TIMELY REAL ESTATE TALK Homes That Are Making the West End a Beautiful Residence Section DISCRIMINATION IS THERE

Omaha Capitalists Might Engender Boom by Asking Lower Interest.

B

NEBRASKA FARM LAND IS ATTRACTIVE

Some Recent Deals Indicate Williamness of Outsiders to Invest in This State at Good Round Figures.

"If local capitalists would loosen up o their money and be content to make 6 per cent net on it. I believe there would be more activity this year than last in the erection of warehouses, at least as much." said i jobber the other day. "Not only do I be lieve many of the jobbers now here would erect new homes, but other jobbing houses would come if they could get places to do business. There would undoubtedly be another shoe house, another drug house and another dry goods company here befor long.

"One difficulty in the way of building is that the men with the money wan too big an interest on their money. Six o 7 per cent net to the builder, which mean 8 or 9 to the jobber, when taxes and othe fixed expenses are taken into consideration is too much to contract for on a long time lanse. It is not so bad just now, but i might be exorbitant under condition a few years from now. The owners use to be content with a lease contract while allowed them 5 per cent on their money Mrs. Nash gets 6 per cent net on the warehouses she is crecting for M. E. Smith & Co., and I am told she would not agree to put up another building without a larger profit. They want about 7 per cent net now This is due to the universal demand for money. There is not enough money in the country for all the business that needs it."

Nebraska farm land continues to advance and Douglas county dirt is right at the top. Joseph Connor, retired elevator man, sold his 400-acre farm six and one-half miles west of town last week for \$50,000, or \$125 an acre, and now he is complaining that he might have had more. Many residents of the city remember the time when that land was sold at \$3 an acre.

It is significant that the purchase was made by a capitalist of another state. He recognized the value of farm property near Omaha and decided to get hold of a good retail business, to the detriment of the farm before it went even higher than \$125. Of course the farm is well improved, or it would not have brought such a good price.

A hotel for colored people is to be established in a four-story building on Nineteenth street between Nicholas and Paul streets, which has just changed hands. Dr. J. H. Hutton has acquired the property, consisting of two lots and the building, from S. A. Megeath and Harry Maro witz, and will use it for hotel purposes The property brought \$9,000. In 1901 it was sold under mortgage foreclosure for \$6,000. The building alone cost \$18,000 eighteen years ago, but the financial depression of the '90s made it a losing investment for the builder.

February 1 will see the beginning of the demolition of the buildings on the east side of Sixteenth street between Capitol avenue and Davenport street, where Herman Cohn will erect a building the whole length of the block as soon as the fite is cleared. All leases will expire on or before February 1. The buildings are all small, some of them frame structures, and they can be removed quickly. Specifications, which call for the removal of all wreckage by March 1, have been issued to contractors. Construction on the new building will be started immediately after March 1.

HOME OF DR. P. T. BARBER, 4151 DAVENPORT STREET nents. Through the agency of the Byron for sixteen years has been doing business in a five-story building at Ninth and Jack Reed company he has bought two large houses, which he will hold as income bear- son streets, and which has so far outgrown rs and also as investments. One is at that structure that it is now compelled to

Thirty-seventh and Jackson streets and use storage room in another part of the wholesale district. The site has not been another is in the Hanscom park district. announced, and indeed the negotiations for Mr. McCune spends his winters in Omaha, topping at the Merchants hotel, and says its purchase have not been completed. The building proposed is seven stories in height, ie sees no city in all his travels which ooks better for an investment than Omaha. 66 feet in width and 182 feet in length, and will cost between \$30,000 and \$100,000 to

about three years ago.

Off Running Costs for

the Year.

build. The company's lease on its present Among the realty men of the city there is much argument pro and con regarding quarters will expire early in 1908 and Presi-the opening of Twenty-fourth street. Some dent Weller wants to have the new builddent Weller wants to have the new building completed by that time. The building think the street ought to be opened past now occupied by the concern belongs to Creighton university to Cuming street, with John H. Green. the ultimate idea of a street car line from

Cuming to Leavenworth street down Twenty-fourth. Many declare that such W. J. Hynes has bougth from Ebenezer a line would draw a certain amount of L. Brownlee a long two-story store and flat building at Sixteenth and Corby streets. Mr. Hynes paid \$33,000, trading in downtown district and at the same time some property at Hastings, Neb., where he would spoil Twenty-fourth street as a resiformerly lived. The lot is \$6 by 158 feet dence street. and is entirely covored by the building,

The Young Women's Christian association is to make a final effort in the next two weeks to raise the \$12,000 or \$15,000 necessary to complete the building fund. Contracts for the erection of the new home will not be let until this amount is secured, say the women, but as soon as i is raised the specifications will be given to contractors that bids may be secured and contracts awarded in time for building operations early in the spring.

Rome Miller is having some work don on the Rome hotel not called for in the original contract. It is the addition on a part of the building of another story, which will be used for servants' quar-The new structure is about ready ters. for the roof. It has been connected with the Brunswick block section of the old Iler Grand, and the front of the Brunswick has been boarded up in preparation for a remodeling, which will include an entrance and large lobby.

The Omaha Real Estate exchange has put itself on record as demanding of the legislature provision for an increase in the appropriation for Omaha parks and the appropriation for streets and paving and a change in the landlord and tenant made in the following table: law, which will make it possible for the

NEW ERA OF CANAL BUILDING

rojects Under Consideration that Would Cost a Eillion of Dollars.

SOME REAL ENTERPRISES UNDER WAY

Connect Great Lakes with Gulf and Ocean and to Irriante Arid West.

Another canal building era has come to the United States and Canada. The Panama canal and the improvement of the Erie canal are two enterprises that mark it, and other notable projects are contemplated or under way. The first canal era was after the Revo-

utionary war. It lasted until the railroads which contains six stores and six flats. came. They practically killed the canals. Mr. Brownlee paid \$25,000 for the property The great railroad systems are now nearly all built and a new development of the transportation problem is under way CUT IN COUNTY EXPENSES of such a magnitude that few persons except engineers realize what is going on.

Thirty-Five Thousand Dollars Lopped The reason that new canal projects have sprung up is that it is asserted that it costs only one-fourth, as a rule, to carry freight in bulk by inland water transportation of what it costs by rail. A cut of \$35,000 in the estimate of the Railroads are better adapted to carrying

unning expenses of the county for the freight in small parcels, so to speak, than oming year is provided for in a resolution in great bulk, say the advocates of canals. y Chairman Ure of the finance commit-A 1,000-ton barge, it is declared, will carry ee, which will be acted on at a meeting as much freight as a train of 100 cars, and of the county board this afternoon. The there is little fuel to be burned to add to estimate which it is believed will be the cost. The belief has arisen in the adopted by the board provides for an exminds of some capitalists and engineers penditure of \$495,000. Last year the esti- that the canals, by moving freight of great mate was \$530,000 and the year before that bulk, will cheapen the cost of manufacture 1625,000. This will make a reduction of and thus increase the output of what the \$139,000 in the estimates for the running railroads can handle profitably in smaller expenses of the county in the last two bulk.

Ore Carriers Interested.

The reduction under the estimates of A demonstration of this has come with last year comes in the road, bridges and the carrying of iron ore to the mills in bond sinking funds.' In the first two funds Pittsburg. It costs more to haul the ore the cut is \$10,000 in the third \$15,000. A by rail from Ashtabula, O., to Pittsburg, boulevards, provision for an increase in comparison of the estimate in the resolution less than 150 miles, than it does to carry the with the estimates of previous years is same ore nearly 900 miles from the Lake Superior mines to Ashtabula. 1906. 1906. 1907. 1906, 1906. \$290,000 \$290,000 \$350,000

And curiously enough the gre projects now contemplated, but not yet

under way, center about Pittsburg. There

are two schemes to connect the Ohio river

and Lake Erie, and another scheme to con-

nect Pittsburg with Chesapeake bay. If

they go through Pittsburg's place as a

manufacturing center will remain abso-

lutely secure, the engineers says, and the

York was through the building of the Erie

will be developed as rapidly as New



HOME OF EARL EIPLINGER, FORTY-THIRD AND DODGE STREET

The Georgian bay enterprise will shorten \$40,000,000 has been authorized for these that distance by several hundred mlles. canals and it will surprise most folks to Another scheme along the same lines tnow that work has been begun on no less than twenty-two separate projects and that is to build a canal from Georgian buy be the means of getting some facts before already more than 1.200 miles of these to Lake Ontario near Toronto. This is a Vice President W. B. Biddle of the Red already more than 1,200 miles of these

> is adopted, although it may come later if that canal should prove profitable and here is room for both

Washington a Canal Booster. re under consideration in this country cost of about \$10,000,000. It will save many miles in the water trip from New York to Boston and it is thought will reduce the Massachusetts coast shipwrecks to a minimum. August Belmont then dig another to Ashtabula.

& Co. have undertaken the work and it is announced that operations will begin within a year. It will require only three years to finish it after it has been begun. This canal across Cape Cod is only one is to be developed probably at great cost. of a chain of canals that are projected along the Atlantic coast for an inland passage for small craft. The plan is to make the Delaware & Raritan canal across New planned to extend it to St. Louis. Jersey navigable for torpedo boats, and to treat the Delaware & Chesapeake canal in

the same way. Vessels would then pass down the Chesaseake bay to Norfolk, where they would nter the Dismal Swamp canal by enlarging the famous Jericho canal. Passing through the North Carolina sounds and around Hattéras the inland passage would soor strike the North Florida coast.

A canal across Florida would not be lifficult engineering feat, and thus the inited States would secure a passage for mail craft from New England to the Gulf of Mexico. It would be invaluable for small naval vessels in time of war. With the construction of the Cape Cod

prosperous industries there. canal the establishment of an inland waterway becomes feasible and would not be excessive in cost. The distance across New Jersey is only about forty miles and the distance from the Delaware to the Chesapeake is less than twenty.

The Dismal Swamp canal would be under fifty miles. The rest is a mere matregion will be benefited. ter of dredging. If the Cape Cod canal is dug, engineers say it is only a question of time before the full inland passage scheme will be adopted by the federal despening the channels, which really government for the sake of self-protection amounts to the promotion of canal navigaif for no other reason.

Plenty of Game in Grain Rates for Legislative Hunters. OMAHA GETS SHORT END OF DEALS St. Joe & Grand Island Helps Kansas City and Omaha Road Boosts Minneapolis Against This City.

1 3

There seems to be a feeling that the Cobraska legislature now in session wi ook into the grain rate situation in th state very carefully," said a local grain man. If that is done, the legislators will find, among other things, that one Nebraska railroad, the St. Joseph & Grand Island, is charging 14 cents on corn and oats for a haul of 150 miles within this state while hauling to Kansas City, 250 mil from the same point of origin, for 15 cents, that another Nebraska road, the Omaha charges 125 cents on corn and oats within the state, and hauls from the same poin to Minneapolis, 345 miles, for 14% cents,

"These instances are not isolated, but are typical of the Nebraska situation. I the Nebraska legislators wish to do som 'equalizing,' the field is ready. Omaha grain dealers would not ask for anythin better than 'equalization' on a mileage basis with Minneapolls on the north and Kansas City on the south. If that were accomplished, the Omaha market would be second to Chicago in 1907.

"Beside keeping fresh in the minds o Omaha shippers the discrimination of the Rock Island-Frisco system against Omaha, the recent circular of the Commercial clut and the Omaha Grain exchange may also shorter project, but it will probably not Island," said a member of the Grain exbe undertaken if the Ottawa river scheme change. Saturday, as he glanced over the circular in question.

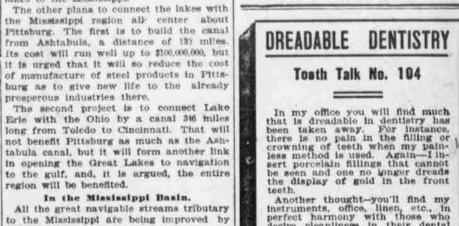
"In a discussion which was had between the Omaha people and Mr. Biddle, he tool the position he had no desire to antagonize Nearly all the other canal projects which this market or to promote the Karson City market. It may be, when he learns th have to do with the Mississippi valley re- position taken by the Kansas City Board gion. Washington first originated this of Trade in openly boasting of the ad scheme. He wanted to run a canal from vantages Kansas City has secured at the the Chesapeake across to Pittsburg and expense of Omaha and St. Louis, Mr. Riddle will raise some objection to having

The idea was given up because of the his roads used merely as an instrument great cost. He also wanted to connect the to promote the growth of Kansas City at Mississippi with the Great Lakes, a feat the expense of Omaha and St. Louis. which has been accomplished and which "The reason of Kansas City's determina-

tion to deprives Omaha of its natura Chicago has already built a great canal geographical advantage is evident, when more than forty miles to discharge the the annual report of the Kansas City ity's sewage into the Mississippi. It is Board of Trade is analyzed and it is found that the receipts of grain at Kansas City Meantime a canal has been constructed decreased nearly 10,000,000 bushels under

even feet in depth from Hennepin, Ill., to 1966, while during the same period the rehe Rock river, running along that stream celpts at Omaha increased about 10,000,000 to the Mississippi at Rock Island. It is the bushels." nost pretentious bit of canal building that

this country has seen in recent years. It Now is the time to make your wants solves the problem of navigation from the known through The Bee Want Ad Page



Another thought-you'll find my instruments, office, linen, etc., in perfect harmony with those who desire cleanliness in their dental

DR. FICKES, Dentist

'Phone Doug. 537. \$38 Hee Bldg.

Waterways to Carry Ore to Pittsburg,

canals have been constructed. Canal Across Cape Cod. No one needs to be informed of the magnitude of the Panama and Erie canal projocts. The latest enterprise of this kind to be taken up is the construction of a ship canal twelve miles long across Cape Cod at

Van A. Wirt has bought from F. D. Wead a house and lot at 4158 Cass street. F. W. Chapman has bought from Z. G. Rood two acres just south of the Country club and will erect a house on the land.

The Waterloo Creamery company exin his rights by a bond furnished by the pects to close a deal in a few days for the landlord, the bond to be forfeited in case erection of a new creamery building on of unjust dispossession. The right of lien Jackson street just west of Sixteenth. The on the property of the tenant to compel building planned is one story in height, is payment of rent is not asked, as a clause 68xi22 feet, and will cost something over with such a provision in the proposed bill statute will permit. \$20,000. The creamery company proposes might cause the defeat of the whole measured to lease the building for twenty years. ure.

Another wholesale building in prospect. William McCune, western representative of the Buffalo Bill show, has made several according to C. F. Weller, is one proposed purchases of Omaha property as invest- by the Richardson Drug company, which

Funds. General landlord to get the tenant out of a build-Road Bridge Bond sinking ... Soldiers' relief ing, a thing which seems impossible under existing circumstances. The realty mon want a law by which an owner can have ..\$495,000 \$530,000 \$625,000 a tenant ejected at any time by a quick Totals process of law, the tenant to be protected

years.

The county commissioners are much gratified at the prospect of being able to nake such a substantial cut in the estimate and at the same time can see their way clear to keep the county on a cash basis as nearly as the provisions of the

> The commissioners met Saturday morn ing in committee of the whole and were in session until after 12 o'clock. An adjournment was taken until 3 o'clock.

75,000 75,000 45,000 10,000

Overdue Bark Sighted.

SAN FRANCISCO, Jan. 12.-The bark Big the great scheme of federal irrigation in . Bonanza, which was cast adrift by the the west by which more than 3,000,000 acros tug Samson during a storm on January 5. of land will be added to our cultivable while being towed to Portland, and had not since been seen, is now a few miles off the to \$300.000,000.

85,000 85,000 60,000 10,000

90,000 75,000

100,000

city.

canal.

Golden Gate and will soon enter this port.

Canada's Tidewater Scheme. Aside from the Cape Cod project the most costly tidewater enterprise in con

gian Bay and Tidewater Ship canal from Lake Huron across the peninsula to the Ottawa river and down that to the St. Lawrence river. Canada has always fought railroads with canals. In that way it has made the St. Lawrence a mighty tributary to its prosperity.

This new scheme is to allow boats from But aside from the navigable canals prothe Great Lakes to avoid Lakes Erie and posed, a large number of which will probably be dug in turn and the cost of which Ontario in their passage to the sea and will amount to hundreds of millions of dolthus divert largely the grain trade of the lars, there is a great scheme of canal buildnorthwest from the United States. The ing right in the United States that persons scheme will cost more than \$100,000,000 and the east know almost nothing of. It is its details are under consideration by the

Canadian government. The other great canals now in use in this country are the two at Sault Ste tomain and which will cost from \$200,000,000 Marie, the St. Clair canal and the Welland canal, all of which furnish an outlet Already the expenditure of more than from Lake Superior to the St. Lawrence.

tion, and when the general scheme of im proving these highways of co finished it is estimated that more than 4,000 miles of inland water transportation for templation is that of building the Geor- freight in bulk will be added to the country's facilities.

In the Mississippi Basin.

iakes to the Mississippi.

Another canal in contemplation is a little me across the end of Michigan's peningula in Lake Superior, and still another that has been suggested is across eastern Massachusetts from Narragansett bay to Boston. The latter, however, is likely to remain in abeyance until the Cape Cod experiment is worked out.

Altogether, counting in the Panama anal and the Erle canal improvements, there is in contemplation an expenditure of nearly a billion dollars in the proposed canal improvements in this country and Canada

Busiest Canals in the World. The busiest canals in the world are those

which now permit the passage of ships to nd from the great lakes. With the open ing of the Panama canal it is regarded as certain that a demand will be made for ship transportation from the lakes to the gulf, through either of the two projects of canals through Ohio and the improvement of the canal already in existence across

or yield a solid success. One of Illinois. The Cape Cod enterprise is likely to be the best aids to success is to the first of this development of inland and save. We will help you to save. tidewater canals, and the canal from Ashtabula to Pittsburg is likely to be the next. Be it a large or small amount it Already there is a canal along the Potomac makes no difference. If you up to Cumberland, Md., and it is declared o be feasible to cross the watershed to save something every week you Pittsburg. will soon be on the road to pros-With two canals direct from Lake Erie

Pittsburg and the present open water to the gulf by way of the Ohio river, and with a ship canal to the Atlantic, it is declared Pittaburg would become an inland part with such advantages as are possessed at presen or in prospect by no city in the world.

loans made at reasonable rates. Irrigation Projects in West. The irrigation scheme in the west derive Omaha Loan & Building Ass'n, its revenues for construction from the sale public lands. There is scarcely a state S. E. Corner 16th and Dodge Sts. the far west that is not to have one of hese great canals. G. W. Loomis, Pres. G. M. Nattinger, See'y

The water of freshets is to be impounded and enormous dams, some of which, in canons, will be more than 300 feet high, will Shimer & Chase Co. be constructed. Major J. W. Powell, for many years director of the geological survey, was the first advocate of the great irrigation schemes. It was his dream, and nearly two years

ago his dream was first realized, when the waters of the Truckee river in Nevada "Be it ever so humble were turned into the Carson river and impounded to supply irrigation for more than 50,000 acres of land that was practically useless hitherto because of arid conditions. Work is going on so fast in the twenty two projects under way that it is hard to keep up with its results. In Colorado more than five miles of tunnels have been made in the mountains near Gunnison for great water channels. Roads, bridges and side branches are being made in connection with the various main ditches on which dredges are at work, and already an army of men is employed in the broadest scheme ever known to enrich and reclaim arable lands by the use of water. The Chinese built their great canal from Peking to Hangkow in the seventh century. France has the largest development of a nal building of any country in the world. the total length of its inland waterways being 7.429 miles as against 6.214 for Ger

Collections by Treasurer.

1,242 for Beigium.

County and City Treasurer Fink re-ports that during 1906 his office received in 213.78 interest from banks on daily de-posits. The county received the sum of \$15,000 in surplus fees, such as collection of taxes for city and state.

many, 2.907 for the United Kingdom and



is not always swift. Seldom do

'Get Rich Quick'' schemes of

any kind prosper for very long

perity. We pay six per cent in-

terest on savings accounts and

Homestead monthly payment

Builders of Modern Houses

Your means must determine the

size of your investment. Happi-

ness and contentment is quite as

often found in a cottage as a

palace. Draw a pencil sketch of

the house you would build. We

develop ideas and relieve you of

all the details of construction.

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Dauglas 3867

LAWN-CEMETERY

ANCHOR FENCE COMPANY,

207 North 17th St., Omaha.

1218

There's no place like home."

\$1.00 will start you.

Building Record for 1906 Shows Small Increase

Building for 1906 shows an increase of 1 the tightening of the money market in the who are familiar with the situation in the per cent over 1966. The small percentage east and the difficulty in securing building leading cities prodict that the results for of gain is due to the heavy decrease in loans in wide contrast with the conditions 1907 will be equally satisfactory. building in New York City. Were Manhat- which prevail elsewhere. The increases in 40 per cent. In twenty-seven cities it will be seen Cincinnati, 37 per cent; Pueblo, 18; Indianwere losses. It is significant that in New York City there was a decrease of 18 per cent, while the other principal citles show gains. The decrease is due undoubtedly to

Building Record for

New York, Manhatian and Bronz

New York, Brooklyn

ladephia.

Louis.

.08 Angeles.

veland.

Washington. Kansas City

llwaukee

linneapolis.

Pittsburg ...

etrolt

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Newark.

Paul

hester

tianta

naha. Dallas

ew Orleans.

wester.

okane.

Ver

eration the increase would have been 8 per but some of the interior cities at remote cent. Official reports to the Construction points show remarkable gains. The Pacific News from thirty-nine leading cities show coast cities show remarkable activity. Chithat permits were taken out for the con- cago and Brooklyn each gained I per cent. struction of 129,457 buildings, involving a while Philadelphia's increase was 16 per total cost of \$556,873,721, against 122,08 build- cent. Other gains were Seattle, 76; Duluth, ings aggregating in cost \$553,588,390 for 1905. 65; Tacoma, 60; Atlanta, 57; Salt Lake City, an increase of 7.039 buildings and \$3,455.\$31, 53; Toledo, 50; Cleveland, 35; Worcester, 29; or 1 per cent. This is unquestionably the St. Louis and Detroit, each 27: Los Angeles, high record for building operations in this 18; Buffalo, 17; Lincoln, 15; St. Paul, 13; country. The increase in 1905 over 1904 was Louisville, 12; Dallas, 12; Denver, 12; New Orleans, 9. Decreases are to be noted in

there were increases for the year ranging apolis, 20: Davenport, 6; Washington, 14; as high as 76 per cent, while in ten there Topoka, 11.

No. Cos Bldgs. 190

Food for reflection is found in the table tan and the Bronx not taken into consid -.- the other large cities were only moderate, of building operations for December as presented below. There are two features capecially worthy of consideration. It shows very clearly the effect of the mild weather and also indicates pretty definitely the remarkable growth of smaller cities of the country.' While there was a decrease of 18 per cent compared with the corresponding month a year ago, there were some

phenomenal gains. The notable increase in building in Dayenport is due to the granting of a permit for a new hotel to cost \$250,000. Seattle's big increase is accounted for by a permit for a five-story jail and hospital to cost \$325,000. The figures in detail for the year

67

171 19 16

175

74

48

600 92

As a result of the open winter building and for the months as given by the Concontinues active in all sections and people, struction News are:

200 534 41

159 510 30

2.999

\$27,954,180

Building Record for December, 1904. 0st-1905. -Per Cent-Gain. Loss.

| | | | | | | CITY- | No. Bldgs. | Cost | No. Bidgs | Co |
|-----------------------|------------|---------------|-----|-------|-------|---|---------------|-------------|--------------|------|
| Twe | lve M | onths, | 100 | 6. | | New York, Manhattan | | | | |
| 8t | No. | Cost- | -Pe | Ce | nt→ | and Bronx | | \$3,405,000 | 015 | \$10 |
| 06. | | 1965. | | in. L | | New York, Brooklyn | 734 | 1,869,934 | 853 | - 6 |
| - A | | | | | | Chleago | 568 | 1,108,650 | 448 | 5 |
| 06,025 | 4.876 | \$168,180,1 | 174 | 22 | 18 | St. Louis | | 2,168,106 | 499 | 1 |
| 68,115 | 32.927 | 70,608,4 | | 1. | 14 | Phindephia | 881 | 2,038,045 | 705 | - 3 |
| 98,330 | 8.337 | 63, 455, 6 | | .1 | 4.8 | New Orleans | | 1,250,050 | 235 | -1 |
| 11.510 | 10.938 | 34,822.1 | 35 | 10 | | Detroit | | 1,882,750 | 248 | 1 |
| 42.658 | 8,234 | 28,434.1 | 134 | 21 | - 22 | Kansas City | | 1,250,775 | 269 | |
| \$8,520 | 9,643 | 15,382,0 | 067 | 18 | | Los Angeles | | 950,445 | 787 | |
| 35,883 | 2,161 | 15,007,3 | 521 | 5 | | Milwaukee | | 775, 161 | 178 | |
| \$2,350 | 4,021 | 10,462, | | - 22 | | Washington | | 606,611 | 295 | Χ. |
| 24,778 | 3,946 | 9,702. | | 35 | 10.00 | Cleveland | | 589,094 | 338 | 11. |
| 50,610 | 4,651 | 14,569. | | 1.6 . | 14 | Rochester | | 671,650 | 100 | |
| 55,490 | 4.047 | 10.917.4 | | 1.4 | 1 | Denver | | 618,025 | 198 | |
| 18,104 | 4.166 | 9,806, | | 1000 | 100 | Minneapolls | 180 | 482,710 | 391 | |
| 68,230 | 4,825 | 8,905, | | . 6 | ** | St. Paul | | 409,845 | 147 | |
| 67,690 | 2,876 | 7,491, | | \$7 | 4.6 | P.ttsburg | 175 | 450,708 | 207 | |
| 26,455 | 2,492 | 10.277. | | - X - | | Des Moines | . 36 | 43,600 | 19 | |
| 07,661 | 2,644 | 6,187,1 | | 38 | 100 | Buffalo | 181 | 451,000 | 171 | |
| 01.996 | 5,443 | 6.374. | | - 8 | - 22 | Portland | 245 | 874,468 | 123 | |
| 67,676 | 5,489 | 9,709, | | 12.1 | 37 | Newark | 129 | 372,006 | 178 | |
| 5,844 | 1.567 | 6,671. | | - P - | 115 | Atianta | , 191 | 889,219 | 216 | |
| 46,898 | 2,099 | 7,113, | | +1 | 20 | Davenport | • | 260,150 | | |
| 05,881 | 21220 | 5,089 | | | | Toledo | | 253,000 | 111 | |
| | 2,556 | 4,518, | | 12 | 1.55 | Omaha | 62 | 219,675 | - # - | |
| 44,609 | 8,417 | 8,207. | | 67 | | Grand Bapids | 104 | 144,270 | 81 | |
| 13,065 | 550 885 | 2,344, | | 50 | 1.1 | Tacoma | - 201 | 111,800 | 감 | |
| 81,000 | 1.517 | 4,387, 2,816, | | - 241 | - 2 | Allegheny | | 114,000 | 110 | |
| 67,654 | 512 | 2,816, 2,441. | | 20 | | Luiuth. | | 20,000 | 100 | |
| M9.775 | 1.4.8 | 1,906 | | - 60 | 4.8 | Lincoln | | 28.250 | | |
| 61,825 | 4,7.0 | 1,003, | | 10 | 193 | Louisville | 174 | 976 716 | 10 | |
| 104,044 | 569 | 1,491 | | 10 | 1.25 | Cincinnati, | 281 | 900 821 | 894 | |
| 181.962 | 1,485 | 2.145. | | 100 | 14.5 | Dalias | | 201, 200 | 100 | |
| 63,708 | 784 | 2,230 | | . * | 1 | Worcester | 11 | 69.407 | 12 | |
| 120,438 | 7,167 | 6.704. | | 24 | 1.0 | Salt Lake City | . 20 | 48,500 | 12 | |
| 21,905 | 963 | 1,136 | | 15 | 2.6 | Mobile | | 34, 455 | - 27 | |
| 121,461 | 190 | 1.139 | | 1.0 | 14 | Pueblo, Colo | 1 17 | 18,700 | 11 | - 4 |
| and the second second | 0.00 | 81.3474 | | | | a secondary to the second second second | | 40,700 | | |

anapolls

Topeka, Kan.

Total.

.139,457 \$556,895,721 132,418 \$558,388,899

CHICAGO & NORTHWESTERN RAILWAY CO.

Results Speak Louder Than Words

NORFOLK, Neb., Dec. 10, 1906.

Equitable Life Assurance

Society of the U.S.

PAUL MORTON, President.

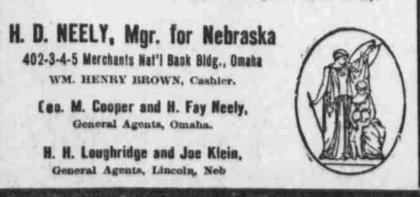
"STRONGEST IN THE WORLD"

Mr. William Henry Brown, Cashier,

The Equitable Life Assurance Society of the U.S., Omaha.

Dear Sir: I beg to acknowledge the receipt of your valued fafor of the 7th inst. inclosing check for \$306.52, the same being the amount set aside as surplus to the credit of my 20-year semi-tontine policy No. 336,466, for \$1,000, on which the 20-year period expired on November 27th. I am satisfied that this settlement is just and liberal, considering that I have had the protection for 20 years, and have my original policy in force at no increase in premiums, and, besides, I will receive annually, after the current year, the dividends which may accrue to my policy.

I have always had the greatest confidence in the strength and reliability of the Equitable Life Assurance Society, and never have once lost faith in it. I am only sorry that I was unable to take a \$5,000 policy when your agent called on me 20 years ago. Yours H. C. MATRAU, Agent C. & N. W. Ry. truly,



Total.

Duluth Salt Lake City Grand Rapids... 1,249 691 7,465 633 349 153 547 215 Allegheny. attle oblie 251 545 228 1.863 286,104 3,801,859