

SPEND MILLIONS

Northwestern Railroads
Reaching Out for Addi-
tional Territory.

Extension the Rule for the
Coming Year—Prospect-
ive Improvement.

Northwestern railroads will spend mil-
lions in improvements and extensions in
the course of the coming year. Heavy
immigration has made much new terri-
tory productive, some of which will be
given railway facilities for the first time.
Other parts of the northwest have in-
creased their tonnage to such an extent
as to make it probable that new roads
will be attracted to regions now fairly
well supplied with railroad facilities.

The past year has been exceptionally
prosperous for all northwestern roads.
Good crops and good times have increased
the earnings and the margins of profit.
This has placed all of the properties in a
position to make improvements and ex-
tensions. There is a disposition on the
part of all the roads to make road beds
and equipments as good as possible and
equal to the new opportunities offered
in increased traffic. These expenditures
have helped in the general good times of
the past year and will be the same live
factor in the next twelve months.

Minneapolis has eight railroads, the
total mileage of which is about 38,750.
The acquisition of the Rock Island
through the purchase of the Burlington,
Cedar Rapids & Northern, gave it a third
big system tapping the middle west, with
a mileage of over 6,500. This is an im-
portant addition in view of the fact that
some of Minneapolis' hottest trade bat-
tles in the future will be fought out in
the southwest.

One gratifying feature of the present
business era is the financial progress of
the Soo and Minneapolis & St. Louis
roads. For the commercial advancement
of Minneapolis these roads have done
much. The Minneapolis & St. Louis cross-
ing Chicago lines in the south and south-
west has been instrumental in bringing
much grain to Minneapolis and carrying
back merchandise, which before the road's
construction and recent extension went
to Chicago. The Soo road furnishes an
outlet for Minneapolis products direct into
choice territory both east and west. The
securities of these lines, which at one
time dragged at low figures, are now
rated high.

Extensions in Western N. Dakota.
Extensions made in various parts of the
northwest have bettered the territory in
which Minneapolis distributes goods.
Western North Dakota has been the
scene of much of the railway building
this year, the Soo and Northern Pacific
having completed important extensions.
While no program for the coming year
has been laid out by any of the roads, of-
ficials are confident that there will be
much building occasioned by the popu-
lating of newer sections of the country.
The Soo road has a wonderful opportu-
nity to strengthen itself by new exten-
sions in the northwest, particularly in
North Dakota. The Great Northern's terri-
tory in that state has been filling up
fast and two important branches will
probably be built within a short time.
The Northern Pacific is paying attention
to the Missouri river country in North
Dakota and defending its position in the
traffic of that region. The Milwaukee is
completing a new line which touches
southern North Dakota and which by

agreement with the Northern Pacific will
give it access to Bismarck.

In northern Minnesota there has been
little construction aside from a few log-
ging roads this year. Some of the older
logging lines are being taken over by
the Great Northern and will form a basis
for more extensions in the future. There
has been considerable development in the
northern counties and more roads are
needed. The Northern Pacific is planning
on a cut off through the White Earth re-
servation which may be begun under the
guise of a logging road and be taken over
by that system later. In southern Min-
nesota the North-Western will have its
new line from Evan to Marshall com-
pleted late in the year. The Milwaukee
expects to have its Mankato-Farmington
extension ready by November. The Rock
Island is hurrying its construction into
Minneapolis.

With the Soo and Omaha active in west-
ern Wisconsin some extensions will be
made in that territory which will be a
direct benefit to Minneapolis. Wiscon-
sin lands are more highly appreciated
than ever before and a steady immigra-
tion into that region is on. The Milwau-
kee plans a big extension in western
South Dakota to cover the range coun-
try near the river and tap some grain dis-
tricts which have yielded remarkably well
this year.

All Making Money.

The big tonnage which will roll money
into the railroad hopper during the com-
ing year will put the northwestern lines
on the best foundation in their history.
All but one of the systems serving Min-
neapolis are on the dividend list and that
one could pay dividends this year if it de-
sired to sacrifice a portion of its oppor-
tunity for improving its position by im-
portant extensions. Those lines which
tap the newer sections of the northwest
will of necessity make large expenditures
in improving the shipping facilities at
many points, building new side tracks
and in some cases equipping new sta-
tions. Railroad payrolls will increase
and all of this money will go to swell the
volume of northwest trade in which Min-
neapolis business institutions are largely
interested.

THE MCLEOD STONE CO.

MINNEAPOLIS, MINNESOTA.

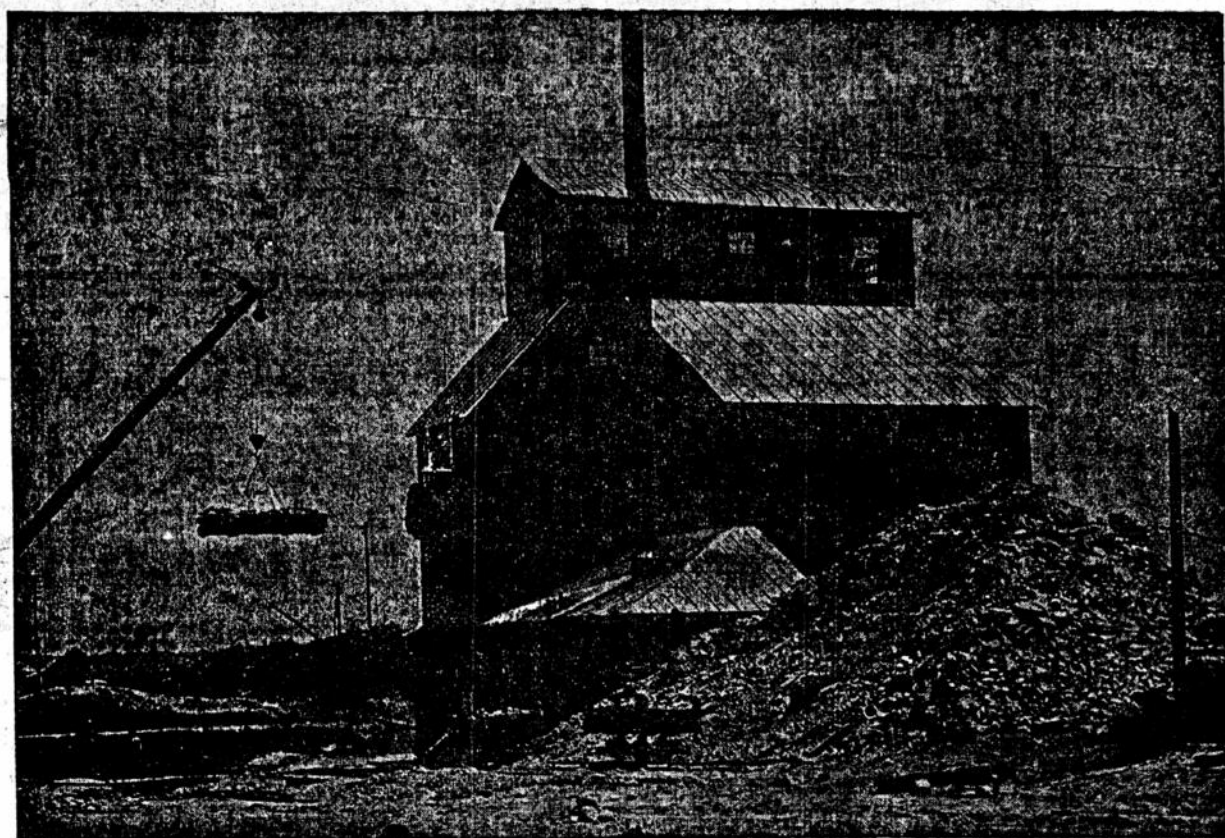


Photo by Mye & Brundige.

STONE CRUSHER AND SECTIONAL VIEW OF THE MCLEOD QUARRIES.

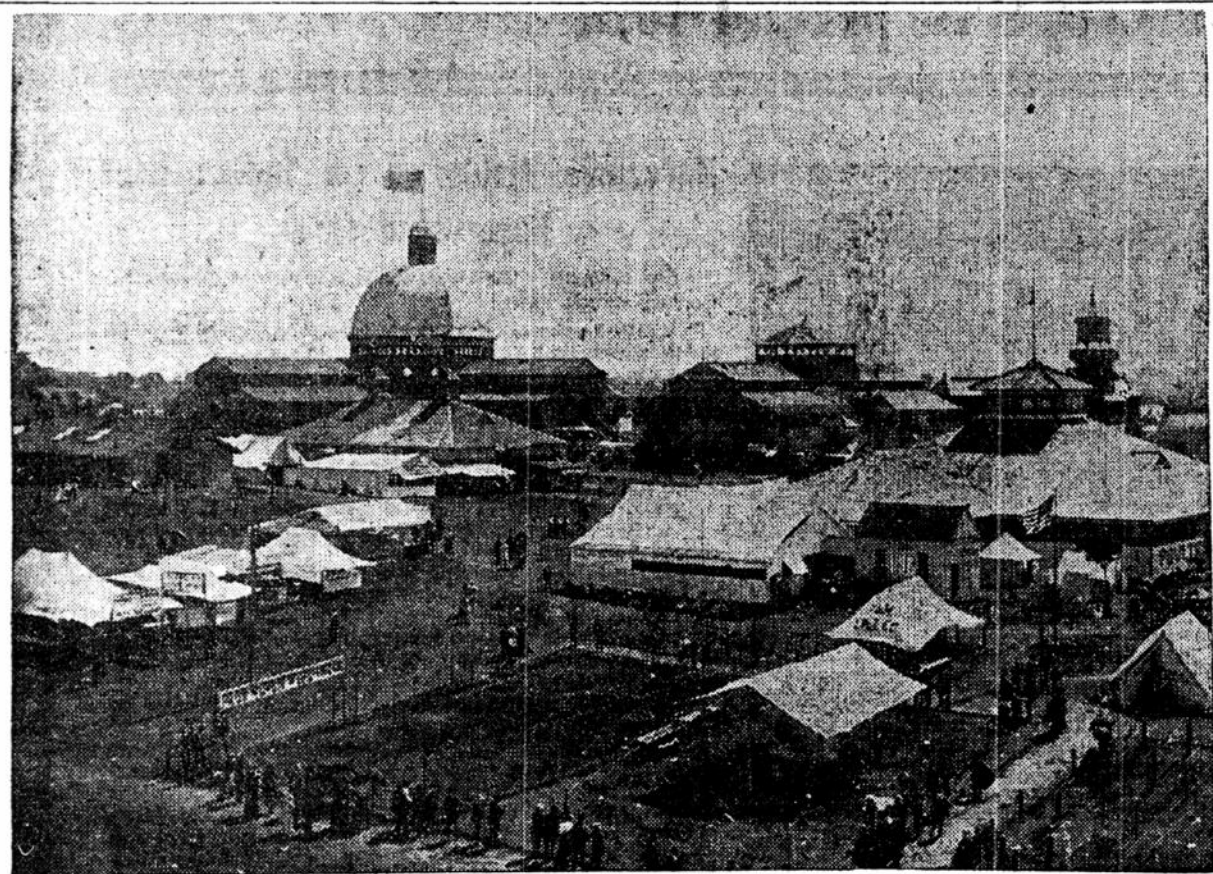
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Blue Limestone, Footing and Dimension
Stone, Range and Rubble.

CRUSHED ROCK FOR QUICK SHIPMENT.

RAILROAD FACILITIES.

Sixteenth and Central Aves. NE.



A View of the State Fairgrounds.

FOLLOWING ITS ESTABLISHED POLICY

The Minneapolis General Electric Company

WILL ON

SEPTEMBER FIRST, NEXT

Reduce Its Tariff Rates for Incandescent Lighting to the Following:

For the first two hours daily use of the customer's maximum demand, 15 cents per kilo-watt hour.

For the third hour's daily use of the customer's maximum demand, 10 cents per kilo-watt hour.

For all use over three hours per day, 6 cents per kilo-watt hour.

From above rates a discount of ten (10) per cent will be allowed if bills are paid at the office of the company on or before ten (10) days from their date. This reduced rate effects a large saving to the user of electric light, and it is hoped, will convince the company's consumers and the public generally that this company's policy is to reduce its lighting rates as fast as its business will warrant, and, with

THOROUGHLY FIRST-CLASS SERVICE AT REASONABLE RATES,

build up a business, the foundation of which will rest upon the good will and confidence of its patrons and the general public.

We have also REVISED and REDUCED our electric power rates and will have pleasure in explaining same.

The company's facilities are second to none in the country. It can handle successfully any installation of either light or power, no matter how large or small.

We will prepare specifications for electric light wiring, and furnish the services of an inspector without cost.

Our representative will call at any time, upon request, to explain rates and give estimates.

Telephones: { N. W. Main 189.
T. C. 1320.

THE MINNEAPOLIS GENERAL ELECTRIC COMPANY, 15 and 17 South Fifth Street.

GENERAL OFFICES