

Real Estate Exchange

BY DANIEL P. WILES

Exchange Bank Birmingham Michigan

The following is a partial list of Farms, City and Village Lots, and Real Estate generally which we have for sale. As our list is constantly changing we request that parties will write us if they do not see what they want in this list.

FREIGHT STATION AT PULACAYO, BOLIVIA

AS A RESULT of having lost its Pacific seaboard province of Antofagasta, following the war with Chile in 1879, Bolivia found itself shut off from the sea and dependent upon its neighbors for an outlet to the great world.

Great as was the blow to national pride, for the Bolivians felt the loss of Antofagasta more keenly than even the loss of the Rincón provinces, and serious as was the loss to the national treasury of the revenues derived from the rich nitrate fields of the lost province, yet the blow was perhaps less heavy than the Bolivians themselves then thought.

It changed entirely the country's economic outlook and pushed it forward into lines of development which in all probability would otherwise have been delayed for many years. Even prior to 1879 the nitrate fields for the most part owned by foreigners, the Bolivians themselves being engaged in gold and silver mining. But the taxes from nitrate production paid in a large measure the expenses of government and with the loss of this revenue the state was forced into consideration of the economic development of the country in other lines than gold and silver production alone.

The settled part of Bolivia was then and is to a large extent yet, that high table-land, one of the most spacious and elevated regions to be found on the globe, which lies between the western and the eastern Andes. This table-land extends from about the Argentine border in the south into Peru on the northwest, and is from 60 to 150 miles in width.

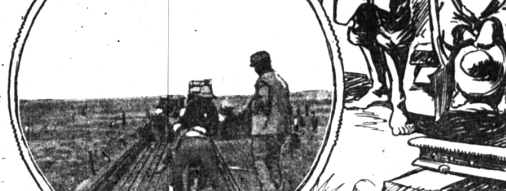
On the Chilean border the western Cordillera is in reality less a mountain range, than a line of huge cliffs. The table-land is only 12,000 to 13,000 feet above sea level and slopes gradually to the east to the crest of the Cordillera of the western hills and then falls away abruptly nearly these hills down, 15,000 feet, to the desert plain lying between the foot of the Cordillera of the eastern hills and the Pacific Ocean. To the east of the table-land lies the high Andes, the Cordillera Real, rising in Huamp, Illimani, Annapurna and Sajama over 21,000 feet. North and south from the Cordillera Real the land falls away to the great Amazon and Parana plains. This country, three-fourths of Bolivia in area, is but little settled, but is in natural resources and soil one of the richest parts of the world.

It could easily sustain an agricultural population greater than the whole present population of South America.

The first and most pressing need to Bolivia is railways. This need was recognized as far back as June, 1828, the national assembly authorized the president to enter into contracts for the building of railways, and in 1868 a concession was granted to a citizen of the United States to build a railway connecting Potoczi with a government grant of seven per cent. on the capital invested. In addition, the concession carried a grant of 10 per cent. on the outside of the line. A number of other concessions were made in 1865, 1872, 1874, 1877, 1878 and 1879.

In 1904 the Bolivian national office of immigration and statistics issued a volume of nearly 600 pages containing the acts, decrees and concessions in aid of railways, covering the years 1850 to 1904. Every effort was made by the government during this period to induce capital to invest in railway construction in the country. Perhaps nowhere else in the world were such inducements held out by any country to secure the construction of railways. The inducements offered by Bolivia, for the termination of the war with Chile. These inducements were offers of land, mines, exemption from taxation, concession of titles, and financial aid and exclusive privileges. But unfortunately for Bolivia the offers were not made in a right quarter. In its eagerness to secure railroads, the government was so generous in the inducements made with the most inexperience to secure in many cases mere adventurers without capital or resources. The gauge was one of 43 1/2 rather than to help railway construction, rather than to help railway construction.

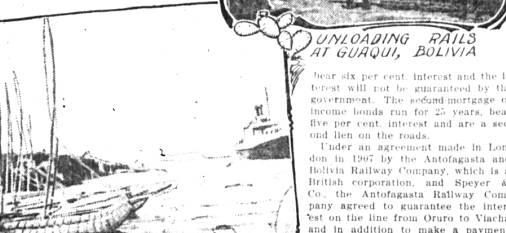
In 1904 all that Bolivia had to show in railways as a result of 40 years' legislation and innumerable contracts was a single line, 120 miles long, from La Guaguay and Antofagasta to the former. The only proposed alteration is the removal of a pillar which stood in the center of the tower, in favor of a messenger line. For the most part, too old associations are being preserved, the stone being quarried in Iztiria, the cement coming from Montserrat, the sand from



TRACK LAYING NEAR ORURO

clusively settle all the questions arising therefrom, that on October 20, 1904, at San-tiago, plenipotentiaries of the two countries, signed the treaty of peace and friendship which put a final end to all disputes between Bolivia and Chile and secured in addition concessions to the former.

In the preceding year, 1903, was signed the treaty of Rio de Janeiro with Brazil. Under this treaty an exchange of territories between the two countries was effected. Bolivia acquired on the southeast the strip of



UNLOADING RAILS AT GUARQUI, BOLIVIA

about six per cent. interest and the interest will not be guaranteed by the government. The second mortgage or income bonds run for 25 years, bear five per cent. interest and are a second lien on the trunk line.

Under an agreement made in London in 1907 by the Antofagasta and Bolivian Railway Company, which is a British corporation, and Speyer & Co., the Antofagasta Railway Company agreed to guarantee the interest on the first mortgage of the trunk line and in addition to make a payment to the concessionaires for a majority of the line's stock. This agreement was not executed until the last mentioned date, signed by President Montes on December 1, 1908. The purpose of this agreement is to make the new lines serve as feeders to the Antofagasta line instead of playing the part of competing lines, as would have been the case had the original program of construction been carried out.

The Oruro to Potoczi line of the original plan would partly parallel the Antofagasta line. It is very probable that a complete merger of the interests of the Antofagasta and Bolivia Railway Company and the American concessionaires will be made.

A STOUT THING

A pleasant and lively farm of 12 acres in West Bloomfield, 1 1/2 miles from the Northwest electric; the house is a two-story brick and stone, built in 1900, and the price is only \$5,000 and it is well worth it. See it at once. Call on the owner, and you will see it all.

222 Two-story frame house, on the east side of Woodward Avenue, two distinct stories, with bath and cold water, city water and gas, oak floors, \$10,000. See it at once. Call on the owner, and you will see it all.

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Rebuilding the Campanile at Venice

The construction of the new Campanile at Venice is proceeding apace, and 1911 should see its completion. It has been fortunate in its selection of all its principal embassies—a fate which our tottering cathedrals have not enjoyed—and the originally estimated \$72,000 and later calculation of \$30,000 have already been exceeded. The new Campanile will resemble the old in appearance, though iron clamps and girders will in reality make it one of the sturdiest structures in the world. The only proposed alteration is the removal of a pillar which stood in the center of the tower, in favor of a messenger line. For the most part, too old associations are being preserved, the stone being quarried in Iztiria, the cement coming from Montserrat, the sand from

Brenna—places all famous in Venetian history. Magnificent work is being done, an excellent example of constructive skill being the piecing together of the Madonnas of Sansepolcro, which was found smashed into nearly 2,000 fragments. So, owing to the generosity of the art patrons of Europe in general and the pope in particular, the Campanile will once reassert its domination.

Prosperity on the farm means plenty of money in circulation everywhere.

- 251 House and lot in Cambridge Subdivision, corner 18th and 19th streets, near 10th and 11th streets, near 12th and 13th streets, near 14th and 15th streets, near 16th and 17th streets, near 18th and 19th streets, near 20th and 21st streets, near 22nd and 23rd streets, near 24th and 25th streets, near 26th and 27th streets, near 28th and 29th streets, near 30th and 31st streets, near 32nd and 33rd streets, near 34th and 35th streets, near 36th and 37th streets, near 38th and 39th streets, near 40th and 41st streets, near 42nd and 43rd streets, near 44th and 45th streets, near 46th and 47th streets, near 48th and 49th streets, near 50th and 51st streets, near 52nd and 53rd streets, near 54th and 55th streets, near 56th and 57th streets, near 58th and 59th streets, near 60th and 61st streets, near 62nd and 63rd streets, near 64th and 65th streets, near 66th and 67th streets, near 68th and 69th streets, near 70th and 71st streets, near 72nd and 73rd streets, near 74th and 75th streets, 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and 1135th streets, near 1136th and 1137th streets, near 1138th and 1139th streets, near 1140th and 1141st streets, near 1142nd and 1143rd streets, near 1144th and 1145th streets, near 1146th and 1147th streets, near 1148th and 1149th streets, near 1150th and 1151st streets, near 1152nd and 1153rd streets, near 1154th and 1155th streets, near 1156th and 1157th streets, near 1158th and 1159th streets, near 1160th and 1161st streets, near 1162nd and 1163rd streets, near 1164th and 1165th streets, near 1166th and 1167th streets, near 1168th and 1169th streets, near 1170th and 1171st streets, near 1172nd and 1173rd streets, near 1174th and 1175th streets, near 1176th and 1177th streets, near 1178th and 1179th streets, near 1180th and 1181st streets, near 1182nd and 1183rd streets, near 1184th and 1185th streets, near 1186th and 1187th streets, near 1188th and 1189th streets, near 1190th and 1191st streets, near 1192nd and 1193rd streets, near 1194th and 1195th streets, near 1196th and 1197th streets, near 1198th and 1199th streets, near 1200th and 1201st streets, near 1202nd and 1203rd streets, near 1204th and 1205th streets, near 1206th and 120