WILL BE HEARD DEC. 3

ARGUMENTS AND TESTIMONY AS TO IRON RANGE FREIGHT AND ORE RATES

THREE ROADS ARE INVOLVED

Duluth & Iron Range, Duluth, Missabe & Northern and the Eastern Minnesota.

Pursuant to notification by the state railroad and warehouse commission representatives of the three iron ore railroads of the state appeared at the commissioner's office yesterday afternoon for the hearing upon the rates now in vogue for the transportation of iron ore. The session lasted for some two hours and terminated in a decision to actually begin the hearing Dec. 3 at 10 a. m.

Counsel representing the several parties were the following: Eastern Minnesota, M. D. Grover; Duluth & Iron Range, Frank B. Kellogg; Duluth, Missabe & Northern, George Wellwood Murray and James B. Cotton. T. D. O'Brien was there in the interest of the commission.

Mr. Kellogg was the first of the counsel to address the commission. He plead for a continuance of sixty days, in which to make answer to the notice served upon his company, urging that it would be impossible to prepare the case in any less time. He argued that he had not attempted any preparation of the case since the receipt of the commissioner's notice, on account of other matters occupying his time. Mr. Kellogg stated that he, having conducted the company's case in the hearing had two years ago, was the only attorney prepared to proceed with the present case. He said that it would not be possible for the testimony used in the former action to be made use of now as the conditions had changed and a complete revision would be necessary.

Commissioner Knox asked Mr. Kellogg if he had not understood that the notice served upon his as well as other companies last January, pertaining to merchandise rates, involved also rates upon iron ore. Mr. Kellogg replied that he did not so understand it. That understanding was logical from the notices as viewed from the commission's standpoint, but none of the roads had so taken it.

EASTERN'S POSITION.

Mr. Grover, for the Eastern Minnesota, submitted the following:

The Eastern Railway company of Minnesota, herein for convenience called the Eastern company, appears pursuant to notice in the matter of the investigation of rates embraced in a resolution by the commission, as follows:

"Resolved, By the railroad and warehouse commission, that it do now proceed upon its own motion to investigate the reasonableness of the tariffs of rates now in force for the transportation of iron ore, logs, lumber, and all other freight, merchandise and commodities, to the city and port of Duluth, and the port at Two Harbors, from the several stations in Minnesota on the lines of railway of the Duluth and Iron Range Railroad company, the Duluth, Missabe and Northern Railway company, and the Eastern Railway Company of Minnesota, and between the several stations on the above lines of railroads, and the tariffs now in force for the transportation of the merchandise and commodities in car loads, between the several stations on each and all of the said lines of railroads within this state, and of the classification under which such rates are determined."

No complaint has been made that the rates referred to in the resolution are unjust or unreasonable. The resolution does not state that the rates are unjust or unreasonable. There being no complaint as to the reasonableness of the rates, either by the commission or others, the jurisdiction of the commission is denied.

The Eastern company have been notified of the resolution of the commission and the proposed investigation of its rates, in case its objection to the jurisdiction of the commission is overruled and the investigation proceeds, proposes to establish by evidence facts, as follows:

AS TO ORE RATES.

The Eastern company has not made or published any tariff of rates covering shipments of iron ore to Two Harbors, to Duluth, or to any point in the state of Minnesota. The Eastern company transports iron ore from mines reached by its line of railroad and branches to docks at Allouez bay, on Lake Superior, at 80 cents per ton of two thousand two hundred and forty (2,240) pounds, under and as part of the consideration of contracts between it and shippers of ore. The rate named in its several contracts is uniform and was made in view of facts and circumstances connected with the business and set forth in the contracts. No rate is published respecting shipments of ore, except a statement filed with the interstate commerce commission showing that ore is shipped in carloads with a minimum of 50,000 from Mahoning and Hibbing, Minn., to Allouez bay, in Wisconsin, at 80 cents per ton of 2,240 pounds. This is a contract rate and not a published tariff rate, and it covers the matter of construction of branch and spur tracks, the switching of cars to and from mines, and charges for dock storage and for loading on boats. The other railway companies named in the resolution transport ore under contracts involving switching, dock storage and loading onto boats at 80 cents per ton of 2,240 pounds. The rate of 80 cents per ton of 2,240 pounds is not unjust or unreasonably high.

(a) The distance from mines reached by the line of the Eastern company to docks at Allouez bay, to which ore is transported, is about 120 miles. Ore is hauled in train loads. The traffic is one way. The trains are hauled empty from the docks to the mines, because there is no return traffic and because cars used in transporting ore are especially adapted for that and no other use. The haul of each train load of ore from mines to docks involves the return of an unloaded train a like distance. In short, every train hauling ore from mines to dock and return, moves 120 miles, and the rate, based on a gross ton of 2,240 pounds, is but a fraction over three mills per ton per mile; taking into account the total mileage of the haul necessary to the movement of every train load of ore, based upon tons of 2,000 pounds, the rate is within a fraction of three mills per ton per mile.

(b) There being no tariff rates, and the charge made being a matter of contract, covers not only the construction of branch and spur tracks, so located as to be convenient for the breaking up and making up of trains, but the switching of empty cars to mines, moving of cars from mines to yards to be placed in trains, the transportation of trains to docks, the storage upon docks and the loading, without charge to the shipper of ore, from docks into boats.

(c) Delivery is made to railway companies at elevators, warehouses or stations on its line of grain, lumber, coal, merchandise and all classes of freight. Tariff rates cover this item of transportation from place of delivery to place of consignment, and do not embrace loading, unloading or storage charges. Should the railway companies put in force a tariff of rates on shipment of ore from points on their lines, such tariff would relate solely to ore delivered to them for transportation at the points named. To make such delivery would require a team haul or the construction of a railway and the use of necessary equipment. There is no mine opened and worked on the line of the Eastern company which is not reached by its tracks, and the shipment of ore from which is not covered by contract relating not merely to the cost of transportation but involving the construction of branch lines, yards, spur tracks, switching, dockage charges and the loading from docks into boats.

SOME COMPARATIVE FIGURES.

(d) Coal, though less valuable than iron ore, is a class of freight the rates upon which may be referred to for purposes of comparison. The commission has by its order, as is understood, fixed or approved rates on hard coal from Duluth to St. Paul, a distance of about 150 miles, at a rate yielding 8 mills per ton per mile. On soft coal at 6 mills per ton per mile. The coal is loaded and unloaded without cost to the railway company transporting it. There is no storage or dockage charge. There is a large shipment of grain and other freight to Duluth. Many cars would be returned empty unless loaded with coal. The coal is not transported in train loads or smaller number of cars constituting part of a train. Trains are loaded both ways. Though the coal rate is low, the cost of handling coal traffic is less, among other reasons, for those stated, than the cost of transporting ore at the rate fixed in the contracts referred to.

The Reading company during the last fiscal year transported 13,735,315 tons of coal, the average length of haul being 107 miles, at the rate of seven miles per ton per mile; the New Jersey Central transported 6,304,801 tons, with an average haul of 108 miles, at 8.6 mills per ton per mile. The contract rate of the Eastern company, for a haul of 120 miles is a fraction over six mills per ton per mile one way, but as the train hauling ore must be transported empty from dock to mine, the actual length of haul of each coal train is 240 miles, and the rate per ton of 2,000 pounds, but a fraction over three mills per ton per mile, and this rate, as stated, covers switching, transportation, dockage, and the cost of loading onto boats. It is also to be borne in mind that coal is transported throughout the year, whereas ore is not transported in the winter season, and ore equipment must lie idle during four or five months of each year.

(e) The Eastern company does not own the docks upon which ore transported by it is unloaded and stored. Such docks are very expensive structures. The cost of their maintenance is large, because the timber of which they are constructed is exposed to the weather, and is rapidly wasted and worn where it comes in contact with ore.

(f) The transportation of ore requires special equipment, strong, adapted to the use, and not fitted for any other use, unless it be the transportation of coal. It cannot be used for transporting merchandise or freight. The Eastern company has, under contracts which it has made with shippers, and for the purpose of reaching ore mines, constructed many miles of railway at large expense, and purchased equipment for hauling ore at an outlay of nearly $1,000,000.

The cost of the construction of railways to reach ore mines and of the equipment necessary for the purpose would not have been incurred except in consideration of contracts which it has made covering the shipment of ore. It is dependent on two or three mines and upon contracts with the owners or operators of those mines, so far as its ore shipments are concerned. Should these contracts be canceled, should the mines become exhausted, should the owners of the mines construct an independent line of railway reaching docks on Lake Superior, or arrange to make shipments by way of competing lines, the Eastern company would lose millions of dollars on account of investment in railway construction and its equipment. Its contract rate was made in view of risks incident to the business which it assumed. The quantity of merchantable ore which can be reached by its line is limited. The quantity of ore within the mining district reached by the lines of the other companies named in the resolution is limited, and the limit can be shown with reasonable certainty by the testimony of experts familiar with the locality; the character of the ore, the extent of the deposit and the conditions surrounding it. Should the mines in the mining districts become exhausted, as they will in time, there will be no use for the lines of railway, or a very considerable portion of the lines, reaching the districts, or for docks which have been constructed at a very large expense for the purpose of storing ore for shipment by lake.

(g) The production of ore in the United States is very large. The market is limited. The supply is greater than the demand. A reduction in rates of transportation over the line of the Eastern company and the lines of the other companies named in the resolution will not benefit mine owners, but will, in the end, make a proportionate reduction in the selling price of the ore.

AUTHORITY IS DISPUTED.

The commission has no authority to investigate contract rates on shipments of ore. Should it proceed with the investigation, with a view of inquiring into the reasonableness of rates, the Eastern company asks time to enable it to prepare testimony to prove:

(a) The circumstances under which its contracts for transporting ore were made.

(b) The cost of construction and reconstruction of its railroad, its structures, the equipment used in transporting ore; and the cost and operation of its road, especially in connection with its ore traffic.

(c) The cost of docks and their maintenance by the company which owns and has constructed them, also the cost of storage charges upon such docks, and of loading boats from them.

(d) In investigating cost of operation account must be taken of the fact that ore is not transported in the winter season, and that a large and expensive equipment lies idle nearly one half of the year.

CONCERNING THE LOG RATES.

The Eastern company has no published tariff for the transportation of logs. All logs are transported over its line under contracts with lumber and logging companies at rates fixed in the contract made in consideration of privileges, advantages and conditions attending each particular contract.

The reasonableness of such rates involves an inquiry:

Into the contracts and their considerations.

Into the cost of equipment specially adapted for the purpose.

Into the cost of railroad, branches and spur tracks, constructed for the purpose.

Into the term of the contracts; the quantity of logs and the probable length of the traffic.

DETAIL ON MERCHANDISE RATES.

An investigation of the merchandise rates requires:

An examination of local shipments between all the stations upon the line of railway.

An examination of the way bills of each shipment.

The separation of the local from the interstate shipments.

A showing of the classification under which each shipment has been made.

An investigation of the rates of the Eastern company on the classes of traffic referred to in the resolution of the commission, involves an inquiry into the earnings and income of the company. Its line is interstate. A large part of its business is interstate. Its rates are not unreasonable, nor are they unjust. Proof of the facts bearing upon the question will require the production of testimony based upon an examination of way bills; the separation of local from interstate shipments; a classification of the shipments.

ITS JURISDICTION IS DENIED.

Denying the jurisdiction of the commission to proceed in the matter embraced in the resolution, the Eastern company, should the commission continue the investigation, claims that it has a right to be heard, especially as respects shipments of ore and the reasonableness of its contract rate therefor, because, though interstate, a reduction of the contract rates of other railway companies named in the resolution would necessarily involve a corresponding reduction in its charges for transporting ore, and it would have to handle the business at an unreasonably low rate or abandon it, thus sacrificing hundreds of thousands of dollars expended in purchasing equipment and constructing railroads solely for the purpose of engaging in the traffic.

The Eastern company is not prepared to make proof upon any of the matters involved in the investigation for the following reasons:

Its chief engineer was absent when the notice of the resolution was served upon it and has not been in the state since the date of such service. It will require at least sixty days in which to make penses incident to the traffic, the examinations for the purpose of showing the cost of construction and reconstruction of its line of railway, the cost of docks and their maintenance and operating expenses incident to the traffic, the examination of way bills and accounts for the purpose of showing earnings from merchandise on shipments local to the state and between stations. Accounts cannot be examined and proof prepared as the case requires inside of two months from this date.

Mr. O'Brien was heard for the commission.

He held that the case under discussion was not an ordinary one of adjournment, but was simply a matter of whether the commission wanted to proceed with an important action already begun nearly a year ago, or whether it wanted to interrupt that proceeding. He said the hearing must be had on the resolution issued by the commission, and this was concurred in by the other counsel. If the commission abandon its work at this stage of the proceedings, it will be left incomplete and in an unsatisfactory condition for the new commission to take up. It would be far better, he argued, to have the matter carried through, now that it is begun, and be completed by the body of men who have started with it.

The argument of the counsel for the railroads was that if the rates were lowered it would not benefit the state, and that there was no reason for reducing the rates, since they are at present reasonable and just. Mr. O'Brien declared, however, that so far as the Duluth & Iron Range road is concerned he had satisfied himself by careful investigation that their earnings are vastly in excess of what has been legally determined upon as reasonable and just.

DATE FIXED FOR DEC. 3.

The three members of the commission, Chairman Ringdal, Messrs. Knox and Becker, retired with their counsel, Mr. O'Brien, to consider the matter privately. Upon their return Chairman Ringdal stated that a majority of the commission had decided upon Dec. 3 as the day upon which the hearing should begin. Messrs. Ringdal and Knox constituted the majority, and Gen. Becker took exceptions to that date.

The decision was vehemently objected to by Messrs. Kellogg and Murray, both declaring that they could not be ready and present at that time. The commission made the order effective, however.

WILL BEGIN SERVICE MONDAY.

Illinois Central's New Service Begins Next Week.

The plan of the Illinois Central to enter the Twin Cities over the Minneapolis & St. Louis road, which has been maturing for some time, has reached its completion and will be put into operation Monday.

From Lyle to Glenville the Central will use the Albert Lea & Southern tracks, and the Burlington, Cedar Rapids & Northern from Glenville to Albert Lea. Here the M. & St. L. takes control of the trains and brings them into St. Paul and Minneapolis.

The new line under process of construction between Faribault and Albert Lea by Cedar Rapids, will be completed in time for the former city to be reached by the first of the year. The Cedar Rapids will run their trains to that city, and from there to St. Paul over the Great Western.

SOUTHERN BRANCHING OUT.

Has Bought the Louisville, Evansville & St. Louis.

LOUISVILLE, Ky., Nov. 22.—The Louisville, Evansville & St. Louis railroad, commonly known as the "Air Line," was bought at public sale today by the Southern railway at Huntingburg, Ind., for $4,030,000. Judge Wood, of the United States court, is expected to confirm the sale at Indianapolis tomorrow, but the Southern railway will not assume control until Jan. 1.

In securing the Air Line the Southern railway gains an entrance to St. Louis, thereby placing it on an equal footing with the Baltimore & Ohio Southwestern, Louisville & Nashville and other roads entering Louisville and the South having terminals at St. Louis. In addition to this, new and valuable territory is opened up to the Southern railway in both Indiana and Illinois.

New Grand Trunk Western.

LANSING, Mich., Nov. 22.—Articles of incorporation for the consolidation of the former Chicago & Grand Trunk railway systems, in Michigan and Indiana, were filed with the secretary of state today. The corporations consolidated are the Port Huron & Indiana Railroad company, of Michigan, and the Indiana & Illinois Railway company, of Indiana, which were organized by the purchasing committee of the road after it has bid in the road at receiver's sale. The name of the new corporation, which has a capital stock of $6,000,000, is the Grand Trunk Western Railway company. A franchise fee of $3,000 was paid the state.

Interstate Commission Adjourns.

CHICAGO, Nov. 22.—The interstate commerce commission concluded its session here today, and this evening the commission left for Washington, having finished its work in the discrimination cases. The commission held a special session and investigated complaints of underbilling freight to Eastern points by a number of shippers. This investigation was begun several weeks ago and some testimony was heard in New York a week ago. Joseph F. Tucker, chairman, and Paul P. Rainer, chief inspector of the Central Freight association, were examined by W. A. Day, special counsel for the commission.

Bought by the Illinois Central.

ST. LOUIS, Nov. 22.—The St. Louis, Peoria & Northern railway filed a deed for $3,000,000 for record in the office of the circuit court of Madison county, Illinois, at Edwardsville, today. The deed conveyed the track, buildings and equipment and all holdings of that railway company extending from Springfield to East St. Louis to the Illinois Central Railway company. The grantors were Frederick P. Voorhees and wife and Alice Voorhees.

Extension Is Nearly Ready.

General Superintendent Kimberly, F. W. Shepard and Assistant Chief Engineer Darling, of the Northern Pacific, returned yesterday from a trip over the Manitoba division of the road. They report that the extension from Oakland north to Delta along the shores of Lake Manitoba, has been completed and will soon be placed in operation.

Western Coast Competition.

SAN FRANCISCO, Nov. 22.—In order to meet the opposition of the steamer Mexico, which has been placed on the run between this city and Mexican coast points, the Pacific Coast Steamship company, which heretofore enjoyed a monopoly of this trade, has made a cut of about 50 per cent in both freight and passenger fares.

RAH! RAH! RAH!
Ski U Mah!
Minnesota vs. Nebraska!
Only $5.45 to Lincoln and return, Nov. 27th and 28th, limit Dec. 5th. Go and return with the team over the Minneapolis & St. Louis R. R. Best service and shortest route.

FARM LANDS.

CASH paid for farm lands, timber lands, Dakota lands. Write M. P. Hobart, Phoenix Bldg., Minneapolis.

BOARD OFFERED.

NICE steam-heated room and board, $4 and $4.50 per week; table board, $3 per week. Hotel Arlington, Seven corners.

STATE OF MINNESOTA, COUNTY OF Ramsey—ss. Probate Court.
In the Matter of Proving the Alleged Last Will and Testament of John H. Schurmeier, Deceased.
Whereas, Edward J. Schurmeier, of the County of Ramsey and State of Minnesota, has delivered to the Probate Court, of the County of Ramsey, an instrument in writing purporting to be the Last Will and Testament of John H. Schurmeier, late of St. Paul, Minnesota, deceased, and filed therewith his petition to said Probate Court, praying that the said instrument may be proved and admitted to probate, and that letters Testamentary be granted thereon to Edward J. Schurmeier and Theodore L. Schurmeier.
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 Monday, the 10th day of December, 1900, 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 Globe, a daily newspaper printed and published in said County.
Dated at St. Paul, this 13th day of November, 1900.
E. W. BAZILLE,
(L. S.) Judge of Probate.
Harris Richardson, Attorney for Petitioner.

STATE OF MINNESOTA, COUNTY OF Ramsey—ss. District Court, Second Judicial District.
Walter E. Turner, Plaintiff, vs. Bessie Turner, Defendant. Summons.
The State of Minnesota to the Above Named Defendant:
You are hereby summoned and required to answer the complaint of the plaintiff in the above entitled action, which is hereto attached and herewith served upon you, and to serve a copy of your answer to said complaint on the subscribers, at their office, in the City of St. Paul, in the County of Ramsey, within thirty days after the service of this summons upon you, exclusive of the day of such service; and, if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in said complaint, together with the costs and disbursements herein.
C. D. & THOS. D. O'BRIEN,
Plaintiff's Attorneys,
210, 212, 214 and 216 Globe Building, St. Paul, Minn.

POPULAR WANTS

HELP WANTED—MALES.

BOY wanted in wholesale business, age about seventeen years, with good references; apply in own handwriting. P 28, Globe.

BOY wanted to take care of horse and do chores; state salary wanted. Address T 11, Globe.

SECTION FOREMEN—First-class; for the West. Apply Room 24 Great Northern Railway.

WANTED—Handy man to put on storm windows; state salary wanted. Address T 12, Globe.

WANTED—Scandinavian workingmen at Sjoberg's hall, Payne av. and Wells St., Friday, Nov. 23, and Saturday, Nov. 24, at 8 o'clock. August Palm, Sweden's great labor leader, will lecture on the labor question. Admission free.

WANTED—Strong boy or young man to work on dairy; one that can milk. Corner St. Clair and Snelling.

SITUATIONS WANTED—FEMALES

Anybody out of work in St. Paul or Minneapolis may insert an advertisement under this heading free of charge.

COPYIST—Young lady desires position as copyist in an office; can furnish best of references. Address E. E., 725 Fillmore st., N. E. Minneapolis, Minn.

COOKS, dining, chamber and general housework girls waiting places. 62 Union block. 'Phone, 2023 L. I. Union Employment.

COOK—Situation wanted by a neat and tasty cook; best of references. 49 West Fourth st.

HOUSEKEEPER—A widow wishes a position as housekeeper in widower's family or bachelor's apartments. Address Mrs. J. Sherman, General Delivery, St. Paul.

HOUSEWORK—Situation wanted by a German girl; speaks English; understands housework; neat and steady; also good woman to do day work; good worker. 338 Dayton av.

HOUSEKEEPER — Middle-aged widow lady desires position of housekeeping for gentleman of good reputation; none other need apply; desired more for home than wages. 19 West Tenth st.

WANTED—Day work of any kind, as washing and plain sewing. Call 542 Cedar st.

HELP WANTED—FEMALES.

CANVASSER—Wanted, a young lady canvasser; salary, $2 per day; no commission. Address X 44, Globe.

CHOCOLATE DIPPER—Wanted, experienced chocolate dipper. J. F., Globe.

DINING ROOM GIRLS—Wanted, at the Spencer, 377 Wabasha, experienced dining room girls; come prepared to work.

HOUSEWORK—Wanted, a competent girl for general housework. 482 Holly av., between Arundel and Mackubin sts.

NURSE—Experienced children's nurse; good wages to capable person. Apply at 8 Farrington Flats, Pleasant av., mornings, 9 to 11, and evenings; references required.

WANTED—Two waitresses, kitchen girls and an office boy. Colonnade Hotel.

WAITRESS—Table waitress, $4 per week. Call at once, 378 Cedar, rear.

SITUATIONS WANTED—MALES.

Anybody out of work in St. Paul or Minneapolis may insert an advertisement under this heading free of charge.

A MAN of steady habits, and with general experience, desires employment. Address Leonard, 1409 West Seventh st., St. Paul.

A BOY of seventeen years would like work of any kind; can furnish good references. Address N. A., 371 Colborne.

AN HONEST young man, attending school, will do chores or other work in exchange for board and room. Address B, 505 Baltimore Block.

A YOUNG man and wife, honest and reliable, would like a position in city or in country; must have work immediately. Address I. G. Dearbolt, General Delivery.

A YOUNG MAN of eighteen would like a position of any kind; can furnish A 1 references; must have work at once. Address J. O., 27 East Tenth st., Room 9.

A YOUNG MAN wants work of any kind or take care of furnace or fireman. 431 East Seventh st., Room 6.

A YOUNG MAN wishes a position to work for board and room while attending school. Please address Northwestern Business College, city.

HIS ETIQUETTE.

Mrs. De Mon—I gave you my card yesterday; why did you not call for the clothing I promised you?
Procrastination Bill—Beg pardon, mam, but yesterday was Monday, and de card said "At home Tuesdays."

HOUSEWORK—Wanted by two middle-aged women, places at light housework. Apply at the Bethel Boat. Telephone Main, 977, call 2.

NURSE GIRL—An experienced nurse girl wants a place to take care of one or two children; city references. Call at 588 Park av.

STENOGRAPHER—Position as stenographer; can assist on books; will accept temporary position; references furnished; give me a trial. Stenographer, 342 Martin st.

WANTED—Woman would like any kind of day work, washing or ironing, or house cleaning. 522 Thomas st. Call or address.

WASHING—Wanted, to go out washing and take home. 187 Western av. north, upstairs.

WASHING—A lady will go out washing or take home. Address K. G., 408 East Fifth st.

WASHING—Good washerwoman would like washing and ironing and house-cleaning. 181 Smith av., up stairs.

WORK—Woman would like any kind of day work, washing, ironing or house-cleaning. Call or address 522 Thomas st.

WANTED—Sewing in private families, or in dressmaking parlors; can cut and fit; no objection to leaving city. J 30, Globe.

WASHING—A few more places to work by the day washing, ironing, sweeping or any kind of work. T 1, Globe.

WASHING—A lady will go out washing or take home. K. G., 408 East Fifth st.

WOMAN wants washing. 550 Wabasha.

YOUNG MARRIED LADY, good cook, will give services for room and board; husband employed every day. F 27, Globe.

WAITRESSES—Two dining room girls would like situation. 269 Rosney.

YOUNG GIRL of eighteen would like to do some light work in nice family, but must have use of piano every day. Address V. M. L., 1008 Selby av.

HORSES AND CARRIAGES.

FOR SALE—Two teams and harnesses, also wagons, cheap. Call 243 Norris st.

LUMBERMEN, TAKE NOTICE — Barrett & Zimmerman, Midway Horse Market, St. Paul, Minn., have the largest stock of horses, weighing from 1,600 to 1,900 pounds, in the Northwest, and are especially so supplied to meet any demand for logging horses from the Northern logging region; pick your kind from their large assortment at lower prices than anywhere.

LOST AND FOUND.

PASS BOOK LOST—Nov. 6, No. 12,000, of The State Savings Bank; finder is requested to leave same at the bank; if book is not presented within four weeks it will be canceled. J. M. Goldsmith, Treas.

DOG LOST—Irish setter, male; answers to the name "Spirit." Will give $10 reward if returned to L. J. Wilde, 415 Park av., city.

SPECTACLES LOST—Gold-bowed spectacles, on Third or Fourth sts., between Pleasant av. and Court block. Return to 53 Court block and receive reward.

INSTRUCTION.

WANTED—To instruct or care for one child, possibly more. For particulars, references, etc., see Annaw, 337 Maria, St. Paul, Minn.

A YOUNG MAN of eighteen would like work of any kind; can furnish good references. F. G., 919 Randolph st.

BOOKKEEPER—Wanted, work by experienced man as bookkeeper or assistant, or any office work; reference and bonds. H., 378 Pleasant av.

ANY KIND of day work wanted at 165 West Fourth st., Flat 2, first floor.

BOY of seventeen would like to learn a trade. R. L., 919 Randolph st., St. Paul.

BOY—A boy of eighteen years would like work in candy factory, or any other kind of work. Address 563 Dale st.

COOK—Situation wanted by a man meat and pastry cook; best of references. 49 West Fourth st., Cook.

ENGINEER, with license, wishes to take charge of a power or steam heating plant; twenty-two years' experience; good reference. Herman Geisler, 26 West College av., city.

ENGINEER, first-class, licensed, wants steady position; have my own tools; do my own repairing; married. Address Room 36, 236 East Seventh st.

FIREMAN—Wanted, position as fireman, have had experience; can furnish good references. J. L. Benedict, 630 East Third st., St. Paul.

FIREMAN—Wanted, position as fireman, by experienced man. Address C. W. Johnson, 5 Reid court.

HONEST young man wants work of any kind. Address A. J. P., 388 Erie st.

JANITOR—An experienced man desires position as janitor, porter or watchman; also understands steam heating plant; can furnish best of references. 93 West Tenth st.

MARRIED MAN wants work of any kind; knows city well; understands horses; also porter work or lunch man or janitor; can give references; must have work or starve. Address F. A. L., 1004 Euclid st.

MEAT CUTTER—Young man desires position at once at trade, or anything else; fully experienced; city references. Address C. W. Cochran, General Delivery, city.

OFFICE WORK—A young man sixteen years old would like office work of any kind. 626 Pine.

ORGANIST—English organist desires church position at once; experienced. G 41, Globe.

STENOGRAPHER—A competent, experienced stenographer wishes a position in an office, in or out of city; will take moderate salary to begin with; can furnish the best of references. Please address 546 Bradley st.

WANTED—By young man of good habits, position in an electrical company; has had experience and can furnish the best of references. B 31, Globe.

WANTED—A young man eighteen years of age would like work of any kind; can furnish references if required. Address J. M., 151 Martin st.

WANTED—By young man of good habits, position of any kind; can furnish the best of references. Address T 21, Globe.

WANTED—By a young man of good habits, position with an electrical firm; can furnish best of references and has had experience. Address G 18, Globe.

WANTED—Work on a good dairy farm by competent man; expert feeder and good milker; references. G 17, Globe.

WORK—An honest young man, twenty-two years, would like work of some kind; must have work. Address 506 Oneida st.

WAITER—Young man wants work; is experienced waiter or short order cook; will leave city. J. R. Connell, 359 Franklin st.

ROOMS FOR RENT.

HOTEL REARDON—78 East Seventh st.—Newly furnished steam-heated rooms; new porcelain baths, and everything first-class; rooms single or en suite.

AT 4 HOTELS NEWLY FURNISHED steam heated rooms; all prices, day, week or month; depot cars pass the doors; The Western, 105 East Eighth; Imperial Hotel, 16 East Eighth; Yukon Hotel, 127 East Eighth; Economy Hotel, 360 Jackson st., transient trade solicited.

EXCHANGE ST., 232—Between Chestnut and Walnut—Fine furnished rooms, steam-heated, and two for light housekeeping.

HOTEL USONA — 236 East Seventh st. Elegant furnished rooms, $4 to $14; one furnished for housekeeping.

STORE FOR RENT.

FOR RENT—No. 85 East Fourth st.; good location for a store or office. D. D. Smith, Merchants' National Bank building.

STORE for rent, No. 566 Wabasha st., living room in rear. Inquire at 23 East College av.

FINANCIAL.

ST. PAUL FINANCIAL COMPANY
Will pay off your
SALARY LOANS
and all other debts. A steady position all that is required. EASIER TERMS AND LOWER CHARGES THAN OTHER LOAN COMPANIES. Call and have a private talk with us. ROOM 301 New York Life Bldg.

CALL FOR TERMS on loans to salaried people, or loans on household furniture, pianos, etc.; they are the lowest; no indorsers; easy payments; confidential. Minnesota Mortgage Loan Co., 317 Pioneer Press building.

LOANS TO SALARIED PEOPLE—On plain notes—only security, your name. To others on furniture, pianos, etc., left at your home; guaranteed lowest rates and easiest payments. Guaranty Loan Co., 201 Manhattan Bldg., second floor. 15 years in business in this city.

LOANS on personal property; easy terms. Household Loan Co., first floor, Germania Bank building.

SALARY LOANS with partial payments. On your note. No mortgage or security. Absolutely confidential. Positively lower rates. Room J (first floor), Germania Bank building, corner Fifth and Wabasha sts. Reliable Credit Co.

5 AND 6 PER CENT MONEY to loan on improved property in St. Paul and Minneapolis. V. C. Gilman, New York Life Bldg.

MASSAGE.

DR. STELLA FREMONT—Steam and massage baths; alcohol rubs. 319 Wabasha st.

DON'T DELAY calling at Mme. Lauretta's swell bath parlors; get an excellent massage treatment. 319 Jackson st.

FIRST-CLASS MASSAGE and fortune telling. Mrs. Thomas, 457 St. Peter st.

MRS. DE LAITTRE, scientific massagist; vapor and sponge baths. 274 East Seventh st.

SCIENTIFIC MASSAGE treatments by Mrs. Berry, 63 East Seventh st., third floor, Room 15.

CHIROPODISTS.

LOCKWOOD'S GOOD LUCK SALVE—Good for all kinds of sore feet, frost, corns, callouses, dry, hot and scalded feet, cuts, burns, etc., on sale at all druggists. All ailments of the feet treated at office, Endicott Arcade; established eighteen years.

MEDICAL.

LADIES! Use Chichester's English Pennyroyal Pills. Best! Safest! Only Reliable! Take no other. Buy of your Druggist, or send 4c., stamps, for particulars and "Relief for Ladies," in letter by return mail. Chichester Chemical Co., Philada., Pa.

NOTICE TO CONTRACTORS.

OFFICE OF COUNTY AUDITOR, RAMSEY COUNTY.
St. Paul, Minn., November 20, 1900.
Sealed proposals will be received at this office until two o'clock P. M. on the 10th day of December, 1900, and opened immediately thereafter for all the labor and materials required for the erection and completion of a jail and Sheriff's residence at St. Paul, Minnesota, except the necessary cell work, plumbing, heating and ventilation, electric wiring and fixtures, all in accordance with plans and specifications on file in this office and also in the office of E. J. Donohue, County Architect, Room 58, Gilfillan Block, St. Paul, Minnesota.
Sealed proposals will be received at this office until two o'clock P. M. on the 10th day of December, 1900, and opened immediately thereafter for all the labor and materials required for the necessary cell work, window guards and window screens in the new jail to be erected at St. Paul, Minnesota, all in accordance with plans and specifications on file in this office and also in the office of E. J. Donohue, County Architect, Room 58, Gilfillan Block, St. Paul, Minnesota.
Sealed proposals will be received at this office until two o'clock P. M. on the 10th day of December, 1900, and opened immediately thereafter for all the heating and ventilation of the new jail and Sheriff's residence to be erected at St. Paul, Minnesota, all in accordance with plans and specifications on file in this office and in the office of E. J. Donohue, County Architect, Room 58, Gilfillan Block, St. Paul, Minnesota.
Sealed proposals will be received at this office until two o'clock P. M. on the 10th day of December, 1900, and opened immediately thereafter for all the labor and materials required for the necessary plumbing in the new jail and Sheriff's residence to be erected at St. Paul, Minnesota, all in accordance with plans and specifications on file in this office and in the office of E. J. Donohue, County Architect, Room 58, Gilfillan Block, St. Paul, Minnesota.
Sealed proposals will be received at this office until two o'clock P. M. on the 10th day of December, 1900, and opened immediately thereafter for all the labor and materials required for the electric wiring and fixtures in the new jail and Sheriff's residence to be erected at St. Paul, Minnesota, all in accordance with plans and specifications on file in this office and in the office of E. J. Donohue, County Architect, Room 58, Gilfillan Block, St. Paul, Minnesota.
A certified check of two (2) per cent or a bidder's bond of twenty (20) per cent must accompany each proposal. The Board reserves the right to reject any and all bids; all bids to be sealed and marked "Bids on Ramsey County Jail", and addressed to W. R. Johnson, County Auditor.

STATE OF MINNESOTA, COUNTY OF Ramsey—ss. In Probate Court. Special Term Nov. 14th, 1900.
In the Matter of the Estate of Judith Brennan, Deceased:
On reading and filing the petition of Lawrence Brennan, Executor of the Estate of Judith Brennan, deceased, representing among other things that he has fully administered said estate, and praying that a time and place be fixed for examining and allowing his final account of administration, and for the assignment of the residue of said estate to the persons entitled thereto;
It is ordered that the said account be examined, and petition heard, by the Judge of this court, on Monday, the 10th day of December, A. D. 1900, at 10 o'clock a. m., at the Probate Court Room in the Court House in St. Paul, in said County.
And it is further ordered that notice thereof be given to all persons interested by publishing a copy of this order for three successive weeks, once in each week, prior to said day of hearing, in the St. Paul Globe, a daily newspaper printed and published in said County.
By the Court: E. W. BAZILLE,
(L. S.) Judge of Probate.
C. D. & T. D. O'Brien, Attorneys for Executor.

Trade Mark. BIG G. CURES in 1 to 5 days. Guaranteed not to stricture. Prevents contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U. S. A.
CURE YOURSELF! Use Big G for unnatural discharges, inflammations, irritations or ulcerations of mucous membranes. Painless, and not astringent or poisonous. Sold by Druggists, or sent in plain wrapper, by express, prepaid, for $1.00, or 3 bottles, $2.75. Circular sent on request.

POPULAR WANTS

$50 PER LOT
SPECIAL DISCOUNT FOR CASH!
Offered until November 25th, to sell a limited number of choice lots near Como Park in
WARRENDALE.
WATSON & HOWARD,
133 E. Sixth St.

WANTED TO BUY.

SPOT CASH for old books; any quantities, and all kinds of school books and fiction bought, sold and exchanged. 404 Wabasha st., opposite Schuneman & Evans.

TRAVELERS' GUIDE.

UNION DEPOT, SIBLEY STREET.
Trains leave and arrive at St. Paul as follows:

"North-Western Line"—C. St. P. M. & O. Ry.
Office 382 Robert St. 'Phone 480.

†Ex. Sun. ‡Ex. Sat. §Ex. Mon. Others Daily.	LEAVE	ARRIVE
Badger State Express, Chicago, Mil., Madison	8.30 am	10.15 pm
Chicago "Atlantic Ex."	11.10 pm	11.30 am
Chicago "Fast Mail"	6.55 pm	8.10 am
North-Western Limited, Chicago, Mil., Madison	8.10 pm	7.45 am
Wausau, F. du Lac, Green Bay	6.55 pm	7.45 am
Manitowoc, Sheboygan	‡6.55 am	§7.45 am
Duluth, Superior, Ashland	†8.05 am	†3.50 pm
Twilight Limited, Duluth, Superior, Ashland	4.20 pm	3.59 pm
Mankato, St. James, Su. City	†7.40 am	†4.15 pm
Deadwood, Black Hills	†7.40 am	7.25 am
Elmore, Algona, Des Moines	†7.40 am	†7.35 pm
Omaha Express, Su. City, Omaha, Kan. City	10.00 am	7.35 pm
St. James, New Ulm, Tracy	10.00 am	7.35 pm
New Ulm, Elmore	†4.50 pm	†10.05