

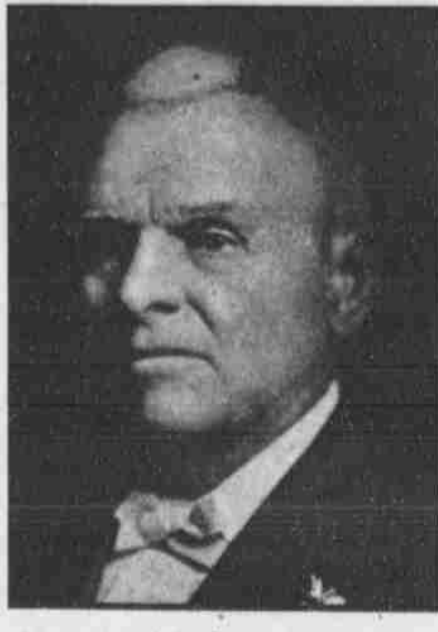
Some Prominent Executive and Administrative Officials of Omaha



LOUIS BERKA, Councilman.



LOUIS BURMEISTER, Councilman.



G. F. BRUCKER, Councilman.



FRED SCHROEDER, Councilman.



A. C. KUGEL, Councilman.



CHARLES M. DAVIS, Councilman.



GEORGE W. CRAIG, City Engineer.



T. J. FLYNN, Street Commissioner.



WALDERMAN MICHAELSON, City Electrician.



C. O. LOBECK, City Comptroller.



JAMES C. DAHLMAN, Mayor.



DAN B. BUTLER, City Clerk.



C. H. WITHNELL, Building Inspector.



JOHN C. LYNCH, Plumbing Inspector.



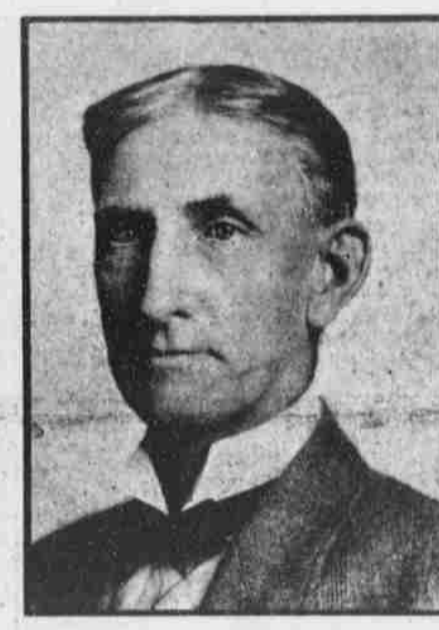
ROBERT U. WOLFE, Boiler Inspector.



G. R. YOUNG, D. V. S. City Veterinarian and Dairy Inspector.



BYRCE CRAWFORD, Police Judge.



C. T. DICKINSON, City Prosecutor.



CHARLES A. SALTER, Chief of Fire Department.



J. J. DONAHUE, Chief of Police Department.

WORK OF OMAHA'S CITY GOVERNMENT

Some Details Concerning Immense Activities of Municipal Administration.

GREAT BUSINESS ORGANIZATION

Affairs of the City Looked After by Army of Employes.

MILLIONS IN CITY IMPROVEMENTS

Parks, Buildings and Other Property of Much Value.

CASH BALANCE LOOKS LARGE

Some Tabular Facts About the City and the Men on Whom the Conduct of Its Business Has Been Placed.

Almost large enough for a state capital, Omaha's city hall building stands near the crest of the Farnam street hill, alongside the Bee building, an enduring monument to Omaha's municipal greatness.

more bit of reminiscence, and today Omaha's strong box is plenteous.

Table with 2 columns: Item and Amount. Includes Cash Balance August 9, 1910, Merchants National, Omaha National, U. S. National, City National, Police relief fund, U. S. National, Merchants National.

Total cash on hand... \$1,796,755.17. The bonded debt of Omaha at the present time, exclusive of special street improvement obligations of short time, aggregates \$5,700,000, which by comparison with several other cities of the Omaha class, is considered by municipal experts to be a good showing.

Fortune in Public Buildings. It is estimated that the city of Omaha has approximately \$3,000,000 represented in public buildings and parks. Entering into this \$3,000,000 total are such items as city hall, public library, several parks, fire stations, city hall and school properties.

Omaha's Official Roster. The personnel of the city's official roster is as follows: James C. Dahlman, mayor; Dan R. Butler, city clerk; Frank A. Furry, city and county treasurer; C. O. Lobeck, comptroller; Harry E. Burnam, city attorney; Charles H. Withnell, building inspector; George W. Craig, city engineer; Thomas J. Flynn, street commissioner; Ralph W. Connell, health commissioner; Waldemar Michaelson, city electrician; John C. Lynch, plumbing inspector; Joseph Scully, milk commissioner; Robert J. Wolfe, boiler inspector; Richard A. Schneider, license inspector; C. T. Dickinson, city prosecutor; John J. Maloney, clerk police court; Wood H. Hartley, city abstractor; A. B. Waggoner, pound master; John J. Killian, market master; Richard A. Schneider, license inspector; John G. Pegg, inspector weights and measures; G. R. Young, city veterinarian; Of the foregoing offices, all are elective from mayor to city engineer. From street commissioner to the end of the list, the officers coming under the appointive system.

Personnel of the City Council. The following names indicate the personnel of Omaha's city council at the present time, and the ward represented by each: G. F. Brucker, president city council; Charles M. Davis, temporary president; Louis Berka, First ward; Lee Bridges, Second ward; Louis Burmeister, Third ward; L. B. Johnson, Fourth ward; G. F. Brucker, Fifth ward; W. S. Sheldon, Sixth ward; Fred Schroeder, Seventh ward; A. C. Kugel, Tenth ward; J. B. Hummel, Eighth ward; Thomas McGovern, Ninth ward; M. F. Funkhouser, Eleventh ward; C. M. Davis, Twelfth ward.

Activity in Public Improvements. During the year 1909, Omaha expended \$55,471.51 for street improvements, distributed as follows: Pavements—Asphalt... 2.96 miles; Brick... 5.41 miles; Stone and cement... 4.49 miles. Total... 12.86 miles. Cost, \$34,712.25.

City is Well Policed. Chief of Police John J. Donahue has 135 men in his department. In the selection of policemen, Omaha applies all of the tests that experience in policing a large city has proven to be necessary. Omaha policemen are physical giants, comparing well in physique with the Broadway squad in New York or the best to be found in any other city.

Ready to Fight Fire. The Omaha fire department, under command of Chief Charles A. Salter, is one of the best in the United States. All that is effective and modern has been included in the fire-fighting paraphernalia, and the percentage of loss from fires in Omaha is remarkably light.

Omaha's Fire Force. Engine Companies—No. 1, South and Jackson... 14; No. 2, North and Jackson... 12; No. 3, Eighteenth and Harney... 12; No. 4, Eighteenth and Harney... 12; Hose Companies—No. 1, Eighth and Pierce... 4; No. 2, Third and Jackson... 4; No. 3, Fort and Hamilton... 4; No. 4, Twentieth and Dorene... 4; No. 5, Twentieth and Dorene... 4; No. 6, Twentieth and Dorene... 4; No. 7, Twentieth and Dorene... 4; No. 8, Twentieth and Dorene... 4; No. 9, Twentieth and Dorene... 4; No. 10, Twentieth and Dorene... 4; No. 11, Twentieth and Dorene... 4; No. 12, Twentieth and Dorene... 4; No. 13, Twentieth and Dorene... 4; No. 14, Twentieth and Dorene... 4; No. 15, Twentieth and Dorene... 4; No. 16, Twentieth and Dorene... 4; No. 17, Twentieth and Dorene... 4; No. 18, Twentieth and Dorene... 4; No. 19, Twentieth and Dorene... 4; No. 20, Twentieth and Dorene... 4; No. 21, Twentieth and Dorene... 4; No. 22, Twentieth and Dorene... 4; No. 23, Twentieth and Dorene... 4; No. 24, Twentieth and Dorene... 4; No. 25, Twentieth and Dorene... 4; No. 26, Twentieth and Dorene... 4; No. 27, Twentieth and Dorene... 4; No. 28, Twentieth and Dorene... 4; No. 29, Twentieth and Dorene... 4; No. 30, Twentieth and Dorene... 4; No. 31, Twentieth and Dorene... 4; No. 32, Twentieth and Dorene... 4; No. 33, Twentieth and Dorene... 4; No. 34, Twentieth and Dorene... 4; No. 35, Twentieth and Dorene... 4; No. 36, Twentieth and Dorene... 4; No. 37, Twentieth and Dorene... 4; No. 38, Twentieth and Dorene... 4; No. 39, Twentieth and Dorene... 4; No. 40, Twentieth and Dorene... 4; No. 41, Twentieth and Dorene... 4; No. 42, Twentieth and Dorene... 4; No. 43, Twentieth and Dorene... 4; No. 44, Twentieth and Dorene... 4; No. 45, Twentieth and Dorene... 4; No. 46, Twentieth and Dorene... 4; No. 47, Twentieth and Dorene... 4; No. 48, Twentieth and Dorene... 4; No. 49, Twentieth and Dorene... 4; No. 50, Twentieth and Dorene... 4; No. 51, Twentieth and Dorene... 4; No. 52, Twentieth and Dorene... 4; No. 53, Twentieth and Dorene... 4; No. 54, Twentieth and Dorene... 4; No. 55, Twentieth and Dorene... 4; No. 56, Twentieth and Dorene... 4; No. 57, Twentieth and Dorene... 4; No. 58, Twentieth and Dorene... 4; No. 59, Twentieth and Dorene... 4; No. 60, Twentieth and Dorene... 4; No. 61, Twentieth and Dorene... 4; No. 62, Twentieth and Dorene... 4; No. 63, Twentieth and Dorene... 4; No. 64, Twentieth and Dorene... 4; No. 65, Twentieth and Dorene... 4; No. 66, Twentieth and Dorene... 4; No. 67, Twentieth and Dorene... 4; No. 68, Twentieth and Dorene... 4; No. 69, Twentieth and Dorene... 4; No. 70, Twentieth and Dorene... 4; No. 71, Twentieth and Dorene... 4; No. 72, Twentieth and Dorene... 4; No. 73, Twentieth and Dorene... 4; No. 74, Twentieth and Dorene... 4; No. 75, Twentieth and Dorene... 4; No. 76, Twentieth and Dorene... 4; No. 77, Twentieth and Dorene... 4; No. 78, Twentieth and Dorene... 4; No. 79, Twentieth and Dorene... 4; No. 80, Twentieth and Dorene... 4; No. 81, Twentieth and Dorene... 4; No. 82, Twentieth and Dorene... 4; No. 83, Twentieth and Dorene... 4; No. 84, Twentieth and Dorene... 4; No. 85, Twentieth and Dorene... 4; No. 86, Twentieth and Dorene... 4; No. 87, Twentieth and Dorene... 4; No. 88, Twentieth and Dorene... 4; No. 89, Twentieth and Dorene... 4; No. 90, Twentieth and Dorene... 4; No. 91, Twentieth and Dorene... 4; No. 92, Twentieth and Dorene... 4; No. 93, Twentieth and Dorene... 4; No. 94, Twentieth and Dorene... 4; No. 95, Twentieth and Dorene... 4; No. 96, Twentieth and Dorene... 4; No. 97, Twentieth and Dorene... 4; No. 98, Twentieth and Dorene... 4; No. 99, Twentieth and Dorene... 4; No. 100, Twentieth and Dorene... 4.

guarding public health. There is a system of rigid inspection of milk and other edibles such as are subject to contamination and the rate of mortality in proportion to population is notably small. Not for many years has there been anything even approaching a serious epidemic, and Dr. Ralph Connell, health officer, is on record with the statement that so far as sanitary precautions are concerned Omaha is in excellent condition. In all that pertains to "first aid to the injured," Omaha is up to the minute in comparison with other metropolitan cities.

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RAILROADS SPREAD LIKE FAN

Vast Network Radiates from Omaha as a Center.

MANY MILES OF NEW TRAINS

Big Improvements Have Been Carried Out and Many Are Contemplated for the Near Future in and Around Omaha.

In the last year there has been put in service a number of new passenger trains between Omaha and Seattle and Chicago and Omaha. The Omaha-Seattle line connects with the Great Northern road from Billings through the Judith Basin, thus opening up new commerce to Omaha. In addition there was an increase of over 6,000 miles of transportation a month put in service.

Spreading from Omaha like a huge fan, the lines of the Northwestern road are tributary to this city from Lander in Wyoming, from Deadwood and Dallas in South Dakota, and all the great country in northern Nebraska and Iowa.

concerning the financial status and the credit of municipalities as well as individual firms and corporations, gave to Omaha a strikingly strong editorial mention in the last January Annual Review. Under the caption, "Expansion at Omaha," Bradstreet's says in the course of a general article: "Building has been active in Omaha, the total permits taken out during 1909 being \$7,300,000, an increase of \$3,500,000 over 1908. Some steel structure-buildings and a new court house were included, but there were 1,300 new dwellings, making the fourth consecutive year during which more than 1,000 new places for people to live were erected in twelve months; 4,200 new homes in four years. Real estate values increased 25 to 50 per cent on business property; 15 to 25 per cent on residence lots. Transfers, \$12,300,000." Obviously then, a city with such a Bradstreet rating naturally has gilt-edged credit and a ready market for its securities. Such is the Omaha of 1910, the same city that fifty years ago found difficulty in peddling its scrip.

The lines through South Dakota follow the Missouri river region, except for the branch going to Deadwood to the big mining districts of the Black Hills. Wheat in thousands of tons pour into Omaha from here, an unofficial estimate of the amount being that Omaha received over 60 per cent of the grain shipments from this country.

New Connections Made. The complete mileage of new lines has been going on and some additions made, the connection from Blunt to Gettysburg and from Blunt to Hitchcock being one of them. Signal and other protective measures are constantly being investigated, and at the present time a number of new devices for the passenger travel safety are being installed.

Some years ago a complete double track system with Chicago was installed, making the line of the road there one of the best. With its connections with the Union Pacific in the west the combination Chicago, Union Pacific and Northwestern line is the most traveled road for passengers coming from the Windy City to the Pacific coast. The freight traffic from Chicago to Omaha eclipses even the great grain and jobbers trade to the west, the big depot of the road in Omaha being crowded to its capacity in some seasons.

The complete mileage of this system covers almost 3,000 miles, the Nebraska lines aggregating 1,102 miles alone. With the recent additions to the service there are at the present time 1,543 locomotives, 1,450 cars, and 90,000 freight cars, making a total of 62,993 cars on the entire road. In the state of Nebraska there are employed 6,000 people, Omaha taking a goodly proportion of these.

Northwestern's New Depot. The new freight depot of the Northwestern, which was built in 1907 and 1908, is now a full block wide from Thirteenth street to Fourteenth street and from Davenport street to Webster street, with room to double the capacity if found necessary. As soon as the business justifies the enlargement by a consistent increase building will begin. Another of the big enlargements to be made is the building of a new passenger terminal in Chicago, the structure to cost almost \$20,000,000. In Omaha the Northwestern is considered to be favorable to the plan of enlarging the Union Depot. In Omaha the entire offices of the road, which are a branch headquarters, have been made over, new floors and all modern office fixtures and conveniences being put in. In recent years the original Northwestern road with its 8,000 miles of trackage have been connected with what was the Chicago, St. Paul, Minneapolis and Omaha road, the Pierre, Rapid City and Northwestern railway, and the Wyoming and Northwestern road, making a total mileage of the system of 3,665 miles, covering a vast territory from the lake shore lines of Lake Superior and Lake Michigan tracks to the roads far into the dry and arid region of the west, which the road is doing its utmost to improve.

Many Trains to Chicago. On this line five trains a day leave Omaha for Chicago. As an indication of the immense passenger traffic of the road

in the summer season when the high traffic mark of other roads holds until the end of July or perhaps only the middle, the Northwestern holds its own until the middle of August. The recent block signals put on between Chicago and here, although the track was a double track one and protected by former block signal arrangements, are only one of the many little ways in which the educational part of the road is carefully, constantly on the watch for possible accidents.

Others of the Omaha roads are growing fast, and several of them are considering new improvements and the enlargement of the Omaha division of their road to keep up with the growth of trade here in recent years. The Great Western is buying 1,500 new freight cars and double tracks and having new ballasting done on their road; the Illinois Central will move into new offices soon; improvements on their Chicago line have been made on the Rock Island. The Missouri Pacific is now in the depths of a complete overhauling of their line from here to Kansas City and other southern points. Several additions and improvements have been made in both the passenger and freight departments of the Chicago, Milwaukee and St. Paul road, and now they have one of the finest trains from here to Chicago and St. Paul. Freight handling on the Wabash has increased in Omaha considerably lately and some new arrangements are due there soon.

BANK CLEARINGS GROWING

Steady Increase is Shown Month by Month, with No Backward Movement.

Bank clearings in Omaha steadily climb higher as each month goes by. For the first seven months of the year 1910 there is an increase of almost \$700,000 over the same time of 1909. As the prosperity of a city can always be gauged by the growth of its bank clearings these figures show that Omaha is developing rapidly as a commercial and banking center.

During the seven months of 1910 the total amount of bank clearings was \$10,502,870.16, and for the corresponding period of the following year, \$10,641,329.94.

The following figures from the Omaha Clearing House association show a comparative statement of past years:

Table with 2 columns: Year and Amount. Includes 1907, 1908, 1909, 1910 (Jan-Jul), and Totals for 1909 and 1910.