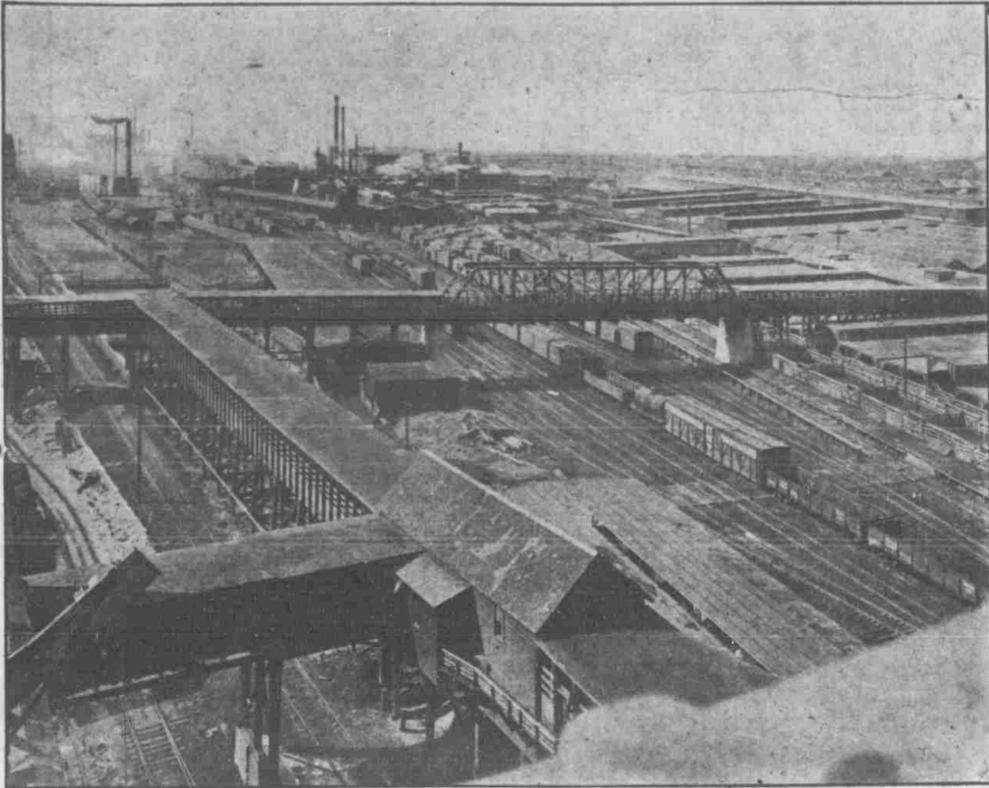
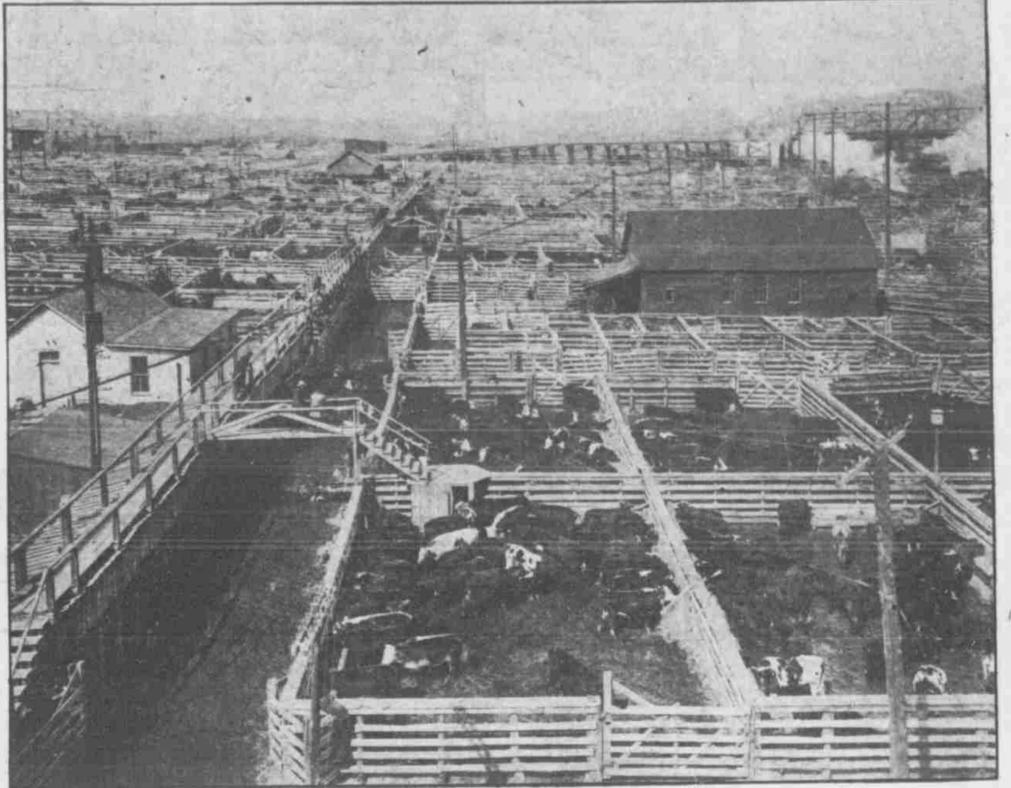


SIGHTS FOR VISITORS AROUND THE UNION STOCK YARDS Great Industry at South Omaha Presents Much to Interest Student or Casual Observer



GLIMPSE OF THE STOCK YARDS AND PACKING PLANTS AT SOUTH OMAHA.



GENERAL VIEW OF THE SOUTH OMAHA UNION STOCK YARDS.

IN AUGUST, 1894, the South Omaha stock yards opened. The humble beginning of that great institution, which now spreads out over 300 acres in labyrinthine mazes of tracks and sheds, was the first effort to meet the demand of the western shippers for a market in the transmissourian country. How well the project has met that demand and kept pace with its growth is shown by the present magnitude of the stock yards. Figures in themselves tend rather to confusion in consideration of the stock yards. A view of any one of the long grey vistas of alleys or driveways, lined with staunch weathered timbers, innocent of any touch of paint, running thousands of yards in an undeviating straight line, gives an idea of the vastness of the yards. Last year the yards handled a total of about 4,000,000 animals, which means that every one of them were fed, watered, weighed and sold in that great live stock hotel.

Annually the yards receive 8,000 car-loads of cattle, hogs and sheep. The yards become the last stopping place of the food animal on their way to the abattoirs. The railways are the feeders of this reservoir of animal life, which discharges through an intricate of canals into the insatiable killing pens of the packing houses which fringe the yards to the south and east.

To accomplish all this work the yards have been gradually evolved by a system that grew out of the needs. This was the origin of the overhead chutes by which the animals are driven to the abattoirs. In times past it became apparent that an endless confusion would result from the meeting of ingoing and outbound herds. Now the shipments are received on the level of the railway tracks and delivered from above. It is a continuous journey, with scarcely a pause.

The pens where the animals are tumbled out of the cars are controlled by an ingenious system of gates that reminds the visitor of a canal lock system. From the same car the animals composing the shipment can be sorted out and directed to half a dozen different pens.

The weighmaster is one of the important functionaries in the yards. As an employee of the yards company, he is the third and disinterested party to the sale by commission man to packer buyers. His word is the law of the yards on weights. While he sits in the weighing house reading his scale beam with a deft speed born of long experience, a checker is counting the animals on the platform outside. The decision of the weighmaster's slip is final.

The South Omaha Union Stock yards represent a city by itself. Within its boundaries all that is necessary to operation is available. A hotel quite metropol-

itan in its appointments is maintained by the yards company. There, too, are a bank and a newspaper. A system of fire protection specially adapted to the yards had grown out of experience of the yards. Thirty-eight little hose stations are perched up on the fences about the yards. From these four streams can be played on a fire in any "block," as the division of the acres of pens are called. The same system furnishes water under pressure for the flushing and sanitation of the yards. The yards company also maintains a special stable of mounts for employees. It's too far to walk much in the stock yards.

The capacity of the yards is quoted in striking figures. Thirty thousand head of cattle may be sheltered there at once. Roofed pens for sheep will protect 50,000 of them from the weather, while provision is made for the handling an equal number of hogs. There is stall room for 600 horses and the ultimate capacity for horses and mules is 1,000.

The wear of the passing of many feet, the unceasing grind of business, makes deterioration in the yards rapid. A force is continually at work rebuilding the yards. Lumber is handled by the "million feet." A few years ago it was considered that the Omaha yards company had taken a long stride in material improvements when brick paving was laid in the most used runways and pens. Today the brick have been discarded for concrete pavement.

A tribute to the demands of agricultural science is the sheep dipping plant of the yards, where 20,000 of the woolly animals can be put through the anti-scab treatment in a day. This work is done under the supervision of a government inspector. The dipping plant is a sort of practical joke on the sheep. He moves along in blissful ignorance until the circulation platform pitches him off into the bath filled the "dip" solution. Then begins a journey of 100 feet through the molasses tinted soup. The treatment may be a bit rough, but it does the work.

The yards maintain sales pavilions where stock for breeding purposes can be put on display and sold. These pavilions are built like a little theatre, seating, about the display platform, several hundred bidders.

The Union Stock Yards company was organized, with W. A. Paxton as president, in December, 1893. The yards were opened for business on August 1, 1894. John F. Boyd was the first general superintendent. The first months might have been more encouraging, but success came in the end. The packers began to erect the system of abattoirs that surround the yards now and the demand of the Omaha market was assured. R. J. Dunham



VIEW OF CATTLE PENS AT UNION STOCK YARDS.

of Chicago is now president of the yards company. The other officials are J. D. Creighton, vice president; J. C. Sharp, secretary and treasurer, and Everett Buckingham, general manager, are residents of Omaha.

PENSIONS FOR ARMOUR'S MEN
System of Protection for Packing House Employees Under Consideration.

An industrial insurance plan, more comprehensive in its scope than any now in force in the large manufacturing plants is being worked out by Armour & Co., according to reports current in Chicago, and, it is said, will soon be put in effect among the thousands of employees of the corporation.

Officials of the company have for some time been studying the various plans now

in effect in other packing and manufacturing plants, and it is said its scheme, when worked out, will be the most liberal to employees of any yet tried.

While the full details of the plan have not been worked out, it is said it will embody the best features of existing plans and contain some new features not included in the employees' benefit associations of either the International Harvester company or the packing firm of Swift and Company, which are considered the best now in force in the city.

Officials of the company would not discuss details, but it was said that the unusual prosperity of the corporation, as shown in the first report it ever has made public, has something to do with the desire of J. Ogden Armour to do something for the employees of the big packing concern.

All the packing firms in the Chicago stockyards now have some form of industrial insurance in effect for the benefit of employees, with the exception of Armour & Co. It is said that the Armour company has been more liberal than any of the other in caring for workmen injured while in the employ of the concern and that the officials are anxious to see a plan adopted whereby the employees will be assured of certain stipulated benefits in the event of sickness or accident.

The plan, when perfected, will, it is said, follow closely the Swift company scheme which is said to have given satisfaction during the two and one-half years it has been in force.

The insurance plan of Swift and Company, which has been in force since July, 1907, divides the employees into eight classes, according to the salaries they receive and the benefits they draw. Employees paid \$12.50 a week or less may belong to either one of five classes, paying weekly contributions ranging from 15 cents to 40 cents a week.

For the smaller contribution they are entitled to sick benefits of \$3 a week and \$200 death benefit, \$400 for partial disability and \$600 for total disability. The benefits increase in proportion to the weekly contributions until in class No. 5, for employees receiving over \$30 a week and paying weekly dues of \$1, the benefits are \$13 a week in case of sickness, \$1,000 in case of death and \$2,500 in case of total disability.

The sick benefits on the plan of Swift and Company run for fifty-two weeks and half benefits are paid for the next fifty-two weeks.

Within a few months after the Swift company introduced the plan about 10,000 of its employees joined the benefit association, and at the present time the members-

ship is over 15,000 out of a total of approximately 20,000 employees working for the corporation in this country.

Under the Swift company plan the cost of administration is borne entirely by the firm and is not taken out of the benefit fund. The payment of claims has been made with great promptness, it is said, and the fund administered with a view of making the employees satisfied. If a doubt has arisen the employees always have been given the benefit of the doubt, and officials of the company as well as the employees say that few complaints have been made.

The Swift company plan is administered by a committee of fifteen, of which the treasurer of the company is ex-officio a member and chairman. The other members are chosen, seven by the directors of the company and seven by the employees, one representative of the employees from each plant.

The Armour company plan, it is said,

will follow the Swift plan in that the corporation will take a direct interest in the association and bear the cost of administration. It is said, however, to be the idea of the officials that the plan should include the payment of pensions to old employees as well as insurance against sickness and accident.

The Armour company has, it is estimated, about 17,000 employees in all of its plants and branch houses in the United States, and the system of insurance will apply equally to all who wish to join.

Like the other plans, it will be voluntary, and an employee in joining will not be required to waive any claim for damages in the event of injury.—Chicago Record-Herald.

CHAMPION SELLER OF HORSES

Colonel Gallup Holds World's Record in This Line of Industry.

When it comes to "horric sense," Colonel I. C. Gallup, commission salesman of horses and mules of the Union Stock yards, can lay a large claim through sheer experience. By dint of thirty years with the "hoss-swappin'" business he has made the record of having sold more equines than any other man in the world. One hot day in August of 1908, the 23d to be as exact as it stands in the memory of the colonel, he reached the high mark for a single day's performance by selling a few more than 4,000 horses.

"Oh, of course, they were in carload lots," Mr. Gallup hastens to explain to admiring visitors at his establishment, but the fact remains that it was a lot of horses anyway. And, by and by, Mr. Gallup can ride most any horse he ever saw. There was one he didn't, but he can tell the story best. The truth is the naughty little Mustang saw him coming and ran away.

For the last twelve years Mr. Gallup has been at the Union stock yards in connection with his daily business there he frequently sells as many as 600 horses and the average for the auction sales is 300.

From his barn horses go out to all the world. At the South Omaha Union stock yards is the great horse market of the middle west. In the last few years the territory served by this market has been steadily increasing. It has now come about that even Idaho is buying horses in South Omaha. Colorado takes a good many, too.

For many years the eastern cities and commercial centers on the other side of the Mississippi have been drawing their supply of draft and delivery horses from the South Omaha barns. Shipments to go

across the seas are not unusual at Colonel Gallup's barn. Not long ago he sent a bunch out to Honolulu.

AN ESTIMATE OF TALLEYRAND

Colonel Watterson Pays Him Tribute as One Alone to Rank with Pitt.

As the successful warrior is generally overrated, the successful politician is often underrated. We associate with success in politics something of chicanery and cunning conveys to the mind suggestions of the ignoble. The very name of Talleyrand became a synonym for duplicity.

He had a repellent personality. His habits were unclean, his morals adjusted to circumstances, which, in his day, oscillated between licentiousness and lying, double dealing and cheating at cards, bribery and treachery. He does not appear to have been worse than the rest of them who lived by their wits. He gave good advice and kept faith with his associates as long as they kept faith with him. It was not that he deceived them, but that they could not deceive him.

The event invariably vindicated his foresight. His epigram, which sparkled and stung like a rapier, was but the avant courier of rare prescience behind it. This prescience flashed w-h lightning power through the clouds of falsehood and error and went home to the bullseye of the situation and he was as prompt in action as he was accurate in measurement.

His methods could hardly be called fortunate. He was neither a dissembler, nor a coward. It is easy to generalize as to his character and to inveigh against his aptitude for tergiversation; not very easy, everything considered, to specify where he was clearly at fault or meanly in the wrong.

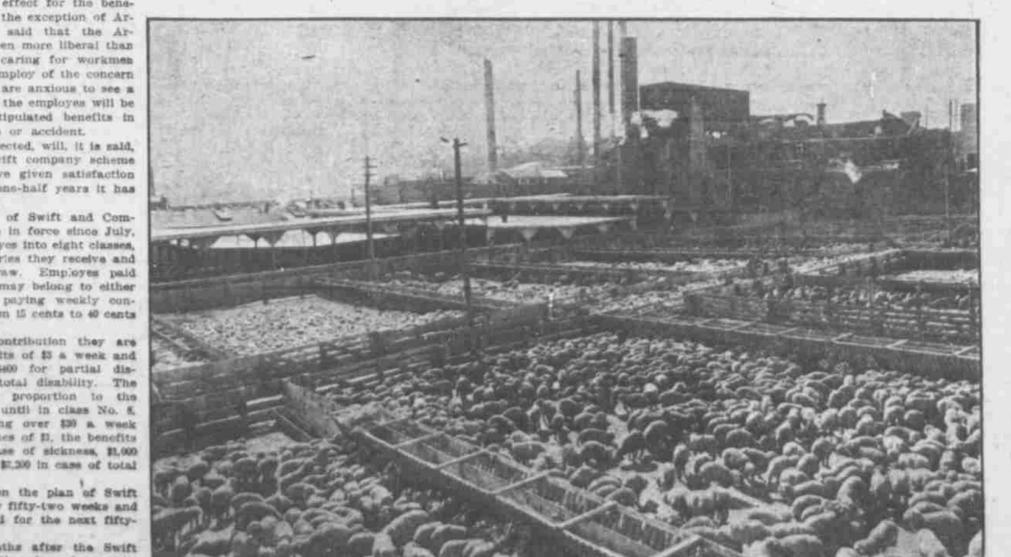
Naturally we Americans cannot admire a man who held us in such contempt. Nevertheless, Talleyrand stands with Pitt, and Pitt alone, the foremost statesman of the modern world, quite, I think, above Metternich, Cavour and Bismarck. Even with us, and with better men than Talleyrand, politics makes strange bedfellows. Its senses, however, in all times and countries has been to attain truth as it relates to facts and at the opportune moment to apply it just as Forrest said the art of war "is to get there first, with most men."

Talleyrand did this, contending that he was true to France, and "a good European," a claim which, when the times and his contemporaries are fairly analyzed, can hardly be denied him.—Henry Watterson in the Courier-Journal.

and the demand of the western shippers for a market in the transmissourian country. How well the project has met that demand and kept pace with its growth is shown by the present magnitude of the stock yards. Figures in themselves tend rather to confusion in consideration of the stock yards. A view of any one of the long grey vistas of alleys or driveways, lined with staunch weathered timbers, innocent of any touch of paint, running thousands of yards in an undeviating straight line, gives an idea of the vastness of the yards. Last year the yards handled a total of about 4,000,000 animals, which means that every one of them were fed, watered, weighed and sold in that great live stock hotel.



MASSIVE OF HOGS AT UNION STOCK YARDS



IN THE SHEEP PENS AT UNION STOCK YARDS