RAILROADS

At the gateway of the pioneer transcontinental railway between the Atlantic seaboard and Pacific coast, Omaha is the center of an extensive network of railroads. Thirteen railways converge at this point with their termini, while several projected roads will in the near future afford Omaha additional facilities for traffic in the territory tributary to her. Omaha is most favorably located for transcontinental travel.

The shortest routes from New York, Chicago, St. Louis, and other eastern cities to Denver, Leadville, Salt Lake City, San Francisco and Portland, pass directly through Omaha.

The completion of the short line between Omaha and Lincoln by the Burlington road which enabled that company to enter into active competion for overland passenger traffic with the Union Pacific by running its Denver trains through Omaha, has within the past year revolutionized railroad travel and traffic. A very marked improvement in speed of passenger trains has been made not only between Omaha, Denver and San Francisco, but all the lines between Chicago and Omaha have increased their passenger train speed and reduced the time between New York and Omaha to forty hours. While Omaha now enjoys competitive facilities to Denver, Cheyenne and Salt Lake, the rapid extension of the Burlington and Chicago and Northwestern sytems through Wyoming and Utah will within less than two years give Omaha direct railway connection to the Pacific coast by three great trunk lines. The thirteen railroads which converge at Omaha run 122 passenger trains in and out of this city every twenty-four hours. Four of these railways connect Omaha directly with Chicago, viz: The Chicago, Burlington & Quincy, Chicago & Northwestern, Chicago, Rock Island & Pacific and Chicago, Milwaukee & St. Paul. Three trunk lines—The Missouri Pacific, Wabash, and the Kansas City, St. Joseph & Omaha afford Omaha direct connection with St. Louis and the south. The Chicago, St. Paul, Minneapolis & Omaha railway has placed Omaha within reach of the Minnesota and Wisconsin lumber region. The Chicago & Northwestern and Chicago, Minneapolis & Omaha give Omaha two separate lines to Sioux City. The Arlington extension to Omaha of the Fremont, Missouri Valley & Elkhorn railroad gives this city a direct line to northwestern Nebraska, the Black Hills and central Wyoming. The B. & M. railway, with its various branches has for years given Omaha transportation facilities to southern and southwestern Nebraska and northern Kansas and Colorado. Its newly constructed branches now afford additional facilities to central Nebraska and the region north of the Platte river.

UNION PACIFIC.

The Union Pacific railway, the great trunk line on the American continent, gives Omaha direct connection with the coal, iron, silver and gold regions of Wyoming and Colorado, the silver belt of Utah, Idaho and Montana, and the bullion and fruit exporting region of California and the Pacific coast. The headquarters of the Union Pacific railway have been located in Omaha ever since the road was chartered. After the consolidation of the Kansas Pacific railway with the Union Pacific, the headquarters of the Kansas Pacific were also removed to Omaha. All the various branches and leased lines operated by the Union Pacific management now have the principal offices in the Union Pacific headquarters in this city.

The company owns and the officers occupy a handsome and commodious five story building. (See illustration.) These head-quarters were materially enlarged last spring by reconstruction at an expense of over $60,000.

The entire Union Pacific railway system, comprising 4,935 miles of trunk line and branches, is operated from Omaha. Since the completion of its Oregon short line, through trains between Omaha and Portland have opened a large section of country to Omaha traffic. This line is made up of the original Union Pacific from Omaha to Granger, Wyo., 876 miles; the Oregon Short Line proper, Granger to Huntington, Ore., 540 miles, and the Oregon Railway and Navigation company from Huntington to Portland, 404 miles; making the total distance but 1,820 miles. The Omaha route is ninety-two miles shorter than that from St. Paul. The distance from Omaha to San Francisco is 1,865 miles; Portland is, therefore, brought nearer to Omaha than the great California city by forty-five miles.

The following statement shows the business of the Union Pacific, together with the improvements made, for the year 1887. This does not include the new steel bridge, completed November 8, 1887, costing over $900,000.

Number of miles of trackage December 31, 1887	4,564.00
Number of miles added during 1887	170.55
Total mileage	4,935.46
Approximate value of improvements at Omaha	$249,418.99
Bridges and viaducts built (cost of same): Eleventh street viaduct	$12,655.30
Sixteenth street viaduct	5,561.58 $18,217.38

New lines operated:	Miles.
Cheyenne & Northern railway	125
S. J. & W. railway extension from Lincoln Centre to Waldo	38.27
Oakley & Colby railway	21.96
Total number of miles	185.23
Total number of employes	14,618
Number of persons employed in Omaha headquarters	353
Number of persons employed in Omaha shops	1,094
Average monthly payrolls	$973,321.52
Rolling stock added:	
Locomotives	35
Freight cars	1,018
Passenger cars	7

Statement showing tonnage of freight forwarded and received at Omaha and South Omaha for the year 1887:

OMAHA.	
Total number of tons forwarded	278,097
Total number of tons received	400,258
SOUTH OMAHA.	
Total number of tons forwarded	105,275
Total number of tons received	188,012

	Tons.	Cars.
Live stock forwarded from Omaha and South Omaha	38,990	3,896
Live stock received at Omaha and South Omaha	137,978	17,738

The B. & M. in Nebraska.

The B. & M. road, which is the Nebraska system of the Burlington, operates from this city 2,646 miles of track of which 646 miles were built during the year 1887. The new lines added during the year were as follows: Omaha to Ashland; Ashland to Schuyler; Anselmo to Whitman; Curtis to Nebraska state line; state line to Cheyenne, Wyo.; Central City to St. Paul, Loup City and Arcadia; Palmer to Greeley Centre and Burwell; Orleans to Blackman, Kan. The total number of men employed by the road is 5,500, of whom 3,5 are located in Omaha. The company has done considerable bridge building during the year, the most important being the magnificent steel structure at Rulo. The rolling stock purchased during the past year was as follows: Locomotives, 36; passenger cars, 20; caboose cars, 20; freight cars, 1,000; coal cars, 500; flat cars, 100. The following statement will give the public some idea of the enormous traffic of the B. & M.:

Number of cars of live stock received at Omaha and South Omaha from January 1 to December 31, 1887	6,743
Number of cars of live stock forwarded from Omaha and South Omaha from January 1 to December 31, 1887	1,456
Number of tons of freight received at Omaha and South Omaha from January 1 to December 31, 1887	492,580
Number of tons of freight forwarded from Omaha and South Omaha from January 1 to December 31, 1887	156,972
Number of passengers carried from January 1 to December 31, 1887	1,426,169
Number of freight and passenger trains arriving in Omaha daily	7
Number of freight and passenger trains departing from Omaha daily	7
Number of fast trains arriving and departing daily	4

Chicago, St. Paul, Minneapolis & Omaha.

Penetrating the vast pine forests of the north the Chicago, St. Paul, Minneapolis & Omaha railroad extends to this city the most important facilities. Several branches have been constructed from this point throughout the northern part of the state and into Dakota, thus making this terminal point a most important one for freight of all classes. Not only is the great bulk of lumber brought into Omaha by this company, but a vast amount of live stock comes to this city over the line. Four passenger trains depart and arrive every day in the year. The improvements made during the past year amount to $195,871. This was mainly expended in bettering the condition of the yards and other property owned by the company in Omaha. The local officers are: H. S. Jaynes, superintendent; Charles S. Smallwood, train dispatcher; Oliver P. Briggs, general agent.

Missouri Pacific.

The Missouri Pacific is one of the most important trunk lines terminating here. Three passenger trains leave Omaha daily and the same number arrive. Two of these trains go direct to St. Louis, while the third runs to Lincoln. The belt line, which encircles the southern portion of the city, is controlled by the Missouri Pacific, and this valuable property gives to the Gould system one of its most important terminals in the country. The business of the company has largely increased during the past year and immense amounts of freight have been brought into Omaha. It is one of the most popular routes to St. Louis, and during the past year the passenger traffic has been increased nearly forty per cent over that of 1886. The rolling stock is as fine as that used by any railway in the world, and everything that can be done for the convenience of its patrons is given thoughtful attention.

The Belt Line.

The Omaha Belt line is operated by the Missouri Pacific as a terminal convenience for all the railroads entering the city, and during the year 1887 no less than 1,320 loaded and empty cars have been handled. The average number of employes for the year 1887 has been 149. During this time two and one-half miles of track have been laid so that there are in operation twenty miles of main track. Besides this there are seventeen miles of side tracks.

During 1887 the company has made extensive improvements at a cost of nearly one hundred thousand dollars. A new ten stall brick round house has been built at a cost of $3,400. An addition has been built to the freight depot at an expense of $3,000. In addition to this a new depot has been erected at Portal Station, the cost being $2,200. Upwards of 6,000 yards of earth was removed from the site of the new round house and this expense alone was $13,500.

The number of cars of freight handled during the year, received via the Missouri Pacific was 15,867, and the number forwarded 1,456.

The officers of the Belt line are: S. H. H. Clark, president; J. M. Eddy, vice president; Frank Murphy, secretary and treasurer. The capital stock of the company is $800,000.

The Burlington Route.

A system which includes in the territory tributary to its lines the vast area whose boundaries are Chicago and St. Louis on the east, Kansas City on the south, and Denver on the west, speaks for itself, and needs no recommendation other than that which all who travel on its far-reaching lines volunteer. From its earliest inception it has been among the foremost to adopt new facilities for transportation, and to make that transportation as easy and as rapid or more so, than any other of the lines which compete with it.

The rapid growth of the west and the phenomenal development of the cities along the lines of this company have all been helping forces to some extent, necessitating more rapid transit between these great commercial centres. "More fast trains," is the cry which all our business men are setting up, and, to meet this phase of the situation, the Burlington Route, as ever, is in the van. To run from Omaha to Chicago in sixteen hours, to Denver in less than eighteen, leaving Omaha one morning and arriving in Denver the same night these are one or two of the new features of this company's train service. Besides these fast express trains, the company runs two additional trains from Omaha to the East, West and South, every day in the year. Nor has the Burlington finished its work when it lands the passenger in or conveys the car or freight to the terminus of its system proper. At each of these terminal connections are made, in union depots, for all points in this country, from the farthest northern latitudes to the City of Mexico.

So much for the passenger service. In freight the exhibit is no less amazing. The immense system, operating more than six thousand miles, and extending its iron arms in every direction, grasping of the most important business centres of the Middle West, and, with its connections linking the industries of the East with the products of the West, conveys daily on its thousands of miles of track, millions of dollars worth of freight, and is everywhere the favorite of the intelligent shipper.

To such a shipper, and to every intelligent man, the advantages offered by the Burlington are at once apparent. Everywhere its terminal facilities are unequalled. In the city of Chicago more than seventy miles of trackage are controlled by this company, thus offering facilities for the handling of freight and passengers which can never be matched by any road entering that city. It is hardly more necessary to point out to the Omaha merchant the direct benefit resulting from being situated on its lines. Everywhere along its lines, from this city, we are more prosperous, the larger cities the more thriving, than those on any other railroad in an apparently equally advantageous district. And this is but natural, for where else can be found a system which combines in its own lines so large and so flourishing a territory? Bring the matter to our own door—what other road can deliver freight in Omaha hauled the entire distance from Chicago or St. Louis on its own track?

To say more on the subject of the equipment of this great company, or to dilate on the character of its officials and the courtesy of its employes, would be to narrate a more than twice told tale. The Burlington Route will depend in the future more on the well-merited praise of its patrons than on any unnecessarily prolonged description of its facilities.

Pullman Palace Car Company.

The local headquarters of the Pacific Pullman palace car company is one of the most important branches of the system. Over eighty sleeping, buffet and dining cars are sent out from this city, and are run over the following roads: Union Pacific, B. & M., Chicago, Burlington & Quincy, Chicago & Northwestern, Chicago, Milwaukee & St. Paul, and the Chicago & Rock Island. Forty-four conductors and ninety-six porters are employed. The pay roll amounts to $12,000 per month. Sixty thousand pieces of linen used on the sleepers and buffet cars are laundried in this city every month. The business of 1887 was largely in excess of that for 1886. Mr. Skinner is the general superintendent.

Street Railways.

OMAHA HORSE RAILWAY COMPANY.

The Omaha Horse Railway company controls twenty-seven miles of track within the corporate limits of the city. During the year seven miles of double and single track have been laid. The increase in public carrying facilities have been given to the following neighborhoods: The Farnam and Park avenue line has been lengthened until the Union Pacific depot is easily reached via Virginia avenue. The Farnam and Twenty-fourth street line has been extended from Capitol avenue to Creighton college, and Cuming street west. The Farnam street line has been added to, from Twenty-eighth street to Thirty-sixth street. The Cuming street line has been extended from Thirtieth to Thirty-sixth street. In addition to the above the company has laid a double track on Twentieth street to the fair grounds, a track from Twenty-fourth and Lake to Capitol avenue via Nineteenth, Nicholas, Sixteenth, Webster and Fifteenth streets.

The number of cars operated by the company is sixty-five, fifty-two of which are regularly in use. All of the old ten-feet "bob tail" cars have been abandoned and nothing but twelve and fourteen-feet cars are now run. Twenty new cars will be added during the present year, and all will be in operation before April 1. At present the company is working 500 horses, but before next April this number will be increased to 650.

The company regularly employs 150 men as drivers, barn men, office employes, etc., and in addition to this has employed from twelve to forty men every day on construction and repairing of lines during the year.

The first car out leaves the barn at 6 o'clock a. m. and the last one reaches it shortly after midnight. The company, however, is making arrangements to run all-night cars after April 1.

The running expenses of the company for 1887 have been not less than $400 per day, and it is expected that during the present year these expenses will be increased at least 10 per cent.

During 1887 new stables have been built at Twenty-sixth and Lake streets with 235 single stalls, besides room for forty-five cars. The size of this new building is 60x280 feet.

The company, by order of the city, has expended no less than $40,000 during the year 1887 in granite paving between their tracks. The total expenditure of the company during the year for track extensions, paving, repairs, new stables, additional stables, and other improvements foot up $150,000.

The officers of the company are as follows: Frank Murphy, president; Guy C. Barton, vice-president; W. Marsh, treasurer; John S. Wilber, secretary, and W. A. Smith, superintendent.

THE CABLE TRAMWAY.

The Omaha cable tramway is now in successful operation. The work was commenced during the month of July, 1886, on South Tenth street, and notwithstanding the litigation and drawbacks, operations have moved steadily forward until the present time. There are two distinctive lines, the first beginning at Tenth and Leavenworth streets, and running to Twentieth street via Harney street. The other begins at the same place, and runs to Twenty-sixth street via Dodge. Seven miles of track have been completed, including one half mile on Twentieth street north of Cuming, which will be joined to the main line during the year. The power house at the corner of Twentieth and Harney streets, is a magnificent structure. The great fly-wheel alone weighs twenty-five tons. The two cables weigh forty-three tons, and are made of the finest steel wire. An average of 150 men have been constantly employed during the past year, and have received excellent wages. The entire cost of construction exceeded $600,000. The officers of the company are as follows: S. R. Johnson, president; L. B. Williams, vice president; C. B. Rustin, secretary; F. A. Tucker, superintendent; and Robert Gillham, chief engineer. The value of the patents owned by the corporation is estimated at $800,000.

THE METROPOLITAN CABLE.

The Metropolitan Cable company of Omaha has a capital stock of $1,000,000, divided into 20,000 shares of $50 each. The company was incorporated May 17th, 1887, and its franchise covers all of the principal streets of the city. The officers are as follows: F. L. Underwood, president; George A. Joslyn, vice president; Richard S. Berlin, secretary. The directors are: Messrs. F. L. Underwood, R. S. Berlin, George A. Joslyn, R. W. Patrick, W. H. Cralg, W. B. Clarke and W. D. Allen. The company began the work of construction during the month of November on California street, and by next August proposes to have in operation at least five miles of double track, equipped in first class shape and running cars into the business center of the city. The route lies through one of the most beautiful portions of Omaha and buildings are being rapidly erected all along the line.

OMAHA MOTOR LINE.

The officers of the above company claim to have construed twelve and nine-tenths miles of track during the past year. The cost is about $10,000 per mile and would thus make the total expenditure $129,000.

The Telegraph.

THE WESTERN UNION.

The rapid growth of Omaha as a business center of course increases the business of all common carriers and public institutions established for the purpose of facilitating commerce. The establishment of the stock yards and the large additions made to the city's population have been valuable booms to the telegraph lines, and as a consequence their business for 1887 has been largely in excess of that done in 1886. Omaha is a great relaying point for the west, and all business for the western states, territories, Pacific coast and China and Japan, must pass through the local offices. The Western Union company does the larger part of the business. During the twelve months ending November 30, 1887, there were 2,235,952 local messages sent and received, and 2,136,061 messages were relayed. The above figures do not include the vast amount of matter received and sent by the press of the city and state. The Western Union employs 131 operators in the main office and the monthly payroll exceeds $8,000. There are sixty-eight circuits outside of the city covered by the local office, and 4,300 battery cells are required. The cash receipts of the company during the past year have exceeded those of the preceding twelve months by at least forty per cent.

The whole third district is under the charge of Mr. J. J. Dickey, with headquarters at the Omaha office. Mr. J. Levin is the manager of the local office, assisted by the following: Day—J. B. Twiford, chief clerk; W. J. Lloyd, traffic clerk; W. B. McCaman, wire. Night—W. J. Rustland, chief clerk; W. B. Leitchard, assistant chief clerk; J. B. McGinnis, wheatstone.

The third district over which Mr. Dickey presides is the largest territory under one man's supervision in the Western Union company. It comprises a part of Missouri, all of Kansas, Nebraska, Wyoming, Utah, Montana, New Mexico, Colorado and a part of Iowa.

Mr. H. E. Jennison has charge of all line construction and repairs in the third district and has 500 men constantly at work.

During the past year lines have been extended to Deadwood and the Black Hills country. Direct connection by additional wires with St. Paul, Chicago, St. Louis and a large number of minor points are among the other improvements.

THE PACIFIC.

The telegraph business of Omaha is divided between the Western Union and the Pacific, and the latter promises to become a formidable rival of the former. The Pacific is known throughout the eastern states as the "Postal and United Lines Telegraph company," through Manitoba and Canada as the "Pacific and North American," and throughout the west as the "Pacific" or "Pacific Mutual." While these companies are controlled by different owners they are all linked together to make one great opposition to their old enemy, the Western Union. That the stock of the Pacific is not on the market shows the confidence of the owners in it. The lines of the company extend from ocean to ocean and its business is rapidly increasing. Mr. George M. Myers is the general manager with headquarters at Kansas City. Mr. W. S. Dimmock is the manager of all lines north of Kansas and is in personal charge of the Omaha and Council Bluffs offices. Mr. Dimmock is a thoroughly capable man and under his supervision the business has been greatly increased. One year ago the local office was located in a small room at 218 South Thirteenth street. Now the company occupies elegant quarters in the Millard hotel block. Thirty-nine employes are now required, whereas only one-third of that number was needed a year ago. The United Press dispatches are furnished by the Pacific. New lines have been built during the year to Sioux City and Council Bluffs and work on a copper wire line to Chicago will be begun at an early date. The business of 1887 has increased over that of 1886 at the rate of $2,000 per month.

AMERICAN DISTRICT TELEGRAPH.

This important institution is one of the greatest of public conveniences. The officers of the company are as follows: M. H. Goble, president; L. H. Korty, vice president; L. M. Rheem, secretary and treasurer; J. Donnelly, superintendent. The paid up capital of the company is $5,000 and its business consists of furnishing messengers, cabs, carriages and express wagons at any hour of the day or night. The company also conducts a night watch service. Between 800 and 900 call boxes are scattered throughout the city and during the present year the service will be extended to North Omaha, where a branch office is now being erected. The company gives employment to nineteen men and forty-five boys. During the past year the following calls have been answered.

Messengers	9,075
Cabs	3,264
Express wagons	30,083
Total	130,742

The Nebraska Telephone Co.

This corporation has made extensive improvements during the year just closed and has greatly increased its facilities for the transaction of business. The company was organized July 1, 1882, with a paid up capital of $600,000. The officers of the company are as follows: S. R. H. Clark, president; J. J. Dickey, vice-president; L. H. Korty, secretary and treasurer; Flemon Drake, general manager; V. P. Musselman, cashier. The company operates 665 miles of wire outside of the city. Eleven new offices have been established in the state during 1887, making the total number fifty-six. Besides, connections are made with sixty-one offices of the Union Telephone company in Iowa. Thus Omaha is directly connected with 117 outside cities. The number of employes in Omaha is fifty-two, an increase of nine over 1886. The total number of employes in the state is 150.

The total number of telephones in use in the state at the present time is 2,840, of which Omaha has 554. There is in this city 742 miles of wire. Over 66,000 messages have been transmitted to outside points during the first eleven months of the year and the number of city calls have exceeded 10,000 per day. The average cost of each telephone to the company per year is about $41 and the receipts of 1887 show an increase of about 21 per cent over the year 1886. There are nine public telephone offices in the city and quite a revenue is derived therefrom. The toll lines of the company have been extended as far west as York and southwest to Fairbury. During the past year the company has removed its offices into the Ramge block and their new quarters are simply elegant. The old switch board has given place to one, the superior of which cannot be found in any exchange in the United States. The improvements made by the company during the year represent an outlay of over $30,000.

The Express Companies.

THE AMERICAN AND WELLS-FARGO.

In Omaha as in many other cities the American Express company and the Wells Fargo & Co. Express company have the same office and the business of both is under one management. Without doubt there is more business transacted through the local office than in any other city in the west. Nearly thirty men are employed in the Omaha local office and ten teams are constantly kept busy. The monthly pay roll of these two companies exceeds $1,800 per month. The Wells-Fargo people own considerable property in the city and it is stated that they will soon erect a commodious building of their own.

THE UNITED STATES.

This company is operated in conjunction with the Pacific Express company and furnishes an eastern outlet for its freight to the latter. The business is under the management of Mr. S. A. Huntoon. Twenty-four men are constantly employed in the local office. The Omaha business of $150,000 per year.

THE PACIFIC.

The local office of the Pacific Express company was established in 1869 as the Union Pacific Express company which operated then only on the lines of the Union Pacific railroad. In 1879 it was organized as an independent corporation and at the present time operates over 26,000 miles of railway systems. The business of the past year in the local office amounts to over $600,000 per year. The increase of $50,000 over last year is due largely to the increased business of the packing houses. The company occupies a large room in the Union Pacific depot. The following are the names of the officers: Thomas L. Kimball, president; W. F. Vilas, vice president; Geo. H. Phipps, general manager; Geo. W. Wheeler, general agent; Geo. W. Wheeler, Jr., cashier; Geo. W. Wheeler, Jr., Frank Murphy, Jr., and Geo. W. Wheeler, 3d, clerks.

THE STOCKYARDS.

Omaha the Third Packing Center in the United States.

Omaha, from her location in the very center of the corn producing belt, was early recognized by those having confidence in her future as possessing many natural advantages for becoming a great live stock market. Early in 1884 a number of gentlemen associated themselves together with a view to the development of these natural facilities. The outcome was the organization of two separate companies, composed chiefly of the same parties, and including in their number some of the most enterprising capitalists of Omaha, Chicago, Cheyenne, Boston and St. Louis. It was intended that these two companies, known as the Union Stockyards company and the South Omaha Land syndicate, should work in harmony with each other, and they purchased a large tract of land lying immediately south of the city limits of Omaha. The stockyards company commenced the building of yards, while the land syndicate laid out a town site, giving it the name of South Omaha, where the employes at the yards might build themselves homes. The original capital of the stockyards company was $700,000, but, with the rapid development of the industry, the capital has been increased to $2,000,000, and new stockholders have been added to the list. The officers of the company are: John A. McShane, president; Wm. A. Paxton, vice president; J. C. Sharp, secretary and treasurer; J. F. Boyd, general manager. The board of directors is composed of the following gentlemen: Wm. A. Paxton, John A. Creighton, John A. McShane, Isaac Walker, P. E. Iler, R. F. Smith, Milton Rogers, M. C. Keith, and Robert D. Fowler. The yards were first opened for business on August 25th, 1884, since which time a large force of men have been employed in building extensions, and making other improvements demanded by the growth of the business, until at the present date the capacity of the yards has been several times doubled. During the year 1885, $140,534.44 was expended in new buildings and improvements. In 1886, $219,000 was spent in the building of additional hog and cattle pens alone; $10,000 or more on a system of water works; $36,000 on the completion of the stock exchange building. Large sums were also expended in the erection of new packing houses.

Great as were these improvements, the past year has witnessed still greater changes. Fifty thousand dollars has been invested in building new pens to accommodate the rapidly increasing receipts of live stock, until at present there are within the yards 300 acres of ground, and have a yardage capacity of 15,000 to 20,000 hogs, 10,000 cattle, and 5,000 to 10,000 sheep. During the past summer a large force of men and teams have been employed in grading down the uneven grounds adjoining the yards to make room for large extensions to be built next spring. Some idea of the extent of this undertaking may be gained from the fact that $65,000 has been spent on this grading alone, and the work is not yet complete, a large force being still employed in pushing the job as rapidly as possible. The stockyards company has also employed another large force of men all summer in grading and laying sidetracks in and around the yards. The work has already cost over $50,000, and is far from being completed.

The railroads running into South Omaha have made large extensions in the way of yardage, and altogether there were between 400 and 500 teams employed during the whole summer within a radius of less than a mile.

In order to supply better drainage facilities for the yards and packing houses the stockyards company has been compelled to build an expensive sewer, a distance of a mile or more, to the river. The construction of this sewer, which necessitated the tunneling through a ridge of hills, at a depth of a hundred feet from the surface, called for an outlay of over $50,000.

THE FIRST PACKING HOUSE.

The first packing house located at the yards was that of G. H. Hammond & Co., which was opened early in 1885. The house was built by the yards company, and was leased to G. H. Hammond for a term of three years. Upon the expiration of the lease a few weeks ago, the Hammond company bought the house, thus showing their confidence in the live stock business at Omaha. The house has been killing on an average about 250 cattle and 500 hogs per day. Under the management of H. H. Meday the business proved a success from the very start.

THE ANGLO-AMERICAN PACKING COMPANY.

A great impetus was given to the live stock business at the time when the Anglo-American Packing company had its immense plant located in separate packing houses here. The former is located immediately west of the stock yards, and is one of the best equipped houses of its kind in the country. There are two large brick buildings, four to five stories in height, one of them being 300x500 feet square, and the other 175x300. Besides these buildings there are several smaller buildings, in the way of additions, such as ice houses, smoke houses, etc. The house was opened on November 10th, 1886, since which time from 2,000 to 3,000 cattle have been slaughtered daily. Several hundred thousand dollars have been expended in the plant. An interesting feature in the equipment of this house is the immense Arctic or refrigerator machines which, by the compression of ammonia, keep the building at an even temperature winter and summer, thus doing away with the storing of hundreds of tons of ice. On the north side of this house are located the switch tracks where, almost any time, a large force of men may be seen loading cars with pork and lard, the output of the house, a train being loaded every day.

THE ARMOUR PACKING HOUSE.

On the other side of these tracks Thomas J. Lipton built a packing house, having a capacity of about 1,000 hogs per day. Mr. Lipton, who is the largest retail provision dealer in the world, found it cheaper to slaughter way animals, but purchase their meats in car lots and cure them for the market. It is one of the most complete houses of its kind in the United States. T. J. Goulman is superintendent.

HARRIS & FISHER

This firm slaughters 65,000 cattle, 25,000 hogs, and 12,000 sheep per annum. In addition to supplying nearly all the local trade with meat the firm also ships considerable quantities of meats to the south.

BODY'S.

The number of hogs slaughtered in J. E. Boyd's packing house, now closed, was 48,485, the total weight of which was 2,277,795 pounds, value 1 at $97,098.

OTHER SLAUGHTERING ESTABLISHMENTS.

The report of the secretary of the Packers' association, given below, shows more definitely what these houses have been doing during the past year, but in looking over these figures it must be remembered that the Armour house has been running only a little over one month and that during that time it has not been handling its full quota of hogs on account of still being incomplete, also that the Swift house has been slaughtering only a few cattle and sheep for the fresh meat trade, and that the Lipton house has not been able to run to its full capacity.

FOREIGN BUYERS ON THE MARKET.

In addition to the local packing houses a number of other packers have had buyers here, the quality of the Nebraska and Iowa hogs being far superior to those of any other place, but the attempt to retain their trade this action had to be taken. Among these houses are Squires & Co. of Boston, Kingan & Co. of Indianapolis, J. T. Stewart and Green & Son of Council Bluffs, the Sinclair Packing company of Cincinnati, Schwartz & Co. of Chicago, and others.

The following official statement of the receipts at the stock yards since their organization contains much interesting information concerning the growth of the business. The greatest increase will be noticed in the number of hogs handled, which is due largely to the fact that the first houses established here were mainly hog packing houses. While there has also been a very encouraging growth in the cattle business the increase has not been as great as that in hogs, owing to the general depression in the cattle trade all over the country.

The following tables are compiled from the records in the stock yards office. As will be seen, the stockyards year begins on December 1 and terminates November 30.

1881.

Month	Cattle	Hogs	Sheep	H'rs
August	10,833	107		22
September	21,406		1,147	461
October	10,968	310	2,147	
November	12,430	1,573	608	45
Total	55,636	1,990	4,102	528

1885.

Month	Cattle	Hogs	Sheep	H'rs
December	1,356	1,873	1,465	25
January	641	2,314	455	
February	780	3,001	171	
March	1,116	4,231	65	65
April	905	8,504	355	30
May	5,500	12,158	2,959	570
June	4,460	15,969	3,849	376
July	5,535	23,195	1,481	570
August	10,005	17,660	1,158	50
September	20,555	16,729	3,160	247
October	22,924	9,505	2,425	165
November	12,834	15,885	4,191	119
Total	104,611	130,857	19,985	1,979

1886.

Month	Cattle	Hogs	Sheep	H'rs
December	4,350	23,180	1,094	21
January	4,186	15,831	981	31
February	3,846	20,061	2,021	55
March	5,413	17,561	3,467	91
April	8,215	18,838	4,276	84
May	9,028	30,145	3,180	42
June	10,656	40,960	2,781	570
July	13,401	55,637	2,491	109
August	20,401	54,713	2,289	50
September	20,177	53,013	3,204	45
October	22,107	73,817	6,350	90
November	19,874	60,013	7,060	40
Total	141,654	464,761	40,196	1,038

1887.

Month	Cattle	Hogs	Sheep	H'rs
December	8,593	80,022	3,139	62
January	11,942	92,987	3,637	
February	12,139	85,559	2,951	24
March	14,880	84,121	4,264	60
April	12,545	61,347	4,324	42
May	12,758	86,941	3,183	65
June	16,236	69,693	6,063	80
July	16,066	93,912	5,241	70
August	22,923	93,011	9,055	35
September	31,016	78,408	8,822	53
October	31,498	78,551	8,577	63
November	24,242	65,201	9,139	14
Total	215,721	1,011,201	73,001	3,505

COMPARATIVE RECEIPTS.

	1884	1885	1886	1887
Cattle	55,636	104,611	141,654	215,721
Hogs	1,990	130,857	464,761	1,011,201
Sheep	4,102	19,985	40,196	73,001
Horses	528	1,979	1,038	3,505

THE PACKING HOUSE.

The following tables for the years 1886 and 1887 show the number of head of stock killed each year, the product made, its value, number of men employed, and amount of wages paid.

PACKERS STATEMENT FOR THE YEAR 1886.

	No. Killed.	Weight.	Cost.
Hogs	464,759	65,728,498	$2,487,470.75
Cattle	65,572	27,774,400	1,229,015.50
Sheep	40,195	3,136,040	94,080.90

PRODUCT MADE.

	Pieces.	Weight.
Long cut hams	90,659	1,884,600
Sweet pickled hams	1,156,296	15,571,688
Short rib sides	67,500	1,215,000
Long clear sides	16,241	243,615
Backs	16,281	97,728
Regular meats	58,275	875,511
Other cuts	541,906	13,195,265
Moss pork, barrels	3,138	1,884,506
Prime steam lard, pounds		2,504,116
Tallow, pounds		1,084,566
Number of men employed in packing houses		1,595
Number of men employed in rendering houses		29
Amount of wages paid for the year		$423,96.50

(Signed) H. H. MEDAY,
Chairman Packers' Association.

In addition to the above, J. E. Boyd packed 48,485 hogs, weight 2,277,795 pounds, valued at $97,098. This makes the total number of hogs killed during 1887, in Omaha, 871,663, and the total value $13,708,424.45.

The New Union Pacific Bridge.

The magnificent new steel bridge between Omaha and Council Bluffs, built by the Union Pacific company, was completed Friday, November 10, 1887, and on that day was turned over to the company by the managing engineer. It is one of the finest structures in the world as well as one of the largest. Besides two tracks there is a wagon road and a foot path on either side.

The work was commenced in October, 1885, and from that time until its completion an average of 125 men were employed. The work was prosecuted under the direct supervision of Chief Engineer George S. Morrison, who made the original designs. The bridge is 1,750 feet in length and has ten spans. Four of these are 250 feet in length and the remaining six, three at each end, are 200 spans 125 feet each in length. The floor of the bridge is 52 feet 6 inches above low water. The width over all is fifty-four feet. The width of the roadways are seven feet each, and of the foot paths three feet. The four main or central spans rest upon colossal granite piers, the total height of which is 93 feet, the foundations of feet being beneath the level of low water. The length of each pier is fifty-five feet at the water and forty-three feet at the coping. The thickness of the piers range from twelve to eight feet. The structure is laid a pressure of over four tons to the square foot. The exact cost of the structure is not yet known, but it will approximate $600,000. Those who had charge of the work were as follows: George S. Morrison, designing architect and chief engineer; H. W. Parkhurst, assistant engineer; George A. Kelly, assistant engineer; E. E. Duryea, assistant engineer; R. Modjeska, assistant engineer; O. Gunkel, store keeper; James Sagum, foreman of erection; Dennis Leonard, superintendent of pneumatic work; J. A. Dihlin, time-keeper.

The old bridge, which was considered at the time of its erection the finest structure west of the Mississippi, was a small affair compared with the new one. Yet its cost was over $2,500,000, nearly three times as much as the new one. The work of construction was commenced in November, 1862, and was not completed until March 25, 1864. It was 2,732 feet long and had eleven spans. It was built of iron. The elevation was fifty feet above high water mark.

The Grain Trade.

The receipts and shipments of cereals in Omaha, especially of corn, have, during 1887, greatly exceeded those of any previous year. The vast area of corn producing land in Nebraska have naturally made Omaha the receiving point for the product, and with the excellent elevator facilities of the city, and the prospects of additional ones, there is little doubt that Omaha will soon take a first place among the corn centers of the country. Greatly increased acreage has been devoted during the past year to the growing of wheat, rye, oats and other small grains. Omaha is the natural distributing point for the entire western country, and has magnificent railroad facilities for the quick shipping of all products. New railway lines, terminating at this point, have opened up a new, vast and fertile country, and while corn at present is the leading grain handled, there is no doubt that this market will soon become celebrated for its wheat and other small grain shipments.

The distillers and brewers furnish a cash market of considerable magnitude. They buy direct from country dealers and store the grain in their own warehouses. The Willow Springs distillery during the past year used no less than 650,000 bushels of corn, and the three leading breweries malted 550,000 bushels of barley. The Omaha Horse Railway company also buys direct, and has during the year 1887 purchased over 100,000 bushels of corn and oats. The local flour and feed mills have purchased 300,000 bushels of wheat and corn, and it is expected that during the present year this consumption will be doubled by the erection of two new mills of great capacity. Himebaugh & Merriam, proprietors of the Union elevator, report an active trade during the past year. The capacity of their elevators is nearly one million bushels. They handled during the year 1887 the following: Corn, 4,048,206 bushels; wheat, 649,736 bushels; rye, 11,883 bushels; flax, 4,369 bushels; barley, 188,155 bushels; oats, 748,001 bushels.

City Bonds.

The proceeds of the sale of a very large share of Omaha city bonds are invested in the packing houses so that the Choice is made in every way a most desirable place for residence purposes, a fact which is being taken advantage of by a large number of workingmen. The motor line survey on Twenty-fourth street runs to the northeast corner of the Choice, and this road, which is to be immediately constructed to that point, will add greatly to the passenger transportation.

SOUTH OMAHA'S FUTURE

Next spring will witness the erection of two manufacturing houses, that of Murphy Bros. and Herchbraun Bros., of Chicago. Work on these houses will begin as soon as the weather will permit. These houses