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BIG DEALS IN REAL ESTATE

Predictions Made Last Fall Are Already Being More Than Verified.

LARGE PER CENT OF CASH DEALS NOTED

Majority of the Big Sales Are for the Use of Purchasers and Several New Warehouses Are to Be the Result.

Predictions of local real estate men last fall that the year 1906 was to be a lively one in real estate circles are being confirmed for the early season by current sales of property. For two or three weeks business has been getting better day by day, and the last week opened up with a decided activity.

Early in the week came the announcement that the Northwesterns were buying four blocks near the Webster street station for an extension of trackage ground and site for a new freight depot, involving about \$250,000 in real estate and making the largest deal of its kind since the ground was bought for the Great Western terminals. A part of the property, in the two blocks between Davenport and Cass streets and between Thirteenth and Fourteenth, and belonging to J. A. Crighton, the Crighton estate, the Schlitz Brewing company and George Warren Smith, is yet to be secured, though the real estate dealers concerned expect the whole deal will be cleared up this week.

Not less in interest, for the reason that it showed the increase in value of property in the West Farm business district, was the sale of the First Christian church property at Nineteenth and Farnam streets. Three years ago, strongly urged by Rev. Harry Hill, then pastor, the church bought the lot for \$18,000. It was sold to a syndicate, the names of whose members are not known, for \$40,000, leaving \$22,000 for the church after the payment of the \$8,000 debt, \$18,000 for a new site at Twenty-sixth and Harney streets, and \$1,000 in commissions.

Ground for Warehouses. Other transactions are important because of the building operations they portend. Miller, Stewart & Beaton bought forty-four feet on Farnam street opposite the Union Pacific headquarters, and the building on the west the firm's purchase of forty-four feet last fall. Mr. Beaton has announced that the firm will build on this ground a warehouse 88x132 feet. Saturday Francis A. Brogan bought for eastern men two sixty-six-foot lots at the southwest corner of Eighth and Leavenworth streets and announced that warehouse would be erected to cover the whole purchase. Mr. Brogan refused to name the real buyers, and as the property is in the implement district, the jobbers in that line are wondering if the new warehouse is to be for implements. As they know, the only firm in the Island Flax company is the only firm in need of new quarters, and Manager Sherdeman of this concern desires that the company is the purchaser.

The Omaha Loan and Building association, which has always done business in rented quarters, now has a home of its own. The Douglas brothers, at the southeast corner of Sixteenth and Dodge streets, the association will make its headquarters on the first floor, remodeling the old bank room there, which will make a very pleasant home. The upper floors will be rented, as at present, for office purposes. Speaking of this purchase, the real estate men note that the ground, on which the building stands sold twenty-five years ago for \$4,500. The association, though it bought the building, paying \$35,000, has only leased the ground for twenty-five years, having the option of renewing the lease under a re-valuation at the end of that time. The gross rental for the coming twenty-five years is about ten times the amount of the cost of the ground twenty-five years ago.

Deals Mostly for Cash. "It has been forced very vividly on my attention," said John F. Coad, "that most of the real estate transactions this spring are cash deals. Most of the sellers require as much cash down as possible, and mortgages on recent purchases are fewer than I have ever known. What do I think is the reason for this condition? I believe it can be found in the law for the taxation of mortgages. The Nebraska law requires of non-residents, that they shall pay tax on mortgages as on other personal property. Mortgages on Omaha property draw about 6 per cent interest, while the tax amounts to about 3 per cent. Men are very squeamish about letting out their money for 4 per cent net, and consequently they do not sell their property and take mortgages as security unless they get an exceptionally good price."

The burning question with the Real Estate exchange these days is how to establish a system of business which provides for the exclusive sale of property. There is perhaps not a dealer in town but has spoken in anger of present existing conditions, which permit wholesale listing, resulting in decreased commissions for agents and minimum prices for property holders. The majority say they are willing and anxious to have another system, yet the majority are afraid that "the other fellow" won't "stand for it." At the meeting of the Real Estate exchange last week a committee was appointed to revise that section of the by-laws which pertains to the listing of property. The report of this committee will be made a special subject of business for the meeting this week. The official board of the First Christian

church met at the temple Saturday evening and ratified the purchase of the lot on Twenty-sixth and Harney streets for the new church. This proposition will be put to the congregation at church this morning for its final approval.

LARGEST CONCRETE STACK

Towering Pipe at Butte Overtops Anything of Its Kind on the Continent.

The Butte (Mont.) Reduction Works has what I believe to be the highest concrete chimney in the world. The inside diameter (both top and bottom) is eighteen feet, and the height of the chimney is 233 feet 4 inches, or 232 feet 7 inches above the surface; the top of the chimney has also the rather uncommon altitude of 5,784 feet above the sea level. The foundation of the chimney goes seven feet below the surface, the lower portion being formed of slag poured in the molten state into a gray iron casing 100 feet square, giving an area of 10,000 square feet. This process was repeated six times, giving a foundation eighteen feet deep, tapering to 69 1/2 feet square at the top, and full of various forms of metal sown through the slag. As seven feet of this are in the ground, there is necessarily a height of eleven feet above the ground. The base, which rests upon blocks between Davenport and Cass streets, is 45 1/2 feet square and 5 1/2 feet high in the center, the concrete also having metal distributed through it, some of which projects up above the base, to help retain the walls of the chimney, having a resemblance to the roots of a tree. The chimney proper was formed in a system of sectional molds 3 1/2 feet high, which, when coupled together, formed a complete ring. The concrete walls contain vertical and horizontal steel bars, the number reducing as the height increases, and also rings of one-inch T-iron wired to the bars. For the first twenty-one feet in height of the chimney the walls are eighteen inches thick, and in these walls are two inlets to the chimney, one on each side, each opening 6x17 feet. On top of the eighteen-foot wall starts the double shell of the chimney, the outer shell being nine inches thick, the inner shell being five inches thick, the shells being separated by a four-inch air space, which at the bottom is connected with the atmosphere through the outer shell by port holes.

The inside shell extends up to a height of 10 1/2 feet above the base, and the outer shell in effect covers the inner shell, as can be seen on the exterior of the chimney, the air space being left entirely open on the inner side of the chimney and the inner shell perfectly free from the outer shell at the top. The outer shell is then carried seven inches thick to the top of the chimney, the diameter of the chimney at the bottom is twenty-one feet, and the diameter of upper shell is nineteen feet two inches.

The weight of the chimney is as follows: Slag foundation, 12,500 tons; concrete base, 1,000 tons; chimney proper, 1,475 tons. This chimney, besides being the largest of its kind in the world, is constructed of brick and is thirty feet inside diameter and 300 feet high; the Metropolitan Street Railway company's New York City, of brick, twenty-two feet inside diameter, 233 feet high; the Clark thread works, Kearney, N. J., of brick, eleven feet inside diameter, 100 feet high; Omaha and Grant Smelter, Denver, Colo., of brick, sixteen feet inside diameter, 300 feet high; Oxford Copper company's, Constable Hook, N. J., radial brick, twenty feet inside diameter at the base, thirteen feet at the top, 300 feet high; Texas Smelting works, Texas, of concrete, eighteen feet inside diameter, 300 feet high.

ATTRACTIVE STREET SIGNS

How Minor and Multifarious Things Can Be Made Pleasing to the Eye.

Minor and multifarious things, like street signs, can be made objects of art however simple their character. Care may easily be taken to give them the proper proportions, an agreeable color compatible with legibility and good lettering. In the case of wayside guide boards there is yet further opportunity to make them attractive in design. In Boston, when street signs stand detached from buildings, a pleasant decorative effect is given by some simple wrought-iron scroll work in the angle between board and post.

In many parts of Boston are to be seen bronze tablets with appropriate inscriptions marking some historic building or commemorating some notable event. Certain patriotic orders, like the Sons of the Revolution, have made the placing of such tablets one of their duties. In various New England communities local historic societies mark notable sites in a similar way, perhaps at first with painted legends, to be replaced when means permit by inscriptions more enduring. This service might well be extended. Street signs often bear intimate relation with local history, but for lack of record the circumstances of their designation are likely to be forgotten. Here, then, is a rich field of work for local societies in placing in each street that bears a name of historical purport an inscription giving the facts of the case. Lincoln street, in Boston, for instance, might not commonly be supposed to be named in honor of the great president; but a suitable inscription would recite the fact that the name was given on such a date in honor of Levi Lincoln, governor of the commonwealth, etc. On Lincoln street the inscription would be to the effect that the first public Latin school in America stood there. In such ways the streets of a town could be made a veritable book for the public, in which literally they that run might read. These tablets could be given attractive shape, as simple or as ornate as desired, and perhaps fashioned after some modern design, as street signs are. Or where a street bears the name of a person of note, the tablet might include a medallion portrait in low relief. The thoroughfare itself would thereby more fully serve the function of a commemorative monument. Inscriptions might at first be affixed in temporary shape, gradually to be replaced in bronze or other permanent material. In a community that undertakes the task as completely as possible.—Century Magazine.

Stay for Shepard.

PARIS, March 17.—The authorities have granted six months' delay in the case of Elliott F. Shepard of New York, who was sentenced to a fine, to pay an indemnity and to three months' imprisonment for running over and killing a girl while driving in his automobile at St. Ouen in April last. This is considered a virtual abandonment of the imprisonment part of his sentence, which ultimately will be changed into an additional fine.

Dr. Lyon's PERFECT Tooth Powder

Cleanses and beautifies the teeth and purifies the breath. Used by people of refinement for over a quarter of a century. Convenient for tourists. PREPARED BY J. H. Lyon, D.D.S.

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WHEAT LANDS IN CANADA

Three Hundred Thousand Acres Pass Into Private Control.

COMPANY WILL FINANCE A BIG DEAL

Richest Land in Saskatchewan to Be Put on Market by Corporation that Has Made the Purchase.

ST. PAUL, March 15.—(Special Correspondence.)—Announcement was made in St. Paul today of a colossal land purchase in Western Canada. A large tract of lands in the western Canadian wheat belt has been taken over by an American-Canadian syndicate, headed by F. A. Bean, the well known flour miller of New Prague, Minn. The Canadian interests are represented by Hon. W. H. Montague, formerly Canadian minister of agriculture. Several different transactions are involved and the total extent of lands affected is about 300,000 acres. Exact prices are not given, but it is understood that the total consideration is nearly \$1,000,000.

The purchased lands are along the main line of the Grand Trunk Pacific railway in eastern Saskatchewan. This line is Canada's second transcontinental railroad and by the fall of 1907 it will be in operation through the heart of the wheat belt. The new Canadian Pacific's direct line from Winnipeg to Edmonton, formerly known as the Kirkiela or Pleasant Hills branch, also passes through this district. In a general way the district may be located as being north of the famous Indian Head and Regina districts, of which, in fact, it is really a part. Some parcels of the lands involved are on the main line of the Canadian Northern railway. Mr. Bean's company is styled the Western Canada Settlers' Mutual Land company, and will have offices in Winnipeg and St. Paul.

Mr. Bean was in St. Paul today in connection with the closing of the deal. He was accompanied by Hon. W. H. Montague, eighteen years a member of the Canadian Parliament and formerly minister of agriculture. Both gentlemen confirmed the facts of the purchase as given above.

Tremendous Farming Operations.

"As a miller," said Mr. Bean, "my attention was attracted to the western Canada wheat belt some years ago. At that time I bought about 50,000 acres, and have never had any cause to regret my investment. There is no doubt in my mind that in the near future it will be the greatest wheat producing region in the world. I now have several thousand acres under plow and expect to extend our agricultural operations rapidly. We have a steam plow that will break thirty acres a day, and are buying upwards of a hundred head of farm horses. Altogether we will have more than fifty plows at work in the vicinity of Estherville, Saskatchewan, as soon as the frost is out of the ground. We have so much plowing to do ourselves and are doing so much for other persons or companies, that it is impossible for us to get enough equipment to supply the demand. Many other companies or individuals are operating on an equally large scale. This is to be a year of tremendous activity in western Canada. Some 3,000 miles of railway are being built and it is estimated that \$80,000,000 will be expended in this and connected work. It is said that more money is being spent in railway building and a larger mileage is being laid down in eastern Saskatchewan this year than ever before in any portion of the world of equal area. The country is on the eve of a wonderful development, land that is today selling for \$10 to \$15 an acre will be bringing \$30 to \$35 when the Grand Trunk Pacific is built. In a few years such land producing as it does an average of thirty bushels of wheat to the acre, will be easily worth \$50."

Most Important Transaction.

Mr. Montague says that all things considered the transaction just consummated by Mr. Bean is one of the most important that has ever been made in western Canada. "Heretofore the people of eastern Canada," continued Mr. Montague, "have not taken as much interest in the development of western Canada, but this year they have a keen and widespread interest in regard to the west, and thousands are getting ready to come west. There is a disposition not to let you Yankees take all the good things without competition, as in the past."

"I do not think Americans generally understand the full significance of the Grand Trunk Pacific railway. It is a brand new transcontinental railway, 3,500 miles long from coast to coast, half of which is built by the Dominion government and the other half financed by the government, all to be operated by the Grand Trunk Pacific Railway company in connection with the Grand Trunk proper. In addition to its main line, which passes through the heart of the district in which Mr. Bean is operating, the company is planning a number of branch lines that will penetrate this fertile district. The presence of a railway so largely dominated by the government insures low freight rates to the people living along it. Besides the Grand Trunk, the Canadian Pacific is building three lines through this district, and of course you know what a magnificent system the Canadian Pacific railway is and how thoroughly they open up and develop a country when they go to it. The Canadian Northern is also projecting a line. With all this railway building and the attendant industrial activity, to say nothing of the hundreds of thousands of acres of land that are being broken up, eastern Saskatchewan will this season present a scene of peaceful and prosperous activity that has never been surpassed in America."

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