THE OMAHA DAILY BEE: SUNDAY, JANUARY 2, 1887-SIXTEEN PAGES

PUBLIC IMPROVEMENTS.

Curbing, Grading, Sewerage, Pavements and Viaducts.

The public improvements of Omaha were commenced in 1878, when the erection of sewers in a small degree was undertaken. But it was not until 1882, when the first pavement was laid, that the marvelous improvements which have contributed to Omaha's advancement were really inaugurated. These improvements consist of curbing, guttering, sewering, paving and vinducting, and so enorgetically have they been carried on that the visitor to Omaha in 1882, would have exceeding difficulty in recognizing it in 1886. It is conceded that the beauty of its streets is excelled by that of no other city in the country. Every block is substantially paved, and all the leading thoroughfares to the outlying districts have been improved in the same man-Sewers of various dimensions, innor tended for sanitary and storm purposes, have been extended to all parts of the city, draining low-lying sections and carrying away the heavy water-flow from the bills. In the matter of grading, the work of tearing down hills which have been difficult of ascent and filling up hollows which prevented the establishment of desirable roadways, have been carried out with a great deal of energy, with a result which seems almost marvelous. The problem of safe and speedy crossing of the railroad tracks between the northern and southern divisions of the city has been solved by the construction of two viaducts which will be of incalculable im-portance and convenience to the the people in both sections of the city,

The improvements of the past year were made, as a general thing, after the opening of the present fiscal year, April 1, 1886. The cost of the same, as may be ascertained from the most reliable data, is as follows: 8 52,855,99

Grading Sewering Paving Paving by St. Car Co. between track Viaducts	126,687,29 333,065,79 40,000,00
Total. The expenditure up to the co- ment of the present year was a Curbing Severing	s follows: 102,000

Total. . 1.568,768 This exhibit with that made for the last year shows a grand expenditure for public improvements in a little over three years of \$3,406,546 75

CURBING AND GUTTERING. The amount of these improvements effected last year is shown by the following exhibit, in which appear the names of the street, distance curbed, the cost and number of lineal feet, together with the total cost

Davenport, from the center of Twanty-eighth to Twenty-second, 1,455.1 lineal feet, \$1,982.93, Jones, from Ninth to Thirteenth, 2,385 feet Jackson, from Ninth to Thirteenth, 2,379.6 feet, \$2,071.42 \$2.077.2 Eleventh, from Howard to Jones, 2,379.6 feet, \$1.012.11. Twellth, from Jackson to Jones, 539.6 feet, Weitth, from Jackson to Jones, 509,6 feet, \$598,54.
Capitol avenue, from Ninth to Fourteenth, 3,378,3 feet, \$2,962,32.
Farnam, from Twentieth to Twenth-eighth, 7,124,9 feet, \$2,977.46.
Sixteenth, from Nicholas to Ohio, 9,578,7 feet, \$2,000,50. Penth, from William to Center, 2,927.5 feet, \$2.0 Twonty sixth avenue, from Farnam to Doug-10.8, 635, 5 feet, \$531.02. Twenty-fourth, from Cuming to Seward, 5,91.8 feet, \$1,416.53. Twentieth, from St. Mary's avenue to Pierce, 4.316.3 feet, \$3.64.09 Tenth, from William to Mason, 1.741,6 feet. \$2,445.24

nworth, from Eighth to Tenth, 1,088.0 fect, \$1 0sh in Chicago, from Sixteenth to Twentieth, 2,844.4 feet, 82,831.85. port, from Sixteenth to Seventrenth, Cuming, from Twenty-fifth avenue to Thirty-second, 5,537.9 feet, \$4,71.73. Sixteenth, from Howard to Farnam, 1,321.4 feet, \$1,143.58.

Charles and Grace streets, eight inches pipe, 1451 feet. Charles, eight feet brick, 2,415 feet. Pierce, and private property, five feet brick, Loss feet. Burt, five feet brick, 956 feet; three test brick, 100 feet. Jones, sixteen feet brick, 865 feet. GRADING.

In this particular feature of our public improvements a great deal has been done, and with such excellent results that hills which were formerly almost inaccessible are now easy of ascent and laid out into excellent paved streets and avenues. The work done last year is shown in the following, which gives the name of the street, the amount of earth removed and the cost of each job, for the eutire improvement:

Devenport, from Sixteenth to Twenty-second, 8,647 cobie yards, \$2,003.57 Burt, from Twenth third to 350 feet west of Division, 18,30 yis, \$2,458.57. Harney, from Fifteenth to Seventeenth, 38,874 yds, \$4,501.85 Harney, from Seventeenth to Twentieth: Seventeenth, from St. Mary's svenue, to Far-nam, Eighteenth, from Farnam to north line of Kountze's reserve; Nineteenth, from Farnam to north line of Kountze's reserve, 50,055 yds, \$9,143.5, Harney, from Twentleth to west line McCor-

ek's addution, 21,807 yrds, 57,212,89, Juming, from Twenty-fifth avenue to center block, west Thirty-first street, 26,770 yrds, 57,37,

from Coming to north end, 6,323, ty-ninth avenue, from Farnam to Dodge,

Is, \$6,519,83, oth, from Dodge to Cass, 3,553 yds, \$1.5

th, from Pierce to track, B. & M., 6.518 yds,

son, from Tenth to Eleventh, 8,572 yds,

Grace, from Twentieth to Twenty fourth, Are statistical and the state of the state of the state Nincteenth, from north line of E. V. Smith's addition to Obio street, 3,108 yds, \$570.24. Twenty fifth avenue, from Farnam to Dodge, 327 yds, \$1,658,37. Alley, in block No. 140, 3,500 yds, 3871,50. Tenth, from Capitol avenue to Chicago, 5,340 ds, \$1,281,60. Davenport, from Ninth to Thirteenth, 3,808 from Seventeenth to Eighteenth, 4,911 Pierce, trom Sixth to Tenth, 8,812 yds, \$1,702.40. Nineteenth, from Davenport to Cuming, 5,509 yds, \$1,270.67.

yds, \$1,27007. Eighteenth, from Davenport to Cuming, 3,632 yds, \$851.25. Seventeenth, from Davenport to Cuming, 5,484 yds, \$1,273.50. Hurt, from Sixteenth to Nineteenth, 483 yds, \$111.09. Webster, from Sixteenth to Nineteenth, 2,631 yds, \$605.13. Chifornia, from Sixteenth to Nineteenth, 4,568

Chiffornia, from Sixteenth to Nineteenth, 2,631 Chiffornia, from Sixteenth to Nineteenth, 4,568 Chicaso, from Sixteenth to Twentieth, 2,073 Ida, 3480.88.

yds, 3483.88, Hamilton, from Twenty-fourth to Thirty-sixth, 61,400 yds, \$12,183.08, Douglas, from Twentieth to Twenty-fourth, 6,820 yds, 5092.00, Dorcas, from Tenth to Thirteenth, 12,448 yds,

\$2.207.74.

Twenty-fifth, from Capitol avenue to Califor-

nia, 6,575 yds, \$1,209.15. Tweaty-fourth, from Douglas to St. Mary's avenue, 13,072 yds, \$2,745.12. Capitol avenue, from Twenty-second to Twen-

avenue, 13,072 945, 82,745,12. Capitol avenue, from Twenty-second to Twen-ty-sixth, 7,161 946, \$1,508,81. Twenty-fourth, from St. Mary's avenue to Learenworth, 2,224 946, \$439,24. Twenty-sixth avenue, from St. Mary's avenue to Howard, 2,507 948, \$476,33. Howard, from Twenty-sixth street to Twenty-sixth arenue, 550 943, \$104,50. Woolworth avenue, from Twenty-ninth to Thirty-second avenue, from Twenty-ninth to Leavenworth, from Sixteenth to Thirty-sixth, 45,540 948, \$0,013,00. Twenty-ninth avenue, from Leavenworth to

Twenty-ninth avenue, from Leavenworth to Baltimore, 16,967 yds, \$2,545.05. Sixth, from Pacific to Hickory, 30,801 yds, \$6,930.22.

Sixteenth, from Howard to Leavenworth, 27,703 yds, \$5,471.34. Thirty-second avenue, from Woolworth to Ed. Creighton avenue, 15,852 yds, \$3,412.48. Twentieth, from Pierce to Doreas, 27,503 yds,

fwelfth, from Pacific to William, 5,400 yds. odge, from Twenty-fourth to Twenty-sixth.

Dodge, from Twenty-fourth to Twenty-sixth, 5,620 yds, \$1,189-20. Twenty-third, from Capitol avenue to Cuming, 4,561 yds, \$290.81. Harney, from Fifteenth to a point 500 feet west on Twontieth, 16,000 yds, \$3,123.09. Total, \$120,369.68. PAVING.

In the following will be found the dis trict, place of pavement, material, cost

per yard, number of square yards, cost per street, as also the grand total of this feature of public improvement during the year just past: District 29-Alley in block 161, Colorado sund-

District 29-Alley in block 151, Colorado sand-stone, sand, \$2.61 per yard, 509 yards, \$1,718.72, Thirty-three-Thirteenth, from alley south of Leavenworth to Bickory, Colorado sandstone sand, \$2.575, per yd. 14,790.3 yds, \$48,786.78, Thirty-flye-Sixteenth, from Ohio to alley south of Nicholas, cedar blocks, concrete, \$1,88 per yd. \$5,508.11 yds, \$55,5012,42, Forty-three-Jackson, from Ninth to Thir-menth Sandal Concrete \$2.95 no. yd. 750 yds th of Cuming No. 9. teenth, asphalt, concrete, \$2.95 per yd, 709 yds. teenth, asphalt, concrete, \$2.95 per yd, 709 yds, \$25,75.82. Forty-four-Tenth. from south line of Mason to North line of William, cedar block, concrete, \$1.85 per yd.5, 957.2 yds, \$17,781.06. Forty-four-Tenth, from the north line of William to the north dne of center, asphalt, concrete, \$2.95 per yd. 7.429.8 yds, \$21,716.24. Forty-eight-Farnam, from Twentieth to Twenty-ninth, cedar block, concrete, \$1.85 per yd, 17,017 yds, \$39,018.91. Forty-inhe-Leavenworth, from west line of Thirteenth to west line of Fourteenth, Colorado sandstone, sand, \$2.41 per yd. 1,766 yds, \$7,247.23. Fifty-Fourteenth street, from Leaven-worth to Marcy, Colorado sandstone, sand, \$2.61 per yd. \$37,5 yds, \$4,670.70. Fifty-one-Sixteenth, from Howard to Far-nam, cedar block, plank, \$1.42 per yd, 3,220 yds, \$7,051.78. road. brick house

THE FIRE DEPARTMENT. No city of the size of Omaha in the United States has such a small fire department and to the credit of the system and the men be it said that no city of simthat population can show a less amount of losses by fire year and year around. This is really wonderful, considering the extensive area to be guarded, the inflammable nature of many of the structures, the high winds that at times prevail and other causes that are natarally adapted to invite conflagrations. During the year 1886 there were 108 fires. entailing a loss of \$64,000, on which there was an insurance of \$59,000. There are now six companies in the service and one more company will be adde I in February of this year. There are thirty one men in the department at present, all working under the paid system, which has been in operation since 1984. Before that time the department, as it was organized in 1870, consisted of half paid and half volunteer men. The apparatus consists of one hook and ladder track, two two-wheeled se carts, three four-wheeled hose earts, one steamer in service, two steam ers not in service but ready for use in an emergency. The department owns four finely equipped houses and rents one. Two of these buildings were erected by the department. They are of brick, of practical designs and constructed strictly keeping with the best modern arrangements of such buildings. The combined cost was \$8,800. The cost of running the department during 1886 was \$37,000 which includes the cost of a new house amounting to \$6,000. Forty-three alarm boxes are now in use, located as follows

Box 3-20th and St. Mary's avenue. Box 4-St. Mary's avenue & Phil Sheridan st -Park avenue and Mt. Picasant street

Box 5—Park avenue and Mi, 1 Box 6—25th and Pierce, Box 7—16th and Mason. Box 8—16th and Pierce. Box 9—7th and Leavenworth, Box 12—17th and Hickory, Box 13—11th and Hickory, Box 13—11th and Hickory, Box 15—2nd and Chestnut, Box 15—2nd and Chestnut, Box 15—2nd and Chestnut, Box 15—2nd and Bacific, Box 15—10th and Mason. Box 13—11th and Howard, Hox 21—5th and Jones. Box 23—16th and Jones. Box 24-20th and Dodge Box 25-25th and Farnam. -24th and Cass. -20th and Cass. -Division and Cuming. Box 12 -King and Seward, Box 34- 20th and Izard -18th and Clark. Box 36-18th and Sn lith and Izard 13th and Douglas. Box 42-15th and Douglas. Box 43- 10th street, No. 2 Engine House. Box 45-Smelting Works. Box 51-Uth street and Capitol Avenue. Box 52-Uth and Chicago. Box 53-U. P. Shops. U. P. Shops. 16th and Webster. 16th street and Capitolavenue. 13th and Farnaru, No. 3 Engine house 14th and Harmary -14th and Harney. -19th and Farnam.

Box 72-22nd and Lake, Box 73-7th and Douglas, Four new boxes are now in course of construction. DEPARTMENT RÖSTER.

J. J. Galligan, chief; Charles A. Salter, first-assistant and J. J. Barnes second-assistant. No. 1-L. Cassady, captain; M. Carter, driver; D. P. Beard and James Connelley pipemen.

No. 2- George Windheim, captain; Samuel Crowley, driver; Theodore Grebe, John Murphy and Albert Ripey, pipe-No. 3-William Webb, captain; Frank

Graves, driver; John Simpson, John Will hams and Patrick Noonan, pipemen. No.4-Joseph Vanderford, captain; W S. Redfield, pipeman. No. 5-George A. Coulter, captain and engineer; John Anderson, stoker; W. Ellis, driver of engine and M. Turkelson,

driver of hose. Hook and Ladder-Thomas Ruane,

captain; James O'Brien, driver; John Steinart, J. C. Farrish, Henry Loges and James Delaney, laddermen. Chief's driver-George Blake. Superintendent of fire alarm, Charles Salter; assistant- superintendent,

George Stelle. The houses are very considerately distributed throughout the city, their loca-tions being as follows: No. 1-Saunders,

upon their predecessors it is but just to say that the last four months have devel-oped the fact that Omaha has men now in charge of its water system who will make it the equal of any works in the country and fully in keeping with the metropolitan character of the city. They have taken hold with a will and the minntest details have received close attention From the very first, improvements were inangurated and many of a very exten-sive scale are contemplated. In the line of pipe-laying a new twenty-tour-inch main has been, laid from the pumping station on the bottoms to the foot of Ninti and Davenport streets, and up the latte treet to Sixteenth a new fourtee ine has been laid to replace the old four uch pipes. In addition to this a number eight, and ten-inch pipes have been haid in different parts of the city. A new brick pump-house for "high service" nearly completed at the northwest corne of the upper reservoir on Walnut Hill When finished and the necessary machin ery is placed therein the cost will be \$10,000. This action has been taken cause of a fear that the residents in the high portions of the city did not have satisfactory service in case of fire. as the senson opens a large brick addition will be made to the pump-house the bottoms and a Gaskill or Allis engine and pump placed therem to further benefit the city service. This will entail an expenditure of at least \$39,000, Since assuming control, Septembe new management has paid out in Omaha for improvements \$65,000. During the n of the year prior to the last quarporti ter but two miles of pipe were laid and no noticeable improvements inaugurated. During the coming year improvements amounting to over \$500,000 are contem-

plated providing the desired location for erecting a new plant can be secured. this cannot be done the present plant wil be increased as well as it can be consid ering the chances of attaining the necessary land in the vicinity. The proposed change will save the city from \$50,000 to \$75,000 in the matter of sewcrage alon in its northern portion, or in other words. in that district reaching from Chicago street to Fort Omaha. It is proposed to move higher up the river so that sewers section named can be constructed directly to the river. As the plant is now located of course no drainage can be allowed above Chicago street, and if it is desired the sewers from all North Omaha must be brought down below the Chicago street line. The unmense outlay can be seen at once. This contemplated change will not only re-dound to the credit of the city but will increase the efficiency of the fire service and give much clearer water. The pres-ent settling basins are too small and there is not sufficient land obtainable to permit the requisite extension.

There are now over 500 hydrants in use in the city and all are working satisfac-torily, no cases of failure having been noticeable during the year. The capac-ity of the upper reservoirs is 11,000,000 gattons and they have now nearly thirty eet of water in them, a larger amount than ever before in their history. This shows at once the increased power and value of the surface pressure service. About 4,500,000 gallons of water are consumed in Omalia per day the year round, there being no difference between the

summer and winter months for the reason hat during the latter season the loss in the amount of consumption is made up by the waste that is necessary to keep the water from freezing. During some of the coldest days over 5,000,000 gallons have been pumped. The Omaha Waterworks were never in better condition than they are to-day, and the contemplated improvements mentioned show that it is the intention of the company to keep step with progress of the city. The officers of the company are: | W. A. Underwood, presi-dent; W. H. Hall, vice-president: S. L. Wiley, secretary and treasurer, and A. B. Hunt superintendent.

The plant now in possession of the company is: One Gaskill pump with a capacity of 5,000,000 gallons every twenty-four hours; one Blake pump with a capacity of 7,500,000 gallons, and one Allis nump for low pressure, filling the basins from the river, with a capacity of 10,000,000 gallons. The pump, engine and boiler house is a substantial brick building 60x150, and there are four set tling basins with a combined capacity of 5,000,000 gallons. The franchise of the company is very valuable, as is also the property owned on the river front and on Walnut Hill.

been done within the different paving districts to the amount of \$40,000. with \$50,000 for construction, repairs, etc., makes the outlay for improvements during the year \$00,000. Many better-ments and additional constructions are contemplated during 1887. On all paved streets where there are tracks now the street car road will follow the new pavement that is laid. A double track will be laid from Farnam street across to Park avenue either via Vieginia avenue or Park avenue, thus forming a circuit by which Hauscom park can be reached cliher by St. Mary's avenue or Farnam street, and making the time between cars five instead of ten minutes. A line will also be constructed from the corner of Ninth and Leavenworth streets to the vicinity of Boyd's packing house Tracks will be laid on the viaduets, the Coming street line will be extended to the western boundary of the city; double service will be arranged for the Twentieth and Saunders street line, eight additional car-being put on and the time between car-

made live minutes instead of ten, present. Probably an all night service may be inaugurated on some of the main ines. At present the first car leaves the Cuming street barn at 6 a. m., and the ast rolls in at midnight. It is the intention of the company to

put conductors on all main lines in the The officers of the company are: Frank

Murphy, president: Guy C. Barton, vice-president; W. W. Marsh, treasurer; John E. Wilber, secretary; W. A. Smith, superintendent; Frank Murphy, Guy C. Barton, W. W. Marsh, S. H. H. Clark, and W. A. Smith, directors.

CABLE CAR COMPANY.

This company has been organized and a possession of its charter for some years, out no active work was commenced un il last year, when the increased popula tion of the city and activity in business circles demanded additional street railway facilities. The exact route of the ine is not yet permanently decided upon by the company, but there is no doubt that it will visit all the depots, tau the western suburbs on some of the promi nent streets leading thereto and that a main stem will run north and south on Twentieth street, from Ft. Omaha to South Omaha. At first some delay was caused by htigation with the Horse Car ompany, as to constructing tracks on Tenth street, but this trouble was speedily overcome. Although comment ing operations late in 1886, a double track has been completed on Tenth street from the Union Pacific depot to Harney street, a distance of five blocks, and a single track has been graded and finished on Twentieth street from Cuming to Grace street, a distance of about seven blocks. Over \$100,000 has already been laid out by the company and it is calculated that over \$200,00 will be expended during the pres-ent year. The authorized capital stock of the company is \$500,000 of which \$300,000 has already been paid in. The officers of the company are: S. R. Johnson, president; L. B. Williams, vice president; C. E. Yost, secretary and treasurer; S. R. Johnson, L. B. Williams, C. E. Yost, S. D. Mercer and E. M. Morsman, directors.

NEBRASKA TELEPHONE CO.

This corporation is conducted accordng to the most progressive and enter prising methods devised in telephone perations. The officers are S. H. H. Tark, president; J. J. Dickey, vice-president; L. H. Korty, secretary and treas-urer: V. P. Musselman, cashier: Flemon Drake, general manager; S. H. H. J. J. Dickey, L. H. Korty, E. M. Mors-man, Flemon Drake, M. H. Goble and J. W. Rodefer, all of Omaha, and John R. Clark, Lincoln, Neb., and George Albree, Boston, board of directors. The com-Boston, board of directors. The com-pany was organized July 1, 1882. It has a paid up capital of \$600,000 with the privilege of increasing it to \$70,000. It has 580 miles of wire connecting points outside of Omaha. There are forty-live of the company's offices in Nebraska and fifty-one in connection with the Union Telephone Co.'s lines in low: making a total of ninety-one offices. The total number of employes is 155, of whie forty-three are connected directly with the Omaha office, fourteen of these being operators, and the last quarterly pay rol was \$7,040.49, including messenger service. The number of miles of wire i Omaha in 1886, was 596, to which 100 miles were added during the last year. The number of telephones in use in Omaha is 891 and altogether throughout the territory covered by the company 2,700. The expenses of the company averaged in 1885, about \$39 per instru ment for the entire twelve months. Th average for 1886 will be somewhat larger. The company has decided to put up in this city nothing less than 45 foot poles. Last year forty-one sixty foot poles were erected. The receipts for nme months of last year largely exceeded the receipts for the entire twelve months of 1885, th increase being fully 30 per cent over any previous year. The average number of alls answered every twenty-four hour during the last year was 11,000 and the day before Thanksgiving 15,000 were answered. There are seven public tole phone offices in Omaha, nine outside offices were added in 1886, and eleven more will be added at once. The longest talking circuit is to Blue Springs, Neb., a distance of 123 miles. As soon as the Ramge building is fir ished the company headquarters will be moved there and a complete change for the better will be made in all branches o the system. Besides having large and convenient operating, business, electrical and other necessary rooms a new and improved switch-board and accompanyurer; D. J. Collins, superintendent. Eming apparatus will be put in which ployment is given to fifty regular men cost \$19,000. Every subscriber will have a new and improved instrument to re place that now in use; two thirds of all the lines in the business portion of the ity will be rebuilt; the wires will be daced in cables of 100 wires each, and radical betterment of the system will take place, the estimated cost of which will be over \$33,000. In addition a new line will be built to Ashland, Nebraska, and othe

NEW CORPORATIONS IN 1886. SAFETY INVESTMENT COMPANY: Organized January 6, 1886, to run fifteen years, for real estate and kindred business, Capital, \$15,000. Incorporators-Jesse F, Donahey, G. B. Miller, Howard Rauck, V. A. Vangreen, A. F Bradford, C. F. Hickman, S. S. VanBuren, R. W. Day, A. F. Hewitt, G. Y. Vangreen, and

T. R. Vangreen. OMAHA CARPET COMPANY: Organized January 9. Capital, \$20,000. Incorporators-Houry F. Borgesch, Fred Sunder and David D. Miller.

OMATIA LAMBER COMPANY: Organized January 15, Capital, \$25,000, Incorporators-Moses F. Rittenhouse, president; Jesse R. Emerie, vice-president; Ralph W. Clayton, secretary and treasurer.

OMAHA PANORAMA COMPANY: Organized January 13, to run ten years, for exbibiting the panorama of the battle of Gettysburg and erecting a building therefor. Capital, \$30,000, David H. Wheeler, A. Montgomery, W. G. Templeton, H. W. Van Sickle, C. Barney, Henry C. Olncy, James Casey, A. L. Strang, W. H. Goble, J. E. Markel, Oliver Otis Howard, William H. Meqguier, O. C. Campbell, Hugh G. Clarke, E. Pierpoint and D. F.

Hamon. NORTHWESTERN SHOT COMPANY: OF ganized January 25, to run twenty years, for the purpose of manufacturing shot, etc. Capital, \$100,000. Incorporators— C. H. B. Carter and F. H. Merriam.

COX CHEMICAL COMPANY: Organized January 23, to run ten years, for manufacturing and dealing in baking powder

and other chemical preparations. Cap tal, \$25,000. Incorporators-Harrison Capi-son S Michael C. Meagher and Frank Kittell.

PAXTON & VIERLING IRON WORKS: Or ganized February 4, to run fifty years, for manufacturing architectural and other iron work and doing a general foundry and machine business. Capital, \$75,000, with power to increase to \$100,000. Incorporators—W. A. Paxton, J. L. Kennedy, Robert Vierling and Adolph Vierling

NEBRASKA TILE AND POTTERY COM-PANY: Articles amended February 4. Capital stock, \$100,000, with power to in-crease to \$259,000. Incorporators—J. N Phillips, H. H. Griffitts, John A. Wake field and Samuel J. Howell.

ORCHARD HILL BUILDING ASSOCIATION Organized February 19, to run ten years, for dealing in real estate, etc. Capital, \$120,000. Incorporators-E. G. Ryley, A. E. Whitney, J. B. Parrotte, S. Gwynn, W. A. Gardner, J. McDonald and L. R. Mayne.

FARNAM STREET BUILDING ASSOCIArion: Organized February 17, to run twenty years, for dealing in real estate, etc. Capital, \$100,009. Incorporators— A. W. Patterson, F. E. Osborn, John Me-Donald, Edwin A. Leavenworth, W. R. Croft, O. G. Dodge, B. H. Smith and C. A. Patterson.

OMAHA REAL ESTATE AND TRUST COM-PANY: Organized March 9, to run ten years, for buying and seiling stocks, etc. Capital. \$100,000, with power to increase to \$560,000. Incorporators-P. C. Himebaugh, Alvin Saunders, J. H. McConnell, Leavitt Burnham, Frank Colpetzer, James W. Savage, Nathan Merriam, W.

O. Taylor, George W. Holbrook, T. H. Taylor and W. A. Gardner. COMPASS CATTLE COMPANY: Organized March 10, to run fourteen years, for rais-ing and dealing in cattle. Capital, \$25,000. Incorporators—Frederick Holbrook, T. R. Gurly, Mel S. Palmer and Herbert J.

Davenport. OMAHA CANNING AND PRESERVING COM-PANY: Organized April 1, for canning and preserving fruits, etc. Capital, \$20,000, with power to increase to \$30,000. Incorporators-S. H. H. Clark, J. M. Eddy, M. H. Goble, John T. Bell, Lee Bird, W.

NEW YORK AND OMAHA CLOTHING G. Snriver and Jetur R. Conkling.

CITIZENS' GAS AND ILLUMINATING COM-BANK OF COMMERCE: Organized Sep-

H. L. Seward, Ed G. Ryley, F. M. Ellis and W. A. Watson.

EDISON TERITORIAL LIGHT COMPANY OF NEBRASKA: Organized May 25, for the manufacture and sale of electric lights and the construction and mainten-ance of electrical lines; also buying and selling machinery as general agents for the Edison Electric Light company, of New York City. Capital, \$1,000,000. In-corporators—Henry E. Jacobs, F. E. Crit-tenden, F. A. Nash and Lewis A. Groff.

OMAMA AND FLORENCE STREET RAM-WAY COMPANY: Organized May 22, to construct a line from the west line of King street where it intersects Lake street in Omaha, to Flor-ence, with branches, Capital, \$60,000, Incorporators- C. E. Mayne, A. B. Eads, D. C. Danbar, C. P. Bentley, William Sibson, H. D. Hotils and A. H. Mayne,

KEENEY CATTLE COMPANY: Organized August 1. Capital, \$99,000. Incorpor-ators--J. E. Market, Thomas Swobe, M. H. Goble and W. D. Dennett.

C. E. MAYNE REAL ESTATE AND TRUST COMPANY: Organized June 1, to run lifty years, for dealing in real estate, etc. Capital, \$50,000, with power to increase to \$100,000. Trustees--C. E. Mayne, David Jamicson, A. H. Mayne, E. E. Mayne and L. R. Møyne.

EDISON ILLUMINATING COMPANY: Organized June 5, Capital, \$200,000, Incor-porators--H. E. Jacobs, J. J. Dickey, W. Wailace, L. H. Korty, L. M. Rheem, F. A. Nash and Flemon Drake.

PARK BUILDING ASSOCIATION: Organized June 16. Capital \$100,000. Incor-porators—Sidney Smith, Thomas W. Reed, J. E. Wycoff, John McDonald, John Steel, T. W. Blackburn, Gottheb F. Elsasser, Clarles J. Johnson and Will W.

McBride. OMAHA AND FLORENCE LAND COM-PANY: Organized June 18. Capital, \$250,000. Incorporators-V. G. Lantry, Andrew Gilchrist, Milton Hendrix, Hugh G. Clark and George J. Hunt.

GATE CITY OIL COMPANY: Organized June 10, for dealing in mining and oil lands June 10, for dealing in mining and off lands and developing the same in Nebraska and Wyoming. Capital, \$150,000. Incor-porators—L. J. Lohlein, Venzl Holub, Frank Wayner, John Lisy, C. J. Schmidt, John Petz, Joseph P. Mailender, Adolph Burmester, F. Haarmann, F. Wells, Frank Shoull, David Donahey, Paul Platz, Starkan, J. Braderick and Philin Acadese Stephen J. Broderick and Philip Andres. UNION HYDRAULIC DRAIN TILE COM-PANY: Organized July 9. Capital, \$60,000, Incorporators-Robert P. Carson, Jeff W. Bedford, Mrs. Laura E. Martinovich and

Willis D. Sherman.

OMAHA REPUBLICAN COMPANY: Organ-1zed July 21. Capital, \$150,000. Incor-porators-S. P. Rounds, Cadet Taylor and A. U. Wyman.

MARION ENTERPRISE COMPANY: Organized July 23, to run twenty years, for pur-chasing letters patent on United States improved cooking utensils, etc. Capital, \$50,000. Incorporators-L. D. Kinney, H. H. Ballard, Samuel Rees, Irving Allison and Thomas F. Tuttle.

ECONOMIC LIGHT COMPANY: Organized August 15. Capital, \$100,000. Incorpora-tors-Samuel Theodore, W. R. Rathoon, S. R. Johnson, Philip Armour and John

S. Brady. I. X. L. SLATE PAINT COMPANY: Organized July 5. Capital, \$10,000. Incorpora-tors-J. L. Rice, O. F. Rice, L. E. Rice and F. S. Rice.

OMAHA CORRUGATING IRON COMPANY: Organized August 12. Capital, \$30,000. Incorporators—George J. Ambrust, H. T. Zook, S. Vaughan. S. P. Chamberlin and W. R.

WINDSOR PLACE BUILDING ASSOCIA-Organized August 19. TION: Capital, Jonasen, A. F. Conradt, Simon Goetz, C. H. Soboker, Martin Cahn, Julius I. Eich-man, Samuel Katz, A. C. Woolley and Louis J. Nedd.

COMPANY: Organized August 28. Capi-tal, \$40,000. Incorporators-L. Gold-smith, F. W. May, J. Guy Seligman, J. Marks and Henry K. Mayer,

Leavenue, from Thirteenth to the west line of Fourteenth, \$584.31. Farman, from Twenty-ninth to Twenty-ninth avenue, 410.5 feet, \$345.92. Total cost of curbing \$52,655.99.

These figures represent not only the cost of euroing and guttering, but also the incidental overhaul, extras and inspection. The number of lineal feet in the work is 549,829.

SEWERING.

Sewer building was begun in July 1878. Since that time there have been constructed 30.3 miles, which extend into all parts of the city. There were constructed during last year up to the middle of December, eight and three-tenths miles, and at the close of the year less than a mile of work which had been contracted for and was under way was left unfinished, making the year's sewering reach the amount of about 10.2 miles. There are now twelve miles of sanitary sewers in the city, all of which, with the exception of the two pipe-lines between Douglas and Harney streets, are doing excellent service. These two lines are of the Waring system, originally laid five years ago, about two thirds of a mile in ength each, and six inches in diameter. They are forced to carry about 250,600 gallons each, daily, which is in excess of their capacity under ordinary flow, and hence they run under a head most of the time. They were designed for sewerage only and calculated on that basis to run one-third full, so that when the first few hydraulic elevators were built, shortly after their completion, they were allowed to connect with them, as a limited discharge of that nature would assist in flushing the sewers; but hydrautic elevators have increased in use so rapidly that they now tax these pipes far beyond their capacity and cause back-water. To obviate this difficulty a second sewer has been built in the alley north of Farnam street, which when opened next spring will help greatly to relieve the over-taxed Waring sewer already laid there. The size of the brick sewers varies from twenty-seven inches to eight feet six inches in diameter. The pipe sewers range from six inches to twenty-four inches in diameter. The amount of money expended in the construction of sewers last year was \$126,687.29. The amount of money expended to date is \$593,455.96. The area tributary to these sewers is 7,083 acres.

The following shows the location, the size, material and length of the sewers

size, indernal and length of the sewers constructed during the past year;
Cark street, three feet brick, 368 feet.
Twenty-tourth, thirty inches brick, 220 feet;
twenty-four mekes pipe, 650 feet; eighteen inches pipe, 436 feet; fifteen inches pipe, 550 feet;
dight inches pipe, 783 feet.
Becatur, fitteen inches pipe, 2,200 feet; tweive inches pipe, 450 feet.
Transin, eighteen inches pipe, 450 feet; fit-teen inches pipe, 1,740; tweive inches pipe, 450 feet.
Seward, eighteen inches pipe, 450 feet; fitteen

Seward, eighteen inches pipe, 450 feet; fifteen nches pipe, 1,740 feet; eight inches pipe; 420

Charles, eighteen inches pipe, 130 feet: fifteer inches pipe, 1,33 feet; twelve inches pipe, 430 feet eight inches pipe, 2.0 feet. Hamilten, fifteen inches pipe, 1,750 feet; twelve inches pipe, 350 feet. Caldwell, fifteen inches pipe, 1,350 feet; twelve inches pipe, 550 feet.

Calower, and the second paper of the second second

rick, 500 foet. Pacific, twonty-one inches pipe, 500 foet. Tenth, twonty-one inches pipe, 501 foet; Schutzen inches pipe, 533 feet; fitteen inches ince, 1.170 feet; eight inches pipe, 4.02 foet. Gentreenth, theiry six inches brick, 1.559 feet. Hickory, thirty inches brick, 481 fost. Thirteenth, twenty-seven inches brick, 440, oot; twonty-four inches pipe, 605 feet; twenty me inches pipe, 462 feet; eighteen inches pipe.

12 feet. Twentieth, eighteen inches pipe, 426 feet; fif-son inches pipe, 711 feet; eight inches pipe, 52: aut; eight feet briek, 300 feet; six inches jie, 200 feet. Leavenwerth, fifteen inches pipe, 375 feet;

eight inches pipe, 207 feet. Sixteenth, eighten inches pipe, 408 feet; ten inches pipe, 1,000 feet; eight inches pipe, 2,800 feet.

eventeenth, eight inches pine, 253 feat,

We want the second state of the second second

Fifty-two-Eleventh, from Howard to Jack-

son, asphalt, concrete, \$2.95 per yd, 1,754.7 yds, \$5,517.45. Fifty-three-Twelfth, from Jackson to Jones, Colorado sandstone, sand, \$2.61 per yd, 1,760 yds

Fifty-four-Joues, from Ninth to Thirteenth. o sandstone, sand, \$2.61 per yd, 7.021 yds

121.655.88 Fitty-five-Capitol avenue, from Ninth to teenth, asphalt, concrete, \$2.95 per yd, yda.\$44.500.85.

10,502 yds. \$14,00.85.
Fifty-six -Twenty-fourth, from Cuming to Seward, asphait, concrete, \$2.95 per yd, 7,511.7 yds, \$25,644.09.
Fifty-const. -Twentieth, from St. Mary's ave-nue to Pierce, cedar blocks, concrete, \$1.85 per yd, 9,216.3 yds, \$18,895.92.
Fifty-nine-Cuming, from Twenty-fifth aven-ue to Thirty-second, cedar blocks, plank, \$1.42 per yd, 11,592.2 yds, \$18,895.46.
Sixty-four-Twenty-sixth avenue, from Far-nam to Douglas, cedar block, concrete, \$1.88

nam to Dooglas, cedar block, concrete, \$1.88 per yd, 1.029.0 yds, \$2,095.56. Sixty-six-Leavenworth, from Eighth to

lorado sandstone, sand, \$2.61 per yd, Tenth, Colorad 1,765 yds, \$4,679 Total-cost, \$383,065,79.

In the number of square yards given in each item mentioned above, the number of yards contained in the numerous intersections is not mentioned, though the cost of paying the same at the rates mentioned is included in the grand total above published. There are other incidentals, also, to which a detailed account has not been given because of the fear of unnecessarily freighting with facts what is intended as a brief summary of essential features. Among those omitted are the cost for extra grading, the greatest item of which was but slightly over \$3,000, and that of inspection, the largest item of which was less than \$250.

several items, however, are all included in the total given. The number of square yards represented in the above is, in round numbers.

about 140,000. These added to the roads already done, give the amount of paving laid in Omaha up to the close of last year, as follows: As phaltum 7.4 miles; gramte, street alley 1.1; Colorado sandstone, street 1.8

alley 2; cedar block 3.1. Total number of miles of paved streets in Omaha 15.4 VIADUCTS.

The need of some safe drive from the north to the south portion of Omaha, as divided by the railroads, has resulted in the erection of viaducts on Eleventh and Sixteenth streets over the Union Pacific and B. & M. tracks. The Eleventh street viaduct is of iron trestle work and trusses, aggregating 1,300 feet in length with approaches, and at a contract price of \$00,000. The work is almost completed The grades of Eleventh, Mason and other streets have been altered to meet the changed conditions of travel. The Sixteenth street viaduet, owing to limited funds, is built of wood. It embraces a series of fifty-foot spans and several ninety-six and one 150-foot span over the railroads; it is thirty-seven feet above the roadway at its highest point and has a total length of 1,500 feet extending from

the south side of Leavenworth street to the south side of Pierce street. This is designed to cost about \$35,000. These vinducts have a roadway of twenty feet | made their present line of work a life

street, just north of Farnam; No. 3-Har-ney, between Thirteenth and Fourteenth: No. 4-Doreas and Eleventh; No. 5-Phil. Sheridan, between St. Mary' avenue and Leavenworth street; Hook and Ladder, Harney, between Thirteenth and Fourteenth. The chief's office is in the city hall building, corner of Farnam and Sixteenth street.

DURANT ENGINE AND HOSE COMPANY. This organization is composed entirely of employes of the Union Pacific rail The company has a substantia 30x40, surmounted by a tower 60 feet high for hose-drying pur poses. The equipment consists of an mproved Silsby engine, but since the introduction of waterworks in the city this has not been used; also two two-wheeled hose carts and one fourwheeled cart, together with 3,000 feet of The Durants have frequently bose. been called upon to do service in the city and have done most creditable work. The shops have been singularly fortunate in having had no extensive fires, but the new management recognizing that a fire visit is hable to occur at any moment, have given encourage ment and even urged an entire reorgani zation of the system at the shops. In fact it is now a small department in itself. The improvements have been placed in the hands of a veteran fireman, Charles Fischer. He is also foreman of the Durants, the other officers being John Carnaby, first assistant, and Reed, second assistant; Edward Taylor president; Thomas Mulcahy, secretary and Thomas Cliff, treasurer. Twenty eight of the most active young men in the shops are now on the company rolls Among the improvements made under the reform movement last year by Foreman Fischer, are the purchase of

two-wheel cart costing \$100, 1,500 feet o hose, a number of improved torches, the erection of fourteen stationary ladders the distribution of fourteen movable ladders among the buildings, pur chase of axes and picks, roof ladders, etc. The Union Paerfic company has sixteen large double hydrants of its own in the yards and the city has three.

THE BOYD HOSE COMPANY This organization was formed for the protection of the packing house property of Hon. James E. Boyd. The com-pany has a fine two-wheeled hose cart and 600 feet of hose. There are thirty active members and the officers are Hon. James E. Boyd, president; John M. Boyd, vice president; W. H. Spaulding,

retary: John T McManus, treasurer; A. G. Buchanan, foreman: John Cultra first assistant, and John Strangien, see ond assistant. THE ILER HOSE COMPANY.

This organization is for the protection of property at the Willow Springs distiliery of Her & Co., and is also ready to extend aid in case of any neighboring fires. There are thirly members in the company and they have a fine two-wheel hose cart and 800 feet of hose. The officers are: A. J. Hoban, president, H. F. Willrodt, secretary; Charles Abney, foreman; Fred Pflaeging, assistant.

SOUTH OMAHA FIRE CO. The residents of South Omaha have just organized a company for fire protection, but as yet have procured no ap-

paratus of any kind, but will soon be fully equipped. THE OMAHA WATERWORKS.

On the first of September, 1886, the Omaha Waterworks changed management and a considerable portion of the stock passed into the ownership of new parties. The works were not sold to castern parties as has been erroneously upposed, but with the exception of a very fow shares, the great bulk of the stock is owned by residents of this city. The new managers are men who have

OMAHA GAS MANUFACTURING CO. This company has kept pace with the progressive requirements of the last year n line of improvements. About \$45,000 have been expended in construction of buildings at 1 necessary apparatus for successfully carrying on the works. Among these may be listed a holder and

tank, brick lime house, brick generating house, oil house, coal shed, generating apparatus and boiler, station governor nd metre, and other betterments of an inferior character. Eight miles of addi tional cast iron pipe have been laid and six miles of wrought iron pipe. The company has now about forty miles of Further extensive improvements are contemplated in 1887 and of course the milage will be increased as the city An approximate estimate of the extends. value of the company's property is over \$1,500,000. A fine quality of gas is now being made, being fully up to a 22-candle power. The price is \$2.00 per thousand cubic feet, 25 cents off for payment within a certain time, and for those who use over 75,000 cubic feet per month the charge is \$1.50. The officers of the company are: Frank Murphy, president: George E. Barker, secretary and treas-Dany

by this company. THE HORSE RAILWAY.

The improvements made by the Omaha Horse Car company during the last year, especially in the construction of nen lines and extensions, very truthfully indicate the increase of business and population in Omaha. The company ha has eighteen miles of trackage in the city now in running order, which virtually consists of four lines, to-wit: Twentieth minor improvements made which will cause a large expenditure of money and and Saunders street, which extends from the Union Pacific depot to Saunders

street, thence north to Seward, west to King and north to Lake; Park avenue, Sixteenth and Eighteenth streets, from Hanscom park to the corner of Lake and Saunders streets Farnam and Tsventy-fourth streets, from the Union Pacific denot to Twenty-fourth and Capitol avenue; Thirteenth and Cuming streats, which is the longe line. It reaches from Sixteenth and Vin ton streets to Cuming and Brown streets The company has how forty-five cars in operation With the exception of three or four they are all twelve and fourtee feet long. Eighteen new cars will be added this spring. Four hundred horses are now used and 400 more have just been purchased and will be delivered here in a

day or so. The company employs 100 men regularly, the year round, exclusive of the construction and paying gauge. The running expenses are \$300 be and business mereased very noticeably i 1886 over that of any previous year Three full lots are entirely occupied by the company's stables, blacksmith shops grauaries, office and other necessal uildings, on the corner of Cuming and

Twenty-first streets. A new barn, 60-280 is nearly completed in Patricks addition two other barns, each with a capacity of stabling eighty horses, are located at

Hanscom park and on Vinton and Sixteenth streets. There is a bara and car shed at the Union Pacific depot, on Marcy street. Last year a double track was laid on the Twentieth street line from Sixteenth street to the end of the line on Saunders street. The Cuming Spruce, eight inches pice, 200 rect. Alley between Ninetcenth and Twentieth and with sidewalks of six feet on each side. business and without reflecting at all blocks. Paving between the ralls has boxes.

the employment of many men in this city. DISTRICT TELEGRAPH COMPANY. The officers of this company are: M. H. Goble, president; L. H. Korty, vicepresident; L. M. Rheem, secretary and treasurer, and James Donnelly ir., superintendent. It has a paid up capital of \$50,000 and its main bush ness is the furnishing of messenger boy immediately on day or night calls for all legitimate errands; also the sending of cabs where and when desired; the carrying of parcels and packages by foot me sengers or wagon to and from any point in the city, and all business kindred thereto. The work of 1886 was more than double that of 1885. The expenses of the company for the last year have averaged \$1,500 per mouth; it has not 650 of its own patent call boxes in dif ferent business places and residences twenty-live miles of independent tele graph wire; seven express wagons, and imployment is given to forty boys and twelve men, the former neatly uniformed During the last year the following eatls have been answered: Messenger calls

1413 ANAH 24,060 Express warons Total.... .135,892

During the last few months a number f improvements have been made in the system. The most prominent is the in-troduction of the McCulloch system of listrict telegraphy. It is an arrangement by which when the wires are broken it any way communication can be instantly established without inconvenience to any subscriber. The company is also introdueing night watchmen's signal service

Organiz Capcears, for manufacturing gas, etc. ital, \$300,000. Incorporators-W. A. Pax-ton, John A. McShane, James M Woolworth, Samuel D. Mercer, Nathan Shel ton, Lew W. Hill, Ben Gallagher and J. A. Creighton.

UNION STEEL NAIL COMPANY: Organized March 20, to run lifty years, for man-ufacturing all kinds of steel and iron nails. Capital, \$150,000. Incorporators— George T Walker, William Havens, W. N. McCandlish and Isaac Hascall.

FARNAM STREET BUILDING ASSOCIArion: Organized March 27, to run twenty for dealing in real estate, ing buildings, efc. Capital, \$100,000. Incorporators - W. E. Annin, G. D. Adams, F. E. Osborn, D. J. O'Donahoe, A. W. Patterson, J. M. Buchanan, L. . Mostoller and W. A. L. Gibbon.

MARKS BROS.' SADDLERY COMPANY; Organized January 1, to run five yerrs. Capital, \$50,000. Incorporators-George Marks, M. Marks, Will Marks and Frank Martin.

DANISH LAND AND BUILDING ASSOCIArion: Organized April 1, for real estate transactions, etc. Capital, \$50,000. In-corporators-N. O. Neilson, Christian Iansen, A. P. Grum and A. Norgard, MAYNE PAINT MANUFACTURING COM-PANY: Organized April 5. Capital, \$50,000. Incorporators-C. E. Mayne, P. T. Mayne, L. R. Mayne and A. H. Mayne.

THIRD AMENDMENT OF THE CHARTER OF THE OMAHA & REPUBLICAN VALLEY RAILROAD COMPANY: Made March 12, to construct and maintain a railroad and telegraph line from the junction of the Union Pacific at Valley station eastward through Douglas and Sarpy counties to Omatia. Capital, \$50,000 for each complete mile. Incorporators — Charles Francis Adams, jr., Elisha Atkins, Fred L. Ames and F. Gordon Dexter

UNION DEPOT AND RAILWAY COMPANY: Organized April 29, to build, maintain operate union passenger and

and freight depots in Omaha, and railways in and through said city and to the outer boundaries thereof. Capital, \$500,000. Incorporators—S R. Catlaway, A. J. Poppleton, Thomas L. Kimball, T. M. Orr and Charles Blackwell.

UNION RENDERING COMPANY: Organized January 1, 1885, for purchas-ing dead animals and manufacturing the same into articles of comneree, such as tallow and fertilizing material, Capital, \$20,000. Incorporators-Nelson Morris, Edward Morris, David Waixel, Isaac Waixel and Andrew Haas, AMENDMENT OF THE ARTICLES OF IN-CORPORATION OF THE MUTUAL LOAN AND

BUILDING Association: Made March 1, to increase the capital stock to \$1,000,000 and issue an additional series of stock. Incorporators-Thomas H. Dailey, president, and George M. Nattinger, secretary.

OMAHA & NORTH PLATTE RAILFOAD COMPANY: Organized October 13, 1885, with perpetual existence, for the purpose of constructing a road from Onaha in a southwesterly direction through Douglas sarpy and Saunders counties to Ashfand. Neb. thence northwesterly through Saunders, Dodge, Batler and Colfax counties; thence west through Staunton, Platte, Madison, Boone, Antelope, Wheeler, Greeley, Gartield, Valley, Loup and Blame counties to a point near the northwest corner of Custor county, connecting with the Grand Island & Wyoming Central railroad, with branches to Fremont and Norfolk. Cap-ital, \$400,000. Incorporators—G. W. Holdrege, J. G. Taylor, C. D. Dorman, C. J. Greene, P. S. Eustis, W. A. Hig-dor, T. M. Marquette.

gins, T. M. Marquette.

PLEASANT HILL BUILDING ASSOCIATION: Organized May I, to run ten years, for Greal estate transactions. Capital, \$100,000
Incorporators - W. A. Gardner, Thomas H. Taylor, W. J. Mount, Sidney Smith, German D. Wyatt, William K. Zsorfass,
K. V. Croin, secretary; J. E. Crock, superintendent of agents,

tember 1. Capital, \$100,000. Incorporaors-Robert L. Garliehs, S. R. Johnson, L. B. Williams, F. B. Johnson, George E. Barker and C. E. Mayne.

NORTHWESTERN STREET RAILWAY COM-PANY: Organized September 18, to build and operate a street railway from the north to the south portion of the city along Lowe avenue and western suburbs and portions of Omaha. Capital, \$50,000, and portions of Omana. Capital, \$50,000, with power to increase to \$250,000. In-corporators—William Wilde, Charles Nasmer, Martin Cabn, Edward T. Peter-son, Charles W. Wallstrom, Thomas B, Wilde and Alfred C. Woolley.

NEBRASKA SOUTHERN RAILWAY COM-PANY: Organized October 6. Capital, \$1,500,000. Incorporators-S. H. H C'ark, J. M. Eddy, M. H. Goble, M. T. Barlow and Leavitt Burnham.

OMAHA SADDLERY COMPANY: Organized Oc'ober 7. Capital, \$40,000. Incor-porators-J. M. Hamill, Albert Bannerman, Jacob Meyer, John L. Webster and Adam Kellner.

GODMAN PACKING COMPANY: Organized October 1, for buying, selling, cur-ing and packing meats. Capital, \$20,000, Incorporators-W. W. Marsh, John W. Rodefer, Joseph W. Bishop, Thomas J. Godman and William A. Smith.

MISSOURI VALLEY SAND AND GRAVEL COMPANY: Organized September 29, Capital, \$59,000, Incorporators-Samuel H. Yonge, S. Waters Fox, G. T. Nelles, Charles F. Potter, Emery A. Cobb, Arthur S. Potter and Joseph C. Meredith.

EADS PUBLISHING COMPANY: Organized October 15. Capital, \$50,000. In-corporators-Arthur L. Eads, Henry Gibson, D. E. Dunbar, C. F. Bentley and A. C. Troup.

OMAHA TRADE REVIEW COMPANY: Organized October 13. Capital, \$5,000, Incorporators—Harry E. Sloan, William H. Hullshizer, J. F. Cummings and W. Cummings.

WALSUT HILL LOAN AND IMPROVE-MENT COMPANY: Organized September 30. Capital, \$25,000. Incorporators-Samuel D. Mercer, Chris L. Erickson, M. Van Horn, Patrick A. Gavin, Charles F. Taggart, A. H. Sander, Milo P. Pruyn, John W. Inloes, J. W. Dysart, Dana S. Lander, Robert M. Taylor and Williams H. Ijams.

FLINT IDAHO MINING COMPANY: Organized October 29, for a general mining business in Flint and Owylice counties, Idaho. Capital, \$10,000,000. Incorpor-ators-W. H. B. Stout, R. C. Cushing and C. J. Greene,

WALNUT HILL SAVINGS AND INVEST-MENT COMPANY: Organized November 10. Capital stock, \$49,500. Incorpor-ators-Henry Bolln, Ed G. Ryley, Samuel D. Mercer, Margaret J. Truland, Anna P. Truland, James N. Phillips, H. D. Neeley and Patrick A. Gavin.

OMARA ILLUMINATING COMPANY: OFganized November 16. Capital, \$20,000. Incorporators - Charles C. Warren, Pierce C. Himebaugh, Henry T. Clarke, Frank Warren and Ralph W. Breekenridge.

OMAHA BASE BALL ASSOCIATION: OFganized November 10. Capital, \$5,000, Incorporators-G. W. Shields, president: John J. Hardin, vice president, George E. Kay, secretary; C. S. Goodrich, treas-urer; Arthur A. Briggs, E. O. Brandt, L. A. Garner, directors.

WORLD PUBLISHING COMPANY: Arthcles of incorporation amended November 12, to make capital stock \$25,000. Incorporators- Gilbert M. Hiteheock, William Rooker, George W. Tillson and Frank J. Burkley.

PHENIX LIVE STOCK INSURANCE COM-PANY (Mutual.): Organized September 8, Incorporators-W. W. Lowe, preselent; George S. Smith, first vice president; Albert Rood, second vice president; E. S. Rood, treasurer and general manager;