

Safe Sure Reliable

CARE OF A STATE'S WARDS

SECRETARY JACKSON'S REPORT SHOWS WHAT IT COSTS EACH YEAR

STATISTICS NOT DRY AT ALL

Some Interesting Figures Showing How State School Inmates Are Fed for Seven Cents a Day, and Soldiers' Home Boarders Live Sumptuously on Fifteen Cents' Worth of Food Every 24 Hours.

Minnesota has just 5,491 wards in the various correctional, charitable and penal institutions of the state. This fact is given special significance by the annual report of Secretary Jackson, of the state board of corrections and charities, which was completed yesterday, giving the aggregate and detail cost of running the various state institutions and the per capita expense of keeping the state's charges in suitable hospitals, asylums and schools.

While the figures, with one or two exceptions, show a decrease in the per capita cost of carrying on this work, there is a wide range between the individual cost of maintenance in the different institutions. The variance is accounted for largely by the different methods and appliances necessary to care for special classes of patients. For instance, it costs more to feed the blind than it does to sustain the deaf, as certain foods cannot be used in the institution for the care of patients of the former class.

The following table gives the total cost to the state of its institutions, with the exception of state university, over which the board of corrections and charities has no jurisdiction:

| | |
|----------------------------------|----------------|
| Inmate hospital at St. Peter | \$27,306.54 |
| Inmate hospital at Rochester | 26,773.19 |
| Inmate hospital at Fergus Falls | 29,978.28 |
| Total cost of inmate hospitals | \$84,057.91 |
| Soldiers' home | 53,453.47 |
| School for the blind | 22,235.62 |
| School for the deaf | 22,235.62 |
| State public school | 61,888.11 |
| State training school | 75,009.21 |
| Reformatory | 25,990.12 |
| State prison | 330,316.15 |
| Total cost of state institutions | \$1,478,435.41 |

The care of the state's wards has passed the experimental stage, and at present is being run on the most economical basis possible without impairing its efficiency. The average cost to the state per capita is about \$176. In some institutions the cost is much more, and in others considerably less, governed to a great extent by the population of the institution.

One of the most important facts chronicled in late years by the state board is that it costs much less per capita to care for a large number than does for a few. At the state prison it cost, in 1897, \$139 per man, and for the year ending July 31, 1898, the cost to the state was reduced to \$67. This, however, is quite unusual, and can be explained by the fact that it has greater facilities for employing its labor, and annually receives large amounts from that source. This year it was credited to the cost of maintenance the result of reducing very materially its per capita expense.

None of the state institutions are self-supporting, except the state reformatory, which is supported by the employment of the labor at their disposal, and this partly recompenses the state for its liberal appropriations.

Secretary Jackson's report gives the following comparative table of the per capita cost for the last two years:

| | |
|-----------------------|------------|
| Fergus Falls | 1897, 1898 |
| Rochester | 1897, 1898 |
| St. Peter | 1897, 1898 |
| Soldiers' home | 1897, 1898 |
| School for the blind | 1897, 1898 |
| School for the deaf | 1897, 1898 |
| State public school | 1897, 1898 |
| State training school | 1897, 1898 |
| Reformatory | 1897, 1898 |
| State prison | 1897, 1898 |
| Average for 1898 | 1897, 1898 |

In each of the state institutions there has been quite an increase in the population, which is attributed to the constant tide of immigration which has found its way to Minnesota, and the state charges are distributed as follows:

| | |
|-------------------------|-------|
| St. Peter inmate asylum | 978 |
| Rochester inmate asylum | 1,157 |

THE ANDREW SCHOGH GROCERY CO.
Cor. Seventh and Broadway.

COST OF DAKOTA TRACKS

EXPERTS TESTIFY IN THE NORTH DAKOTA RATE CASE

FARGO SOUTHERN'S STANDING

It Is Asserted That It Is Not Fair to Use It for a Basis of Comparison With the Trunk Lines—Their Traffic Is Heavier and Their Equipment Necessarily More Costly.

The hearing of the North Dakota rate case, which was resumed at the offices of the Northern Pacific railway, consumed all the day yesterday. The morning session was devoted to the Northern Pacific's side of the case, and the afternoon session to witnesses for the Great Northern, the Fergus Falls and Grover representatives, the railways and Attorney General John F. Cowan of North Dakota, appeared for the defendant railway commissioners. Commissioner George H. Keyes was the only North Dakota official in attendance. The defense was reinforced by Frank H. Irons, of Fargo, who advised regarding questions and matters of testimony.

Assistant Chief Engineer W. L. Darling, of the Northern Pacific railway, who has been connected with railroad business since 1879, was questioned by Mr. Bunn about the Fargo & Southern Railway. He said he had made an examination of the road two months ago by bicycle and freight train; his purpose was to estimate what it would cost to reproduce it today. He thought it would cost \$3,500 a mile, exclusive of equipment.

The grading of the road is not above half that of the Northern Pacific, the country through which it runs does not compare with the Red River Valley. He had also been over the Great Northern, the Fergus Falls and Grover, and its construction was similar to that of the Northern Pacific.

The grade across the Red River valley, he said, is much heavier than that of the Fargo & Southern. It is a side-tracking, the Northern Pacific has much more than the Fargo & Southern, making the expense per mile of construction much greater. The stations average about the same, except the division points, where the Northern Pacific's stations are superior. The Northern Pacific's engine houses are 15 per cent larger than those of the Fargo & Southern. Its warehouse facilities also are far superior.

In the matter of bridges the Northern Pacific is far in advance of the Fargo & Southern, the witness said. They are all steel and iron structures, while those of the Fargo & Southern are of wood. The cross-ties of the Northern Pacific are of steel, while those of the Fargo & Southern are of wood. The Fargo & Southern are worth more than twenty-five cents.

Mr. Darling said that the construction of the Northern Pacific and the Great Northern was almost identical. Attorney General Cowan questioned Mr. Darling closely about his bicycle trip. He said he had made forty miles a day and made measurements of side-tracks and switches and other things on the road. He compared the road with a profile of the road, which was furnished to him by Chief Engineer McHenry, of the Northern Pacific.

He did not think the road could be rebuilt for less than \$9,500 a mile. Mr. Darling said he was engineer of maintenance of the Great Northern at Minot in 1888. His duties were to strengthen the road after the great washout of 1887. He walked over the line from Minot to the western state line of North Dakota. It is a great section, he said.

He had made but a casual examination of the Fargo & Southern, and he was able to judge of the quality of the line. It seemed to him to be an excellently built road. It is necessary, he said, to have maintenance in order to estimate the cost of a line after it has been constructed.

Fifty-six-pound steel rails, Mr. Darling said, were used on the Fargo & Southern, while the Northern Pacific main line was constructed of sixty-six-pound steel. The branches were made of fifty-six-pound steel.

The Fargo & Southern, Mr. Darling said, is a branch of the Milwaukee and was built to accommodate the traffic to and from the Great Northern, having to handle all classes of traffic from all points, had to be constructed more substantially.

The grade on the Fargo & Southern is a terror, said Mr. Darling. It is almost impossible for a long train to be carried over it.

Loose rock and hard pan, Mr. Darling said, are used in filling in the Northern Pacific, which is more expensive than ordinary filling.

During the past year 750,000 yards of freight material were reported by the Northern Pacific at an expense of 174 cents a yard. He did not know to what account it was charged.

Chief Engineer E. H. McHenry, of the Northern Pacific railway, testified that he has been connected with the line in various capacities since 1883. He has had charge of construction of the line, and he has been in charge of the system. He had not been over the Fargo & Southern, but he had been over the Northern Pacific many times. The lines of the Red River Valley, he said, are notoriously cheap. The ground is level and the grade is about one foot to the mile. The Fargo & Southern is a side-tracking, and it is much more difficult to build than the main line of the Northern Pacific. The Fargo & Southern has one bridge, which alone cost as much as the entire Fargo & Southern railway. It is the purpose of the Fargo & Southern to replace the old bridges with first-class iron and steel structures as rapidly as possible.

that he had been engaged for thirty years in railroad engineering. He had located and supervised the construction of every line of the Great Northern system. He was familiar with the labor and material of railroad construction and maintenance. He examined the estimates and tables introduced during the hearing, and pronounced them correct. He said that the work of them did not represent all the work performed.

The construction of the road in North Dakota is much more expensive than the roadbed widened very materially. The large embankments settled and had to be brought up again, and at the present time more than 80,000 yards of grading has been done to a distance of less than nine miles. Many men, teams and steam shovels have been engaged in repairs and alterations to the roadbed.

It is to be raised and material put under it, so that the expense was greater than it would have been under ordinary circumstances. The cost of the road was more than a million dollars in this work.

Great Northern's line from Wahpeton to Moorhead is but a few miles from the Fargo & Southern in North Dakota. He was engineer of that line when it was constructed, ten years ago. It was 17,000 yards of earth work to the mile was required in building the line. The Great Northern has yards at Grand Forks, Minot, Williston and Grand Forks, North Dakota, and at Grand Forks, Minot, Casselton and Bottineau. All the iron and stone bridges on the Great Northern have been constructed since the road was first opened.

On cross-examination Mr. Miller said considerable work had been done for the Fargo & Southern in North Dakota by the Great Northern. Guthrie Co. had the original contract for work near Minot, but it was being done by a sub-contractor. The line from Hope to Minot was built two years ago, when the witness was not connected with the company, and he could not say what it cost. The cost of improvements on the line, Mr. Miller said, was distributed between operating expenses and maintenance. It was necessary to widen road beds on account of more powerful locomotives and heavier trains. The value of the line was sold and delivered to the defendant, and that only \$4 has been paid on the account. Guthrie Co. also is also in the line.

Everything Straight-William B. Howell, second assistant secretary of the treasury, was in the city yesterday, inspecting the offices of the collector of customs and of internal revenue. He found a material increase in the revenues of this district and the offices were in first-class condition.

SAME OLD FEELING AGAIN.

AT THE THEATERS.

At the Metropolitan opera house this afternoon and evening the Neill Stock Company will present a new production of the famous drama, "Mr. Barnes of New York."

Board Has Opinion From Attorney That Work Could Be Done by the Master Mechanic.

George W. McCree, deputy boiler inspector, informed at the meeting of that body last evening that it would be advisable to have the boilers of the several engines in the department inspected. The price, he said, was but \$3 per boiler, and as the departments of Minot, and other of the larger cities in the state, paid for an annual inspection, it was but proper that St. Paul department should do the same.

Commissioner Warner said the former board had decided on the principle that the assistant corporation attorney that the inspection could be done by the department and the cost of the inspection by the state boiler inspector. The matter was finally referred to the committee on machinery and the chief of the cost of the inspection by the state boiler inspector would only be about \$50, it is probable that the board will pay this amount.

Chief Cook reported the following promotions and transfers: Fred Hough, No. 3, who had been promoted to operator in fire alarm office, to lineman; J. Reiter, promoted and transferred to pipeman, Engine No. 5, to truckman, Engine No. 6, to truckman, Engine No. 7, to truckman, Engine No. 8, to truckman, Engine No. 9, to truckman, Engine No. 10, to truckman, Engine No. 11, to truckman, Engine No. 12, to truckman, Engine No. 13, to truckman, Engine No. 14, to truckman, Engine No. 15, to truckman, Engine No. 16, to truckman, Engine No. 17, to truckman, Engine No. 18, to truckman, Engine No. 19, to truckman, Engine No. 20, to truckman, Engine No. 21, to truckman, Engine No. 22, to truckman, Engine No. 23, to truckman, Engine No. 24, to truckman, Engine No. 25, to truckman, Engine No. 26, to truckman, Engine No. 27, to truckman, Engine No. 28, to truckman, Engine No. 29, to truckman, Engine No. 30, to truckman, Engine No. 31, to truckman, Engine No. 32, to truckman, Engine No. 33, to truckman, Engine No. 34, to truckman, Engine No. 35, to truckman, Engine No. 36, to truckman, Engine No. 37, to truckman, Engine No. 38, to truckman, Engine 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