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ABOUT FIVE MILLIONS!

The Beef Product of Wyoming For the Present Year. Sixty Thousand Cattle Shipped Over the Northern Pacific.

Yesterday morning the Leader published a brief and somewhat hasty sketch of the cattle shipments of the season.

Since that time reliable data has been obtained of the shipments of stock over the Northern Pacific and by other avenues.

The complete figures as compiled to the present time are interesting, showing changes in the routes to market and the magnitude of the cattle business, which will surprise those not familiar with the details and aggregates of the industry in Wyoming.

The total number of cattle sent to market from this territory in 1883 was 148,612. Of that number 110,128 were shipped over the Union Pacific.

The Northern Pacific carried to market 21,969 head of Wyoming stock, and the Burlington and Missouri carried 11,826. Over the Sioux City line 4,679 were shipped.

After the shipments had begun this year it was estimated that not more than 100,000 cattle would be marketed during the season.

That estimate, while made by gentlemen who were in a position to know whereof they spoke, was undoubtedly based upon the belief that the Union Pacific would be the only conspicuous route to market employed by Wyoming cattlemen.

The events of the season have demonstrated the error of computations based upon that supposition. As stated yesterday, about 6,000 cars have been ordered of the Union Pacific by our stockgrowers.

That number of cars carried, according to the estimate of animals to the car, 114,000 head of stock. Official data, however, show that up to the 1st day of October there were shipped over the road 62,886 head, leaving 71,114 head as the shipments during October and November.

Thereports for October and November have not been received as yet, but the estimate is sufficiently accurate for the purposes of the moment.

But shipments, largely in excess of those of previous years, were this year made over other routes. Over the Northern Pacific were marketed, up to the 1st of November, 60,826 head.

Of that number 22,663 were loaded at Dickinson, Minn. 19,710 head were shipped; at Billings, 5,865, and at Miles City, 4,705.

It will thus be seen that Wyoming has marketed 114,000 cattle over the Union Pacific, and 60,824 head over the Northern Pacific, making a total of 174,824 cattle as the surplus stock of the season.

It will be observed that the estimate omits any reference to cattle shipped over either the Burlington and Missouri route, or the Sioux City route, neither does it allow for a per cent of Montana cattle which may have been included among the 60,824 sent over the Northern Pacific.

Granting that the Montana cattle included in those shipments will about equal the Wyoming cattle sent over the B. & M. and Sioux City, not included, it is plain that 174,824 cattle, or 114,000, were shipped to Wyoming stockmen as marketed in 1884.

These cattle, at the average of \$30 per head, represent the sum of \$5,244,720. Allowing for all expenses it will therefore be seen that the beef out-put of this territory for 1884 amounts to a production, from the grasses of its plains, of about five million dollars.

It is submitted that no state or territory in the union can make an equal showing upon the basis of an equal number of stock cattle.

White the beef product here does not depend exclusively upon the legitimate increase of the herds, but includes thousands of young cattle which are yearly brought from other stock regions for the purpose of preparing them for market here, the fattening and hardening qualities of the grasses of Wyoming are nevertheless the mines from whence the great yearly returns are obtained, and hence it comes about that Wyoming's beef product excites the admiration and astonishment of the world.

THE PANAMA CANAL. The Scheme Not as Visionary as Some Would Have us Believe.

From the Boston Commercial Bulletin. Those who are anticipating a failure of the De Lesseps scheme should give due consideration to the fact that the total expenditure for the construction of the Suez Canal up to the date it was opened for traffic was \$82,000,000, of which \$58,000,000 was for actual construction and \$24,000,000 for all other expenses.

This would be at the rate of 1.08 per cubic meter. The total amount of excavation for the Suez canal was 77,000,000 cubic meters. A liberal estimate for the Panama canal is 110,000,000 cubic meters.

Commander Goring, of Egyptian obelisk fame has just written a letter to the New York Sun, in which he estimated that at this rate the Panama canal will cost about \$120,000,000 and be completed within five years, or certainly by January 1st, 1890.

THE MIGHT OF UNION.

What the Amalgamated Association is Able to Accomplish. Controlling the Iron and Steel Industries of the United States.

Special Correspondence to the Philadelphia Press. Pittsburgh, Nov. 18.—Last recently in the general office of the most powerful trade union of the United States.

This is a great country for one labor organization to control, yet the Amalgamated Association of Iron and Steel Workers does it most successfully in their particular branch of the great industries.

While this is the nation, the organization really extends to the outward boundaries of the nation, the mill farthest east under its control is at Portland, Me.; the one farthest west at Oakland, Cal.; the one farthest south at Birmingham, Ala.; the one farthest north at Bay View, Milwaukee, Wis.

The numerical strength of the organization is estimated at 30,000 skilled workmen. While this is its actual membership it really dictates the movements of 75,000 or 100,000 men, for when the skilled workmen of the iron and steel mills strike or demand a change in wages it throws out of employment, or affects the wages of a large number of these men.

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John Jarrett, late president of the amalgamation, who earned the reputation of being "the ablest and most conservative labor leader in America," inaugurated the eastern policy of the union by breaking a strike in a mill near Philadelphia two years ago, and now his successor, Hon. William Weir, is vigorously carrying on the same policy.

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