBY AVENUES.

MERRIAM PARK.

A. L. Woolsey .....Drug Store
ST. ANTHONY AND PRIOR AVENUES.

ARLINGTON HILLS.

C. R. Marelius .....Drug Store
CORNER BEDFORD AND DECATUR.
A. & G. A. Schumacher.....Drug Store
954 PAYNE AVENUE.

LOWER TOWN.

William K. Collier .....Drug Store
SEVENTH AND SIBLEY.
Joseph Argay .....Drug Store
COR. GROVE AND JACKSON STREETS.
M. D. Merrill .....News Stand
442 BROADWAY.

WEST SIDE.

The Eclipse Drug Store,
S. ROBERT AND FAIRFIELD AVENUE.
George Martf .....Drug Store
S. WABASHA AND FAIRFIELD AVENUE.
Concord Street Prescription Store,
CORNER STATE AND CONCORD STREETS.
A. T. Hall .....Drug Store
COR. S. WABASHA AND ISABEL.

UPPER TOWN.

S. H. Reeves .....Drug Store
MOORE BLOCK, SEVEN CORNERS.
C. T. Heller .....Drug Store
ST. PETER AND TENTH STREETS.
B. J. Witte .....Drug Store
29 EAST SEVENTH STREET.
F. M. Crudden .....Confectioner
496 RICE STREET.
W. E. Lowe .....Drug Store
ROBERT AND TWELFTH STREETS.
R. T. Wincott & Co.....Drug Store
CORNER RICE AND IGLEHART.

WEST SEVENTH STREET.

A. & G. A. Schumacher.....Drug Store
489 WEST SEVENTH STREET.
J. J. Mullen .....Drug Store
COR. JAMES AND WEST SEVENTH.

UNION PARK.

C. A. Monchow .....Cigars and Tobacco
UNIVERSITY AND PRIOR AVENUES.

SITUATIONS OFFERED—MALE.

BARBER wanted at 414 South Wabasha st., West St. Paul.

BOY—Wanted, small boy to tend fires, etc. Apply 9 a. m., T. W. Ingersoll, 56 East Sixth st.

CARPENTERS for Southern Minnesota; swampers and tiemakers for woods; call early. Moore & Co., 179 East Third st.

COACHMAN wanted in the city; $25 per month; references. Moore & Co., 179 East Third st.

30 WOODCHOPPERS for Wisconsin; work all winter. Moore & Co., 179 East Third st.

WANTED—Live people in every locality at $12.00 weekly salary and expenses to take orders for Christmas goods. Permanent employment if right. Manufacturer, P. O. Box 5308, Boston, Mass.

SITUATIONS OFFERED—FEMALE.

HOUSEWORK—Girl for general housework; German preferred. Call 170 West Ninth st., rear house.

HOUSEWORK—Wanted, a girl for general housework in family of two; must be good cook and well recommended. Call in afternoon at 653 Portland av.

HOUSEWORK—Wanted, at 684 Jackson st., girl to assist in housework. Inquire of Mrs. Childs.

HOUSEWORK—Wanted, good girl for general housework; good cook. Mrs. C. R. Groff, 311 Pleasant av.

NURSE—Wanted, young girl to assist in care of infant. 694 Holly av.

WAITRESS—Good home for young girl; must be neat, to help wait on table. 359 Grove st., corner Olive.

WANTED—A good girl to work in a hotel. Call at 457 Rice st.

FINANCIAL.

MONEY TO LOAN at lowest rates, without charge for commission, without gold clause, with "on or before" privilege, at our home institution, The State Savings Bank, Germania Life Bdg., 4th and Minn. sts.

AT LYTLE'S DIAMOND PARLORS, 411 Robert St., Room 1—Money to loan on diamonds, watches, typewriters, furs, time checks, bicycles, etc. Diamonds and watches for sale at retail, 25 to 50 per cent discount. Lytle's, opposite the Ryan Hotel.

BUSINESS PERSONALS.

PERSONAL—We will gladly send to any person (either sex) the receipt of a quick, safe cure for Gonorrhoea, Gleet or any unnatural discharge free in plain sealed envelope. Do not suffer longer but write at once. Strictly confidential. Address Home Medicine Co., Box 597, Kalamazoo, Mich.

PERSONAL—Men only: I will gladly send to any man, young or old, a receipt, with full directions, in plain, sealed envelope, that will cure you of Lost Manhood, Impotency, Varicocele, Atrophy, etc., the result of youthful errors and excesses. Address, with stamp, in confidence (no C. O. D. fraud), James Guilford, Box 799, Kalamazoo, Mich.

FURS reshaped, repaired, cleaned. Our capes and collarettes excel Eastern-made goods and cost less. J. C. Smolensky, 24 W. Sixth st.

HOUSES FOR SALE.

HOUSE AND LOT—For sale, at a sacrifice, by owner, house and lot, 220 North Victoria st., near Dayton av.; all modern conveniences. Call and look at it.

TO EXCHANGE.

NEW GOODS for second-hand. Ryan furniture & Exchange Co., 142 & 144 E. 7th st.

INSTRUCTION.

REMER DANCING ACADEMY, Oxford Hall, Tenth and St. Peter sts., opens new class Jan. 4; private instruction a specialty. Office hours, 3 to 8.

HORSES AND CARRIAGES.

EXPERIENCED TRAINER—Horses jogged; horses fitted for ice racing; mixed gaited horses balanced; a few fell bred colts taken to break. James Carr, Kittsondale.

300 LOGGING HORSES, FARM MARES, draft horses and drivers, just arrived. Part time given if desired; 30 days trial given on horses sold at Barrett & Zimmerman's Midway Stables, Minnesota Transfer.

BOARD OFFERED.

BOARD—Two furnished rooms, with board; also a few day boarders accommodated. 597 St. Peter st., corner Summit av.

ASSESSMENT FOR PAVING WITH ASPHALT OAKLAND STREET.

Office of the Board of Public Works,
City of St. Paul, Minn., Dec. 10, 1896.

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 17th day of December, A. D. 1896, to make an assessment of benefits, costs and expenses arising from paving with asphalt Oakland street, from Ramsey street to Summit avenue (except between the rails of the street car tracks and between the tracks and for two feet on each side of the outside rails of said tracks) and putting in granite curbing (where necessary), including the necessary gas, water and sewer connections to the property lines, and all conduits authorized by said city, and putting in granite toothing (where necessary), in said city on the property benefited thereby, amounting in the aggregate to $28,232.34.

All persons interested are hereby notified to be present at said time and place of making said assessment, and will be heard.

Official: R. L. GORMAN,
W. F. ERWIN, President.
Clerk Board of Public Works.
Dec. 11.

AUCTION SALES.

PIANO AND FINE FURNITURE AT AUCTION—I will sell at public auction in the salesroom, 238 and 240 East Seventh st., on Saturday, Dec. 12, at 10 a. m., a fine lot of household goods, consisting of 1 upright piano almost as good as new and perfect tone; 6 fine oak bedroom suits, 1 rug parlor suit, 1 plush parlor suit, fine sideboard, extension table dining room chairs, chiffioneers, dressers, center tables, easy chairs, hall trees, beds, springs, mattresses, pillows, blankets; also a fine lot of body Brussels and ingrain carpets, dishes tinware, etc. If you want bargains this is an exceptional fine lot and must be sold. A. G. Johnson, auctioneer, 238 and 240 East Seventh st.

SITUATIONS WANTED—MALE.

BOOKKEEPER—Young man desires situation as bookkeeper or cashier at fair compensation, where there is a chance for advancement; can furnish best city references. Address K 5, Globe.

BOY—A good, honest boy would like work of any kind. Address A. L., 350 Toronto st.

BOY—A boy of sixteen years would like work of any kind; willing to do any kind of work. Address J. B., 912 West Seventh street.

BOY—A boy sixteen years of age would like work of any kind; is willing to work. Address 490 Bay st., city.

BOY of seventeen wishes work part of day while studying. William B. McCauley, 32 The Buckingham.

CLERK—Wanted, by a young married man, position as clerk in some shoe store; also a first-class shoemaker; speaks German and English. Address Louis Wimmer, 435 East Seventh st.; willing to leave the city.

CLERK—Young man seeks situation as clerk or on the bench in shoe shop; seven years' experience in both; best references. H. J. Saunders, 61 Summit av.

CLERK—Young man wants a position in a meat market, or delivering; can furnish references. Address J. B., 650 St. Albans st.

COOK—Situation wanted by a meat cook, white, who has been chef in leading hotels and restaurants in the Twin Cities for 20 years; strictly temperate. T. J. D., 33 East Seventh st.

COOK—Steady, sober hotel cook wants situation; best of references. Address Cook, 175 East Fourteenth st.

DELIVERER—Young man aged 20 years wants work driving delivery wagon; is well acquainted in city; has reference. Address V. W., 51 West Fourth st.

EMPLOYMENT—A boy nineteen years old wants work of any kind. Address 392 Erie st., city.

FIREMAN—Experienced fireman wants work. Address 896 Gaultier st.

FIREMAN—Work wanted by a young man who has had experience in firing; wages no object. Address A. C. Welch, General Delivery.

HOSTLER—Young Scandinavian would like a place to take care of horses, tend to furnace and work around house; can furnish reference. Call at 547 Beaumont st.

INSIDE WORK—Young man, aged twenty, wants inside work of any kind; can furnish good city references. Address Butcher, Bethel Boat, foot Sibley st.

PHOTOGRAPHER—Wanted, situation in a photograph gallery by a young man; no objections to the country; is a first-class printer. Address B. L. Wheelock, 961 St. Anthony av., St. Paul, Minn.

PORTER—Experienced man would like a position as houseman or porter; understands wall washing. T. W., 334 Pine st.

STENOGRAPHER—Thoroughly competent male stenographer desires position; city references furnished. Address Steno, No. 194 East Tenth st.

WANTED—Position wanted by a young man 18 years old in office or wholesale house; can give best of references as to ability or character; wages no object. A. F., 133 Bellevue av.

WANTED—An honest boy of 15 years of age would like work of any kind. Address C. D., 682 Palace st.

WANTED—Boy of 17 years would like work of any kind. Address 373 Duke st., city.

WANTED—A boy of 16 years of age would like work of any kind. Address 490 Bay st.

WANTED—An honest boy of 16 years of age would like work of any kind. Address A. L., 350 Toronto st.

WANTED—Young man wants situation of any kind; good office and warehouseman. McDonald, 151 East Third st.

WANTED—By an honest young man, a position or some kind of employment; highly educated and best of references. Apply 3, H. W. G., Globe.

SITUATIONS WANTED—FEMALE.

COOK—Experienced cook would like position in private family. Call or address 446 Minnesota st.

HOUSEWORK—A girl of 16 years wants a place for light housework. Call at 1031 West Seventh st.

HOUSEWORK—Wanted, situation by middle-aged woman (Swede) for general housework. 929 Sims st.

HOUSEWORK—A German girl of 20 years, who speaks English, wants housework in small family; Dayton's bluff preferred. Margaret Gusgregen, 1014 Lawson st., near Earl.

HOUSEKEEPER—A lady would like a position as housekeeper or general housework in a small family. Address 430 Wabasha st.; Room 10.

LAUNDRESS—A first-class laundress would like to get washing to do at home; will call for and deliver. Please call at 602 Whitall st.

STENOGRAPHER—Wanted, a position by a young lady stenographer and typewriter; am a good grammarian and have experience in general office work; salary $25 a month. Address T 27, Globe.

SEWING—Dressmaker wants sewing in families, or to take home; cutting and fitting; will work very reasonable. Call or address 315 East Seventh st.; third floor.

WASHING—A lady wishes to go out washing by the day or take washing home. S. S. Schultz, 697 Charles st.

WASHING—Woman would like a few more places to wash. Call 646 Charles st.

MEDICAL.

MISS MAY PENROSE—Bath parlors for gentlemen; expert massage; open till 10 p. m. 430 Wabasha st.

MRS. DR. FREMONT, 303 Jackson st., newly furnished bath parlors; oil, vapor and medicated baths; electric, magnetic and massage treatments a specialty.

A SEA SALT OR TUB BATH, $1; also give massage treatments. Mme. Lauretta, formerly of Minneapolis. 112 West Seventh st., second floor.

DENTISTS.

G. O. LAWTON Dentist, has removed to Newspaper Row, cor. 4th and Minnesota sts.

FOR RENT.

Houses.

J. W. SHEPARD, 94 EAST FOURTH ST., RENTS HOUSES, STORES, OFFICES, STEAM-HEATED APARTMENTS; COLLECTS RENTS; ACTS AS OWNERS' AGT.

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