

SEVEN REASONS Why Investors Should Buy Preferred Stock in The Lincoln Traction Co.

1. It pays regularly 6 per cent per annum in quarterly installments.
2. There is no collection expense and no delay in collections. Checks are mailed on the first day of each quarter to every holder of stock.
3. The Company pays the taxes and the holder gets a 6 per cent dividend free from tax burdens.
4. The shares are \$100 each, convenient in form for the small investor as well as the large.
5. The investor is saved the trouble of renewing loans and the loss of interest while capital is idle. The stock cannot be retired without the holder's consent.
6. Every dollar of stock is issued and expended under the supervision of the State and the purchaser is assured that his money is represented in extensions or betterments.
7. A growing street railway means a growing city. The investor who buys stock is taking a hand in the up-building of his city.

Stock for sale at the office of the Company, 941 O Street.

THE LINCOLN TRACTION COMPANY

Old Line Bankers Life Insurance Company

During the last quarter of a century in Nebraska's history scores of fire and life insurance companies have been organized in Nebraska, only to wither and die. Some died because they were not founded upon a scientific basis. Others died because they were poorly managed. Others died because of one thing or another. But during all these years, while other companies were springing up and fading away, the Old Line Bankers Life Insurance Company of Lincoln has been growing and prospering. It was a struggle for existence for a major portion of this quarter of a century. But the men who founded it, and who are still controlling it, knew to a certainty that they were building on a sure foundation. And today its success is the wonder and admiration of the life insurance world. Its magnificent home office building at Fourteenth and N streets, Lincoln, is an evidence of its stability and success; its record of a quarter of a century is a guarantee of the wisdom of its management. Today it is one of three companies in the west and southwest carrying the full reserve. With \$5,500,000 of assets, it has not a dollar invested in stocks and bonds. It has never put a drop of water into its capital stock, and has never paid over 6 per cent on the capital stock actually invested—an investment that is represented by one hundred cents for every dollar claimed.

Every dollar of assets is represented by farm mortgages, with the sole exception of the money invested in its splendid home office building. These farm mortgages are all on lands bordering on the Missouri river and within 150 miles of that river—a section of country that exceeds the famed valley of the Nile in fertility and productivity. In its history of twenty-five years the Old Line Bankers Life Insurance Co. has never lost a dollar, principal or interest, of a farm loan it has made. On January 1, 1912, these farm loans amounted to just 31 per cent of the actual valuation of the land with improvements, and 34 per cent of the value of the land without improvements. The actual expense of making one of these farm loans is less than one-fifth of 1 per cent—an expense far less than that incurred in buying a thousand dollars' worth of stock from a broker. Study the statement of this company as you will, you will find no "agency balances"—nothing listed but money and loans. Its cost of securing business is lower per thousand than

that of any other life insurance company in America; its cost of administration is less per thousand of business transacted than any other large life insurance company in America. The death rate of this company is the lowest of any company in the United States that is more than twenty-five years old. It is settling its deferred dividend contracts, written ten, fifteen and twenty years ago, above the estimates when sold, and is the only insurance company in the United States producing such gratifying results for its policyholders. It has never issued any kind of a contract other than legitimate, straight life insurance, and no side schemes have ever been adopted to enhance the insurance account.

This, in brief, is the history of this great life insurance company—a home company managed by Nebraskans, bringing millions to the state and helping materially to develop the state's resources and possibilities. It is a record that should appeal to every Nebraskan; a record that should command the support of Nebraskans who believe in standing by home institutions that daily prove their worth; a record that Nebraskans can point to with pride and say, "That's a Nebraska institution!"

The Old Line Bankers Life Insurance Company long since passed that stage when it might have been necessary to appeal for patronage on the ground that it was a home institution. But, just the same, Will Maupin's Weekly, always anxious to foster and advance home institutions, insists that the fact that it is a home institution should be considered by Nebraskans. The company's influence upon the commercial and industrial life of the commonwealth has been of immense advantage to Nebraska. And a common sense application of the system of standing by our Nebraska institutions would prosper the state itself equally with the institutions growing up within the state's borders.

Of course, we may be "reactionary," and all that sort of thing, but we prefer allowing private corporations to get a start and make money before regulating them, to the policy of keeping them out by serving notice that if they enter our commonwealth they do so at the peril of their lives.

WASHINGTON GOSSIP

Taking a Census of the Water Wells



WASHINGTON—Prof. W. J. McGee of the department of agriculture has been at work upon a curious sort of census for some months. This census is not the counting of souls, but of the wells of water upon which souls are nourished. He has secured data concerning the wells of the country, and they are bearing on the national water supply and incidentally upon the ultimate food resources of the nation. This well enumeration has already reached 35,000, and covers the states and practically every country of the United States. Records are compiled, so far as possible, showing the depth of the well and the depth of the water and the variation of water level from year to year. The significant part of the showing is that the water level in the wells of the country is decreasing at the rate of a foot and a half for each decade. Some of the records go back for 20 years and some to the first settlement of the country. The average reduction in level of the "ground water" is shown to have been 14 feet since its first settlement. This is regarded as a serious condition, because the food-producing possibility of the country depends eventually on the water supply.

One group of 10 states was taken in the rectangle enclosed by Minnesota, Ohio, Tennessee and Iowa. It was found that this was representative of the general condition. It was shown that the water level was gradually but steadily falling all over the country, so that the ultimate outlook, not next year, but in a few centuries, will be for a vanishing drinking supply not only on the farms, but in urban communities where the water supply is drawn from lakes and rivers.

Prof. McGee says that the supply could be increased by digging the wells deeper, but that this would be merely a palliative measure. The real remedy is in changing the system of farm cultivation so as to conserve the water supply.

He explains that when the country is in a state of nature all the rainfall and the melting snowfall sinks into the ground and the rivers run clear. With settlement and cultivation the ground is broken up so that it is washed into the streams and the rivers run muddy in the spring, and there are intervals of disastrous floods and bad drouths.

He says further that as land becomes more valuable the farmer is unconsciously applying the remedy by more intensive cultivation and managing his land so that it is not allowed to erode and wash away.

First Giant Wireless Towers Erected

THE first of three giant steel towers to be used by the bureau of yards and docks of the United States navy as wireless telegraph stations has been erected on a high hill overlooking the Potomac river at Arlington, Va. Two of the towers are 450 feet high, while the third is 600 feet high, the latter being the highest in the world built for use as a wireless telegraph station.



When the other two towers are erected the three will be capable of sending a wireless message a distance of 3,000 miles over the sea and almost that distance over land. Had they been completed and in working order a week ago direct communication could have been established between Arlington, Va., and any of the vessels within hundreds of miles of the ill-fated Titanic.

The 600-foot tower, when erected, will contain an elevator, and the steel work on the two smaller towers has been so arranged that elevators can be placed in them at any time. However, for a while at least, persons will ascend from the bottom to the top of the smaller towers by means of a stairway. The 600-foot tower rests on a base 150 feet square, while the two 450-foot towers rest on a base 120 feet square.

A power and engine house, transmitter and receiving buildings are being erected at Arlington. These, with the three huge towers, which, when erected, will be visible from any point within many miles of the nation's capital, will constitute the most powerful wireless station in the world.

When completed the station will be able to communicate over the seas with the Azores in the Atlantic, all West Indian ports and South American coast towns as far south as the mouth of the Amazon river. Aerial disturbances, which are greater over land than over sea, will, it is expected, make transmission over land more difficult, but it is said that after allowances for impediments in transmission over land wireless communication from this station will extend over half of North America.

The steel work on the towers has been completed for some time. The towers were shipped to Arlington from the shops here in sections and erected as fast as the different sections were completed.

Historic Ship Is Abandoned by Navy



THE historic old ship Santee, which recently sank at her dock at the Annapolis Naval Academy, has been abandoned by the naval authorities and will be sold to the highest bidder with the understanding that he remove her at his own expense. An inspection of the vessel shows that she is waterlogged and beyond repair for naval purposes. She rests on the muddy bottom of the Severn with the water about twelve feet above her water line and probably never will float again.

Naval officers have an affection for the old Santee, based on recollections of their student days at the academy. For many years she was used as a practice ship by the midshipmen, and when no longer able to navigate, was transformed into a prison ship for the

embryo admirals who transgressed the rules. In more recent years she was used as a garrison for marines and sailors on that station. A few days ago a large section of her bottom gave way and she sank slowly to the bed of the river.

The Santee is a wooden ship of the square-rigged type. She was built just before the civil war, but because of a mistake in her design she never was used for any important service. Tradition has it that the error was pointed out to the designer by his young son soon after the vessel was launched, and that the designer committed suicide by shooting himself on her deck. The mistake was that the port-holes were built directly opposite each other, thus affording an open line of fire to an opposing warship. The Santee was taken to Annapolis in 1865, when the Naval Academy was transferred there from Newport. Soon after that she was dismantled and roofed over. Huge anchors were cast fore and aft to steady her in position and, in fact, for years she practically rested on the soft mud at the Naval Academy dock.

Aeroplane Gun Fires from Both Ends

TESTS of another invention designed to make "war in the clouds" possible are being prepared by the United States. It consists of an aeroplane gun that discharges a projectile from each end. One of the projectiles is designed for destructive work and the other as a dummy, to neutralize the recoil. Commander Cleland Davis, U. S. N., is the inventor.



The practicability of the weapon has been partially demonstrated in tests at Fort Wright. Two light canvas wings, corresponding to those of an aeroplane were rigged up close to the gun. Delicate springs and recoil discs were placed under the stanchions to record the vibration and concussion and recoil. The results indicated that its use on an aeroplane hundreds of feet above earth is practicable.

As the two projectiles weigh about fifty pounds it is acknowledged that the sudden loss of weight might affect an aeroplane greatly. Now the inventor and Captain Washington I. Chambers, U. S. N., in charge of aviation in the navy, are studying this phase of the problem.

Final tests of the gun will be held soon at Indian Head under the supervision of the bureau of ordnance. It will be fired from a frail structure to represent an aeroplane and a dynamometer will register the effect of the discharge.