# OMAHA

Annual Review of Her Commerce, Manufactures, and Industrial Development.

Building Statistics - Railway Traffic---Educational and Benevolent Institutions.

## Facts and Figures Concerning the Metropolis of the Missouri Valley.

[ Omaha, the metropolis of the Missouri Valley, founded in 1853, has developed into a city of 33,000 inhabitants. What Omaha is as a commercial and industrial center, and what she has accomplished toward the establishment of educational and benevolent institutions may be ascertained by a perusal of the accompanying carefully compiled statistics. That Omaha is entitled to the position she claims as the commercial metropolis of the Missouri Valley, is forcibly demonstrated by the facts and figures embodied in our exhaustive review of her wholesale trade, railway traffic, and manufactures.

the Missouri river westward throughout our own broad State of Nebraska, through Wyoming, Colorado, Utah, to Montana, to Nevada and clear to the Pacific coast, as far north as Oregon. That her commerce will keep pace with the development of the trans. Missouri patient of the development of the trans. to Nevada and clear to the Pacific coast, as trans-Missouri region, is self-evident by a glance at the map which shows the superior M. Thurston, assistant attorney; J. J. glance at the map which shows the superior facilities of Omaha as a railway and trade center. The trade of Omaha is, however, W. F. Bechel, auditor Pacific express; A. by no means confined to the country west | D. Clark, general purchasing agent of sup of the Missouri river. Vast quantities of supplies are sold to the people of western car accountant: E. Lane, superintendent and northern Iowa, Dakota, northern Missouri, and even to Wisconsin, Illinois and

of bridges; Horace Newman, stock agent;
E. F. Test, claim agent freight department;

Omaha's commercial growth is practically exhibited by her wholesale trade which shows aggregate sales during 1880 of \$12,152,500, exclusive of the sales of ness of commission houses the sales aggre-gate \$12,807,500, an increase of \$1,574,500 Kansas and Colorado, and four territories, over the sales of 1879. By reference to our Illustrated Annual Review issued New Years day 1876, Omaha's wholesale traffic for the year 1875 aggregated 87,667,630, which shows that Omaha has almost doubled her wholesale traffic during the past five years

The large banking interest of Omaha has always attracted the attention of, and Then again: The business to be attracted from the East to the Union Pacific territowns of inferior importance can excel us in startling figures of fictitious value, which do not justify the time spent in evolving them. In the item, however, of bank deposits necessarily produced in the annual report of the government comptroller of currency to congress, Omaha has always shown far in advance of her "Missouri Valley" rivals. As will be seen by the exhibit in our article on banking, two of the four banking houses of Omaha report aggregate deposits of \$3,247,676.78.

Omaha is destined to become an important manufacturing center. She already possesses the largest and most complete silver refining and smelting works in America, giving employment to 250 men, and handling metals valued at over four millions during the past year.

She has nail works that turned out over 40,000 kegs of nails; white lead works that exported 2,000 tons of white lead; a linseed oil mill that manufactured 225,000 gallons of oil and 200 tons of oil cake during the

Omaha brewers and distillers manufactured 1,440,000 gallons of alcohol and 30,-296 barrels of beer during the past year. During the same period these establishments consumed nearly 600,000 bushels of The estalishment of a shot factory and

the organization of a company that proposes to erect glucose works are among the many industrial enterprises in which capitalists are about to embark in Omaha. The contract entered into by the city

with responsible Omaha capitalists last summer assures the completion of a substantial system of water works on or before the 1st of July, 1881.

The establishment of water works will be followed by the construction of a system of sewers and other public improvements that will furnish employment to thousands of laborers and mechanics; an ample water supply will moreover stimulate and foster many industrial enterprises that would not otherwise be undertaken.

Although Omaha suffered severe loss by the destruction of one of her principal grain elevators, the grain handled in this city during the past year largely exceeds that of any previous year.

Pork and beef packing and meat canning have within two years become leading industries of Omaha. During the past year our packing houses slaughtered 72,000 hogs, 5,300 beeves, and 8,200 sheep. During the past summer all the Omaha packing houses have materially enlarged Floyd, cashier land department. their facilities, and it is safe to predict they will double their traffic during the

The most substantial evidence of Omaha's growth and commercial prosperity is furnished by the building record, which shows that an aggregate of \$1,014,880 has mouth and Omaha yards; J. H. Daily, been expended in Omaha during the year 1880 for public improvements, new build- Taylor, ings and additions to dwellings and busi- Central City. ness houses. Of this amount \$133,000 represent public improvements, and public building, 8881,880 represent new McConniff, assistant superintendent; L. K. Spafford, foreign bridges; L. K. Spafford, store houses, factories, dwellings and additions. During the past year Omaha has erected 465 dwelling houses at a cost of \$192,500, and business houses and factories at a cost of \$689,380. Few cities of the same population can match this.

Spatiord, foreman bridges; L. K. Spallord, foreman bridge

### RAILROADS.

Omaha is the most important railroad center west of Chicago and north of St. Louis. She occupies the gateway at the eastern terminus of the only trans-conti-nental railway between the Atlantic scaboard and the Pacific coast. Twelve rail ways convene at this point with their termini, and several other projected roads will be in active operation within the next

Three trunk lines—the Chicago, Burlington & Quincy, Chicago & Northwestern, and Chica, Rock Island & Pacietic—furnish Omaha with ample facilities for reaching the east. Two trunk lines—the Wabash, St. Louis & Pacific, gnd the Kansas City, St. Joseph and Omaha road—give Omaha ompeting lines to St. Louis and the South. the extension of the Omaha & Northern Nebraska and its consolidation with the Chicago, St. Paul & Omaha railroad, Omaha secures direct connection with the Minnesota and Wisconsin lumber regions. The Burlington & Missouri River railway, with its various branches, connects Omaha with southern, southwestern and central Nebraska, and northern Kansas. The rapid extension of this line insures for bmaha a direct trunk line to Colorado and New Mexico at no distant day, with a fair prospect of a competing line to the Pa-cific coast. The Omaha & Republican Valley road now completed has given Omaha the monopoly of trade with central Nebraska. The Omaha, Niabrara & Black Hills branch of the Union Pacific railroad opens up for Omaha the hitherto isolated section of northwestern Nebraska, and the extension of this road to the mining regions

of Dakota, will insure to Omaha the bulk of the Black Hills trade. The Union Pacific railway, the greatest trunk line on the American continent, gives Omaha direct connection with the great coal, iron and gold regions of Wyoning, and with the argentiferous belt of Utah and Nevada, and the gold-producing terri-tories and States of Colorado, Montana and

The headquarters of the Union Pacific railway have been maintained at Omaha ever since the road was projected. In 1876 the company purchased the property known as the Herndon House, northeast corner of Ninth and Farnham streets. The building was reconstructed at an expense of \$58,000, and is now one of the handsomest and most substantial buildings of Omaha. (See illustration.) These headquarters are occupied by the following officers:

S. H. H. Clark, general manager; Thos L. Kimball, assistant general manager J. T. Clark, general superintendent; P. J The commerce of Omaha extends from the Missouri river westward throughout vision; C. S. Stebbins, general ticket agent: J. W. Morse, general passenger agent; E. P. Vining, general freight agent; P. P. Shel by, assistant general freight agent; J. W. Dickey, superintendent telegraph; E. M. Morsman, general manager Pacific express Howard Kennedy, secretary, and P. L. Perine, cashier land department.

The literary bureau of the Union Pacific is now an important feature in the work-ings of this immense institution, and requires the entire time and attention of the commission houses. Including the busi-With more than 3,300 miles of railway Wyoming, Utah, Idaho and Montana, to say nothing of the region west of Utah, and the Black Hills, this department ha its hands full of business. Each State and territory possesses its own attractions and its own resources, and requires a separate form of printed matter to get the same before the public. For instance: Documents applying to the agricultural States can not be utilized in advertising Colorado or the Rocky mountain territories, and vice versa. tory must be approached with a sort of advertising matter not at all suited to circulation in the West. Moreover, the advertising of the Central Pacific railroad and by the advertising department of this road comprise pamphlets, newspapers, folders, colored half sheet cards, posters, dodgers, besides numerous cards and reading notices in various publications, and a hundred other devices for keeping the road and its advantages before the public. The various forms of printed matter noticed by our Yellowstone Park and Colorado, Kansas Pacific Homestead and Tourist."

reporter on Mr. Blackburn's desk when he called were as follows: Strahorn's "To the Rockies and Beyond," an illustrated pam-phlet of 216 pages; "The Colorado Tourst," a gilt covered pamphlet of 80 pages several editions of Strahorn's "New West," a quarterly newspaper devoted to Montana, Idaho, Black Hills, quarterly newspaper devoted to Kansas and Colorado; Land department publica-tions relative to Kansas and Nebraska; surces and Attractions of Utah," pamphlet of 75 pages; maps, folders and posters, English and German, adapted to the business demands for each of the States and territories. Mr. R. E. Strahorn, the chief of the department, has been absent since June collecting information to be used

n printed matter to be hereafter circu The land sales of the Union Pacific during the past year present a gratifying show-ing as to the interest taken in the unoccupied lands of Nebraska by eastern people, During 1880 there were 160,000 acres dised of to 1,925 purchasers, for the sum of 8872,000 - the average price paid per acre being 84.84. Number of acres deeded dur-

ing the year, 85,000.

The Burlington & Missouri River railway, the second great trunk line of Nebras-ka, has established permament headquarters in Omaha by the erection of a substantial and commodious headquarters build-ing, which we illustrate on the fourth page. The building is a three story brick, iron front, stone trimmings having a frontage of 66 feet on Farnham street, and 127 feet on Tenth street. The cost of the building and grounds was \$40,000. The company expended about \$13,000 in completing the interior and furnishing this building. The general officers of the company located in Omaha, are: A. E. Touzalin, general man-ager; Percival Lowell, assistant general manager and general freight and ticket agent; J. G. Taylor, assistant treasurer; G. W. Holdredge, general superintendent; C. D. Dorman, auditor; John C. Bonnell,

general advertising agent and stationer; J. D. Mactarland, land commissioner; T. E. Calvert, chief engineer; D. Hawks-worth, master mechanic; W. W. Peet, chief clerk in manager's office; G. Hargreaves, purchasing agent; C. E. Yates, superintendent telegraph; J. M. Barr, car outant: Geo. B. Harris, assistant genin charge of accounts and records; J. G.

The officers in charge of the operation of the four divisions, are:

B. & M. R. R. Div. & Nebraska R. R.
Div.—J. O. Phillippi, division superintendent; D. E. Thompson, assistant superintendent; C. P. Olsen, foreman bridges; T. L. Murphy, roadmaster between Omaha, roadmaster between Lincoln, Hastings and Beatrice, including Lincoln yards; J. P. roadmaster between Nemaha and

Atchison & Nebraska R. R. Div.-J.

## For all Divisions-T. McAlpine, chief

perator Lincoln office.

The B. & M. has expended in local improvements in our city during the year just closed, the sum of \$12,000. Its total ength of road in Nebraska is 865 miles and six tenths, 200 miles having been con-structed during 1880, all the lines being supplied with first-class telegraph facili-ties, the agents at the various stations being operators. The company's land sales for the past year exceeded those of the Union Pacific, the amount sold footing up 268,597 acres, representing a money value of \$1,284,868, being a trifle less than \$5 per acre. The bridge completed by the company last August across the Missouri river at Plattsmouth is a very important structure to this western country. The river is very narrow at this point, so that but three stone piers were needed. Joining the westward main span are three deck spans of 200 feet in length, each. On the Iowa side is an iron viaduct 1,400 feet long. The first stone pier on the west is 60 feet long, half of which is below low water mark; the next being 38 feet below low water mark, and the third 50 feet below

The superstructure is 3,000 feet long.

During 1880 the Omaha & Northern Nebrrska became a part of the Chicago, St. Paul, Minneapolis & Omaha railway, and is known as the Nebraska Division, with Is known as the Acoraska Pressen, wan J. E. House, superintendent; O. D. Brown, chief engineer; J. Budd, general traffic agent. The general officers of the road are H. H. Porter, president; J. W. Bishop, general manager; E. W. Winter, general superintendent; F. B. Clark, general traf ffe manager; J. B. Hilard, assistant traffic manager. The connection with the through line was made November 16, 1880, and through trains put on December 1st. The company are making extensive im-provements on the five blocks they have secured north of Webster between Foureenth and Fifteenth, having about completed a freight depot and round house, and will build during the present year a pas-senger depot to cost \$50,000. There have been erected or are in course of erection new depots at Calhoun, Blair, Herman and Clarks. This line is of the utmost importance to Omaha, as it traverses a section of country which is naturally tributary to our city, but which has not heretofore been accessible by rail. It also places our city in direct and quick communication with the lumber regions and with the immense milling establishments of Minneapolis. The road will constitute a most important factor in the new business developments which are to be witnessed in this city with n the next few months.

### BANKING.

Continued improvement is shown in the oulk of business transacted at the various banks of this city during the past year. Deposits have been materially increased ut no increase of capital or surplus is re orted except in the case of the State Bank, ws an enlarged surplus fund to he extent of \$34,000.

The banks complain greatly of the burlen of taxation they are compelled to carry inder national and State legislation. Reluced interest rates have been enforced upon them by the increased supply of loanble funds from foreign untaxed capitalists but the taxes remain the same, or are in creased in amount. This fact explains the on-increase of capital with the banks now loing business, and also the non-introduction of new capital. The four banks of Omaha pay taxes to the United States of not less than \$20,000 per annum, and the two Nationals pay local taxation of \$5,000 per annum each. The national tax on deposits of banks is the last of the war measures of the government rendered necessary to preserve its existence. All similar taxation has long ago been repealed. There is a fair prospect of this tax law being repealed during the present session; and if done, we may reasonably hope to proort increases banking capital during the coming year. Omaha has more than maintained her

far west, being the depot of money supply for all the States and Territories west of the Missouri river, as well as western We should be pleased to furnish a comparison of the banking business of Omaha

with that of the other cities on the Missouri river, but experience in this direction the same difficulty as last year; there is nothng in the form of published statements to ompare with.

The following table shows the changes in deposits of our two National banks from last published statements during each year

First National—Dec. 22, 1876	. \$1,304,630.63
Omaha Nat'l—Dec. 22, 1876	. 865,899.79
Total	.82,170,530,42
First National – Dec. 28, 1877	.81,097,698,67
Omaha Nat'l – Dec. 28, 1877	.719,368,87
Total	.81,817,067.54
First National—Dec. 6, 1878.	.81,336,406.58
Omaha Nat'l—Dec. 6, 1878.	.852,362.60
Total First National—Dec. 12, 1879 Omaha Nat'l—Dec. 12, 1879	.81,754,476.22
Total	82,890,142,44
First National—Oct. 1, 1880	\$1,882,673,70

......83,247,676,78 FIRST NATIONAL BANK-DIRECTORS. Kountze, vice-president : Henry W. Yates, cashier; John A. Creighton and Andrew J. Poppleton; Frederick H. Davis, as

Capital, \$200,000; surplus fund, \$50, During the past year the deposits of the ank have at times aggregated over \$2,000,

000, and the average for the year will be ot less than \$1,800,000. The other banks are Omaha National Capital \$200,000; surplus fund,

State Bank of Nebraska—Frank Mur-ohy, president; Ben. B. Wood, cashier. 'apital, \$50,000; undivided profits, \$59, Caldwell, Hamilton & Co., the oldest banking house in Nebraska, does a very extensive business, but we have been un-

# and deposits.

WHOLESALE TRADE. The wholesale trade of Omaha is very xtensive, covering not only the entire state of Nebraska, but ranging over the Rocky mountain states and territories to the Pa rific slope. Seventy jobbing and commission houses are now engaged in this traffic, and the number is increasing rapidly. The rolume of the wholesale trade in Omaha during 1880 shows an increase of over thirty per cent, over the preceding year. Eleven new jobbing houses have been established in this city during the year 1880, and all the leading houses have added largely to their storage and jobbing facilities. This traffic is carried on by the following branch-

AGRICULTURAL IMPLEMENTS. In the line of agricultural implement dealers, we have the Haines Bros., Parker & Bowers, Daniel Burr, Frank D. Cooper, and W. J. Kennedy, whose aggregate sales for 1880 foot up \$471,000.

BOOTS AND SHOES, The wholesale boot and shoe trade of Omaha is carried on by two firms: W. V. Morse & Co. and Reid, Jones & Co. Their aggregate sales for 1880 foot up \$600.

COMMISSION HOUSES. The commission business of the city is carried on by the following firms, whose business for the year amounted to \$655,-

F. Troxell & Co., Fearon & Cole. COAL AND COKE. Geo. Paterson, Foster & Gray. The Iowa Coal Co., Pratt & Towle, Benson & Johnson, and D. O. Clark, agent of the Union Pacific, did a business during the year of \$750,000.

000: McShane & Schroeder, Peycke Bros., R. Bingham & Son, E. Marony, Robt. Purvis, John G. Willis, D. B. Beemer, B.

CLOTHING.

M. Hellman & Co. enjoy the monopoly of the wholesalesclothing traffic of Omaha, with aggregate sales for the year 1880 of \$175,000.

Three ffrms monopolize the wholesale drug trade of Omaha, viz., Kennard Bros. & Co., Chas. F. Goodman and Ish & Mc-Mahon. Their sales for 1880 aggregate \$390,000, an increase of over fifty per cent. There are seven wholesale grocery firms

Incre are seven wholesale grocery firms in Omaha, namely: Steele, Johnson & Co., Nave, McCord & Brady, Paxton & Gallagher, F. C. Morgan, Meyer & Raapke, J. J. Brown & Co., and J. B. French & Co. The aggregate sales of these firms during the year 1880 foot up 83,650,000. HARDWARE AND IRON.

W. J. Broatch, Irwin & Ellis, and Lee, Fried & Co., are engaged in the wholesale hardware and iron trade. Their sales for 1880 aggregate \$275,009. LIQUORS. The wholesale liquor trade is carried on

by the following firms: Her & Co., Stub-bendorf & Co., Chas, Gruenig, Adler & Heller, W. A. McNamara, A. Riley & Co.

and J. E. Blake. Their sales during 1880 aggregate 8890,000.

LUMBER. Omaha lumber trade is carried on by five firms, viz., Foster & Gray, Chicago Lum-ber Company, George A. Hoagland, J. A. Wakefield and Louis Bradford. The ag-gregate sales of these firms foot up 81,175, 000, an increase of over twenty per cent. over the preceding year,

LEATHER, HARNESS AND FINDINGS. G. H. & J. S. Collins, dealers in harness and leather, P. H. Sharp & Son, and L. C. Huntington & Son, dealers in leather and findings, have aggregated \$195,000 in sales

NOTIONS AND TOYS. Chas. S. Goodrich and Max Meyer, the two wholesale notion and toy houses of Omaha, have disposed of \$210,000 of merchandise during the past year.

OHS, PAINTS AND GLASS. R. C. Steell & Johnson, Windheim & Co., Goodman, Kennard & Forsythe and N. I. D. Solomon deal in oils, paints and class at wholesale, and their trade aggre-

STOVES AND TINWARE. Milton Rogers & Son and D. A. Piercy have disposed of \$435,000 of stoves and tinware during the year 1880, an increase of

ver 20 per cent, over the preceding year.

TOBACCO AND CIGARS. Ouite apart from the local manufacturers cigars whose traffic is exhibited in the eport of the internal revenue bureau a ery extensive trade in cigars and tobacco carried on by wholesale grocers and li-uor houses. Three firms, viz., Max Mey-r, West & Fritcher, and M. Toft do a wholesale tobacco and cigar business, which, during the year 1880 aggregated 380,000, a fair estimate of the tobacco and igar traffic for the same year, will aggre-

MISCELLANEOUS. Tootle & Maul, dry goods; Marcy & Co. wholesale confectioners; E. L. Strang, pumps and wind engines; J. S. Caulfield, stationer; W. T. Seaman, paper dealer and stationer; Guild & Morrell, teas; Collins & stationer; Guild & Morrell, teas; Collins & Petty, guns and ammunition; H, & C. F. Hickman, millinery; Whitney, Clark & Co., spice mills, etc.; Dewey & Stone, wholesale furniture; A. B. Huberman, jewelry, etc., Max Meyer & Bro., musical instrument; Edholm & Erickson, jewelry, etc.; C. L. Brisco & Co., safes; Shreve, Jarvis & L., gentlemen's furnishing goods. The total sales of these firms aggregate

### CMAHA AS A MANUFACTURoroud position as the finalcial center of the ING POINT.

maha is admirably situated as a manufacturing centre is fully shown by the remarkable growth of her manufacturing interests within the past ten years. If one had predicted, in 1870, that within the next decade Omaha would have the third largest smelting and refining works in the world, a distillery the fourth in size in the United States, and would be shipoing alcohol to France and Russia; nail works shipping nails to Japan, packing establishments sending goods to the English and Irish markets, he would have been insane hospital. Yet all this and much more has come to pass, and mainly through the investments by Omaha men of comparatively small means, and the outlook in that connection is so promising to-day that almost any prediction as to the future of our city as a manufacturing centre would be thought reasonable. With the immense Union Pacific shops, employing nearly 1,500 men; the smelting and refining works; white lead works, which compete works; white lead works, which compete with those of Chicago and St. Louis; nail works that have been enlarged four times within less than two years; half a dozen packing houses—one of which disburses over a million dollars annually; its foundries and machine shops; oil mill company representing \$50,000 capital; three breweries valued at \$100,000 each, and a score of small manufactories of various kinds established within the past few years, our people certainly have rea-son to take a hopeful view of the future. The completion of the water works system this year will furnish motive power for factories of all descriptions, and will be utilized to the great advantage of Omaha's commercial interests.

# THE WILLOW SPRINGS DIS-

During 1880 the Willow Springs Distilery Company, P. E. Her, president, and J. D. Her, secretary, produced, of spirits, deohol and whiskies, 1,440,946 gallons, the tax on which at ninety cents per gallon would be \$1,296,851.40. The total sales of the company for the year were \$1,535,000, the local tax on which, paid to the revenue the local tax on which, paid to the revenue office in this city, was 8851,888.60, the tax for the month of November being 8104,-986.80. The average number of employes was 100, an increase of twenty over 1879, their pay roll footing up 85,000 per month, or 860,000 for the year. There are able to procure statistics as to its capital twenty-five men employed in the cooper shop, who made on an average 2,000 bar-rels per month. The establishment consumed twenty tons of fuel per day, or 6,000 tons during the year. Eighteen hunfred cattle were fed, and the following quantities of grain purchased and con-sumed: corn, 334,000 bushels; rye, 3,600 bushels; wheat, 30,000; malt, 48,000; oats 6,000. There were fed to cattle 2,000 tons of hay.

This distillery is the fourth in production

in the United States, the three largest being the Fifth and First Illinois districts, and the First Ohio. It was established some twelve years ago, and has been an important factor in building up a market in Omaha for Nebraska grain. The company make their own malt, now occupying the large building erected by the Brewer & Bemis brewing company. They do all their own work, manufacturing everything connected with fine spirits. They have also increased their rectifying capacity in order to make a finer quality of spirits than heretofore, there being a greatly in-creased demand for the finer grade of With the enlargement of their works, the new machinery, the new alcohol nouse, and other new and complete improvements, they are now enabled to make as fine goods as can be manufactured any-where in the United States. Their pro-

Her & Co. are also engaged extensively St. Louis. n the manufacture of Kennedy's celebrat ed East India Bitters, which find a ready sale in all the principal markets in the world. In view of anticipated efforts at

usiness way, and temperance zeal should

be modified by business prudence.

A few weeks since the large three story building occupied by the firm on Farnam street between Thirteenth and Fourteenth, was destroyed by fire, entailing loss and nconvenience upon the company, though there was heavy insurance upon their stock. The work of cleaving out the debris was entered upon at once, and the re-building proceeded with as rapidly as possible, the company occupying as temporary marters a room over Kennard & Forsyth's

drug store.

The following figures from the internal evenue office show the busines done durng 1880 and the tax paid here, the tax on ods exported being paid in New York :

Month.	Gallons produced		Tax on spir its withd n.
January	127,062	127,537	861,464,30
February	113,998	88,321	45,292.50
March	131,180	128,237	81,489,60
April	130,509	149,817	100,902,60
May	123,148	126,883	36,473,40
June	113,152	113,205	43,611,30
July	105,329	102,868	58,202.10
August	161,810	118,588	=2,760:40
September		91,783	57,569,10
October		112,245	86,350,50
November	129,326	116,652	104,586,80
December	132,400	125,918	89,586,00
Total	1,437,898	1,402,002	8851,808.00

BREWERIES. One of the most important industries in this city, in a financial way, is the mann facture of beer, which is carried on by the Metz Bros. Brewing Co., Fred. Krug, Mrs. W. Bauman, E. Engler and A. Saltzman whose total manufacture for 1880 was 31, 55 barrels, an increase of 6,314 barrel ver 1879. Following is the official statement from the internal revenue office, the nonth of December being estimated:

700000	NAME OF BREWER.	On hand Jan. 1, 1880, bbis.	Barrels Pro- duced.	Barrels Sold	Tax Paid.	
3	Metz Brs. Br. Co.		12,460	11,908	\$11,908	
1	Fred Krug	1,140%	12,588	11,748	11,748	١
1	Mrs. W. Bauman	200	6,751	6,038	0.000	ı.
1	E. Engler	915	116	115	1,175	Ł
1	A. Saltzman	40	40	68	68	l

. 3,775 31,755 29,877 829,877 Mr. Fred. Metz is president of the Metz Bros. Brewing Co.; Richard Siemon, secre-tary, and Edward Siemon, treasurer. Their establishment, valued at about \$100, 000, is one of the oldest in the State, and one of the most complete in the country During the past year they bought 45,460 bushels of barley, at a cost of \$9,236,00; 18,300 bushels of malt, for which they paid 819,215,00, and paid to employes 810,508,25, making a total outlay of \$38,959,25. The brewery made 18,552 bushels of malt, and sold 5,000 bushels. Eight men are emloyed in the establishment. Last year 12,460 barrels were produced, an increase f 1,706 over 1879.

The Columbia brewery is owned and op-rated by Mrs. W. Bauman, Gotlieb-storez, foreman, There were manufactured by the Columbia brewery last year 6,751 barrels, an increase of 3,001 over the previous year, there being 5,968 barrels sold from Dec. 19, 1879, to Dec. 19, 1880, in increase of 1,667 over 1879. During 1880, 1,600 bushels of malt were made; brick engine house was built at a cost of \$4,400, and an addition to the malt house costing 8600. Nine men and two team

are employed. The Omaha Brewery, Fred Krug, preprietor, was established in 1859, and not represents an investment of \$100,000, with n annual capacity of 25,000 barrels. Last year over \$10,000 was paid in wages to the

## CIGAR FACTORIES.

Oceha has thirteen cigar factories, em-ploying nearly 102 kands) During 1880 there were manufactured 2,784,225 cigars, an increase of 85,400 over 1879; sale 2,781,000, an increase of 128,575 over the previous year; tax paid \$16,686, an increase of \$771.45. The following figures

NAME.	MADE.	SOLD.	TAX.
West & Fritscher	1020950	1595800	9,454.80
A. E. Simpson	34150	92025	525,15
Joseph Beckman	200050	186750	1,120,50
K. S. Beck	8700	9500	57,00
Pat Devitt	45225	44125	264.75
Sohn Hops	49600	49500	297.00
F. Nachtigal	1339800	122750	7391.50
A. Schultz	1355000	141000	846,00
R. Schwalehberg	19700	16500	589,00
W. F. Lorenzon	260700	261400	1,568,40
Geo. H. Jones	42875	38900	223,40
John Hanlon	15600	18400	110.40
S. Jorgenson	112225	1200000	774.00
J. Jelen	15000	15000	90,00
Wm. Kratz	19550	19550	117,30
Theo, Beek	20700	18100	108,60
C. H. Wilson	28600	27100	162.60
A. F. Sigwart	18700	15(9)0	90,60
The second		PEOTING.	THE STATE OF

During the year A. E. Simpson, R. S. Beck, John Hanlon, George H. Jones, and Jones & Le Francis, went out of the business and the four last named in the list given above, established new factories. As will be seen West & Fritscher are largest manufacturers in the city. They employ about fifty hands, and pay out annually over \$20,000.

## SMELTING WORKS.

The largest and most complete smelting orks in America are those of the Omaha Smelting and Refining Company. They have \$175,000 invested in buildings, machinery and grounds; they employ from 150 to 250 men; their monthly pay roll mounting to \$10,000; and they consu 1,600 tons of coal per month. During the past year they have shipped fine silver and old to the value of \$4,000,000, ninety per

cent. of this being silver, and they have shipped 10,000 tons of lead.

During the past year they have spent 87,000 in improvements. Besides this, a oundry is being built at a cost of \$3,000. Hitherto the company have had their castngs made at the different foundries in the city, and have always had enough work of this kind to keep one foundry running. Hereafter, the company will make all their

own castings.

The officers of the company are: Charles W. Mead, president; H. W. Mead, vice-president; E. W. Nash, secretary and treasurer; Charles Balbach, superintendent.

# WHITE LEAD WORKS.

These works have been established three years. The company have added new buildings and machinery so as to double their capacity during the past year, and are now turning out 2,000 tons per annum. The sales of white lead during the year 1880

aggregate \$250,000. One-fifth of all the refined pig lead used in the United States is turned out by the Omaha Smelting and Refining company. This makes Omaha one of the best points. f not the very best, in the country for obtaining supplies of raw material for cor-

This company give employment to forty men, who are kept busy the year round. They have invested \$15,000 in additional ouildings, improvements in machinery, etc., luring the past year.

## LINSEED OIL MILL.

The Woodman Linseed Oil Company ha een incorparated under the general incorporation act with capital stock of \$50,000. The compony have a mill already in operation (the Taft & Woodman Oil Mill), and will double its capacity during the present year. In 1880 this mill manufactured 225,-000 gallans linseed oil, valued at \$140,000, and 2,000 tons of oil cake worth \$45,000. Employment is given to about thirty men. ducts are French Cologne spirits, alcohol, pure rye and Bourbon whiskies, sour and sweet mash, all of which have acquired a wide reputation on account of their super man, of Omaha, Chas, W. Barstow, Oscar L. Whitelaw and Robert H. Whitelaw, of

## PRINTERS AND BINDERS.

GRAPH, NEWSPAPER UNION, and DANISH PIONEER, and the job offices and binderies of Festner & Son, George W. Gray, John D.

## THE NAIL WORKS:

The Oniaha Nail Works company was organized in the spring of 1878, and during that year a building was erected and maized, the present officers being as follows: John A. Creighton, president; G. T. Walker, vice-president and superintendent;

but the contrary has proven the fact. BRICK.

It is estimated that 12,000,000 bricks were made in Omaha during the year 1879.

850,000. They give constant employment Bailey & Olsen manufactured about 2,000,000 bricks, employed twenty-five the Union Pacific nen and four teams for about eight months Roddis & Thral

employed forty men and eight teams dur-

TIN AND SHEET-IRON WARE. The pioneer house of Milton Regers, corner Fourteenth and Farnam, still continues to lead in the sale of stoves, tin plate, metals, tinner's stock, stamped jaannel and granite wares, etc. It was esablished in 1855, making it one of the ffrst gular business houses ever established in this city. They employ eighteen men in the manufacture of tin and and sheet iron care, and furnace work, and forty men in

# the entire establishment.

GAS. The Nebraska Gas Light company are gradually increasing their lusiness. Last year mains were extended on Sixteenth street from Cumings to Lake's Addition; n St. Marys avenue to College street, nd south on Seventeenth and Twentieth; on Dodge to Twenty-fourth, and replaced with much larger mains these from Four-scenth and Douglas to Burt and Seven-

## CARRIAGES AND WAGONS.

The principal manufacturers of car ages and wagons are A. J. Simpson and Meadimber & Dailey, who make a specialty of fine buggies, carriages, and light wagon work. These two establishments ogether give employment to about fifty

L. T. Lengprey, Henry Grebe, and P. ons of the heavier class.

## SAFE FACTORY.

G. Andreen, the safe manufacturer, es-tablished himself here about five years ago. Last year Mr. John Vallien, a practical

GRAPE SUGAR MANUFAC-A company has been recently formed for he manufacture of grape sugar in Omaha, omposed of John McCormick, Frank Murphy, E. F. Test, Ezra Millard, S. R. Johnson, and others, with an authorized capital of \$200,000, with the privilege of increasing to \$600,000. A building is to be erected early this season.

SHIRTS. W. H. Harrison, shirt manufacturer, No. 1122 Farnam street, employs about twelve hands, and makes about six dozen

The Omaha Shirt factory, No. 1207 Farnam street, Ph. Gottheimer, proprie-tor, employs twenty-five hands. The business of this establishment is increasing.

## PLANING MILLS.

A. Moyer, proprietor of the Omaha Planing mill, employs twenty men, and does a large business in preparing building material. Rosenberry Bros. run a large planing mill at the corner of Fifteenth and Marcy streets, employing 25 men. They manu-facture all kinds of sash, doors and blinds,

## and did a very large business during the Manufacturing Briefs.

Henry Grebe manufactures hav sweeps a patent granted to him two years ago, Henry G. Richter manufactures ladies nd gentlemen's furs and gloves,

Beindorf & Mauss, Marcy & Co., and Rice & Weaver, manufacture candies and M. A. Kurtz and McDonald & Harrison manufacture ladies' cloaks. A. Randow and H. Harris manufacture

The Omaha Fence and Box Co. manucture fine fencing, boxes and refrigera-

anufacture artificial stone. Kennard & Forsyth and Whitney, Clark Co. manufacture baking powders. Gibson & Scanlan manufacture bone dust

rtilizing material. Patrick Qualey manufactures soap. facture vinegar, Gatz & Freman have manufactured dur-

\$100,000. O. J. Wilde, No. 1317 Cass street, is building up a fine trade in all styles of show cases in goods of his own manufacture; having had many years experience, and fully understanding the busine luring the past year turned out a large number of elegant buggies and carriages.

T. L. Longfrey makes the manufacture spring wagons a specialty. The Western Cornice Works, C. Specht, roprietor, are rapidly extending their usiness, and supply not only the demand for cornices in Omaha, but have filled many orders for interior towns in Nebras-

ka and Western Iowa. Medimber & Daily manufacture cariages and buggies. Whitney, Clark & Co., coffee and spice nills, now in their third year, have trebled heir manufacturing facilities during the

# MECHANICAL TRADES.

		livided as follows:	g-
Bakers	16	Machinists 1	12
Blacksmiths	85	Moulders	42
Bookbinders	34	Masons	25
Broom makers	12	Malt makers	12
Brick makers		Marble cutters	6
Coopers	723	Nall makers	25
Candy makers	20	Oil making	12
Carpenters	118	Pattern makers	40
Cracker makers	16		92
Cabinet makers	- 21		95
Car'ge & wg'n mks	70	Picklers	20
Clgar makers	100	Pressmen	45
Dyers	4	Plumbers	17
Distillers		Photographers	22
Dress makers	60	Painters	13
Engineers	211	Planing mill men.	14
Furriers	- 5	Plasterers	37
Gunsmiths		Shirt makers	36
Gas makers	12	Safe makers	15
Harness makers	44	Shoe makers	48
Hatters			50.
Hair workers		Tailors	92
	7	· · · · · · · · · · · · · · · · · · ·	

4 Trunk makers.... 6 Uphoisterers.....

42 Vinegar makers... 3 Wheelwrights

## PORK PACKING.

Omaha is that of pork packing, the establishment owned and operated by Mr. James E. Boyd, being one of the largest chinery to the value of \$14,000 was put in, and then owing to a lack of funds, further operations were suspended until early in the spring of 1879, when additional capital at once on a larger scale and more convewas secured and the company was reorgan- nient in every way for business, at a cost of \$40,406 for the building, and \$7,044 for machinery and fixtures. From November 1st, 1880, to January 1st, 1881, he packed James Creighton, secretary and treasurer; 39,000 hogs, in round figures, an increase John A. McShane, assistant secretary and of 4,000 over 1879. He employs 140 men, treasurer; R. W. Wilson, assistant super-intendent, with a paid up capital of \$50,-000. Over 40,000 kegs of nails were made establishmedt to Nebraska cannot be overlast year. Additional buildings and ma-chinery have been provided during the year, at an outlay of \$12,500, and still set price for hogs, the raising of which has further additions are now being made in now become a feature of Nebraska farming, machinery in order to keep up with the Mr. Boyd engages largely in summer packdemand. It was predicted there would be a lack of material in Omaha for nail works, ber 1st of each year, thus making a con-

ber 1st of each year, thus making a con-stant demand for hogs.

During the year just closed Harris & Fisher expended \$15,000 in the crection of a packing house, and enlarged their busi-ness in other ways. They killed 3,500 head of cattle, 3,000 of sheep, and about were made in Omaha during the year 1849, were made in Omaha during the year 1849, were made in Omaha during the year 1849, head of cattle, 3,000 of sheep, and about 5,000 of hogs. The firm employs about twenty men. For two years past they have been making shipments to England. Sheely Bro's, the oldest firm in this line of the Wissouri, having been in the west of the Missouri, having been in the business in Omaha for more than twenty years, killed during the year 6,700 head of hogs, 4,200 sheep, and 1,200 beeves. They a 100 men and from ten to twelve teams, run an extensive packing house in the southwestern part of town, on the line of

Reddis & Thrall have been in the busif the year, Ittner Bros. burnt 2,500,000 bricks, and the senior member has had many years, experience, and was for a long time superin-tendent of Boyd's packing house. They Henry Livesey made about 2,000,000 tendent of Boyd's packing house. They have packed about 12,000 hogs this season, bricks, and employed from forty to fifty employing sixty men, and are doing a fine

During 1880 the packing establishment of J. Phipps Roe was enlarged at an ex-pense of \$2,000, another sum of \$2,000 hav-ing been expended at the close of 1879 in additions. Last year the premises were leased by Charles O'Connor & Co., and used exclusively for the packing of small meats. It is their intention, however, to ommence slaughtering hogs and packing for the Irish market next month. The firm did a good business during the year.
William Aust packs annually about 2,000 head of hogs.

## GRAIN ELEVATORS.

During the year just closed Elevator A," owned by John McCormick & Co., burned to the ground, to the serious detri-ment of the grain business of the city, it having been in successful operation about three years. As it burned down before the opening of the season for 1880, the company

has no figures to report.

The Union elevator, Himebaugh & Merriam, proprietors, was built in 1877, and has been run to its full capacity since. It has a storage capacity of 250,000 bushels, and gives comployment to twenty men During 1880, the firm purchased and han-dled about two million bushels of grain. An illustration of the Union elevator apars elsewhere in this paper

## THE U. P. MACHINE SHOPS.

The machine shops of the Union Pacific railway are the most extensive mechanical establishment in the city of Omaha. These shops represent a permanent investment of over one million dollars in buildings and machinery, to which additions are being safe maker and jail builder, bought an interest in the business, and Andreen & Vallien is now the style of the firm. They year over \$10,000 was paid in wages to the twenty men employed. In 1880 he made 12,488 barrels of beer, an increase over 1879 of 1,852, and sold 11,748 barrels, an increase over 1879.

Sold over 1879.

Sale made, and Andreen & Vallen is now the style of the firm. They employ about fifteen men. Their business has had a substantial increase during the has had a substantial increase during the Black Hills railway; two depots and two Black Hills railway; two depots and two section houses on the Grand Island & St. Paul branch; two depots on the St. Joe & Western; two depots on the Lincoln branch; one depot and another in course of erection on the main line; a barn for the company's horses, 84x36 feet; lumber shed 84x40 feet: rebuilt 50 cars. Twelve secondclass coaches have been arranged for secondclass sleepers, and 51 more are being changed. Additions have been made to all stock yards between Omaha and Cheyenne. Cost of repairing passenger, bag gage, mail and express cars for the year-(the last two months estimated) \$130,867.77. Repairing freight equipage (last two months estimated) \$300,417.88. The average number of men employed in car department at Omaha for the year was 490, whose monthly

pay-roll will aggregate \$30,000. The average number of mechanics and laborers employed in the locomotive department including engineers and firemen, running between Omaha and Grand Island is 850, whose wages for labor during 1880, aggregate 8548,304.92, or a grand total of 1,340 mechanics, laborers and locomotive engineers, whose wages aggregate 8968,304.72 a year. The general supervisor of the Union Pacific shops at Omaha, as well as at other points on the road, is I. H. Congdon, general master mechanic. George E. Stevens is superin-tendent of the car department. Robert of the locomotive department, consisting of blacksmith shops, foundry, machine

### MACHINE SHOPS AND FOUN-DRIES.

Omaha Foundry and Machine Co. This establishment, which succeeds the Omaha Iron Works—destroyed by fire December, 1879 commenced the erection of their shops along the U. P. railway at Seventeenth and Eighteenth streets last spring, and opened them ready for work oring May, at a cost of about \$25,000, are Marhoff & Co. and Wirth & Gromm models of completeness and thoroughly Marnon & Co.
anufacture tranks.

Visscher & Hawver and A. W. Phelps

equipped with the most improve
ery. The building is two stories high, and
substantially built of brick. The company
substantially built of brick. occupy one and a half acres of land, and having a railroad side track into their groudds, possess the very best of facilities for doing a large business. They employ from fifty to sixty men in the different Pomey & Segelke manufacture soda water. departments. The monthly pay roll is Ernst Krebs and Geo. H. Haarman man-from \$2,000 to \$2,500, and the foundry Gatz & Freman have manufactured dur-ing the year crackers to the amount of T. W. T. Richards, and Chester B. Davis, the latter devoting his entire time to the management of the business. This cour pany is probably the only one west of Chicago and St. Louis which employ a ther-oughly educated and skillful mechanical engineer as a superintendent. They are largely engaged in the manufacture of the "Omaha" Steam Engine-their own design and are also extensively engaged in the manufacture of elevator and mill machinery, hand and power elevators, hoisting engines, and mining machinery, and do a large amount of building and bridge work. Their superintendent and engineer is Mr. Alfred R. Davies, formerly with Louis Oliver & Phillips, Pittsburg, and Morgan, Williams & Co., Alliance, Ohio.

The Excelsior Machine works on Harney, J. F. Hammond, proprietor, employs from twelve to eighteen hands, and did a business last year of \$25,000.

The Missouri Valley Boiler and Sheet Iron works, M. W. Hastigan & Wm. Gus-

hurst, proprietors, Twelfth and Cass, em-ploy ten to fifteen men, and does a good W. Boehl, Harney near Fourteenth, does lock work, steel work, erects awnings, etc. Godfrey & Davis, No. 117 South Fourteenth, do a general business in seals, stencils, rubber stamps, models, light ma-

## chine work, etc., employ four men, and did about \$12,000 worth of business last PULLMAN PACIFIC CAR CO.

The office of the general superintendents Mr. L. M. Bennett, is located in Union Block. Mr. W. H. J. Stratton is the assistant superintendent, and Charles F. Wilkins, cashier, W. H. Scott, clerk and ticket agent at Omaha, and J. E. Cool-idge, ticket agent at U. P. transfer. The company employ seven conductors and twenty-seven porters, and keep in constant use on the Union Pacific twenty-s ven coaches, and three on the Utah & N"rth ern, with three conductors and three oper ters. Of this division K. E. Browns assistant superintendent.