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## ACTION OF BOARD OF EQUALLZATION EXPLANED

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| Hocomb .............. Populet | ${ }_{109}^{159}$ |  |  |  |  | 150\% |
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|  | ${ }_{5}+200$ |  |  | 30, 3.128 | 462. |  |



| ance of the reports made, it is evident that the county counties more with a view of adopting a valuation that would raise sufficient money for the county purposes, irrespective of any determined value. The result is that the various counties do not coincide at all in regard to price of any article which should have a general relative value. <br> We give below a statement of changes in values reported on those items which are generally recognized as having a relative value throughout the state: <br> to report lower valucs on whe the tendency has been been reported on a gradual decline in all cases. The highest assesment made in the state on most classes of property was in 1893. In that year improved lands in Douglas county were assessed at $\$ 15.43$, while in 1900 they were assessed at but $\$ 11.82$. In Clay county improved lands in 1893 were assessed at 35.39 , white in 1000 they were assessed at but $\$ 3.13$. In Lancaster count 1893 lands were assessed at 95.93 and in 1900 at but 54.62 , while in Saline county they reported improved lands in 1893 at a valuation of $\$ 10.55$ per acre, which were reported in 1900 at but 1,43 . So it would appear to all investiga- tor that Saline county needed money in 1893 , and that their immediate wants were not so pressing in 1900 , but this change in valuation of their property obliged the railroads in that county to pay one-fifth of the taxes faid in the county for the year 1900, while in 1893 they only were obliged to pay one-tenth of the amount collected. <br> Some newspaper critics who advocate a material advance in the assessment of railroad property on account of their betterment and conditions, and the im . provements that have been made in the past ten years, should carefully consider the figures given in Bulletin No. 5. It will be noticed that there has been an increase in acreage of improved lands returned for taxation amounting to 62.7 per cent. of the lands reported in 1889 This is accounted for by the fact that is 1889 large num- | bers of homesteaders were still perfecting titles to their property and were relieved from taxation in that interim. It sliould also be noticed that in Omaha from 1893 to 1901 the following building permits have been issued: <br> This increase in bulldings in the citics, and the vast increase in taxable improved lands, which should have added a hundred millions of dollars to the grand assess- ment roll of the state, would much more than make up for any a mount of improvement on railroad property in the same time. In other words, improvement in the state has more than kept pace with improvement in the railroads. <br> These decreases of valuation in Douglas and Lancaster counties were to such an extent that there was not sufficient taxable property returned in the cities of Lincoln and Omaha to raise sufficient revenue on which to successfully carry on the city administration without a tax levy that would be almost prohibitory, and to day the rate of valuation is placed so low that the rate of taxation is entirely out of line with any other city in this section of the country. These cities succeeded in having a special law passed for the purpose of raising revenues in these two places, and to-day they report one set of valuations for city taxation and another for that of the sate and county, and the result is that in their reports the values for taxation for county and state purposes practically run riot. <br> A marked example of the injustice done the cities themselves by this arrangement is for reports to go out that the assessel valuation per capita in Omaha is the lowest in any city west of the Mississippi, which would indicate to the casual investigator that the place was poverty stricken, and at the same time this low valuation obliges a high levy that throws an investor inte panic. <br> It is the high levy for taxation that to-day preveate that natural rush of improvement in Omaha that is seen in other cities. Now investors do not know that they can invest here and only pay tax on one-tenth of their investment, and the agitation to tax stocks and bonds railroads in addition to their other valnes would confre them in a belief that they would not be fairly treated. of Taxes Paid in Nebraska. |
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