

# Meat Packing Industry of Solid Growth and Huge Proportions

Coincident with the organization of the stock yards at South Omaha began the establishment of packing plants. Of course, the earlier ventures were made in a crude and primitive way and the development of the business to its present high standard has been by gradual stages. The initiative at South Omaha was assumed by the stock yards company which built a small slaughtering plant in 1884. This was leased by the G. H. Hammond company and later bought by the Hammond people who greatly enlarged the plant.

The Fowler Brothers followed by building a much larger packing plant, which, in November, 1888, was opened by the Anglo-American Provision company. This company was re-organized in 1889 when it became the Omaha Packing company and as such continues to operate to this day, though having from time to time made extensive improvements and additions, and now has a plant which compares favorably with any of the modern packing establishments.

Thomas J. Lipton, the great provision dealer of the British Isles, was early represented on the market, his plant be-

ing completed at about the same time the Anglo-American opened for business. Lipton's plant was shortly afterward disposed of to the Armour-Cudahy Packing company and improvements and enlargements made it within a very short time the largest plant at the yards. Business at the stock yards was beginning to look up. The coming of the Armour-Cudahy company added a great stimulus to the market in all departments; the increased buying power represented by this new acquisition to the market offered a greater outlet for a better class of stock, which was quickly appreciated by the farmers and stockmen of this great new country.

In 1890, by dissolution of partnership, the Armour-Cudahy Packing company became the Cudahy Packing company, but, fortunately, the policy of the company was unchanged, the steady enlargement of both plant and business inaugurated by the old company being continued by the Cudahys.

Those interested in the market had not ceased to talk about the opening of the Anglo-American and Lipton houses until it was announced that Swift was coming.

The first of the buildings now known as the Swift & Co. plant was constructed in 1897, as a result of which both the cattle and hog markets were again greatly benefited.

During the next few years while there were no new establishments added, those already located were constantly engaged in improving and enlarging their plants to accommodate the steadily increasing business of the yards. Those concerned with the future of the South Omaha market appreciated the importance from a market standpoint of having more of the prominent packing companies represented at the yards in a substantial way. It would not only create a heavier demand for all classes of live stock, but it would give the market prestige and standing in the business world which it could not enjoy without them. It was therefore most gratifying to the stock yards people and the patrons of the market when Armour & Co. decided to build a large plant at South Omaha.

W. A. Faxton, then and for many years, president of the stock yards company, said it was the proudest moment of his life when arrangements were consummated for Armour to come to South Omaha. In the summer of 1897 construction of their mammoth plant was begun and it stands today as one of the largest in the country.

Armour & Co. not only became a prominent factor at this time in the market through the heavy buying demand created by the opening of their plant, but Mr. Armour became a large stockholder in the stock yards plant.

Armour & Company was the last of the big packers to become identified with the South Omaha market, but the expansion of the packing business did not cease with them. All the packers have from year to year made substantial improvements in their processes and materially increased the capacity of their plants. A number of small packing concerns have sprung up in packing town, contiguous to the yards, now numbering six in all.

The modern packer has more than kept abreast of the development of the live stock industry in the United States. The time was, within comparatively recent years, too, when live stock operations were limited because of restricted markets, but such a condition no longer exists.

The packer may be said to have made the possibilities of stock raising and feeding now unlimited, because he has established a market for more than is being produced. Under the old system of local butchers the demand was limited to local markets.

One locality might be oversupplied and another short with no practical or profitable means of equalizing the distribution of the products of the range or feed lot. The packer first made a market in our own country for his live stock; then it created a market in other countries.

The ready market for live stock as well as many of the other products of the farm has been made possible by the establishment of stock yards and packing houses at trade centers convenient and easily accessible to producing districts and by the introduction of improved transportation methods in the handling of perishable freight.

In addition to having facilitated the distribution of the demand for our products in our own land, through the energy and diligence of the packer, the demand for our products has been extended to the farthest corners of the earth; his representatives are to be found in every large city and civilized country on the face of the globe drumming up trade for American meats and packing house products.

He has not only been able to create an unlimited demand for our meat food products, but has through his ingenuity been able to manufacture merchantable commodities from the inedible parts of the animal, thus conserving in the form of by-products much of value which un-

der the old methods of slaughter became absolute waste. This practical conservation as practiced by the modern packing house means on the whole increased returns on the animal which is sold on the market today.

### GREATEST HORSE MARKET

(Continued from Page Two.)

Twenty-four-inch sewer line which leads to an eight-foot sewer extending across the stock yards premises.

For feeding purposes each stall is equipped with an iron combination manger and hayrack. The hayrack is placed on top of the manger plate for horses to feed, with heads in a natural position, avoiding a waste of hay and leaving a clear open space under the plate.

Ventilation is provided by fifty-four ventilators each twenty-four inches in diameter in the roof. In addition the sashes of the windows both in the roof and the sides can be swung open and kept at any angle.

Large hay and grain storage rooms are located conveniently in the barn. Commodious holding pens are situated adjacent to the north and west sides of the building to accommodate mules, this class of stock showing to better advantage when loose than when tied in stalls.

The necessity for a driveway or try-out track for displaying the merits of horses broken to harness is an essential asset to the modern horse barn at a public market. This has been provided for immediately in front of the

barn, a roadway fifty feet wide and 375 feet long, paved with asphaltic concrete, making an ideal track, and at the same time keeping the traffic off L street.

The horse business at South Omaha has always attracted considerable attention among horsemen, the general consensus of opinion being that the best horses, both of draft and driver type, come from territory naturally tributary to South Omaha. With the new facilities provided, pronounced by horsemen the country over to be the acme of perfection in equine hospitality, South Omaha bids fair to become the horse market of the United States.

The construction of the new barn, as is the custom in practically all work done at the yards, was performed by the company's own forces, with the exception of the iron frame work, laying of brick and putting on the roof and glazing.

All iron work, brick, sand and crushed stone were obtained in the home market, and only such materials as were not made or carried in this vicinity were purchased from outside parties, and in such cases this material was purchased through local representatives of such firms.

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**War Does Not Hurt Business in West Indies Very Much**

(Correspondence of the Associated Press.)

BARBADOS, British West Indies, Sept. 28.—While economic conditions in some of the islands of the British West Indies have been considerably affected by the war in Europe, it appears, after a year's duration of the conflict, that gains in some lines of business have quite offset losses in others. The war has, in fact, caused less depression and less real suffering among the people than a long drought has caused in other years.

The islands have contributed freely in both money and men to help Great Britain in the war, and as a result of this public expenditure there will be increased taxation; but the improvement in prices of sugar, cocoa and lime, which it is confidently expected will continue for some years after the war, will prevent the additional burden being felt. The large amounts annually spent by the well-to-do classes of the West Indies in traveling to England and Europe have been saved this year so the private subscriptions to war funds are more than recouped from this source alone, without any exercise of local economy.

Some few enterprises have been checked. The electrification of the Barbados tramway, which was purchased a couple of years ago by an American syndicate, for instance, has been postponed. On the other hand improvements are being made on sugar plantations and machinery orders are being placed in the United States.

The trade with South America has declined and the large colony of Brazilians and Peruvians resident in Barbados has dwindled. But the business of coaling steamers running between North and South America has never been better. Trade between England and the West Indies has fallen off as the royal mail service has been reduced from fortnightly sailings to monthly. The quickest route is now by way of New York.

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