

TIMELY REAL ESTATE TALK

Eastern Men Find Omaha a Little Bit Bigger Than Expected.

NO EMPTY HOUSES IN ALL THE CITY

Prospective Increase in Values is More Than Justified, According to President Wattles of Grain Exchange.

Two men from the east who loan money on western city property were in Omaha last week looking after their investments. Before they went away, one of them remarked to his Omaha representative: "We have been in the city two days, and have spent most of the time out in the residences. I don't think we have seen only two vacant houses, and they are being repaired, ready for families to move in. We were in Des Moines, and found about 200 vacant houses there. The fact is that we do not speak ill of Des Moines, for there is usually more or less slack in every city in the matter of houses for rent, but they speak especially well for Omaha. No one could better prove of the city's growth than to see the number of new houses that have been built in the last few months, and then have to search for days for a vacant house."

A canvass of the real estate men for their opinion as to the number of vacant houses in the entire city, would show that this average guess to be below fifty. The constant shifting of families allows this many, but no one is empty longer than it takes one family to move out and another to get in.

Suburban Omaha keeps on growing. A. P. Tukey & Son have bought E. W. Smith and are placing the lots on the market. The new addition to the city is on the street and south of Grand avenue and immediately across the street south from the recently platted Tukey Heights. The ground is high, affording a sweeping view of the surrounding country. The addition was platted some time ago.

"The advance in Omaha real estate values in the last two or three years is only a start for what is to come in the next few years. In less than ten years, with the proper management of the Omaha Grain exchange, Omaha will be the biggest corn market in the world."

These two optimistic statements were made by Gordon W. Wattles at last week's session of the Real Estate exchange. Mr. Wattles said the gradual advance in values was warranted in every way, and he could see only brightness for the future. Wyoming and western Nebraska, he said, were on the very verge of enormous development which would bring wealth to Omaha in the way of trade. Another observation made was that property is lower, comparatively, than in other cities of similar size.

J. H. Dumont, who has been actively engaged in business in Omaha for a great many years, has entered the real estate business, with an office at 726 New York Life building. His son, John R. Dumont, who has just graduated from the University of Nebraska, will be associated with him, under the firm name of J. H. Dumont & Son. Mr. Dumont has for years been one of the leading spirits in the Commercial club and has been conspicuous in every movement to help Omaha. It is expected that the new firm will be a live factor in the local real estate world.

For some reason or other the letting of the contract for the erection of the Carpenter Paper company's new building at Ninth and Harney streets is being held up at the office of the architect. Interested contractors are of the opinion that the bids run higher than the Carpenters expected, and they are calculating some way of cutting down expenses. A large amount of stone-work is called for by the specifications, as they stand at present, and it is said that the cost in this item could be cut down about \$10,000, though at the expense of the looks of the building. The bids are said to have run well toward \$100,000. The building will be six stories high and 125 feet square.

The annual picnic of the Real Estate exchange will be held Thursday at Missouri Valley, Ia., and every member who can get away from the city is preparing to go. They figure Omaha will be a dull town anyway, with the grocers and butchers on their picnic, and everybody else wishing they didn't have to work. One train will leave for Missouri Valley at 7:30 in the morning over the Northwestern and another at 11:30 over the same road. Ed Stoltenberg and E. P. Bostwick have been to Missouri Valley to make arrangements for the picnic, and they found a park there, with shady grove and good base ball grounds, which has been offered to them free of charge. The real estate men of Missouri Valley welcomed them, and said they would be glad to do what they could for the entertainment of the men from Omaha. Their offer to match a ball team against a team from the Omaha exchange was promptly accepted. Each man will take his own lunch to the picnic, but the committee promises coffee and

Samples of New Omaha Homes Building in Undeveloped Sections



NEW HOMES ON SOUTH SIXTEENTH.

SOME HOMES ON THE BOULEVARD.

lemonade. Tickets are going in a way pleasing to the committee.

An incident which happened last week is declared by local real estate men to be a remarkable example of the confidence of nonresidents in the future value of this city's realty. It was a refusal by one of the Folsoms of \$5,000 for the property at the northeast corner of Twentieth and Harney streets, now occupied by the public playgrounds. As there is a big fill on the lots, \$5,000 is thought to be a fair figure. The owner considered this offer, but finally decided not to accept it, believing the lots would bring him considerably more within a few years. He so stated in a letter in which he refused the offer. The Folsoms, heirs, cousins of Mrs. George Cleveland, formerly owned forty-three lots in Omaha, and are yet in possession of about twenty of them, which they show no strong disposition to sell.

A. P. Tukey & Son report the following sales in Tukey Heights, practically all being sold for immediate improvement: Lots 1, 2 and 3, block 1, to Alfred T. Winter; lot 4, block 1, to Elsie E. Willey; lot 5, block 1, to A. S. Emmons; lot 7, block 1, to Fred E. Parish; lots 12 and 14, block 1, to Minnie C. Danielson; lot 15, block 1, to Mary A. Richards; lot 16, block 1, to Belle H. Dunham; lots 17 and 18, block 1, to Jacob Hahn; lots 19 and 20, block 1, to G. W. Ritchie; lot 8, block 2, to Ezra Knapp; lots 1, 2 and 3, block 2, to G. W. Ritchie.

"I notice that the Board of Equalization is raising the assessed valuation of property along Parnum street," said a realty man who has not been connected with any of the recent deals along that thoroughfare. "Well, I think their action is just, for a much higher figure is asked for the property than was asked two or three years ago. The real estate dealers and the capitalists cannot expect to raise the price of lots 100 per cent in a locality, without the county wanting a bigger income on it. If the lots are worth the figure they are held at today, they ought not pay taxes on a basis of the valuation of several years ago."

Gilbert M. Hitchcock will address the Omaha Real Estate Exchange Wednesday, June 20, at the regular 12 o'clock luncheon, on the subject of "The Distribution of Wealth." President Green's plan of having a series of talks by business and public men is proving immensely popular. The lunch room is filled each Wednesday.

Georgia avenue for South Twenty-ninth street is experiencing quite a building boom and is still leading the way in the city as a nice residence street. During the past week contracts have been let by Joseph H. Campbell for a double brick house to be erected on a lot owned by him at 211 Georgia avenue, which will be modern in every respect, and will cost about \$5,000. This is only one of several evidences that will take the place of frame houses on this street.

"I took a walk down through the wholesale district one day last week," said C. F. Harrison, "and was deeply impressed with the amount of business that is going on. Way back in '97, when there was so much activity in real estate all over the city, there was no such building as now. These houses which are going up now are monuments of commercial enterprise, and are a substantial and influential factor in the future growth of the city. Whenever activity in property is accompanied by such prosperity in trade lines, it is evidence that the growth is not of the boom order, but for the jobbers are the most conservative of men."

SUNDAY MUSIC AT KRUG PARK

Royal Canadian Band Makes an Immense Hit With the Omaha Public.

Manager W. W. Cole feels very highly complimented over the greatly increased attendance at Krug park this season. The notable musical event of the last week was the Maennerchor concert Thursday evening, which was attended by thousands of lovers of social and instrumental music. The next concert will take place on July 21.

The next big event at Krug park will be the annual picnic of the street car conductors and motormen on Saturday, June 23. Easily accessible by electric cars, with quick service, Krug park is the most attractive outing ground in this vicinity. Many picnics are already booked and the dates for others are now being arranged.

The Royal Canadian band has taken first place in the estimation of all who are appreciative of music. The soloists, in particular, Mr. Rudolph Rodenkirchen, premier soloist, cornet virtuoso; Mr. William Dunningan, xylophone; Fred Henderson, trombone, and E. J. James, piccolo, are each and every one recognized artists in their respective lines of work and are daily adding to their already large number of friends and admirers.

Manager Cole is in telegraphic correspondence now daily for the greatest summer park attractions obtainable and has already closed with Chevalier Garguilo and his Italian concert band for one week, commencing August 1. He is endeavoring to secure the Slayton original Tennessee Jubilee stagers for next month.

Special attractions are now being arranged for to make the Fourth of July program one of the most attractive and pleasing ever offered for the observance of the great national anniversary day at Krug park.

A Wonder. Everybody who has tried Buckler's Arnica Salve for cuts, burns and wounds, says it's a wonder. 25 cents. Guaranteed. For sale by Sherman & McConnell Drug Co.

RAILWAYS AND GREAT LAKES

Factors in the Great Development of the Northwest Commerce.

OUTLETS FOR AN IMMENSE GRAIN REGION

Plans Now Being Developed Include Transportation for Products of an Empire Fertile and Productive.

DULUTH, Minn., June 16. (Special.)—Mr. James H. Hill recently made the startling statement that, in his opinion, by 1910, only four years from now, the population of the United States will be 100,000,000, and that when that time comes this country will consume all the wheat raised within its borders. The man who makes this prediction belongs to the modern race of discoverers, the railroad builders. Once it was the northeast passage to Cathay which fired the ambition of the explorer. Now it is the avenue to new fields of production. The twentieth century industrial explorer is the man who seeks sources of supply for breadstuffs, ores, timber and other material of varied character, which depend on the complex life of a nation of many millions of people.

The railroad magnate who spends his working days in an office hidden away in a mammoth skyscraper seems far removed from the race of hardy discoverers five centuries ago made America known to the old world. But, excepting, perhaps, Ponce de Leon, who sought here the spring of eternal youth, the pioneers among the discoverers of the western hemisphere were seeking new routes for trade just as are their successors, who are today extending steel highways into regions which only a few short years ago were inhabited by wild animals and Indians. It is the undeveloped areas of fertile land which now attract the pioneer in railway enterprises as well as the actual settler.

Whether this country will soon consume all the wheat raised within its borders or not, the markets of the world are clamoring for supplies and in response to the demand, the eyes of the industrial discoverers are turned toward the northwest. To dwellers in the southern and eastern states, the term northwest still means Minnesota, the Dakotas, Montana and Wyoming, Washington and Oregon; but in these states, the northwest has a wider meaning. It includes not only a great extent of territory on this side of the line, but also a vast expanse of fertile lands in Canada which are now being turned into productive farms and which in a few years will be among the greatest grain producing regions of the world.

When it comes to getting the product of these Canadian wheat fields to eastern markets, it is significant that, in the opinion of railroad builders, the best route is that which is afforded by the great lakes. This means that these inland waterways are to see still further increases in the amount of their commerce. The lakes have for two centuries played an important part in the upbuilding of the northwest. In recent years the best route for alone has grown so rapidly that the commerce of the " Soo " many times exceeds that of the St. Lawrence canal. A recent government bulletin shows that through the canal of the " Soo " during April of this year there passed 1,513,327 tons of freight, as against 1,200,128 in April, 1905. Last year there passed beneath the aerial ferry at the entrance to the Duluth-Superior harbor a total of 12,645 vessels, with a registered tonnage of 23,215,124. In the same time, there passed the Status of Liberty in New York harbor bound to and from foreign ports about 6,000 vessels. New York's great coastwise trade gave it first place, Duluth ranking second among American ports. That many of the modern lake carriers rank in size with ocean-going steamships is shown by the fact that the average net tonnage of the vessels which entered and cleared at Duluth in 1905 was 2,106. With the deepening of the Erie canal on the east the products of the northwest can be carried by water for three-quarters of the distance to the Atlantic coast, and this fact has evidently not been overlooked by the men behind Canadian railway projects.

Railroads in the Plan. The fact that American waterways will thus be utilized by the men who are back of the projects to tap the Canadian northwest adds to the interest in the subject on this side of the boundary line. Already lines of iron roads make a network over the wheat fields of Manitoba and the Canadian prairie.

Henry Murphy up Monday. South Omahans accused of accepting money from disreputable houses tried last week.

Music at Hansonoson Park.

Now, for the sake of argument, compare the work of a blacksmith with that of a pianist. The blacksmith's work is done with a hammer and anvil, and the pianist's with a hammer and strings. The blacksmith's work is done with a hammer and anvil, and the pianist's with a hammer and strings.

Fatal Accident at Kansas City. KANSAS CITY, June 15.—E. R. Poirer, a conductor on the Twelfth street electric line, was killed, and John Laiton, a motorman on the same line, suffered a broken leg, as the result of an early morning collision here today. No passengers were injured.

LIFE IN THE STRICKEN CITY

Busy Scenes in the Wrecked Section of San Francisco.

REBUILDING ALONG THE OLD LINES

Plans for a City Beautiful Discarded by the Necessities of the Present—Insurance Money Held Back.

There is something doing in San Francisco all the time. Constructive work and planning is going on day and night. The former is not going forward as rapidly as citizens desire, owing to the delay in settling the insurance. San Francisco newspapers and correspondents unparagonably pronounce the dilatory tactics of fire insurance companies in dodging payment of their obligations. Feeling runs high in this important matter, so high in fact that the state insurance commissioner threatens to annul the charters granted certain companies to do business in California.

There are a dozen or more "class A" buildings which came out of the earthquake and fire with only damaged or gutted interiors. The companies refuse to allow the owners to make repairs under threats that if they do so they will jeopardize their insurance.

Lake Superior in Command. While the greatest of railway projects now under way in the west center in the Canadian wheat fields the building of various short pieces of road in the western states tends to shorten the distance to the ports at this end of Lake Superior. A railway map shows many dotted lines where such routes are proposed. All these additions to existing railway systems mean additional commerce on the lakes.

Harnessing the Rivers. In this western country the harnessing of the rivers has already begun, and as a result of the work now being done on the St. Louis river, with its ultimate capacity of 200,000-horse power, projects are on foot not only for the establishment of many manufacturing enterprises, but also for the electrification of railroads. The solidly built new run north from Duluth to the great mines on the Iron range. It has been figured out that when Minnesota and the Dakotas have a population as dense as Massachusetts the three states will contain not less than 50,000,000 people, whose needs will be served by 5,000 miles of railway.

That time, of course, is still far distant, but the present growth of population in the northwest country indicates that the men who are laying out the lines which the railway mileage are making no mistake. And should the time ever come when the population of the northwest equals or exceeds the present population of the country, the proportion of the traffic on the railroads can only be conjectured, for they will be engaged in a chief means of communication between east and west, as they have always been since the days when only the birch bark canoes of the Indians were seen upon their waters.

Chinatown on Old Site. Chinatown is likely to rise again in the old site, the property owners' promising great and glorious things in the matter of buildings.

It is proposed to sink artesian wells along the lines of the streets for a reserve supply of water in case of future accidents to mains. An abundant supply of good water is available at 500 feet and it is estimated that the cost of the wells would not exceed \$2,000 each.

Some builders will probably try the experiment of erecting all-metal structures, with asbestos or cork linings. The architects say that the expansion and contraction of the metal will constitute no difficulty.

One block on Van Ness avenue will be covered soon with forty three-story flat buildings, each building containing six flats. There will be a central court 100x250 feet, to which there will be access from the street for delivery wagons, and under the court will be a big reserve tank of sea water from the Pacific ocean, in case of fire and a failure of the ordinary supply. The flats will cost \$500,000.

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ments, gifts from Spanish women, that the chimneys of the boiler might ring all the more sweetly. A terrible destruction lay all about the old mission. The great brick church of St. Francis, beside it, is a total wreck. The huge brick walls are everywhere cracked and a rain of bricks poured all over the mission church beside it.

The little church of the padres grandly weathered the great earthquake, with the magnificent brick church simply melted to pieces in its grip. An engine was even then before it preparing to tear down the menacing facade.

And here we heard the story of the brave fight made to save the old mission. "Men would have given their lives for it," said a woman near by. "It was the church of their forefathers, and they had grown up in its shadow."

The men grew desperate as they watched the fire sweep out to the mission and the old church seemed doomed. People had left their homes and were fleeing before the flames, when 200 men of the mission made a brave stand. Fiercely they fought, tearing down sheds or cottages that might feed the flames. An old well in a laundry yard afforded help. The men broke into deserted houses, seized sheets, table cloths, anything to fight the flames. It was a courage born of desperation and each man fought for that old mission as for his life. And they won their fight.

When General Funston on that memorable morning sent the trumpeters through the city to announce that the fire was conquered, it had stopped blocks beyond the old Mission Dolores—it had gone by on the other side. Almost the whole mission district is a wreck; its buildings destroyed by earthquakes and fire. But the mission of the padres looks out upon it all, peacefully as of old. Its chimneys stand tall, calling the faithful to worship, and its cross is still uplifted to the skies.

Reopening the Saloons. The Chronicle announces that the saloons of San Francisco will reopen July 1. Each of them will pay, in all probability, a license tax of \$50 a year. Some of them will be the annex of a grocery or other store. So much has been decided by Mayor Schmitz. "When the saloons do open," says the mayor, "I think they should be open for only a part of every day, say from 7 o'clock in the morning until 7 in the evening. This condition should exist for some time during the present conditions in San Francisco. This rule, of course, of opening and closing the places where liquor is sold does not apply to cafes and restaurants where liquor is not sold over the bar. "While it is not possible at present justly to limit the number of saloons in San Francisco, so as to reduce them to a minimum, I still believe that the number would be decreased by at least 1,000. The higher license, of course, will go a long way toward this end, and we will find some other means to bring about this result."



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Advertisement for Union Pacific Railroad Company and Union Pacific Land Agency. It includes text about fine farm and ranch lands, closing out lands in Western Nebraska, Colorado and Wyoming, and special excursion rates. It also mentions a hot water heating and plumbing system by Johnson.

Advertisement for Hutesson Optical Co. It features an illustration of a pair of eyes and text promoting eye examinations and the purchase of eyeglasses. It mentions 'HUTERSON METHOD' and provides the address 213 South 16th Street.