

OMAHA.

Progress and Development of the Nebraska and Missouri Valley Metropolis.

HER INDUSTRIAL GROWTH.

Improvements of Every Description More Numerous Than in All Other Years.

STATISTICAL INFORMATION AND FACTS.

An Interesting Review of the Various Interests of the Gate City of the West.

The remarkable development of Omaha during the past year has afforded the commercial world a theme for conversation.

The greatest success of Omaha was obtained this year. This is especially gratifying to her citizens in view of the fact that many interests conspired for her defeat in 1890.

Like all western cities Omaha attained the greatest commercial prosperity during the past decade.

In 1870 the city numbered a fraction more than 10,000 inhabitants.

The recent census indicates that Omaha contains 159,500 people.

The wonderful growth of Nebraska's metropolis has been accomplished by virtue of her superior location.

From the sources indirectly tributary to the metropolis of the state much can always be expected.

The city's advantages, which is regarded with satisfaction by financiers, is the agricultural richness of all territory to which she is entitled.

As an evidence of the correctness of this idea her trade in the undeveloped fields of the new states is constantly increasing.

Her possibilities are practically unlimited. The geographical center of the union is removed only 150 miles from Omaha.

Much of the territory from which the city will draw largely in the future is still in the infancy of agricultural development.

While much more has never been disturbed by the march of civilization.

All this is conducive to the continued prosperity of Nebraska's metropolis.

Reclaimed by irrigation and developed by capital, the future of the legitimate territory of Omaha is almost an assured fact.

LOCAL FEATURES.

Twenty-five square miles are enclosed in the city's limits, with 109 miles of graded streets.

Which are paved with asphalt, cedar block and granite.

With a sewerage system of eighty-five miles in length, constructed at an aggregate cost of \$6,000,000.

An extensive system of parks and boulevards are under course of construction.

When completed will equal the city a par with other cities in this line.

In the country of equal population can compare with Omaha in the advantages offered in the way of educational facilities.

A finished and thorough education can be acquired by the youth of either sex at a very nominal expense.

There are fifty-eight buildings in the city devoted to educational interests.

Accommodating 20,000 pupils and representing an investment of \$2,000,000.

The high school building occupies the most conspicuous location in the city and is a magnificent monument of the liberality of municipal ideas.

The expense of maintaining the public schools as shown by the report for the last fiscal year was as follows:

GENERAL FUND RECEIPTS.

From license.....\$29,323.24

From fines.....2,500.00

From taxes.....25,551.16

From the appropriation.....26,444.16

From other sources.....19,600.00

The spring of 1890, the increased population for the two years' correspond with the drawbacks and benefits of their withdrawal and restoration.

The comparison of Omaha with her principal western competitors speaks for itself.

THE CENSUS OF OMAHA.

Actual and Estimated Population From the Beginning—1854-1890.

Table showing population statistics for Omaha from 1854 to 1890, including estimated and actual figures.

COMPARATIVE PERCENTAGE.

Table showing comparative percentage of population for Omaha and other cities.

COMPARATIVE BANK AND POPULATION IN TWENTY YEARS—1870-1890.

Table comparing bank and population in 1870 and 1890 for various cities.

COMPARATIVE BANK AND POPULATION IN TEN YEARS—1880-1890.

Table comparing bank and population in 1880 and 1890 for various cities.

PERCENTAGE OF INCREASE.

Table showing percentage of increase in population for various cities.

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The aggregate increase of Nebraska over Iowa and Kansas for the two periods was:

Increase over Iowa, 1854-73, 133,148, 179

Increase over Kansas, 1854-73, 91,150, 40

Such is the growth of Nebraska over its nearest competitors for each five year period in the past decade.

The railway facilities of Omaha have conspired largely to the reputation acquired by the city as a commercial center.

To accommodate the increasing passenger traffic and facilitate the business, a commodious union depot is now under construction on South Tenth street.

The building will contain all modern ideas calculated to attract patronage and will be an architectural beauty.

Omaha Railways.

In 1859 when Edward Creighton contemplated the construction of the telegraph line between Omaha and Salt Lake City, and finished it in 1861, many hoped, but did not expect to see it followed so soon by a mightier enterprise.

With the exception of an occasional settlement, Colorado being settled only the year before, the country was an unbroken wilderness, swarming with Indians and wild beasts.

His face westward, ventured "into the unknown." But undeterred hardy pioneers pushed their way, and, "here and there standing up against the horizon, could be seen the white cover of the prairie schools, the typical appearance of the westward-bound emigrants.

His movement, its freight of human life, of the ship in the offing bearing to our shores from the old world seekers after new homes and better fortunes.

No railway on earth did nature present a fairer field for the use of man, never more beautiful for his eye to survey, or his heart to admire and love.

Labor and capital were invisible. But in December 1863 a new spirit was invoked, labor and capital came like armed giants to combat the wilderness.

On that memorable December day ground was broken in Omaha for the Union Pacific railroad, destined forever to link together the Atlantic and Pacific.

The ceremonies were ushered in by the firing of a salute, and the Almighty God, upon the mightiest achievement ever attempted in the name of Peace.

Cannon boomed to cannon on either side of the Missouri river. The sun shone brightly on the assembled multitude, and at night the illuminated city closed upon the eventful day.

Six years later the scene was repeated on a larger scale. The booming cannon on Capital Hill announced the completion of the Omaha and St. Paul railroad.

At night the fireworks and illuminations made the city one blaze of light. The names of Dillon, Durant, Snyder, Casement, Clark and Hoyle, were made memorable by the history of the world's commerce.

Since that day behold the transformation. The Union Pacific has grown from one, to many lines. It stretches its great arms from the Missouri to the Pacific, from Texas to Montana, and from Washington to the north.

It is the backbone of the great states and one territory. Its mileage has doubled, and doubled again. Its revenues are princely. Its mineral lands inexhaustible, and out of its mountain ranges the golden flows of gold and silver to enrich the world.

The "prairie schooner" has given way to the Pullman palace car, the ox team to the locomotive. The lurking Indian has been driven from his haunts. The buffalo trail has disappeared before the farmer's plow. The territory has rewarded him with abundance. The buffalo has grown down before countless herds of cattle. The thinly settled territories have become grand imperial states, and along its lines, Omaha, Kansas City, Denver, and other cities, are bursting into the splendor of great and metropolitan cities—all wrought by the transforming power of the railroad in a little more than twenty years.

THE BURLINGTON & MISSOURI RIVER RAILROAD.

When Nebraska had less than one hundred thousand people in 1869, shrewd men were convinced that a railroad extending west from Plattsmouth would be a profitable enterprise.

In that year the Burlington and Missouri River railroad, in connection with the Chicago, Burlington & Quincy, was commenced, and in the following two years its main line was completed to Kearney, a distance of about two hundred miles.

The Burlington and Missouri River railroad, and to show how slender these were, in 1882 the entire state yielded only 9,000,000 bushels of wheat and corn, with an area of 451,740 acres under cultivation.

Lincoln was a little city of a few thousand, but under the auspices of this company, in connection with its natural and other advantages, it has risen to a population of more than fifty-five thousand people.

The rapid growth of the state, yielding 68,000,000 bushels of wheat and corn, with an acreage of 2,350,000 acres in 1878, convinced the management that further extensions were an imperative necessity.

In that year the Denver extension south and west to Denver and Hastings was commenced, and completed to Denver in 1882.

The growing importance of Denver and Colorado demanding further improvements, the main line was shortened by the "Oxford cut-off" between Kansas and Oxford.

In 1887 the southern line from Kansas City, St. Joseph and Atchison was finished, and in 1888 this gave the people of that section a direct route to Denver and other points in Colorado, Utah, Montana and the Pacific coast.

The Omaha & Southwestern and the Atchison & Nebraska were acquired and Nebraska was soon a network of branches owned and operated by the company, the general offices in the meanwhile having been removed to Omaha as the most convenient base, a handsome building being erected as the future home of the officials.

The building of the short line from Omaha to Ashland gave the shortest route to Lincoln and the additional train service between the two cities demonstrates a business patronage and increasing business.

The extension to Cheyenne, and the

new line to the Black Hills, is in keeping with the liberal policy of the company in the development of new territory, giving the country incentive to its growth and productivity.

By these arrangements the Burlington became the shortest route from the Missouri river to Denver, Cheyenne, Deadwood and the Black Hills.

At Omaha its connections with the Denver & Rio Grande, the Colorado, Rio land and the Union Pacific roads, make the Burlington a most desirable route for points in Colorado, Idaho, Oregon and the Pacific states.

The Denver & Rio Grande and the Colorado Midland roads, changing from natural to a bridge gauge, has resulted in a dining car service from Missouri river points to the Pacific coast.

In this way the Burlington has become the through dining car service route to California and beyond.

At Omaha its connections with other lines are excellent, and these will be one to any point of the compass.

The Burlington has three bridges as many points spanning the Missouri river, at a cost of \$1,000,000 each, with three great trunk crossing the state of Nebraska.

West of the river it has more than two hundred miles in 1870 to 3,140 miles of track in 1890.

In the whole system there are over seven thousand five hundred miles of steel rail, rock ballast track, and these penetrate to states.

Its equipment is superb. The trains are solid vestibule, made up of Pullman palace cars of the latest patterns, with hot and cold water, smoking rooms and excellent libraries.

Its reclining chair cars are elegant, and the seats are free. First class eating and sleeping cars, every train, and the traveler finds the comforts of home, with polite, obliging employees to anticipate his wants.

As an indication of the popularity of the Burlington with Omaha people its traffic is increasing, and the freight will be greater than last year.

As a great trans-continental route, touching all the principal cities from Lake Michigan to California, Oregon and Washington, it has no superior.

If you want to go anywhere, in safety, comfort, speed, amid the most elegant surroundings on the way.

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business of the associated national banks of Omaha since the establishment of the clearing house in 1884, with the business for December of this year estimated:

Table showing business statistics for Omaha from 1884 to 1890, including clearing house and bank data.

A conservative estimate places the business done through the clearing house as only 25 per cent of that of the whole city, which would make Omaha's business for 1890 amount to something enormous.

This magnificent record is amply sufficient to inspire confidence if it were necessary.

AMERICAN LOAN AND TRUST COMPANY.

The American Loan and Trust Company was incorporated in 1885 with a paid up capital of \$400,000.

The charter of the company empowers the institution to make and negotiate loans of money, to buy and sell notes, mortgages, stocks, bonds and other securities; to receive money on deposit, and make investments for individuals and corporations.

The American Loan and Trust Company is regarded as one of the leading financial institutions of the state, as attested by the volume of business annually transacted.

Investors can always find high grade real estate loans, dividend paying stocks, bonds and guaranteed commercial papers at the company's office, in the opera house block, this city, and at its eastern office, 101 Milk street, Boston, Mass.

The stockholders of the company include some of the leading financiers of the east and the west.

The semi-annual report of the institution issued June 30, 1890, indicates a most flourishing condition of affairs, with \$909,809.79 in resources.

The officers and directors are O. M. Carter, president; C. S. Montgomery and J. Fred Rogers, vice-presidents; D. J. H. Brewster, Philip Potter, secretary; A. C. Powell, cashier and A. D. Buckworth and F. E. Shaw.

BANKING HOUSE OF M'CAIGUE BROS.

The banking house of McCaigue Bros. was organized August 27, 1883. August 12, 1888, the institution was reorganized as the American National bank, with the following officers: John L. McCaigue, president; Alfred R. Durrance, vice president; Henry F. Wyman, cashier, and E. C. Brownlee, assistant cashier, and with a capital of \$200,000.

The following comparative statements of the saving deposits indicate the solid business increase: November 10, 1889, \$75,361.18; December 10, 1889, \$81,022.31; January 10, 1890, \$114,411.43; February 10, 1890, \$219,931.72; March 10, 1890, \$223,150.20; April 10, 1890, \$234,000.30; May 10, 1890, \$263,700.00; June 10, 1890, \$275,387.57; July 10, 1890, \$289,299.30; August 10, 1890, \$308,821.57; September 10, 1890, \$319,438.68.

The McCaigue Banking House stands high in financial circles. Are you insured?

Do you realize the importance of having the policy in a company that gives your dividends annually, that contains a guaranteed cash surrender value, and a paid up participating value?

You will perhaps not see the advantage of having this class of insurance until you have had premiums for several years and then are compelled to stop on account of reverses or other causes.

If you will look up the new policy of the Massachusetts Mutual Life Insurance company, and read the Massachusetts statutory law on insurances, you will appreciate this notice. Send for a specimen policy. Agency of the western department, rooms 200 and 202 Bee Building, Omaha, Neb.

O. H. JEFFRIES, General Agent.

THE BEST—A CONSERVATIVE POLICY.

The Globe Loan and Trust company, 507 south Sixteenth street, is one of Omaha's most successful and conservative loan companies.

It does not sell securities, but the first consideration is security. Omaha city real estate, mortgages, bonds, warrants, etc. for sale.

Money always on hand to loan. Real estate, bonds, and other securities.

The Globe Loan and Trust company savings bank, incorporated under state laws. Stockholders' liability, \$100,000. Pays 5 per cent interest on deposits.

Authorized school savings bank for Omaha and South Omaha. Certificates issued. Over 3,000 depositors.

During 1891 we will occupy our permanent home, the Globe building southwest corner Sixteenth and Douglas streets.

R. C. DEVIRES, President. W. B. TAYLOR, Cashier. CALVERT TAYLOR, President. CHAS. E. WILLIAMSON, Ass't Cash.

Churches.

Omaha has ninety-four church organizations divided among almost every known denomination. Some of the churches edifices are architectural beauties and cost handsome sums for their erections.

Total Banking Capital.

The following figures indicate the total amount of capital invested in Omaha's financial institutions, exclusive of South Omaha:

\$100,000 and St. Matthias Episcopal chapel on south Tenth street.

The accompanying figures show the comparison between the volume of business done in 1889 and the present year:

Table showing business volume comparison for 1889 and 1890.

Building Permits.

Table showing building permits for 1889 and 1890.

DUNDEE PLACE.

The company was organized in 1887 and has since been prominent in developing Omaha realty.

Shortly after its organization the company purchased the tract of land adjoining the city commonly known as the J. N. H. Patrick homestead.

By the acquisition of this property the Patrick Land company succeeded in attracting the attention of all dealers and purchasers of desirable Omaha realty.

The tract was platted into lots, and under the title of Dundee place put upon the market exclusively for the benefit of Omaha residents.

Since that time more than \$500,000 worth of sites for fine residences have been disposed of by the company.

That locality immediately became prominent as a desirable residential quarter and half a million dollars have already been expended on modern dwellings in that vicinity.

The conditions under which the property is sold obligate all purchasers to erect residences costing not less than \$2,500, thereby guaranteeing the entire property as a residential place.

The lands are located with a view of making it exceptionally desirable as a neighborhood. The addition adjoins Omaha on the west limit and has a beautiful elevation, superior to that of any residential portion of the city.

Since which time they have gone on improving their lands, comprising over seven hundred acres, in a way that has astonished the people both in Omaha and Council Bluffs, and yet it is evident from plans perfected and contracts let that the work has but just begun.

The future relation of East Omaha to the city of Omaha, as well as Council Bluffs, is beyond the comprehension of even those best acquainted with the workings of this company.

One year ago this entire tract was covered with a dense growth of willows and cottonwood, today it is all fenced and seeded down with timothy and clover, with over twenty miles of turnpiked roads.

The object of this company is to build a manufacturing city, and they have already located the Carter white lead works, Adamant wall plaster company, Omaha pearl hominy company, Omaha box factory, Martin steam feed boiler company, Marks Brothers' saddlery company, and many others.

These concerns alone will employ nearly five hundred people and capital of over half a million.

Before the year 1891 has passed into history the East Omaha land company will have made rapid strides toward the goal of its ambition, which, as Mr. Arthur S. Potter, the general manager of this gigantic scheme, says is to build a manufacturing city of 25,000 people within five years, and knowing the character of the land comprising this company and the unlimited capital at their command, we have no doubt as to the success of their undertaking.

ALBRIGHT AND LOTS COMPANY.

221, 222 and 525 New York life building. W. G. Albright, president; E. S. Deane, secretary; Arthur S. Potter, Incorporated. Paid up capital, \$175,000.

"Owns the well-known additions of 'Albright's Choice' and 'Albright's Annex,' both within the corporate limits of South Omaha, which is fast becoming the great packing center of the country. Mr. Albright has been made by investors in these additions, in proportion to the amounts invested, than in any other property.

All railroads entering Omaha and South Omaha pass through the entire length of these additions, and the city has many truckage for manufacturing establishments of any other point in Omaha.

This company also owns property in all the best locations of