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'

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 suitable hospitals, asylums and

While the figures, with one or two exceptions, show a decrease in the per capita cost of carrying on this work, is a wide range between the individual cost of maintenance in the different institutions. The variance is counted for largely by the different methods and appliances necessary to care for special classes of patients. 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.

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

Janisarotton.	
Insane hospital at St. Peter Insane hospital at Rochester Insane hospital at Fergus Falls	203.7
Total cost of insane hospitals Soldiers' home School for the deaf	\$660,03 53,4 59,6
School for the bling	59,6

School for the feeble minded public school Total cost of state institutions.\$1,478,345 41

The care of the state's wards has passed the experimental stage, and at present every institution is run on the most economic basis possible, without impairing its efficiency. The average cost to the state per capita is about In some institutions it costs 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 it 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, with the result of reducing very materially its

None of the state institutions are 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:

P	1897.	189
Fergus Falls	.\$190	\$1
nochester	150	1
reigus raiis	197	1
soldiers nome	204	1
DCHOOL for the deaf	200	2
School for the blind	900	2
School for the feeble minded	1.07	1
ptate public school.	150	1
State training school	150	1
reformatory	9:5	2
State prison Average for 1898, \$176.	. 139	

In each of the state institutions there has been quite an increase in the popstant tide of immigration which has found its way to Minnesota. The state charges are distributed as follows:

SCHOCK

No. 6 Peaches,

they are simply superb. Nothing as good on the market. Schoch's XXXX First Patent Flour

rivui,	-made of old wheat, per 98-pound sack	\$2.25
Egg P	Half-bushel crate	750
Frunes	Half-bushel crate, German	750
Pears.	California.	SIAn
Peach	Half-bushel box, California	750
Apples	Fancy Cooking and Eating, per barrel	\$1.50
Sweet	Datatage per	10

SWEET POTATOES, pound IC Vinegar, White Wine, per gallon.......96
Saucrkraut, New, per gallon.......206
Coffee, Palmer House Java and Mocha, per Scap, 34 Bars Schoch's Best.... Scap, 34 Bars Schoch's Best. \$1.00
Tea, 3 pounds Fine Uncolored Japan. \$1.00
Eggs, three dozen. 25c
Butter, 5-lb jar, Fancy Dairy. 90c
Herring, New Holland, per keg. \$1.00
Herring, New Milchener, per keg. \$1.15
Cheese, Fancy Brick, per pound. 12½c
Washing Powder, 4-lb pkg. Klondike. 15c
Grapes, Minnesota Delaware, per basket. 18c

THE ANDREW SCHOCH GROCERY (). Cor. Seventh and Broadway.

-	Fergus Falls insane asylum	1,01
	Total insane	. 28
	School for the deaf School for the blind	45
	School for the feeble minded	25
	State training school	32

Another table of the secretary's report gives the per diem cost of food or each inmate, showing that it is possible to feed a working man on 8 to 9 cents per day. Still, with the advance in the cost of all food products during the last six months, there has been an increase of from one to one and a quarter cents per man in nearly all the state institutions.

At the state training school, state public schools and all which care for minors, the cost has been figured as low as 7 cents per day. The soldiers' leads the list, and is charged with 15.2 cents per day for each inmate for food. The lowest recorded for 1898 is the state school, which gives its inmates three meals per day for 7 cents. The insane asylums average about 11 cents and it costs 12 and 10 cents respectively at the state prison and the reformatory for the daily subsistence

The state paid \$7.051 for insurance to cover the state buildings. The general revenue fund at present has a large surplus and it is not unlikely that the state may in the future carry its own insurance by setting aside some of its surplus funds for this purpose. With the insurance on the state university buildings and the capitol and various other property held by the state, it pays annually, for the most part to foreign companies, about \$12,000 per year for

HELD UP A PAY ROLL.

Comptroller McCardy Ties Up Janitors' Salaries for \$50.

At the meeting of the joint court house and city hall commission, held, last evening, it was reported that Comptroller McCardy had held up the August pay roll for janitors and custodian of the court house on the appointment of Frank Wettingil, as an extra city hall janitor. Wettingil was appointed for three months to take the place of a regular janitor, C. W. Douglas, whom the joint commission dele-gated to do the repainting about the court house. The janitors get \$50 a month and by its action the commistion figures that it is getting painting done for \$50 a month that would ordinarily cost, perhaps, twice this amount, if done by a regularly employed painter. The commission considers their course one of economy and indulged in some warm criticism of what was termed Comptroller McCardy's "headstrong"

pclicy.

The county's half of the custodian's and janitors' pay has been received by the employes, it being only the half of the amount due from the city that is held up. It was reported that Mr. Mc-Cardy had said that he had at his disposal but \$530 per month for janitor hire. The commission took no action in the matter, save to keep Wettingil on the pay roll and to refer the case to the city attorney.

The committee expected to approve the contract for the new court house elevators, but when the document was read a confusion of figures led to its being referred back to the city attorney. The price accepted by the commission was \$7,123, but in the contract submitself-supporting, yet every year sees ted last evening the figures were \$7.523, new schemes adopted for the profitable making an apparent difference of \$400. making an apparent difference of \$400 The contract was drawn up by the city attorney and had been sent to contractors and returned.

The committee on buildings reported that accommodation had been found in the city hall for the fire board, Commissioner Nelson reporting that the chambers of the municipal court judges, in the basement, would be devoted to this purpose. The judges will be accommodated in the upper part of the building.

A communication was received from John Longbehn, of 926 Woodbridge street, requesting appointment as ele-vator operator if another elevator was put in the court house.

PEOPLE'S CHURCH JOYOUS.

Congregation Welcomes Its Return ing Pastor and His Wife.

Dr. and Mrs. S. G. Smith were tendered a reception last evening in the parlors of the People's church by the members of the congregation. The affair was a very pretty one. The rooms were brillianly lighted and a large number of tall palms placed here and there in the corners and angles of the rooms were very effective.

Asparagus vines draped the arch-ways, and in the dining room the long table was handsomely laid with a large center piece of lace and a great center piece of yellow flowers, forming a junction for wide bands or ribbon caught to the corners of the cloth.

Mrs. Charles Titcomb anr Mrs. Waterous served cream. Receiving with Dr. and Mrs. Smith were the members of the advisory

board and ladies. Among the guests were: Mr. and Mrs, J. R. Nicols, Miss Nicols, Dr. and Mrs. Pine, Mrs. Hallam, Prof. and Mrs. Titcomb, Mr. and Mrs. W. N. Irish, Mr. and Mrs. Swenson, Mr. and Mrs. Waterous, Mrs. Martin, Dr. and Mrs. Waterous, Mrs. Martin, Dr. and Mrs. Goodrich, Mr. Jackson, Rev. W. W. Newell, Mrs. Marty, Misses Smith, Mrs. Goodrich, Misses Wright, Mr. Fairchild, Miss Hoff, Miss Warren and

Mrs. Winslow's Soothing Syrup Has been used for over fifty years by millions of mothers for their children while teething, with perfect success. It soothes the child, softens the gums, allays all pain; cures wind colic, and is the best remedy for Diarrhea. Sold by Druggists in every part of the world. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other kind. Twenty-fiv cents a bottle.

Read about Hotel Empire, New York, on another page; beautiful house, centrally lo-

Number Six. Safe-Sure-Reliable.

Use the Long Distance Telephone to Minne-sota, No. and So. Dakota cities and towns. neer Nelson B. Miller, of the Great Northern railway, testified. He said

EXPERTS TESTIFY IN THE NORTH DAKOTA RATE CASE

FARGO SOUTHERN'S STANDING

It Is Asserted That It Is Not Fair to With the Trunk Lines-Their Traffic Is Heavier and Their Equipment Necessarily

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. Lawyers Bunn and North Dakota, appeared for the defendant railway commissioners. Commissioner George H. Keyes was the only North Dakota official in attend-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, a branch of the Chicago, Mil-waukee and St. Paul. He said he made an examination of the road two months ago by bicycle and freight train; his purpose being to estimate what it would cost to reproduce it today. He thought it would cost \$9,500 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 Val-He had also been over the Great Northern railway in North Dakota, and the Northern Pacific.

of the Fargo & Southern. With respect to side-tracking, the Northern Pacific Mr. Miller said the grading of the has much more than the Fargo & road in North Dakota cost about \$3,000 Southern, making the expense per mile of construction greater than the latter road. The stations average about the o'clock this morning. same, except the division points, where the Northern Pacific stations are su perior. The Northern Pacific's engine houses are 15 per cent better than those of the Fargo & Southern. Its warehouse facilities also are far superior.
In the matter of bridges the Northern Pacific is far ahead of the Fargo & Southern, the witness said. They are all steel and iron structures, while those of the Fargo & Southern are of The cross-ties of the Northern Pacific cost as much as forty cents each, while few on the Fargo & Southern are worth more than twenty-

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 along the Fargo & Southern. Mr. Darling said he made forty miles a day and made measurements of sidetracks and switches and other things on the road. He compared his observa-tions with a profile of the road, which was furnished to him by Chief Engineer McHenry, of the Northern Pa-

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 being 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. There is a great deal of stone work on the line in that section, he said.

He had made but a casual examination of the Great Northern east from Minot, and several of the branches he never had been over.

Mr. Darling said he had been over the Great Northern from Fargo to Grand Forks, 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, for one to have experience with maintenance in order to estimate the cost of a line after it has been constructed.

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

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

The grade on the Fargo & Southern is a terror, said Mr. Darling. It is al-mest impossible for a long train to be

arried over it. Locse rock and hard pan. Mr. Darling continued, are used in filling in the Northern Pacific, which is more expen-

sive than ordinary filling.

During the past year 750,000 yards of earth work was removed by the Northern Pacific at an expense of 171/4 cents yard. He did not know to what acount it was charged.

Chief Engineer E. H. McHenry, of the Northern Pacific railroad, testified that he has been connected with the line in various capacit'es since 1883. He has had charge of construction of nearly all the branch lines of the system. had not been over the Fargo & Southern, but had been over the Northern Pacific many times, and the Great Northern occasionally. 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. After leaving the valley the country becomes rolling prairie. The valley is the bed of an old lake, while the country beyond is harder and more difficult for railroad construction. The Northern Pacific has one bridge, which alone cost as much as the entire Fargo & Southern railway. It is the purpose of the Northern Pacific to replace all its wooden bridges with first-class fron and steel structures as rapidly as pos-

The estimates of H. A. Edwards, Mr. McHenry said, were much below the actual cost of construction. He esti-

COST OF DAKOTA TRACKS that he had been engaged for thirty years in railroad engineering. He had located and supervised the construction of every line of the Great North-ern system. He was familiar with the cost of all such work; the price of labor and material of railroad construction and maintenances. He examined the estimates and tables introduced during the hearing, and pronounced them correct in the main, though some

of them did not represent all the work performed. Since the construction of the road in North Dakota the grades have been Use It for a Basis of Comparison raised and the roadbed widened very materially. The large embankments settled and had to be brought up again, and at the present time more than 90,-000 yards of grading has been done in a distance of less than nine miles. Many men, teams and steam shovels have been engaged in repairs and alterations to the roadbed. The tracks had to be raised and material put nder it, so that the expense was greater than it would have been under ordinary circumstances. The company has spent more than a million dollars in this

The 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 Grover represented the railways and line when it was constructed, ten years Attorney General John F. Cowan, of ago. About 17,000 yards of earth work to the mile was required in building the The Great Northern has yards line. at Grand Forks, Minot, Williston and Larimore. It had engine houses at Grand Forks, Larimore, Williston, Minot, Casselton and Bottineau. All the iron and stone bridges on the Great Northern have been constructed since the road was first operated. The average cost per mile of the railroad in North Dakota was over \$20,000.

On cross-examination Mr. Miller said considerable work had been done for the Great Northern in North Dakota by contract. Guthrie & Co. had the original contract for work near Minot, but it was being done by a sub-contractor. The line from Hope to Anata was built two years ago, when the witness was not connected with the company, and he could not say what it The cost of improvements on the line, Mr. Miller said, was distributed between operating expenses and main-It was necessary to widen road beds on account of more powerful Northern railway in North Dakota, and engines, increased speed and longer its construction was similar to that of and heavier trains. The roadbed along a great part of the line, he said, had been systematically widened. Most of The grade across the Red River valley, he said, is much heavier than that the slope cut work was done by the day and was charged to construction. Mr. Miller said the grading of the

The hearing will be resumed at 10

STATE BOILER INSPECTORS WANT TO EXAMINE ENGINES

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

George W. McCree, deputy boiler inspector, informed the board of fire commissioners 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 Minneapolis, Duluth and other of the larger cities in the state paid for an annual inspection, it was but proper that the

St. Paul department should do the Commissioner Warner sa'd the former board had decided on the opinion of the assistant corporation attorney that the inspection could be done by master mechanic employed by the department and that no attention need be paid to the state boiler inspection department. The matter was finally referred to the committee on machinery and the chief, and as 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 rather than enter into any controversy

with the state department. Chief Cook reported the following promotions and transfers: Fred Hough, truckman, Hook and Ladder Company No. 3, who has been detailed as operator in fire alarm office, to lineman; F. J. Reiter, promoted and transferred from pipeman, Engine No. 5, to truckman, Hook and Ladder No. 3; Frank Low, transferred from truckman, Hook and Ladder No. 3, to pipeman, Engine Company No. 5; Daniel Walsh, promoted from fifth to fourth truckman, Hook and Ladder No. 3.

The chief also reported that eight horses in the department had been condemned by D. Berkman, the veterinary surgeon, and asked permission to purchase the same number of new steeds. Three of the condemned horses had been in the department seventeen, three thirteen, one eighteen and another nineteen years. The promotions and transfers were approved and the request to purchase new horses grant-

Secretary Owens reported a balance of \$61,718.16 in the department fund, this amount being based on the department receiving the \$200,000 appropriated by the tax budget in January last.

The bill of the St. Paul Sidewalk

company for \$467.21 for repairs made to the rooms in the court house to be oc-cupied by the new fire alarm system, was laid on the table. The board decided not to pay the claim until the contractor had complied with the specifications of the contract.

Chief Cook reported that the new system would be in operation in about a week and that the rooms now occupied by Judges Hine and Orr as private offices would be ready for the chief and the board in about ten days.

D. R. McGinnis, vice president of the State Fair association, thanked the commissioners for courtesies extended

Assistant Corporation Attorney Taylor advised the board that the contract with the B. F. Goodrich Co. for 2,000 feet of hose had been returned by the comptroller unsigned for the reason that there was not at the present time funds sufficient on hand to pay for the same.

President Arosin informed the other members that the hose had been received and was now in use and that the point raised by the comptroller was merely a technical one, as within a few days there would be to the credit of the fire department a fund of about \$50,000.

ST. PAUL BREVITIES.

Abused His Wife—Thomas Maloy, of 388 South Robert street, was sentenced to thirty days at Como yesterday for abusing his wife. School Board to Meet—A meeting of the school board will be held this afternoon to pass upon a number of transfers and appointments.

Auditor Dunn's Sales—Four land sales will be held in October by State Auditor Dunn, as follows: Ada, Oct. 14; Crookston, Oct. 17; Warren, Oct. 19, and Hallock, Oct. 21. Will Visit Omaha—Secretary Jackson, of the state board of corrections and charities, will spend the latter part of the week in Omaha, where he will attend the trans-Mississippi conference. Willie Sent to Como-Willie Johnson,

colored boy, was arrested Monday night in a Great Northern box car by Special Officer Patterson. He was sentenced to ten days at Como for tresspassing. Junior Pioneers' Annual—The Junior Pioneer association will meet this evening at 8 o'clock at Elk's hall, in the Lowry arcade. Nominations of officers for the ensuing yes, will be made at this meeting.

teachers' certificate. Wagon and Harness Gone-Charles Pestell

Claims It Was Accidental—The case of N. Bazine, the merry-go-round proprietor charged with kicking little Johnny Fraver in the face, came up before Judge Orr yesterday, and was continued until the 15th. Bazine claims he kicked Fraver accidentally. Talking It Over—A conference between Manager Hays, of the Grand opera house, and the executive committee of the Trades and Labor Assembly relative to the strike of stage hands at the Grand was held at Labor

inight.

For Goods Delivered—Suit was begun against Louis Barcele, in the district court yesterday, by the Casco club, to recover \$88 alleged to be due for goods sold. Plainter alleges that ice and wood to the value of

At the Metropolitan opera house this after-

The sale of seats opens tomorrow morning The sale of seats opens tomorrow morning for the engagement of the Dorothy Morton opera company at the Metropoli'an. The company numbers forty people, headed by Miss Dorothy Morton, and including Hubert Wilke, Sylvester Cornish, Ben Lodge and Marle Bell. The Grand will have for its attraction next Sunday night and continuing throughout the week, with matinees Wednesday and Saturday, a play that has always been popular with the theater goers in this city, entitled "Yon Yoneon" in which Mr. Ben Headishs "Yon Yonson," in which Mr. Ben Hendricks, who is now considered the premier Swedish dialect actor in America, in the title role. Notwithstanding the heavy fall of rain last evening, the Grand was again filled to witness the entertaining performance of the Her-manns in their mysteries and illusions. To-day at 2:30 will occur the first popular piced matinee. Tonight the car and locomotive painters of the United States and Canada will attend the performance in a body.

AT THE HOTELS.

ABERDEEN—Nelson Hortin, Chicago; G. W. McCutcheon, New York; Edward Roberts, England; M. J. Boyle, Chicago; Mrs. Ad.ms, New Yirk; Geo. I. Seney, New York; Mr. and Mrs. Robt. Townsend Mc Keever, New York; Mr. and Mrs. E. G. Fabb:1, New York; Mrs. Rosemonde Meade, New Orleans; Wentworth G. Field, New York.

ASTORIA—F. E. Turner, Chilleathe, Mo.; H. J. Rohn, Rock Island; R. C. Conroy, Duluth; Mrs. L. A. Mc Kean, Graceville; Henry R. Dressner and wife, Waconia; H. C. Kellner Chicago; Frank Lornan, Hudson, Io., E. J. Dannatt, Wiseside, Io.; W. P. Campbell and wife, Helena J. Dannatt, Wiseside, Io.; and wife, Helena.

CLARENDON-J. D. Mason, Devir's Lake, N. D.; E. E. Anderson, Fargo, N. D.; J. P. Hale, Madelia; John Hinzlman, Blue Earth City; J. E. Danielson, Morr's; M. E. Babcock, Mankato; H. B. Prince, St'llwater; J. F. Morris, Mankato; M. M. Darling, Morr's; W. C. Creadilen, Morris

First Ward League—The First Ward Citizens' league will meet tonight at Bellman's hall, 660 Jenks street. Bids to Be Opened—Bids on the exeavation for the addition to the new federal building will be opened today.

May Teach All Her Life—State Superintendent Pendergast yesterday indorsed the diploma of Mary Plant, given by the department of pedagogy of the state university. The indorsement makes the diploma a life transpars' corrificate.

Wagon and Harness Gone—Charles Pestell will have a chance to explain next Thursday what has become of a wagon and harness linenging to H. A. Friend. Friend says that Pestell drives for him, and that a few days ago Pestell went out with the horse and wagon and never came back.

Santiago Club's Benefit—The Sant'ago G'ee club will give a testimonial concert Thursday night at Mozart hall for the benefit of Herbert Browne, who was a page in the sant Herbert Browne, who was a page in the senate for several years, and now aspires to the position of file clerk in the senate.

hall last evenig. It is expected that the mis-understanding will be settled, possibly to-

\$128 was sold and delivered to the defendant and that only \$4 has been paid on the account. Garnishment proceedings are also instituted

ton; Chas. Shannon, Dayton; H. S. Wilkinson, London; S. B. Hayden, London; G. Paullo, Lima; H. J. Kuhn, Philadelphla; J. F. Brown, Chicago; E. F. Newell, G. W. Aster. T. A. Pender, Chas. Blum, Rock Island; E. Rotcheld, New York; G. F. Kissen, New York; L. B. Sherman, Chicago; W. J. Carroll, Omaha; L. C. Nobler, Chicago; Sol Gotleib, New York; C. E. Wood, Sayre, Pa.; A. V. McDonald, New York; Dr. Kaestner, Laepric, Ger.; J. W. Marshall, Toledo; C. C. Castle, A. L. Heger and wife, B. W. Heger, Miss Heger, New York; J. H. Stack, Chicago; Mrs. Sam Millegen, Plainfield; J. H. De Wolf and wife, Robert Roberts, Plainfield; G. L. Ball, Pittsburg, J. S. Sife, Pittsburg; V. R. Lovell, Fargo; R. D. Hatton, St. Louis; H. McNicols, St. Louis; W. B. Howell, Washington; W. B. Allbright, New York; E. M. Richardson, W. L. Sims, Cleveland; J. H. Eames, T. P. Medill, Chicago. stituted.
Found 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 matrial incrase in the rvenues of this district
and the offices were in first-class condition.

AT THE THEATERS.

noon and evening the Neill Stock Company will present Archibald Clavering Gunter's famous drama, "Mr. Barnes of New York," a play in which this clever group of thespians is seen at its best. To those who have read Gunter's exciting story the presentation of its dramitization by Neill's excellent organization will be a most welcome event as the tion will be a most welcome event, as the personnel of the company is peculiarly adapt-ed to this play. This play will be repeated tomorrow night. Friday and Saturday evenings and Saturday matinee Bronson Howard's famous society drama, "Aristocracy," will be presented.

ris, Mankato, M. Grandjlan, Morris.

METROPOLITAN-Sampson Dunn, Phila-METROPOLITAN—Sampson Dunn, Philadelphia; M. A. Wagner, Dubuque; C. as. S. Foster, Rochester; Henry Fower and wife, Chicago; B. F. Parker, Chicago; E. E. Perkins, Chicago; J. B. Ford, Zancev. Ile, O.; Mathew R. Brady, Chicago; E. E. Mathews, Buffalo, N. Y.: J. W. Mo.ey and wife, Rushford; Miss Skeel, Bismarck; W. R. Anderson and wife, St. Peter; Jas. Klausman, Milwaukee; J. Rosenbaum, New York; Stella M. Cheney, Worthington, Minn.

MERCHANTS'—G. T. Miller, F. L. Perrin, Cincinnati; G. H. Keyes, Ellendale; C. W. Vars, Buffalo; A. Rosenstein, New York; E. C. Windsor, C. A. Ketchum, Chicago; J. Carey and wife, Jackson, Mich.; A. Empy, Farmington; J. Martin, Iowa; C. H. Pierce, Northfield; G. Bothwood, Chicago; D. S. Thomas, Eau Claire; F. K. Foster and wife, Winnipeg; P. H. Hough, La Crosse; E. A. Jones, C. A. Reed, F. Lansing, E. M. Armstrong, Cincinnati; J. A. Tawney, Winona; D. M. Fredrickson, Chicago; R. L. McCormick, Hayward; L. H. Filhatraut, Crookston: strong, Cincinnati; J. A. Tawney, Winona; D. M. Fredrickson, Chicago; R. L. McCormick, Hayward; L. H. Filhatraut, Crookston; R. E. Walker, Carrington; F. H. Irons, J. E. Phelan, Fargo; D. McGarry, Duluth; A. G. Whitney, St. Cloud; D. F. Race, R. Lemke, Pelican Rapids; J. Murphy, W. Gratenhus, Chicago; A. Herra, Little Falls; J. R. Howard and wife, Sauk Center; H. Boutelle, Detroit; T. H. Munroy, Chicago; I. H. Block, St. Peter; H. Block, Indianapolis; A. J. Dowd, Chicago; E. J. Clingan, Belt, Mont.; E. Wells, Litchfield; D. M. Sangstad, A. Hansen, La Crosse: A. N. Dukes, Pittsburg; J. B. Roberts, Wakefield, Va.; C. B. Halliday, Chicago; Mr. and Mrs. Mengaye, Winnipeg; C. W. Sties, Des Moines; D. C. Coalidge, Downing; J. Massey, Faribau't; E. H. Johnson, Miss Foley, Gaylord; C. C. Schoner, Melrose; J. D. Ankeny, C. F. Dement, Walla Walla; H. P. Davis, J. R. Torens and family, Sioux Falls; O. H. Smith, Seattle; H. C. Loueil, Billings; F. E. Potter, Dubuque; S. J. O'Brien, New York; G. W. Hallowell, Portland; C. H. Chenn, Kansas City; G. Thompson, De Kalb, Ill.; J. S. Wood, Berrington; T. A. Banning, Chicago; B. P. Chopple, E. T. Archibald, Faribault; G. Bancroft, Cincinnatt; G. Senwright and wife, Sycamore, Il.; C. V. Renipert, Philadelphia; C. Owens, Wells; T. P. Barry, San Francisco; F. O. Wanson and Wife, Chicago; G. M. Kern, Ohio; C. E. Scherner, Iowa; C. A. Mason, Miles City.

The estimates of H. A. Edwards, Mr. McHerry said, were much below the actual cost of construction. He estimate the right of way at \$10 an acre, while it was much more than that. His estimate of grading was too high in the Red River valley, but insufficient elsewhere. His estimate of masonry was meaningless. The estimate is incomplete, he said, for it does not allow for steel bridges, draw and combination bridges. His estimate for ties was fair, but made no allowance for freightage. The only correct estimate was for angle irons, bolts and spikes. His estimate for stations and water tanks was puzzling, while that for shops was ridiculous. Mr. Edwards made no allowance for real estate, clearing, grubbing, telegraph, track signs, round houses, office buildings, terminal facilities, turn tables, station furniture, freight charges on material, supplies, working capital, nor discount on bonds. He characterized it as a most insufficient estimate.

On cross-examination by Mr. Cowan, Mr. McHenry said rock work on the Northern Pacific begins on the western margin of the Red River valley, where there is a glacial drift. Such work is encountered in cuts west of Jamestown to the Missouri river. Rock work octs from 25 cents to 40 cents per yard, while loose earth work costs but 10 to 20 cents per yard.

At the afternoon session Chief Engineer Nelson B. Miller, of the Great Northern railway, testified. He said

NEW AUTUMN DRESS GOODS.

SIXTH AND ROBERT STREETS, ST. PAI

These are in active demand. No need for introduction, simply this: They are the Mannheimer kind.

50C a yard for 75c fabrics— New Colored Tufted Novelties, Bayadere Stripes, Rough Novelties, Silk-Mixed Fancies, Two-Toned Pebbles.

75c a yard for fabrics worth \$1 — New Colored Teutonia Suitings, Covert Suitings, Camel's Hair Cheviots, Vigoreaux Suitings, French Venetians.

George Freeman, Tower; Alex. McDougall, Tower.

Number Six.

Here Is Your Opportunity to Travel

 Toronto and return
 \$20.00

 Buffalo and return
 20.00

 Ottawa and return
 20.00

Prescott and return
gdensburg and return
Cornwall and return
Rouse's Point and return

Rouse's Point and Feturi Plattsburg and return Saratoga and return Albany and return Troy and return New York and return

Montreal and return

Montreal and return
Quebec and return
Burlington and return
Concord and return
Manchester and return
Lowell and return
Boston and return
Portland and return
Moneton and return

Vital Statistics,

William F. Kakuschaka Dakota County

James B. McCanDickson County, Neb. Lillian G. McCan Ramsey County

Joseph E. Schulte Ramsey County

Mary Barton Ramsey County
Frank F. Menshek Ramsey County
Margaret Sullivan Ramsey County

Patrick O'Brien Ramsey County

BIRTHS.

DEATHS.

SULLIVAN—In St. Paul, Minn., Sept. 12, 1898, at family residence, 917 Tuscarora street, Daniel Sullivan, aged 64 years. Funeral from St. James' church Thursday, 15th inst., at 9 o'clock. Interment at Men-

dota.

TUBBESING—In St. Paul, Minn., Sept. 13,
1898, George H. Tubbesing, aged 32 years.

Funeral from family residence, No. 461
East Eighth street, today, at 2 o'clock p.

m. Interment private.

STANTON—At his residence, 508 Ashland av., St. Paul, Minn., on Tuesday evening, Sept. 13, 1898, Benjamin Irving Stanton, aged 45 years. Notice of funeral hereafter.

Deaths.

Mrs. Sven A. Carlson, 624 Sims

MARRIAGE LICENSES.

Minnie Boettcher

James McDonough

Maggie O'Connell

oncton and return

Halifax and return

Safe-Sure-Reliable.

Cheap Via Wisconsin Central

Safe-Sure-Reliable.

Lines.

\$1.00 a yard for fabrics worth \$1.50-New Colored Silk and Velours.

39c a yard for fabrics worth 69c—New Black Tufted Novelties, Bourette Novelties, 46-inch Surah Twills, 50-inch Mohair Sicilian, Soutache Mohair.

69c a yard for fabrics worth \$1

—New Black 50-inch Wide
Wale Cheviot, 50-inch Mohair Granite, 50-inch Mohair Chevron. 48-inch Camel's Hair Cheviot, 50-inch Tufted Crepon.

Silk and Wool Epingalines. French
Whipcords Satin B. Whipcords, Satin Berbers, Poplins Satin Soleil, Poplin and Velour, 40-inch Biarritz Cloth.

Her Majesty's Corsets. An Umbrella Chance.

You are invited to call this week | 20-inch Twilled Gloria Silk Umand witness the demonstrations by an expert fitter, and you will not be expected to buy a Corset after a Natural Wood, Sterling Silver trimmed, worth \$1.50,

Amusements. METROPOLITAN. L. N. SCOTT, NEILL STOCK COMPANY.

Matinee Today, Tonight and Thursday

Mr. Barnes of New York.

Aristocracy.

Friday, Saturday Matinee and Evening -

Next week-Dorothy Morton Opera Co. GRAND The Herrmanns. SHERMAN—Frank Wheeler, Fairmont; W. P. Moore, Seattle; Dr. W. G. Windell, Chicago; L. L. Driggs, Portland; R. J. Armstrong, Winnipeg; C. R. McHugen, Chicago; William Kasting, Ashland, O.; Emil Eheno, Racine; B. S. Sampson and wife, Tacoma; Theo. Walter, Flandreau; Dr. E. L. Boolhley, Hammond; Oliver N. Oson, Owatonna; Thomas Hines, Mason; H. Swenson and daughter, New London; V. Harrington and wife, Des Moines; R. Arthusheske, Chicago; C. R. Knight and wife Marcillus, Mich.; W. B. Killian, Larimore; T. H. Sanners, Enderlin; G. A. Miller, Sheldon; S. J. Bradford, Hudson; S. A. Overholzer, Covina, Cal.; George McGilliny, Carpenter; C. L. Norton, Great Falls; E. A. Simons, Winnipeg; Peter Miller and family, Lloyd, Mont.; Fred Krebs, Indianapolis; R. D. Lamont, Chicago; W. S. Heninger, Oskaloosa; W. A. Wadsworth, New York-city; Ed Tremeling and wife, San Francisco; J. W. Karmany, Mankato; T. J. Denson, Oelwein; D. G. Dailey and wife, Vancouver; W. H. Badwin and wife, North Branch; D. Beyth and wife, Roslyn, Wash.; W. H. Wilson, Maukato; A. F. Renner, Pelican Rapids; J. A. Prodgren, Alexandria; George Freeman, Tower; Alex. McDougall, Tower.

ADELAIDE and A Grand LEON. Performance of Magic. Matinee Today at 2:30.

BASE BALL TODAY. ST. PAUL vs. INDIANAPOLIS

Next week, revival of Yon Yonson.

LEXINGTON PARK. GAME CALLED AT 3:30. Music

MUM UMNULN Hall,

Cor. 8th and Wabasha Streets.

'THE FUNMAKER." KLONDIKE BURLESQUE GO. Continuous performance from 2 to 5 and 7 to 12 p. m. daily. Admission, 10c.

WINDSOR-F. D. Dodge. Wheeling. W. Va.; G. Ford, J. F. Carns, Winnipeg; W. C. Froemke, Milwaukee; F. Edwards and family, Appleton; Morris G. Bennett, W. B. Herrick, New York; Hon. W. E. Todd, Albert Lea; N. H. Anderson, Redwood Falls; P. A. B.y, Mrs. Bly, Rochester, N. Y.; T. Werder, Ashland; L. A. Simpson, Dickinson; W. A. Funk, Mankato; O. D. Kenney, Duluth; J. S. Heath, Chicago; C. Rowland, Lanack, Ill.; A. Cantharon, Corvallis, Or.; A. Cantharon, Portland, Or.; C. F. Johnson, Spokane; C. J. Santer, Chicago; C. F. Watson, Westfield, Wis.; J. L. Smith, Faribault; L. E. Crow, Chicago; Mrs. Maclusney, Genessee, Ill.; S. B. Smith, Chicago; T. J. Loftus, Columbus; H. K. Rose, Quarryton, O.; J. W. Cotterell, Pittsburg; W. A. Loucks, Boston; S. L. Harris, Oakes; J. F. Wallace, Lake City; J. W. Wood, Fairfax; C. C. Shaurr, Burt, Io.; F. G. Barrows, River Falls; H. Livengood and wife, Lanarch, Io.; J. J. Fike, Milledgeville, Io.; G. E. Herrick and family, Milwaukee; Geo. Brown, New York; E. H. Cutler, Ashland. Schools. St. Catherine's School of Girls

(Episcopal), will reopen **SEPTEMBER 15, 1898,**

At 137 Western av. north, St. Paul, Minn. A limited number of boarders received. A full corps of competent teachers. Three courses of study in the academic department. All grades from Kindergarten to college preparatory. Apply for catalogue to the principal,

BARNARD SCHOOL FOR BOYS. 370 SELBY AVENUE.

Fall term begins Sept. 15, Consult Principal at school, between 10 a.m. and 12 m. C. N. B. WHEELE R. Principal

Hotels.

HOTEL EMPIRE



Boulevard and 63d St., New York City. Patronized by Travelers and Tourists

From All Parts of the World. A Modern Fire-Proof Hotel of the First Class, conducted on the American and European Plans for the accommodation of those who want the BEST at reasonable cost.

FAMOUS FOR THE PERFECTION OF ITS CUISINE AND SERVICE. RATES MODERATE.

Within Ten Minutes of All the Principal Theaters and Great Department Stores. Electric cars to all parts of the city pass its doors. Sixth and Ninth avenue Elevated Railway stations one min-

ute's walk from the hotel. Write for our book, "The Empire Illustrated, and for rates and other particulars. W. JOHNSON QUINN, Proprietor.

Are You Going East? If you are looking for a comfortable trip, currounded by most delightful scenery, in going to New York, Phila-delphia, or seashore points, you cannot do better than to

LEHIGH VALLEY

UNRIVALLED SCENERY ncluding historic valleys, mountain heights, rushing rivers and placid lakes. This is the route of the BLACK DIAMOND EXPRESS
between Buffalo and New York, Philadelphia—th
handsomest train in the world.
All through day trains carry dining cars serving

MEALS à la CARTE. For illustrated descriptive books on this route, or information as to rates of fare, etc., send your address, with four cent in stamps, to Chas. S. Lee, Gen. Pass. Agent, New York.

MISS M. S. DUSINBERRE.

