

GROWTH OF SOUTH OMAHA.

Some Interesting Facts About Suburban Improvements.

THE OMAHA BELT RAILWAY.

Tangled by Thread—The Omaha Architects—Rail Notes—City News of General Interest.

The Growth of South Omaha.

What are they doing down at South Omaha? Does the business there amount to anything? Are they getting much live stock at the yards? Will it rapidly great cattle and hog market, and will it ever amount to anything as a slaughtering point? These and many other similar questions are daily asked by citizens of Omaha who do not realize that just south of our city limits a business is growing up that in the near future will surpass, in point of capital employed and business importance, the entire wholesale and manufacturing interests of the Omaha of 1886. The careless observer, who may have visited the Chicago yards and who estimates the importance of a business by the number of acres of land it occupies, and does not take into consideration the length of time it has been established, might take a casual survey of the yards and go away satisfied in his own mind that the South Omaha stock yards amount to very little. It was only a short time ago that a few enterprising men met in the open prairie, set their stakes and said, "here we will build stock yards which can be enlarged as the business develops; here we will build packing houses that shall have a capacity sufficient to handle all the live stock of the northwest; here we will lay out town lots for the building and occupancy by our employees and by others having interests here." The yards were built, a packing house was built, stores and private dwellings went up; but so soon as it was known that cattle could be shipped to the yards, that it would be sold here for shipment and for slaughter, than the most violent opposition was encountered from other markets. Chicago sent men here, not to establish commission houses, but to turn business away from here, to spy out sales made to speculators and then telegraph the price to Chicago, that the stock on arrival might be sold at a loss to the speculator, making it unprofitable for him to operate on this market. In spite of all the opposition the market continued to thrive, the yards were enlarged, the capacity of the packing house was increased, western cattlemen gave every encouragement and promised to ship all their stock here as soon as the yards could handle it. Chicago live stock dealers, who had come to believe, after having had a monopoly of the business for many years, that the business world came to an end just outside of their limits, and that while the country west might be a good cattle and hog pasture, it could never have any other market than Chicago, began to realize that they had made a slight mistake and that Omaha was bound to be a market. Three of the Omaha market commission firms in Chicago have now established branch houses here which are under the management of able men, who are working to build up a separate trade for here. The petty lying and disparaging remarks which were so common a year ago, with the press and the representatives of other markets, have been laid aside, and the prevailing spirit is to treat the Omaha market fairly and give what credit is deserved. No one pretends that this is a Chicago point of business importance or in the amount of business transacted, but that this is a new and growing market; that what business is done here is done well; that our packers and shippers are paying more than the owner of stock could realize were he to send his stock to any other market, a fact which live stock men who have tried it are free to admit. The very fact that live stock men talk of the Omaha and Chicago markets in the same breath goes to show our importance in the eyes of shippers, and it is to be doubted if the Chicago market could have shown as great improvement during the first three years of its existence. The day was when Albany, N. Y., was the greatest live stock market in the country, and when there was talk of building yards at Buffalo and of there being a market there, Albany men ridiculed the idea and would not believe that there could ever be anything beyond the Hudson river. Buffalo became a market all the same, and to-day the grass grows green in the Albany yards. Buffalo had a day, but the business went to Chicago, Omaha's time is coming. That something more than talk and cheap advertising are necessary to make a market was once realized by the stock yards company, and it is to be doubted if any enterprise in the west has been pushed with greater vigor or if any company has been more ready to take advantage of the opportunity presented than the Union Stock Yards company of South Omaha. They have worked quietly and without any display, if anything they have been too quiet and should have made more noise in the world. To-day the company are moving into the new stock exchange building, a structure which would be a credit to any city or any market. It has just been completed at a cost of \$80,000 and is 60x140 feet on the ground, four stories in height. It will be occupied by the Stock Yards company, and by the commission firms, the balance of the room being used for banking and hotel purposes. The old building, together with the hotel will be removed to make room for the extension of the yards. A force of men are engaged in making brick which will be used in building the new packing house to be occupied by Fowler Bros. of Chicago. The plans and exact dimensions of this packing house have not been completed yet, though the ground is being graded down ready for it. This much, however, is known that it will be fully as large as Hammond's and will be used exclusively for slaughtering hogs. In addition to Fowler Bros., Moran & Healey, one of the largest and most successful exporting firms of Chicago and who supply almost entirely the Glasgow market, are figuring on coming here, and it is expected that they will be established here before cold weather sets in. Nelson Morris and Andy Haas have decided to build a packing house near the present location of the Union Rendering Co.'s works, which will be moved further down the track. There are several other firms calculating on coming here, but negotiations have not advanced far enough to warrant their being named at the present time. To give some idea of the growth of the business done at the yards, compare the receipts of the present year with a year ago. In April, 1885, the receipts were 950 cattle, 6,500 hogs, 375 sheep and 50 horses; in April, 1886, the receipts amounted to 8,217 cattle, 20,780 hogs, 822 sheep and 84 horses. The bulk of all the receipts are handled by commission men who are well represented by M. Burke & Sons, Geo. Burke manager; Savage & Green; Keenan & Hancock, represented by Draper Smith; Wood Bros., represented by Walter Wood and John Dadsman; and George Adams & Burke, represented by Andy Gillespie and Frank Chittenden. The town of South Omaha is building up rapidly, and hundreds of men are finding there pleasant and agreeable homes while town lots are advancing in value at a rate which promises to rival the boom in Omaha city lots. It is not surprising that the stock yards, are enthusiastic over the outlook and future prosperity of the business enterprises established there.

THE BELT RAILWAY.

Some Interesting Facts About an Important Enterprise.

"The Omaha Belt railway," said President We can have trains running by July. There are now about 100 teams working on the different parts of the line, and we hope to have it finished by that time. Between the Omaha terminus on California street and the military road the line is nearly graded; between the military road and the stock yards the line is nearly three-fourths completed. The trouble is at present that there is a big cut to be made at the Summit, to complete which will require some weeks yet. As to how much rolling stock we shall have, I can not say. And so far as the running of trains is concerned, I am not at present to tell you anything. We shall put on just as many trains as business will stand. We shall endeavor to accommodate the public in every particular. A further interview with Mr. Clark revealed many particulars concerning the Belt railway, which have not yet been published. They are of great interest, however, and concerning an enterprise which is bound to henceforth play an important part in the growth of this city. The route of the Belt railway is as follows: Commencing at Fifteenth and California streets, running north about one mile, thence northeast over the Sulphur springs tract, passing north of the fair grounds, thence west through Oak, Chatham, Isabel and Boyd's additions, thence southwest about three miles, crossing Hamilton just west of Fortieth street, passing through Walnut Hill addition, thence southeast, passing through McCormick's second addition, Leavenworth Terrace, West Omaha addition, the county poor farm, Lyman place, Melrose Hill and South Omaha Syndicate addition, finally reaching the stock yards, the southern terminus of the line. This is the main line of the road; at the intersection of Fortieth and Farnam streets a branch runs southwest to Papillion, connecting there with the Missouri Pacific. At a cost of more than \$300,000 the Belt line recently purchased a tract of land—extending from California street to Nicholas, about one-half mile—and from Fifteenth to Sixteenth streets. On this ground it expects to have its depots, freight yards, etc. The passenger depot, which will be a fine structure, is to be erected by the Belt railway in conjunction with the Missouri Pacific, at the corner of Fifteenth and California streets. The freight depot will be at the corner of Fifteenth and Nicholas, while between the two depots will be freight yards. It is almost certain, too, that the Missouri Pacific will have its terminal shops at this point, and that it will commence the erection of buildings there, during the early summer. The Missouri Pacific has always lacked terminal facilities in Omaha, and gladly availed itself of providing itself with such at this opportunity. Other smaller depots are to be built along the line of the Belt railway between the California street main depot and the South Omaha terminus, at such places as necessity dictates. The locations therefore have not yet been entirely decided upon. In this connection it might be stated, that the line of the Belt railway, which of course intends to handle the suburban passenger traffic, preserves an average distance from the heart of the city of about three miles from one terminus to another. In this way it will cater to the needs of those of our citizens who prefer residences on the outskirts with the facilities of easy rail connection with the city. In fact, many are to be run at such speed that the business man can leave his residence in one of the suburban additions at 8 o'clock in the morning and fifteen minutes later will find himself at his place of business in town. "The cost of the Belt railway?" said Mr. Clark, repeating the last question put to him by the Bee men. "I am almost ashamed to tell you, but it has been so enormous. The cost per mile has been nearly \$40,000, largely owing to the greediness of property owners, who compelled us to pay outrageous prices for right of way privileges. So that the total cost of the line alone will be nearly \$750,000. The Belt railway has spent more money in Omaha during the past eight months—since it commenced work in October last—than all the other railways entering here during the past three years. Certainly the enterprise deserves the patronage of the citizens of Omaha to recompense it for its outlay. The Belt railway may state, is built by the Missouri Pacific, is owned by the Missouri Pacific and will be controlled and operated by that corporation. The headquarters will probably be in this city, though that point has not yet been decided." The prettiest site for a cheap and healthy home is in Mayne's add., just two miles from the postoffice in the southeast portion of the city. When you come to Lincoln, stop at the Commodore Hotel, if you want home comforts. C. W. KITCHEN, Proprietor. One mile west of Bedford place, Solomon's addition, \$250 per acre. 25x150 feet near Pierce street on Thirteenth, with a six room house for \$2,800. This is too big a bargain to hang long. C. E. MAYNE. One mile from city, Solomon's addition. 12x132 feet on South Thirteenth street at \$3,750, with a house thrown in. This is right on the business part of Thirteenth street and is worth \$7,500 to-day. C. E. MAYNE. Rail Notes. J. R. Manchester, Union Pacific claim agent, is out in Cheyenne, settling up with the stock men for the cattle killed by the Union Pacific cars during the past year. The overland passenger (Saturday) came in with twelve cars, and was one hour behind. It was delayed four hours on account of the strike on the Oregon Short line. Frank McGinn, a bright and very deserving young man, has been honored with the position of local freight collector for the Union Pacific, succeeding Frank Cleary, another capable young man who has been promoted to the position of bill clerk. T. H. Dearborn, general western passenger agent of the Baltimore & Ohio, and W. C. Shoemaker, traveling passenger agent of the same road, are in town. Saturday the St. Paul road met the cat in second class rates from this to Chicago, and improved on it by a bigger one of fifty cents more, making second class fare now to Chicago \$8. William Keith, one of the oldest and most popular of the conductors of the Chicago, Milwaukee & St. Paul and esteemed here by many people, died yesterday of heart disease, at Marion, Iowa. The following card to the public explains itself. Whereas, Mr. Frank J. Crawford, who was at one time a member of the Brotherhood of Locomotive Firemen, but who was expelled about eighteen months ago from Overland Lodge No. 121 for appropriating to his own use a considerable amount of money which he had collected for the lodge. Since then he has solicited and obtained favors on the strength of being a member of the order. Still we desire that no more favors be extended him on account of belonging to this order, and we take this manner of placing him before the public in his true character. (Signed) C. D. SPERRY, H. WISNIEWSKI, H. P. CALLAHAN, Committee.

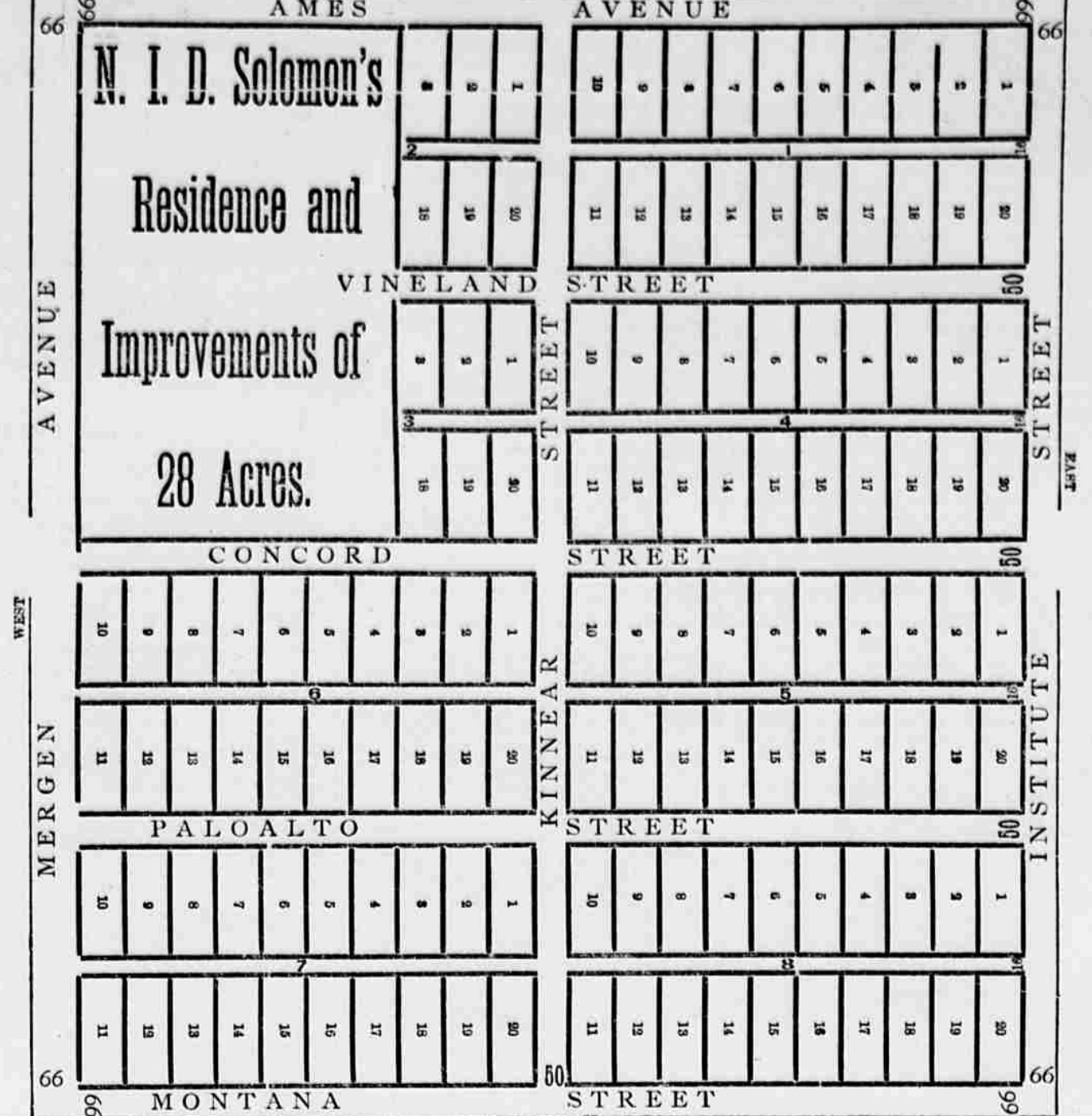
SCLOMON'S ADDITION.

This map represents Solomon's addition to Omaha—100 acres platted in one acre lots. The land is one mile from city limits, one-quarter mile from deaf and dumb institute, fifteen minutes' drive from postoffice, near Belt railway. The boulevard will be completed this summer, it runs near our east line. Land contains 100 acre lots, which I offer for sale without reserve at \$150 to \$300 per acre, on very easy terms—one-third cash, balance five years' time, 8 per cent interest, or \$30 cash, balance \$10 per month with interest. Here is the best opportunity to secure homes at a small outlay. Really less money per acre than parties are now selling small town lots—five lots to one acre. Real estate dealers are now plating out town adjoining us on the south and also west of the above lines five lots to one acre. Remember, that you can sub-divide your acre lots in five town lots and sell them at once at a handsome advance. There is no doubt you can double your investment inside of six months. The above land joins Tuttle's addition west. I offer 23 acres of the above land with three story brick dwelling, 10 rooms, 32 feet, soft and hard water supplied through pipes forced by wind mill, brick barn 60x100 feet, one frame barn 32x103 feet, mill house, grinding mill, corn sheller, hay scales, 14-foot wind mill, ice house, now well-filled with ice, one-acre chicken house and fence, with other out-houses, etc. There is now on the above 23 acres 1,000 choice fruit trees (three years old), 5,000 grape vines, four years old, 5,000 raspberries, also gooseberries, currants, blackberries, strawberries, etc. Also a good half mile race track now complete. The improvements cost over \$10,000. For further particulars call at 1509 Farnam St., Omaha, Neb. N. I. D. SOLOMON. Continued from seventh page. A CRES—Patterson Park acres only 3 1/2 miles S. W. from court house; near cannery factory, near West Side; beautiful view; 1/4 mile from Belt Line. The newest and best acre property on the market for the price \$250 to \$300 per acre. Each acre will make 5 lots. Only 10 percent down required, balance in cash. Come soon. D. C. Patterson, Iron Bank Building. OMAHA VIEW lots \$300 to \$700 Boggs & Hill. WEISS Sub div.,—38 acres just platted in acre lots for sale, commencing at 15th and West from \$350 to \$500. Adjoining acre sell for \$800 to \$850. Ludwig & Seay, 26 cor 15th and Douglas. OMAHA VIEW lots \$300 to \$700 Boggs & Hill. FOR SALE—By Stockdale & Bunche—2 elegant lots on east front corner in Clarendon, very cheap. Come and see them. A very choice house and lot one block from Saunders st., on Second. Persons looking for a home in an excellent neighborhood, with all facilities in the immediate vicinity, cannot find a place that will surpass this. Price for it few days, \$1,500 only \$1,200 cash. 3x132 on North 15th st., near Nicholas st., with 3 houses. Price \$10,000, half cash. 6x140 on North 20th st., with small house. Price \$2,100. 3 lots, each with a good house, on North 21st st., \$2,000 for each, \$100 down, balance monthly. Here is a chance to get a good home at a reasonable price, on easy payments. Stockdale & Bunche, 1511 Dodge st. 537-15. OMAHA VIEW lots \$300 to \$700 Boggs & Hill. LOTS on Dodge st., Kilby Place, \$500 each. Graham & Benawa, Creighton Bldg. 609-19. OMAHA VIEW lots \$300 to \$700 Boggs & Hill. FOR SALE—22 feet on Saunders st., house 5 rooms, eastern, etc., \$2,500. 60 feet east front, on Saunders st., house 7 rooms, well, eastern, etc., \$1,200. House of 3 rooms, full lot, in Lowe's add., \$1,400. 6x140 corner lots on Seward st., near Poor Claire convent, \$750 each; easy terms. Lot 22x130 on Dodge st., near 12th st., \$1,500. Six choice lots in Lowe's add., \$475 to \$500 each; easy terms. Lot in Sunny Side, \$1,150. 3 lots on 24th St., near Farnam, \$20,000. 6x142 on Farnam (corner), \$20,000. 6x142 on 24th st., corner lot, \$2,000. House of 6 rooms, half lot, 12x40 ft., \$2,500. Lot in West End, on Dodge st., \$1,100. Lot in Polham Place, \$1,100. House of 8 rooms and lot 25x140, on 18th, near Paul st., \$2,000. House of 8 rooms, lot 25x140, on 18th, near Paul st., \$2,500. 3 houses and full lot, 19th near Webster st., \$6,000. 44 feet east front on S. 19th st., \$1,250. 125 feet east front on S. 19th st., \$11,000. Lot on Virginia ave., near Leavenworth st., \$1,600. Eighteen of the choicest lots in Bedford Place \$150, \$500, \$500 for inside, and \$800 to \$950 for corner lots; easy terms. Lot in Nelson's add., east front, \$1,700. Lot on Seward st., 3 blocks from street car line, \$1,400. Full lot, 3 houses, 18th st., near Leavenworth st., \$5,500. 3 lots, south front, on Hamilton st., near 30th, \$1,500. A bargain—Must be sold. 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SOLOMON'S ADDITION.



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