

WHAT RIPLEY STANDS FOR

Commissioner McVann Explains the Status of Chicago Hearing.

SANTA FE PRESIDENT IS BLUNT

Tells Examiners Without Equivocation that What the Traffic Will Bear Should Be Measure of Income.

Commissioner McVann of the Omaha Commercial club traffic bureau, insists the press reports from Chicago do not present in its proper light the hearing now under way in Chicago touching the proposal of the railroads to advance their rates.

The Peirce-James incident was not the culmination of bad feeling," said Mr. McVann. "It was undoubtedly caused by the tension resulting from the fact that the ventilation and acoustics of the large are prolonged to an unreasonable extent by the insistence of the examiners on beginning at 3 o'clock in the morning and not adjourning until 5 in the afternoon. As a matter of fact, the general feeling, as I saw it, throughout the hearing, was good. Except for the incident mentioned, the sessions were characterized by good humor and there was little acrimonious debate between the lawyers.

Apparently the big railroad systems are not acting in unison, as they usually do in their presentation of cases of this kind. President Peirce of the Santa Fe road, took advanced ground and boldly declared that he was not satisfied with earning enough money to keep the property in as good or better condition than the year preceding, pay all of the interest on his bonded debt, and still have enough left to more than pay the dividend on his common stock. He declared that he should have left from his earnings an amount equal to the dividend on his common stock, or between \$5,000,000 and \$7,000,000, in addition to the above results. This, he said, was necessary in order to make additions to the property and pay for track elevation, costly stations, etc., which, in his opinion, were not revenue producers.

Defines a Proper Basis.

Upon being interrogated as to the basis for making rates, Mr. Ripley also took advanced ground. His position was that in making rates originally, the only basis that could be used by the railroads was "what the traffic would bear," and that only when the attempt was made to limit those rates by authority of law value of the property, net earnings, etc., he considered. From his standpoint, these have only a remote relation to the making of rates. Nothing that Mr. Ripley said, even when most liberally construed, could be considered as evidence tending to justify the right of the Santa Fe road to increase rates.

The whole position of the railroads was summed up by Mr. Ripley when he said that the advances under consideration would yield his company less than \$100,000 in revenue and that he would get the additional \$4,000,000 that he needed by advancing the rates still further if he was able to do so. This statement undoubtedly expresses the view of the other railroads and shows that all the alarm that was felt at the time of the Western Trunk line committee advances were made and enjoined under the Sherman law, was fully justified.

The showing made by the Rock Island and Wabash roads was, of course, much poorer than that made by the Santa Fe and, if the Santa Fe must have \$6,000,000 to put that road in shape to meet Mr. Ripley's judgment of how the public should maintain his property, many more millions would be needed by those roads than Mr. Ripley's modest estimate of \$6,000,000 additional net earnings.

What Roads Must Face.

This whole difficulty arises from the fact that Mr. Ripley's methods have been used very largely and railroad capital has been created by the capitalization of earnings through stock dividends, etc. If the railroads are not satisfied with the possible basis of rates, they must face the possibility that an inquiry as searching and thorough as this one may result in disclosure of the origin and basis of much of the capital upon which they are now claiming returns, and which does not represent any money put into the properties except out of income account.

The situation in eastern territory will be taken up at the New York hearing on September 7. The Missouri river is vitally interested in this hearing, as the proposition of the eastern railroads is to increase our rates from the east about 15 or 20 per cent on all the manufactured goods that we buy east of the Alleghany mountains and many of those that we buy west of that line.

EXAMS AT THE HIGH SCHOOL

Students Who Wish to Advance Given a Chance—Teachers Meeting Monday Morning.

Examinations were held at the high school building Friday for pupils who desired to make up entrance credits for the sixth grade. With the schools opening September 6 the last preparations are becoming somewhat hurried, especially in the south wing of the high school, where there are many things yet to be done before the students can move in. The examinations are the last step in determining who will enter the high school this semester.

Some of the students who appeared for the tests were those who for some reason or another have been unable to do their regular work in time and have had to make it up. Others were students of more than the usual amount of proficiency or ambition who desired to advance a step in short time. This practice, however, is not encouraged by the authorities and it is a rule of the superintendent that no pupil be allowed to take an examination for irregular advancement unless there be some unusual reason, and the teacher who has had charge of former work heartily approve. The superintendent is emphasizing the necessity for every teacher attending the meeting to be held Monday morning at 10 o'clock in the auditorium of the Young Women's Christian association. Mr. Davidson will make his usual talk to the teachers before they begin the year's work and special instructions and regulations will be given out.

NEW ARMY SURGEON HERE

Colonel William W. Gray Believed Colonel Bannister as Chief Surgeon at Local Post.

Colonel William W. Gray is the new chief surgeon of the Department of the Missouri, having relieved Colonel J. M. Bannister on September 1. Colonel Gray came to the local army headquarters from St. Paul, Minn., where he has been stationed for some time as chief surgeon of the Department of the Dakotas.

Colonel Bannister has been granted a leave of absence for three months, at the end of which time he is to retire from active service. After his retirement he will locate in Omaha as an eye, ear, nose and throat specialist.

Build Now and Save Money

Arthur C. Clausen, Architect.

THE COST of a home or building is invariably governed by the law of supply and demand. When contractors are busy the manufacturers of materials are busy, and each man asks a little more profit than he is accustomed to charging when work is scarce. Every contractor looks forward to winter with some apprehension. He is so anxious to obtain a few fall orders that will carry him through the winter, that at this time of the year he is ready to put in lower estimates than he would in the spring or summer. Not only is he willing to receive less profit for his work, but he knows by experience that he can get better prices on materials, a more prompt delivery of materials and that workmen who work for the same price per hour the year around will work faster and better during the fall than at any other time of the year.



Increased efficiency of labor during the fall and winter is due partly to the season. Any man will work faster and better when the weather is cool, refreshing and it is an incentive to work harder in order to keep warm, than he will during the heat of summer months. He is also anxious to serve his employer well in order to keep employed throughout the winter. In other words, a workman will do as much work in eight hours during cool weather as he will during ten or more hours during hot weather. Since the labor on a house or building amounts to about one-half of its cost, this increased efficiency of labor is an important item.

Labor being plentiful in the fall, a customer can select his men, with the result that a fall and winter crew is apt to be the "survival of the fittest" from among the workmen the contractor has dealt with during the previous building season. For example, the writer's attention was called to the fact last winter that five out of twelve carpenters engaged in the construction of a large home had been used by their employer as foreman, each having independent charge of a building during the previous building season. It has been proven many times that a fall and winter job produces a better house than if built at any other time of the year.

The mill men are not so crowded for work and give more attention to the work being turned out; consequently even small orders are given more prompt attention, and the home builder saves his nervous energy through not being aggravated by the many delays resulting from the nondelivery of materials at the proper time when the building is being constructed during the spring and summer.

While it seems natural for a family to leave the planning of a home go until winter, when there are few pastimes to engage the attention of the family, it is an expensive pastime. As the season advances and the family has planned and estimated according to its ideas of what a modern home should be enthusiastic in-

gressed until all are anxious to start the construction of their home as soon as the frost leaves the ground. The result is that the contractors become crowded to the extreme with orders. At this season most good contractors take in more orders during March, April and May than they can possibly fill in a prompt and workmanlike manner. This condition soon results in their becoming independent and not anxious for more orders, except those on which they can realize a large profit, for some months to come. And they are not responsible for the large prices charged during the rush of the busy season, since they have to pay more for building materials and are constantly annoyed and set back by the failure of materials to arrive when needed.

The fact that fall building will sometimes run through into cold weather before the work is entirely completed is of little consequence. By the time the cold weather comes the heating plant is in place and can be temporarily connected up to give a moderate amount of heat while the finishing touches are being put on. If the house is to be of frame construction work can be started on it as late as the latter part of October, but the house cannot be finished enough to keep up the work throughout the winter. It would have the roof on and the outside walls finished except painting and the inside partition studding in place ready for an early start in February. A house started no later than the 15th of October can be finished up enough to complete it during the winter.

If a house is to be built of brick veneer and the construction of it is not started until after the middle of September, it is best to leave the veneer off until spring. This ought not to inconvenience the owner of the home in any way, he has the frame building except the siding, and by putting on an extra thickness of a practically water-proof building paper, the expense of which would be very small, he will be as comfortable during the winter as the owner of any frame house. He can easily overlook the temporary homely appearance of his home, knowing that he will be able to complete it in the following summer, when his tardy neighbor will be wrestling with the building problem. What has been said of brick veneer applies equally as well to cement stucco work on metal lath.

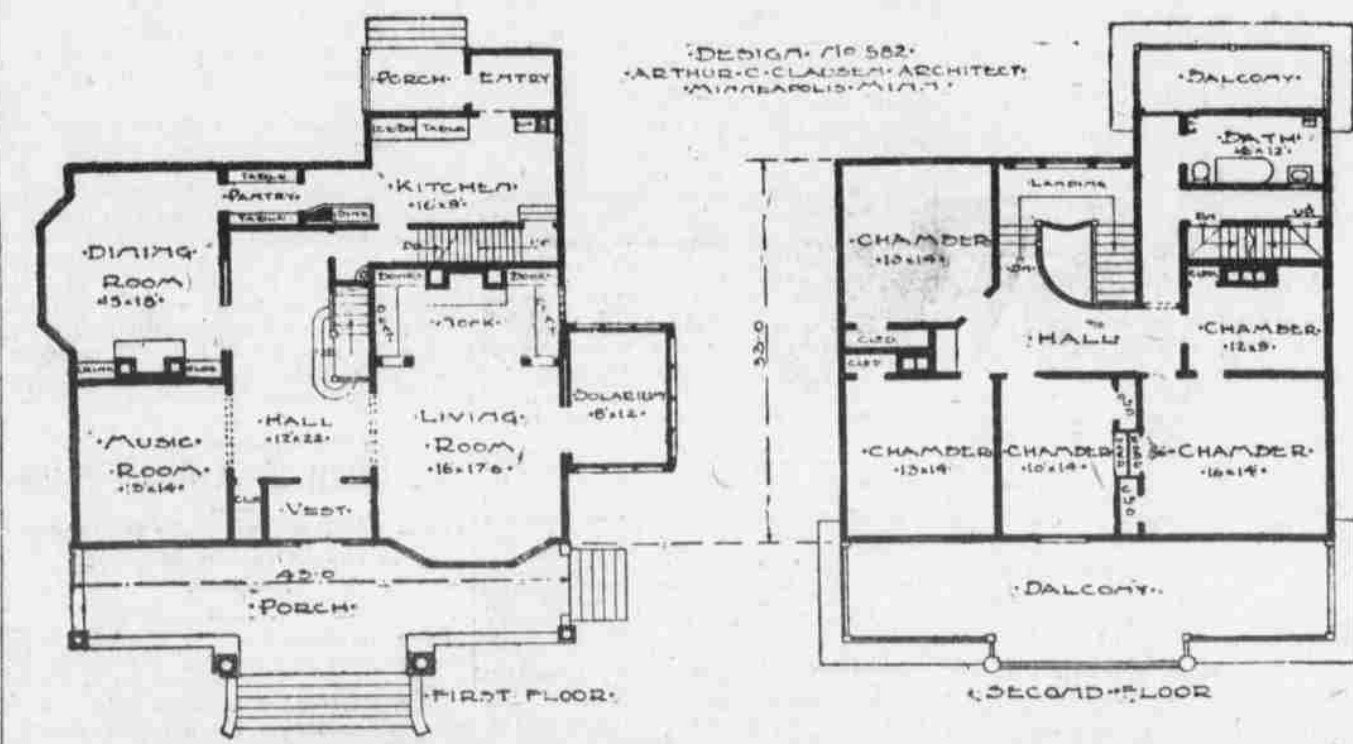
While building in the fall requires certain precautions not necessary at other times of the year, its advantages are so considerable that these can be easily overlooked. They are not of a nature that will inconvenience the home builder in any way. In a few words the advantages of fall building over waiting until spring are, first, architects have more time; second, contractors complete closer; third, materials are cheaper; fourth, better workmanship; fifth, earlier use of the house. This creates a situation always favorable to the home builder. If you want to save money, now is the time to build.

A monthly supplement, "Practical Homebuilding," sent gratis for twelve months following the sale of the book. Address, Arthur C. Clausen, Architect, 1327-27th Street, Exchange, Minneapolis, Minnesota.

MR. CLAUSEN'S BOOK.

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IMPORTS BILLION AND HALF

First Year of Payne-Aldrich Tariff Breaks All Records.

LARGE GROWTH IN REVENUE

Receipts Are Seventeen Million Dollars More Than for Last Year Under the Dingley Tariff Act.

WASHINGTON, Sept. 3.—Uncle Sam's import trade under the Payne-Aldrich tariff law during the last year was a record-breaker, according to the government's statistical experts. Under this law, during the twelve months ending July 31 last, imports aggregating \$1,562,000,000 came in the United States. Of this total \$784,000,000 was listed as dutiable, while \$778,000,000 entered free of duty. Although it was the first year of the Payne-Aldrich law, it eclipsed all former records under the Dingley-Wilson and McKinley laws. Until the Payne-Aldrich law became effective August 1, 1909, the banner year of the previous eighteen years had been 1907, when the Dingley act an aggregate of \$1,495,500,000 of imports were recorded. Customs receipts during the last year amounted to \$27,900,000, which was more than \$17,000,000 in excess of the previous year under the Dingley act. The customs receipts during each of the eighteen years preceding 1910, showed a much less encouraging record, except in 1904 and 1907, when the customs receipts exceeded last year's total.

LARGEST SALE OF THE WEEK

Piece of Omaha Property Changes Hands for a Big Consideration.

One of the largest sales of the week was the transfer Friday of the brick flat structure at 817-23 Park avenue. The building was sold by O. H. Curtis to Dr. Andrew Johnson, through the agency of W. H. Gates. The building has four apartments and the consideration for the sale was \$30,000.

The brick apartment buildings that are going up in the West Farnam district are rapidly nearing completion. In a few more years of similar building the residences will be outnumbered by the apartments and flats.

ESPERANTO CLUB TO PICNIC

C. J. Roberts Will Address Omaha Club at Picnic at Hanscom Park Sunday.

Over 100 members composing the Omaha Esperanto club will hold a picnic at Hans-

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BEE WANT ADS BRING RESULTS—That's What You Want.

TIMELY REAL ESTATE GOSSIP

Attempted Shut Down by Bankers is Not Effective.

LACK OF RAILROADS NO BAR

Seekers for Profit-Promising Purchases Are Not Censuring Their Hunt and Sellers Are Finding Easy Selling.

Real estate men, both of Omaha and those who handle outside propositions, are taking some joy from the most recent bank statement. They insist that, in spite of the efforts of a certain element of the bankers to stop the investment in lands not immediately productive, the buyers are busier than ever.

"Why not?" asked one dealer, who handles large areas of Nebraska, Wyoming and Colorado lands. "City property we know is sold in the country. Crops are good, and prices are high for products, but the price of what land is left is not unduly elevated. It will be needed shortly, either by the present buyers or others who are catching the hard sense of the cry back to the land. Within a few days I was talking to a man who had been in Trip and adjoining counties, in South Dakota. He found a good many people from Omaha and other parts of Nebraska at work out there, and they are satisfied with the prospect ahead. Railroad extensions are bound to be made into the sections now quite distant from shipping points, at no distant day.

"Let me give you a specific instance. A man working for wages here in Omaha recently bought a quarter section in South Dakota, which is thirty miles from a railroad. He went to that particular piece because acquaintances are located there. He is having a house built and has a well dug that gives him a fine water supply. He has five acres broken already, and within a year or two expects to have something of a farm, and he will, for his land is good.

"In Kimball and Banner counties a good many sales are being made, and men living in this city who own quarters, half sections and whole sections in Cheyenne and Potter counties, are able to sell any day to people now on the ground who want more land. Nebraska has about the only corn land left in the country, as well as much very valuable root crop and range land."

Land around Broken Bow, in Custer

county, which heretofore has been considered as in the sandy part of the state, is filling up rapidly and has been found excellent ground for the raising and feeding of cattle.

During the month of August D. Clem Deaver of the homesteaders' information bureau of the Burlington placed seventy settlers on farms in that district on lands that were new as farms. Although many of the farmers are going to take up cattle raising for the South Omaha market, some of them have already started fall plowing and will farm their acres.

Grading work has begun on the new

terminal of the Burlington in Omaha and arrangements are being made to lay the new system of tracks for the freight trade of this city.

The old fill which has stood for so long on Eighth street between Howard and Harney is to be graded down to the street level and the dirt moved over to where the platforms of the old terminal stood, which ground is slightly below the grade of the street.

The foundation work of the new freight house is going steadily forward, some thirty-five of the piers having been completed and a number of the others of the big cement structures are in course of construction.

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