

Fine Hotel for Cattle, Hogs and Sheep Kept at South Omaha



This model residence, the home of Fred M. Crane, No. 6141 North Florence Boulevard, Omaha. The exterior is built of Sunderland Bros. Golden Rod brick, with Bedford Stone trimming, and has a red tile roof. The first floor interior finish is quarter-sawed oak, with built-in buffets and book cases, and a brick mantel. The second floor finish is white enamel with mahogany doors and the attic finished in yellow pine. All floors except the attic are finished in oak. The basement is concreted, with bins and laundry rooms. A complete hot water heating system was installed.

N. E. Carter, Architect and Builder, No. 2314 M street, South Omaha, designed and built this home. He makes a specialty of modern residences and will gladly furnish estimates and sketches to those interested.

That was a big day, August 15, 1884, when the Union Stock yards received 231 head of cattle, fed them and reshipped them on their way to Chicago.

The biggest days since then make this look like the well-known and far-famed "thirty cents." It has grown as few other industries in the world have grown. It has waxed great as if by magic, which is eminently proper in the "Magic City."

The biggest cattle day in the history of the yards was September 20, 1915, when 17,181 head reached the yards. And they weren't fed and reshipped. Most of them were slaughtered right there.

August 27, 1884, was a big day for hogs. One hundred and eight porkers arrived in two Pig Pullmans and were let out and fed and watered, and reshipped on their way to Chicago.

Less than thirty years later, namely, on February 13, 1912, Mr. Big Pat Porker and "his wives and his sisters and his aunts," arrived at the Union Stock yards 29,009 strong. They left their trains. They got out of their 411 cars, not merely for food and water. Oh, no. Weep, piglets! Rejoice humans, lovers of ham 'n' eggs, pork cutlets and other delights! Rejoice! For Mr. Big Pat Porker and his wives and sisters and his aunts did not re-enter their cars.

were received on that single day in 1912, put them six abreast and head to tail and they would reach over the same route from Sixteenth and Farnam streets down about Twenty-fourth and N streets.

The cattle for the biggest single day would reach about the same distance if placed six abreast and heads to tails. There aren't quite so many as the hogs, but their bodies are larger.

The yards now are the largest range horse market in the world also. The biggest horse day in their history was marked by receipts of 2,667 horses and mules. This market now is one of the greatest centers for the filling of orders for horses and mules for the warring nations of Europe.

The largest number of cars of all kinds of stock to be received at the yards in any one day, 876 cars, came on October 13, 1914.

The weekly statistics are more startling than those by days and give, perhaps, a better idea of the size of this market. The weekly statistics are more startling than those by days and give, perhaps, a better idea of the size of this market.

The banner sheep week was that ending September 30, 1915, when 190,831 of the gentle animals were received. Some slight idea of how many this is received when by the before mentioned well known arithmetic we find that this equals receipts of twenty-three sheep a minute, night and day for six days.

The greatest number of horses and mules received in one week was 5,419 in the week ending June 30, 1900.

Coming now to the figures by months the banner months for the various kinds of stock were as follows:

Cattle, September, 1910	173,999
Hogs, February, 1912	29,009
Sheep, September, 1915	190,831
Horses and mules, June, 1900	11,258
Cars of all kinds, October, 1914	876

The largest receipts of stock in one year

were as these tremendous figures indicate:

Cattle, 1915 (47,239 cars)	1,050,333
Hogs, 1915 (13,077 cars)	3,266,341
Sheep, 1915 (13,077 cars)	3,266,341
Horses and mules, 1915	25,646
Cars of all kinds, 1914	876

Total receipts of cars over the various months in the stock yards for the year 1914 were as follows:

C. M. & St. P., 2,579 C.	H. & Q. E., 2,565
Wabash, 3,911 C.	H. & Q. W., 15,709
Ill. Pac., 1,900 R.	West., 542
C. & N. W., 1,211 Illinois Central, 1,403	
C. & N. W., 732 C. G., 1,338	
M. & O., 1,500	Total, 53,179

Years	Cattle	Hogs	Sheep	Mules
1884	59,828	3,936	5,003	689
1885	116,863	152,324	19,484	2,027
1886	148,515	147,519	14,480	2,998
1887	188,828	169,824	23,423	3,844
1888	255,923	184,047	37,138	5,271
1889	473,024	1,274,591	152,517	7,559
1890	813,527	2,017,729	258,273	6,009
1891	601,091	1,287,287	149,983	8,731
1892	782,069	1,613,384	198,388	14,113
1893	586,176	1,156,728	150,619	7,071
1894	821,512	1,802,077	243,945	8,294
1895	586,176	1,156,728	150,619	7,071
1896	586,176	1,156,728	150,619	7,071
1897	819,919	1,610,981	227,100	6,572
1898	812,244	1,561,287	1,086,136	10,202
1899	1,078,625	2,124,833	2,106,949	24,529
1900	688,394	1,390,938	1,726,719	26,645
1901	815,923	2,414,652	1,211,441	31,571
1902	828,454	2,547,454	1,242,723	42,779
1903	1,071,177	2,321,087	1,828,743	62,879
1904	844,152	2,290,627	1,754,365	46,843
1905	1,079,518	2,124,833	2,106,949	29,908
1906	1,079,518	2,124,833	2,106,949	29,908
1907	1,124,716	2,303,052	2,085,777	44,029
1908	1,124,716	2,303,052	2,085,777	44,029
1909	1,124,716	2,303,052	2,085,777	44,029
1910	1,223,633	2,194,514	2,984,870	29,724
1911	1,274,812	2,866,084	3,277,320	31,773
1912	1,017,196	2,886,384	3,950,097	32,522
1913	962,102	2,442,709	3,222,123	31,590
1914	798,377	2,258,030	3,115,100	30,638
Total, 1884-1915	23,514,833	35,514,833	38,489,288	785,930

Some of the stock, a comparatively small amount, is shipped out of the yards. Most of this is "feeders," thin cattle, hogs and sheep which are taken out on farms and ranches and fattened up and then brought back and sold for beef, pork and mutton.

Shipments of stock for thirty-one years were as follows:

Cattle	5,081,490
Hogs	6,153,294
Sheep	15,416,224

Horses and mules, of course, are re-shipped as soon as they find buyers at the stock yards and 664,002 of these have been shipped out of this market.

Greatest Horse Market

The largest range horse market in the world has sprung up in South Omaha and it has the finest equipped fire proof barns and grounds used for horses in the world. The men of the whip and spur have stood by with wistful eyes watching the improvements being made in all other departments of the South Omaha yards, hoping that it might be their good fortune to see the horse market carried on in a modern up-to-date building.

While the old facilities were not of the poorest sort, the horse business was being developed to such an extent that at many times it had taxed the ingenuity of the managers of the various horse firms to provide accommodations for all the animals that were being consigned to this market.

However, the management of the local yards had not overlooked the importance of new and additional facilities for this department, and while improvements were being made daily to facilitate the handling of other classes of stock the yards company was trying to buy two other blocks of ground.

Representatives were sent to various other markets to see what sort of facilities were offered stockmen there, but returned with the report that there was nothing of any notable value.

General Manager Buckingham then issued orders to the yard's engineering department to prepare plans for a barn that would surpass anything existing in this line, to accommodate 1,000 horses and to be absolutely fireproof and sanitary.

The first thing that impressed the visitor to the barn is the light. There are no dark corners. The appointments for sanitation, ventilation and light are ideal for the purpose. Pure well water, clear and cool, is supplied in abundance throughout the barn, direct from the company's own water works plant.

Before construction of the barn it was necessary to remove from the site over 6,000 cubic yards of earth. Immediately upon completion of the grading, concrete foundations for the building, with a frontage of 350 feet on L street, and a depth of 28 feet, were laid, covering a ground space of two and a third acres.

The barn is a one-story brick and steel structure on concrete masonry foundation walls and piers. The roof is of the "saw-tooth" type. The entire floor area is paved with concrete five inches in depth. Stalls, partitions and stall posts are made of reinforced concrete units which were fabricated separately, seasoned, and assembled and set in place as needed.

The building is divided into practically two equal parts by an east and west brick wall, through which extend eight of the main alleys across the barn. These alley doorways, with those leading into the barn—twenty-six in all—have roller doors of iron hung on inclined guides, (excepting seven for the south entrance,

which are steel roller lift doors), and are self-closing upon being released.

The barn contains stall for 798 horses, a selling arena 31x123 feet, steam heated with seating capacity for 100 people, three steam heated offices of brick, each 18x19 feet, a steam heated lobby 19x24 feet, lavatories, wash rooms, watering troughs, and other features of interest for the comfort and convenience of the business. All alleys are fourteen feet in width, giving ample room to work without congestion.

The roof is a novel feature, being constructed of 123 steel trusses, each thirty-four feet in length, in parallel rows twenty feet apart, supported on I-beam columns, carrying the purlins to which the roofing is attached direct, without the use of sheathing.

There are eight "saw-tooth" sections of roof in the north half of the barn and ten in the south half. The long slope of each section is covered with sheets of Johns-Manville corrugated asbestos roofing (perforated sheet metal coated on both sides with asbestos felt), which are laid with lap joints and fastened direct to the purlins with copper clinch nails.

Particular attention has been paid to drainage and sanitation. The north and south alleys have a descending grade of 1/4 per cent from the middle east and west slopes downward to the east on a 2 1/2 per cent grade.

The floors of the stalls have a fall of 1 1/2 inches in 9 feet 3/4 inches towards the alleys, which are crowned in the middle, forming a shallow gutter along the rear of the stalls which drain into twelve-inch sewers through iron grates, spaced ten feet apart.

Each stall alley contains two lines of sewer pipe, twelve inches in diameter and laid with a minimum fall of three feet in 100. These sewers, and those of the surrounding premises, connect with a

(Continued on Page Seven—Col. Four.)

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