OMAHA STOCK MART.

An Increase of 50 Per Cent in the Business of the Third Packing Center of the Nation.

TOTAL HOG RECEIPTS, 1,673,314.

Of These 1,407,798 Were Killed by the Local Packers.

TOTAL CATTLE RECEIPTS, 606,699.

Over 27,000 Car Loads of Product Were Shipped in 1890.

DISTRIBUTIVE SALES, $34,000,000.

The Growth of the Magic City—Her Public, Corporate and Private Enterprises—The Year in Detail.

South Omaha joins Omaha on the south and extends from the Missouri river west four and a half miles and from the southern line of Omaha to the Sarpy county line. It was laid out in 1884, and became a city of the second class in 1889 with a population of more than eight thousand. The city is divided into four wards and has a mayor, eight councilmen, clerk, treasurer, police judge and various other municipal officers. At the state election, November 4, 1890, with a registration of 2,485, a vote of 2,379 was polled By the usual computation this would give the city a population of 12,225. The principal streets are sewered and paved. An electric motor connects the city with Omaha and Council Bluffs. The Union stock yards and the four packing houses are located here and it is the third packing center in the United States. The American waterworks furnishes ample pressure and volume of good water for domestic use and fire purposes. Six mail carriers deliver the mails over the city twice a day. Thirteen church organizations attest the religious growth of the community. A half of a million of dollars have been expended in grading and other public improvements. Two viaducts costing $75,000 connect the east and west sides of the city. A dozen main-line railroads center here. The banking business exceeds $2,000,000 a day. Syndicate park is the largest park in the state, $125,000 having been expended on improving it on contract. Four daily papers disseminate the news. Three thousand laborers find steady employment and there is not a tenantable house in the city vacant.

Withal these and many other creditable things that might be enumerated the people take pride in calling it the Magic City.

Buildings.

During the year 300 buildings have been erected, costing on an average $2,000, and together with other public and corporate improvements have swelled the expenditures to $1,000,000 for improvements.

During the year building permits were issued for 260 dwellings and other private buildings, which cost to erect $190,427; eighteen permits for business blocks, which cost to erect $100,887; and twenty other public improvements, which cost $337,230, making a grand total of $628,544 in building improvements.

RECAPITULATION.

260 private buildings cost	$190,427
18 business blocks	100,887
20 manufacturing and public blocks	337,230
Municipal and corporate improvements	251,431
Total	$879,975

The City Clerk's Report.

City Clerk Ryan reports that there were $25,198.90 remaining in the various funds; that it cost to run the city expenses for the fiscal year of 1889-90, $86,745.48, and from August 31 to December 1, 1890, the running expenses of the city were $19,944.50.

City Treasury.

City Treasurer Hoctor furnishes the following abstract of the liability resources and revenues of the city of South Omaha for the fiscal year:

LIABILITIES.

Funding bonds	$105,000
Sewer bonds	62,000
Viaduct bonds	78,000
Intersection paving	12,000
Total	$ 257,000
Assessed valuation 1889	$1,712,860 00
Tax levy 27 mills 1889	46,247 20
Taxes collected 1889	44,106 16
Assessed valuation 1890	1,840,007 00
Tax levy 28 mills 1890	51,537 00
Taxes collected to date 1890	1,168 46
Balance on hand December 1890	56,049 41

Engineers' Department.

City Engineer E. S. King's report for 1890 shows an expenditure for grading and sewerage of $33,989.20, as follows: Grading L street from the boulevard to Thirty-fifth street, $2,363.60; grading Q street from Twenty-fourth to Twenty-sixth streets, $320.92; grading K street from Twenty-second to Twenty-fifth streets, $2,777; grading L street from Twentieth to Twenty-seventh streets, Missouri avenue from Twentieth to Thirteenth streets, and Twentieth street from J to N streets, $21,976.90; total for grading, $26,438.42. Extension of the L street storm-water sewer, $1,434.27, and extension of the Q street storm-water sewer, $6,120.51; total for sewerage, $7,554.78. As the county commissioners by agreement paid for one-half of the grading, the actual cost for grading done in the city during last year was $52,876.84, together with the $7,554.78 for sewers, made an expenditure of $60,431.62.

Schools.

In nothing is there a more creditable showing to the people of the city of South Omaha than its schools. The following tabulated returns for the last six years show the growth of the schools:

Year.	1885.	1886.	1887.	1888.	1889.	1890.
Pupils	394	321	784	1,091	1,468	2,048
Enrolled	107	188	348	631	1,172	1,245
Average attendance	35	132	153	235	590	649
Teachers	1	2	2	6	15	21

In December of 1890 there were 1,213 enrolled with an average attendance of 740, an increase of 20 per cent over 1889. There are twenty-three teachers and seven school buildings.

The board of education, consisting of President Frank J. Persons, Vice President C. T. Van Aken, Secretary Robert Funston and Messrs. John D. Robinson, Richard Swift and Walter J. Slate manages the general affairs of the school. A. A. Monroe is superintendent of schools.

Finances of the School District.

Treasurer Thomas Hoctor furnished the following statement of the financial condition of the school district for the school year from May 1, 1889, to May 1, 1890, to December 31, 1890:

1889-90.

Balance May 1, 1889	$11,448 06
Received from saloon licenses	27,500 00
Received from other fources	25,431 24
	$64,379 30
Expenses during the year	59,015 02
Balance May 1, 1890	$ 5,364 28
Saloon licenses in 1890	30,500 00
Other receipts in 1890	15,654 47
Total	$51,518 75
Expenses May 1 to December 31, 1890	30,025 00
Balance	$21,493 75

St. Agnes' School.

In the fall of 1889 Sister Superior Mary de Sales and a corps of teachers of the order of Sisters of Providence came from St. Mary's-in-the-Woods, Indiana, and opened St. Agnes' parochial school in St. Agnes' hall, Twenth-third and Q streets. This year the enrollment 225 and six sisters are required to do the educational work of this department in the city.

If the enrollment of the public schools and St. Agnes be added, it will be seen that there are now nearly 1,500 pupils enrolled in the schools out of a total school population of 2,048, an increase of enrollment over 1889 of about 25 per cent.

The Postoffice Business.

No better index of the substantial growth of a city can be given than the business of the postoffice. The following comparative statement for the third quarter of the last four years will be as interesting as it is suggestive of the growth and prosperity of the city and equally gratifying to every citizen:

Quarter—Year.	Gross receipts.	Per cent of inc.
Ending September 30, 1887	$1,671 64	.....
Ending September 30, 1888	3,852 72	585.35
Ending September 30, 1889	5,038 60	30.79
Ending September 30, 1890	7,046 23	39.86

As the receipts of the postoffice during the third quarter were $7,046.23, the total receipts during 1890 will not be far from $30,000, placing the office the third in business in the state and following close in the wake of Lincoln.

Postmaster John M. Glasgow has four clerks in the office and five mail carriers. The magnitude of the work in the office may be fully realized by glancing at the following report for November last of incoming and outgoing mails, weight and number of pieces of mail matter handled:

Registered letters delivered	80
Letters delivered	51,656
Postal cards delivered	12,573
Second, third and fourth-class matter delivered	51,485
Local letters collected	3,396
Mail letters collected	46,063
Local postal cards collected	1,528
Mail postal cards collected	11,207
Second, third and fourth class matter collected	43,583
Total number of pieces handled	492,331

The mail facilities are the very best. Every mail train, including the fast mail on the Union Pacific, Northwestern, Gould, Burlington and Chicago, Rock Island & Pacific systems, receives and delivers mail at this place.

Banks and Banking.

Four banks, well managed and profitable, meet the present needs of the commercial business. A capital, of $337,000 paid in and $48,061.31 of undivided profits and dividends, confirms the confidence of local capitalists in the business and future of the city. The deposits are $1,692,165.99.

The Union Stock Yard bank, the senior banking institution, opened for business November 18, 1886. Its paid up capital is $100,000. The bank is located in the exchange building, but on February 1 next it will be removed into its fine new banking house, one of the finest bank building in the state outside of Omaha and Lincoln. Cashier E. B. Branch reports its loans and discounts at $392,230.42, due from other banking houses, $314,655.47 and cash on hand $58,276.27. Its resources and liabilities are nearly $1,000,000.

The South Omaha National bank was incorporated in December, 1886, with a capital of $50,000. Its present capital is $100,000. Early this year the bank was removed into its fine new building on N street between Twenty-fifth and Twenty-sixth streets. The officers are J. H. Millard, president; Truman Buck, vice president, and H. C. Bostwick, cashier. Messrs. J. H. Millard, Charles H. Brown, Truman Buck, James Viles, jr., Guy C. Barton, Hy H. Meday and C. W. Thomas constitute the board of directors. The deposits January 1, 1887, were $29,107.03. In January 1890, the deposits had increased to $500,000. The bank has $30,197.39 in surplus and undivided profits. During 1890 the business at the teller's desk was $255,491,783.13, while the collections were $96,187,264.93. The bank has paid a semi-annual dividend of 5 per cent every year since organized.

The South Omaha Savings bank was incorporated in April, 1888, with a capital of $100,000, with $12,000 paid in. The officers are Truman Buck, president; C. W. Thomas, vice president and H. B. Bostwick cashier. The directors are Truman Buck, Hy H. Meday, C. W. Meday, C. W. Thomas, Charles H. Brown, J. H. Millard and A. C. Foster. The deposits, April 1, 1888 were $1,406; April 1889, $22,483.93; April, 1890; $44,519.23 and December 1, 1890, $77,943.34.

The South Omaha branch of the Nebraska savings and exchange bank, was incorporated in 1887, and opened in South Omaha January 4, 1888. The capital is $400,000, with $125,000 paid in. The officers are J. L. Miles, president; W. A. L. Gibbon cashier; C. M. Hunt, assistant cashier. The bank has one of the finest buildings in the city, situated on Twenty-Sixth and N streets.

CAPITAL AND DEPOSITS.

The capital invested in banking business in this city, is $563,061.39, of which $337,000 is paid in. The deposits are $1,692,165.99.

The business done over the teller's desk in this city is more than $500,000,000 or one and two-thirds millions dollars daily.

TELLING TABLES.

The following tables indicate the astonishing business done during the periods specified. The business of the banks during the first two weeks in August, 1889, is compared with the corresponding period this year and the corresponding twelve day's business commencing December 1, 1889 is compared with this year's. The increase, in amount and percentage, is so marvelous and the amounts so stupendous that only the official figures from the books dare be made public or would be given credence when realized:

Month.	Year.	Business.	Increase.	Percent.
August,	1889..	$14,526,291.98		
August,	1890..	27,455,006.54	$13,928,714.56	95.88
December,	1889..	17,810,775.54		
December,	1890..	21,138,432.05	3,327,656.51	18.68

As these figures show only a fortnight's businesss, it will be readily seen that the entire monetary transaction in South Omaha during August of this year was not less than $54,910,013.08.

Newspapers.

Six periodicals, four dailies and one weekly and one monthly are published in South Omaha. The Stockman, published by the Stockman Publishing company and the Drovers Journal, published by L. F. Hilton and Dennis Allbery, as Hilton & Co. They are both stock papers. C. B. Rich is business manager and Bruce McCulloch editor of the Stockman and L. F. Hilton is manager and Frank E. Scott and Edward A. Stearnes are editors of the Drovers Journal. The Evening News, the official paper of the city, published by A. E. Brigham, and the South Omaha Tribune, published by Ritchhart, Schlegel & Powers are local evening dailies. The Packing House Bulletin, published by A. E. Brigham & Co., has a circulation of 12,000 and gives a weekly review of the live stock trade and is the official organ of the South Omaha Packers association. The Monitor is a religious monthly issued under the supervision of the Methodist Episcopal church. All these periodicals have liberal patronage, are well managed and wield much influence in their respective fields.

Express Companies.

Four express companies have offices here to meet the needs of rapid freight shipments. The American express company opened its office here September 10, 1890, and the Wells, Fargo & Co.'s office was opened January 22, 1890. John P. Evans is agent for them both and has offices in the Nebraska Savings bank building, N and Twenty-sixth street. Two special express trains on the Burlington & Missouri railroad transport express to and from Omaha. During February the Wells-Fargo company carried only 12,107 pounds of goods and the receipts were $211.95. During last November 189,863 pounds of goods were carried and the receipts were $3,322.60. Money orders to the amount of more than $500 and telegraphic money orders exceeding $300 per month are sent. This office is now the third one in the state of those companies, Omaha and Lincoln alone exceeding it in business and it is one of the three offices in the state using the cipher code.

Agent C. P. Miller represents the Pacific and United States express companies, with the office at the Union Pacific depot.

Board of Trade.

Early in the history of South Omaha a board of trade was organized by the leading business men of the city. The organization has taken an active interest in all matters of public improvements or for the city's weal. The officers are: John A. Doe, president; David Anderson, first vice president; Peter Cockrell, second vice president; George W. Masson, treasurer; Edmund C. Lane, secretary. The board of directors consists of Messrs. John A. Doe, David Anderson, Peter Cockrell, Judge J. Levy, Fred M. Smith, Hy H. Meday, George W. Masson, C. M. Hunt, E. H. Howland, James G. Martin, Frank J. Persons, Frank H. Boyd, John C. Carroll, Wiley H. Beckett and Dwight L. Holmes.

The Churches.

In the growth of South Omaha, and amidst its commercial prosperity, the spiritual welfare of its people has not been lost sight of. There are thirteen church buildings in the city, capacious handsome and substantial, all of them to its credit and to the honor of the congregations that worship within their walls and to whose faithful efforts their erection is due.

Of these thirteen the Methodist Episcopal have 3, the Presbyterians 1, the Catholics 2, the Protestant Episcopal 3, the Christians 2, the Baptist 2 and the United Presbyterians 1. Each of them embrace a mission and Sunday school service as part of their work. The church membership and attendance, as also that of the Sunday schools is large.

Fire and Police.

The splendid system of waterworks, together with fine hose equipments, and an efficient fire department, entirely dispenses with engines. The hose company is assisted by a well drilled chemical brigade.

The police of the city, twelve in number, are captained by Marshal Thomas Brennan. The force is creditable to the city, and their efficiency is a credit to themselves.

Libraries.

A circulating library, with several hundred volumes, largely meets the wants of the literary people of the city. Besides the nucleus of a library has been formed by the high school. These meet all general needs and with the fostering care they receive promise to increase commensurate with the growth of the city and the needs of the inhabitants.

Board of Health.

An efficient board of health looks after the sanitary interests of the city. The board consists of T. B. Hatcher, Dr. T. A. Berwick and Councilman John J. O'Rourke.

Viaducts.

Two viaducts, costing respectively $35,000 and $40,000 on Q and L streets, afford ample facilities for traveling from the east and west sides of the city.

Railroad and Shipping Facilities.

Few cities in the United States, have as good shipping facilities as have South Omaha. Thirteen main line railroads run directly into the city while direct connection is made with every other system within a radius of 500 miles. Agent David Mahoney, represents the Union Pacific, the Wabash, St. Louis & Pacific, Chicago, Milwaukee & St. Paul, the Chicago, St. Paul & Kansas City, and is also passenger and local freight representative of the Chicago, Rock Island & Pacific and the Chicago & Northwestern companies. Agent W. B. Cheek represents the Chicago, Burlington & Quincy, the B. & M., and the Kansas City, St. Joseph & Council Bluffs companies. Agent Jeremiah Fisher represents the Fremont, Elkhorn & Missouri Valley and the Chicago & Northwestern companies. Agent George E. Joute represents the Missouri Pacific, the Belt Line and the Chicago, St. Paul, Minneapolis & Omaha companies. Agent J. L. Martin represents the Chicago, Rock Island & Pacific, whose short line has just been completed. Commencing Sunday, December 28, all trains over this system to Denver and the west and from the west going east pass through this city, making stops at the union depot and at the branch depot, Albright. By this it will be seen that all the leading lines reaching east, west, north and south, center here and give the city excellent shipping facilities.

Telegraphic Business.

Manager N. B. Mead, of the Western Union telegraph company, kindly furnishes the following significant and interesting statistics:

Year.	No. of telegrams.	Receipts.
1888	103,789	$4,128 35
1889	121,266	49,554 95
1890	150,901	52,389 15

These figures show an increase of 16.75 per cent in telegrams and 18.83 per cent in receipts in 1889 over 1888, and of 24.44 per cent in telegrams and 29.21 per cent in receipts in 1890 over 1889.

Manager F. A. Graham, of the Pacific and Postal Telegraph Cable company, furnishes the following statement of yearly business during the last four years:

Year.	Number messages.	Receipts.
1887	14,418	$2,583 55
1888	21,502	4,088 05
1889	25,550	5,110 90
1890	32,974	6,579 05

RECAPITULATION.

The total telegraphic business at this point can be seen by the following summary of the messages handled and receipts of both offices:

Year.	Number messages.	Receipts.
1888	121,267	$8,216 40
1889	144,992	45,665 85
1890	183,763	58,968 20

Commission Firms.

One hundred and twenty-nine commission firms are located at the Union stockyards who receive and handle stock shipped in by their patrons.

Sections 1, 2 and 3, of rule 10, of the Live Stock exchange, fixes the minimum commission for selling live stock as follows:

Six dollars per car load for single deck car loads of hogs and sheep, and $10 per car load for double deck car loads of the same; provided they arrive at these yards in double deck cars.

Six dollars per car load for cars loaded with different species of live stock, unless such cars contain a number of cattle which, at 50 cents per head, would make the commissions on the entire car load exceed $6; in which event the commission for such entire car load of stock shall be not less than 50 cents per head for each and every of lead cattle therein contained.

Electric Light Company.

The South Omaha electric light, heat and power company was organized in June, 1889. The capital stock is $100,000 with $35,000 paid in. The power consists of a battery of boilers with 350-horse power, three engines of 300-horse power with a capacity for 1,600 incandescent lights and seventy-five arc lights of 2,000-candle power each. To meet the demands on the company a large brick building 34x40 feet, two stories high, was built late last fall at a cost of $6,500, and a large amount of new machinery added to the plant.

The officers of the company are: C. M. Hunt, president; C. W. Key, treasurer; John H. Doe, secretary, and Joseph T. Smith, electrician ond general manager.

South Omaha Roller Mills.

The South Omaha roller mills, located at Albright, had an output in 1890 of $59,780.54 worth of products. The consumption was 45,030 bushels of wheat, 25,000 bushels of corn and 10,000 bushels of oats. The output consisted of 1,717,000 pounds of flour, 13,000,000 pounds of feed and bran and 300,000 pounds of corn meal. The mills give employment to six men and three teams and are managed by A. L. Bergquist.

Hotels.

South Omaha has better hotel facilities by far than any other city of similar size in the west. The Exchange, the Delmonico, the Pacific, the Emerald, the Rafferty, the Keystone, the Great Western, the Transit, the Prague and the South Omaha are all well equipped and well managed hostleries that furnish ample and satisfactory accommodations for a very liberal and increasing patronage.

Union Stockyards Company.

The Union stockyards company was incorporated in 1884 and received its first consignments in August of that year. The company first bought 260 acres of land, and has since purchased fifteen acres more, the last of which purchases was made in December last, when the title to the property of the South Omaha ice company, situated west of the Union stockyards railroad track, and immediately south of the Q street viaduct.

The officers of the company are: John A. McShane, president; William A. Paxton, vice-president; J. C. Sharp, secretary and treasurer; W. N. Babcock, general manager. Board of directors: W. A. Paxton, John A. McShane, John A. Creighton, A. C. Foster, Milton Rogers, E. A. Cudahy, Isaac Waixel, B. F. Smith, M. C. Keith.

Never before in the history of the yards has such progress been made as was done during the year 1890. Four hundred thousand cubic yards of earth were removed grading fifty-three acres, six acres of which have already been covered with stock pens and the balance is ready to be used for pens just as soon as business demands. An office and bank building costing $35,000, an $18,000 barn, a four-stall round house, two locomotives, $15,000 worth of sewers, five blocks of cattle pens with a capacity of 150 cars, and a block of sheep pens with a capacity of 7,000; twenty-seven unloading and seven loading chutes, a dumping platform and three miles of railroad track are some of the improvements made in 1890. All these improvements have only been commensurate with the increase of stock receipts at the yards and receipts and shipments of freight from the packing houses. But this necessary enlargement of the yards and increase of facilities is better told in the cold but significant figures and tables of the business done than by any glittering generalities or embelished sentences.

STOCK RECEIPTS.

The following tables will show the steady and of late phenomenal increase of the receipts of stock at the yards according to the yards' year, beginning December 1, since they were opened for business:

1884.

Month.	Cattle	Hogs.	Sheep	Horses
August	10,828	197	.....	22
September	24,346	.....	1,147	401
October	39,389	320	2,433	.....
November	12,330	1,363	608	43
Total	86,898	1,863	4,188	466

1885.

Month.	Cattle	Hogs	Sheep	Horses
December, 1884	1,795	1,821	1,405	33
January, 1885	641	2,174	453	.....
February	299	8,999	171	.....
March	1,176	4,241	63	65
April	956	8,506	875	58
May	5,509	12,156	2,659	370
June	6,593	18,971	840	107
July	7,375	29,167	1,481	370
August	15,997	17,699	1,154	500
September	29,775	40,720	3,710	247
October	32,974	9,576	2,479	105
November	12,854	15,878	4,191	116
Total	114,163	130,867	18,985	1,959

1886

Month.	Cattle.	Hogs.	Sheep.	Horses.
December, 1885	4,505	24,486	1,904	91
January, 1886	4,496	15,731	684	91
February	5,845	20,051	2,021	58
March	5,443	14,581	3,458	193
April	8,217	20,780	822	84
May	9,028	30,435	8,180	425
June	19,606	48,068	2,381	579
July	16,494	53,609	1,305	420
August	16,897	34,718	2,387	560
September	20,177	35,013	8,251	437
October	32,107	23,813	6,359	160
November	16,072	64,612	7,995	46
Total	144,457	390,481	40,195	3,053

1887.

Month.	Cattle.	Hogs.	Sheep.	Horses.
December, 1886	8,563	80,012	3,190	62
January, 1887	11,912	62,647	5,087	.....
February	12,430	56,509	2,971	24
March	20,480	86,121	4,877	63
April	15,205	64,547	4,224	67
May	22,288	86,841	3,485	655
June	19,276	119,524	6,045	486
July	17,705	93,912	7,121	670
August	22,923	95,441	9,058	315
September	34,046	78,838	8,372	320
October	32,483	52,093	13,288	285
November	29,252	137,591	9,739	151
Total	255,723	1,011,706	76,014	3,098

1888.

Months.	Cattle.	Hogs.	Sheep.	Horses.
December, 1887	12,217	124,830	6,097	204
January, 1888	12,865	71,229	6,339	6
February	13,392	79,779	9,183	181
March	23,913	77,371	11,574	88
April	35,782	105,912	13,466	187
May	35,175	157,783	9,152	432
June	22,959	179,903	5,377	777
July	21,413	122,871	5,194	828
August	30,318	93,674	16,131	531
September	52,069	83,326	27,095	670
October	44,404	93,495	31,829	845
November	36,831	93,475	16,416	286
Total Year	340,469	1,283,600	158,503	5,035
Total for 1887	255,723	1,011,706	76,014	3,202

1889.

Month.	Cattle.	Hogs.	Sheep.	Horses.
December, 1888	27,671	163,877	20,242	440
January, 1889	23,567	79,794	16,120	38
February	26,921	82,053	19,309	106
March	36,684	85,424	17,506	106
April	47,270	68,736	12,633	223
May	46,157	105,416	8,769	292
June	36,048	164,355	4,725	2,073
July	59,548	112,610	3,771	799
August	42,073	86,759	8,771	656
September	67,077	190,427	14,978	1,096
October	51,573	124,830	17,589	1,077
November	40,151	97,324	14,510	689
Total Year	467,340	1,306,905	159,053	7,595
Total for 1888	340,469	1,283,600	158,503	5,035

1890.

Months.	Cattle.	Hogs.	Sheep.	Horses.
December, 1889	33,425	121,963	13,706	395
January, 1890	43,985	99,509	10,987	115
February	41,427	66,194	15,099	45
March	55,980	75,351	18,211	202
April	52,778	92,581	11,969	195
May	63,054	127,698	10,936	97
June	48,991	133,509	5,135	486
July	47,492	188,154	6,397	1,218
August	46,474	250,322	3,322	198
September	58,797	139,764	20,148	731
October	69,276	173,299	16,026	892
November	45,020	184,880	24,320	746
Total, Year	606,699	1,673,314	156,186	5,318
Total for 1889	467,340	1,306,905	159,053	7,595

SHIPMENTS.

A gratifying comparison of the shipments made during the last three years, showing a very large comparative reduction of shipments, compared with receipts, and this, of course, means a corresponding increase of slaughtering in the local packing houses.

1887.

Months.	Cattle.	Hogs.	Sheep.	Horses.
December, 1886	2,512	3,176	2,064	40
January, 1887	7,768	813	3,119	.....
February	7,431	1,010	2,406	20
March	13,527	13,082	3,131	.....
April	7,557	5,457	1,245	142
May	13,957	5,755	2,141	52
June	12,769	37,426	4,433	548
July	9,356	21,380	5,231	619
August	14,610	25,716	5,699	131
September	24,958	6,589	7,225	216
October	22,970	4,989	10,764	195
November	14,109	14,333	8,982	93
Total year	151,419	140,726	56,444	1,856
Total for 1886	73,120	187,369	17,728	1,857

1888.

Months.	Cattle.	Hogs.	Sheep.	Horses.
December 1887	6,468	17,324	5,088	21
January, 1888	7,772	4,230	4,632	3
February	8,236	1,060	8,132	149
March	17,215	2,577	9,367	23
April	24,459	12,528	11,104	95
May	21,709	52,088	6,496	564
June	10,902	71,532	1,500	614
July	9,038	69,735	2,568	601
August	16,010	36,396	10,427	366
September	38,831	23,807	22,736	579
October	26,747	25,614	22,954	702
November	18,677	16,137	13,204	282
Total year	206,064	333,228	118,208	3,799
Total for 1887	151,419	140,726	56,444	1,856

1889.

Months.	Cattle.	Hogs.	Sheep.	Horses
December 1888	12,667	3,192	15,596	318
January, 1889	7,261	4,834	11,218	35
February	9,343	2,116	13,623	104
March	17,332	1,685	11,442	81
April	23,664	2,205	6,864	109
May	22,859	12,061	1,676	232
June	18,157	28,367	987	1,980
July	21,978	29,405	949	650
August	22,617	30,896	6,465	563
September	27,767	34,781	11,334	1,030
October	26,213	25,765	11,694	888
November	18,693	7,629	11,452	644
Total year	227,921	179,916	103,250	6,744
Total for 1888	206,064	333,228	118,208	3,799

1890.

Months.	Cattle.	Hogs.	Sheep.	Horses.
December, 1889	11,598	1,494	10,904	422
January, 1890	14,017	1,939	6,370	72
February	18,418	679	9,188	96
March	27,406	798	12,600	184
April	26,482	2,569	5,679	142
May	26,906	6,449	4,683	15
June	27,098	17,196	2,038	496
July	22,011	35,773	8,079	1,028
August	19,865	10,954	430	341
September	27,642	58,698	13,742	648
October	32,596	35,256	9,437	797
November	20,008	20,834	16,264	754
Total year	283,880	275,638	94,464	4,935
Total for 1889	227,921	179,916	103,250	6,744

LOCAL SLAUGHTERING.

As will be seen by the following tables showing the consumption of stock at this point during the years 1887-'90, the increase of slaughtering has more than kept pace with the increase of receipts:

1887.

Months.	Cattle.	Hogs.	Sheep.	Horses.
December, 1886	5,902	79,851	610	22
January, 1887	4,386	61,834	1,028	.....
February	4,913	54,559	640	4
March	6,632	72,307	1,642	60
April	8,180	56,932	2,303	28
May	8,138	82,843	1,442	403
June	6,655	79,474	1,408	248
July	6,328	76,150	2,094	33
August	8,259	67,720	2,472	202
September	7,519	71,070	1,644	101
October	9,537	46,988	2,032	90
November	7,419	122,555	678	62
Total year	83,858	872,253	19,281	1,346
Total for 1886	71,099	198,606	22,396	1,157

1888.

Months.	Cattle.	Hogs.	Sheep.	Horses.
December, 1887	6,232	108,985	1,065	181
January, 1888	4,739	67,227	2,060	4
February	5,518	78,271	1,051	32
March	5,058	74,767	1,495	65
April	11,886	93,735	2,814	42
May	13,398	104,230	2,697	118
June	12,194	100,928	3,006	161
July	12,966	55,409	2,086	46
August	12,083	56,793	5,608	309
September	13,577	60,540	4,770	74
October	17,317	68,641	6,065	187
November	17,732	87,542	5,315	14
Total year	132,900	950,978	40,372	1,236

1889.

Months.	Cattle.	Hogs.	Sheep.	Horses.
December, 1888	16,967	101,610	4,586	122
January, 1889	17,431	74,374	4,745	2
February	17,366	80,315	5,652	3
March	19,022	85,088	6,276	25
April	25,832	62,339	5,880	24
May	22,650	92,844	6,204	31
June	18,968	131,889	4,844	102
July	17,738	91,131	2,722	149
August	17,690	55,051	2,022	79
September	20,834	65,382	4,045	26
October	24,297	98,330	6,244	119
November	22,764	91,159	2,581	180
Total year	[illegible]	[illegible]	[illegible]	[illegible]

1890.

Months.	Cattle.	Hogs.	Sheep.	Horses & Mules.
December 1889	23,137	118,390	2,825	2
January 1890	28,122	99,404	3,341	14
February	24,300	65,944	5,624	9
March	29,254	75,710	3,986	1
April	26,890	90,164	5,021	67
May	25,975	121,400	6,835	63
June	23,185	134,842	3,230	1
July	25,395	147,501	3,054	4
August	26,488	162,160	2,546	.....
September	28,556	80,405	4,913	9
October	35,940	135,067	14,530	25
November	26,545	156,379	9,514	233
Total year	323,925	1,389,056	56,346	389

Comparative Slaughtering Table.

The following table will show the increase and percentage of increase of slaughtering at this point for the last four years:

CATTLE.

Year.	Killed.	Increase.	Per cent.
1887	83,858	12,759	17.94
1888	132,900	49,042	58.46
1889	239,578	106,678	80.27
1890	323,925	84,347	35.20

HOGS.

Year.	Killed.	Increase.	Per cent.
1887	872,253	673,647	344.22
1888	950,978	78,715	9.02
1889	1,027,293	66,215	6.96
1890	1,389,056	351,763	34.24

Receipts and Shipments for 1890.

TOTAL BY ROADS—RECEIPTS.

RAILROADS.	Cattle.	Hogs.	Sheep.	Horses and Mules
C. M. & St. P.	16,061	36,863	38	45
O. & St. L.	10,959	45,188	478	61
Missouri Pacific	28,363	54,309	1,288	131
U. P.	176,950	371,558	101,108	4,248
C. & N. W.	9,545	43,070	.....	19
B. & M.	170,048	691,737	23,736	522
C., B. & Q.	24,369	58,142	5,973	24
C., R. I. & P.	9,313	37,351	257	15
C., St. P., M. & O.	59,754	69,460	371	37
F., E. & M. V.	96,923	341,501	21,620	156
Driven in	4,385	14,344	1,311	58
Total	606,699	1,673,314	156,186	5,318

TOTAL BY ROADS—SHIPMENTS.

RAILROADS.	Cattle.	Hogs.	Sheep.	Horses and Mules
C. M. & St. P.	26,884	90,249	11,258	635
O. & St. L.	4,171	6,261	1,751	418
Missouri Pacific	7,202	4,979	150	149
Union Pacific	18,315	6,011	1,905	156
C. & N. W.	65,996	25,709	30,891	617
B. & M.	15,884	800	205	193
C., B. & Q.	119,360	93,283	21,863	802
C., R. I. & P.	6,559	33,648	24,582	1,824
C., St. P., M. & O.	10,997	2,293	1,751	4
F., E. & M. V.	9,502	6,405	108	46
Total	283,880	275,638	94,464	4,935

COMPARATIVE STATEMENT.

Total No. Cars Received by Roads.

Roads.	1885	1886	1887	1888	1889	1890
C M & St P	38	13	538	589	1,263	1,290
O & St L	23	47	599	656	956	1,342
Mo Pac	343	1,519	1,332	1,594	1,845	2,239
U P	6,547	7,802	10,842	13,080	12,412	14,391
C & N W	30	43	370	454	1,074	1,158
B & M	692	2,163	7,738	10,806	12,153	17,056
C B & Q	.....	.....	.....	.....	1,206	2,026
C R I & P	45	14	400	540	903	1,083
C St P M & O	115	901	2,211	2,084	3,071	3,708
E E & M V	360	1,068	3,300	689	7,838	9,590
Total	8,195	13,570	27,423	30,492	42,721	54,283

Total No. Cars Shipped by Roads.

Roads.	1885	1886	1887	1888	1889	1890
C M & St P	932	762	1,737	2,468	1,426	2,457
O & St L	85	68	98	236	272	246
Mo Pac	69	69	130	99	262	368
U P	295	314	477	521	911	774
C & N W	1,033	1,741	2,341	2,604	3,206	3,825
B & M	1,680	2,104	2,637	3,741	747	615
C B & Q	.....	.....	.....	.....	5,611	7,234
C R I & P	1,101	1,431	2,661	4,249	1,081	781
C St P M & O	108	118	147	171	227	428
F E A M V	.....	.....	.....	176	329	437
Total	5,306	6,607	10,228	14,365	14,022	17,160

Largest Receipts.

LARGEST RECEIPTS OF STOCK IN ONE DAY.

Cattle	May 14, 1890	5,814
Hogs	August 12, 1890	16,725
Sheep	September 24, 1888	5,502
Horses and mules	June 6, 1889	718
Cars	July 15, 1890	366

LARGEST RECEIPTS OF STOCK IN ONE WEEK.

Cattle	Week ending Oct. 31, 1890	22,335
Hogs	Week ending July 31, 1890	75,797
Sheep	Week ending Sept. 30, 1890	12,817
H'rses & mul's	Week ending June 7, 1889	891
Cars	Week ending Oct. 31, 1890	1,947

LARGEST RECEIPTS OF STOCK IN ONE MONTH.

Cattle	October, 1890	69,276
Hogs	August, 1890	250,322
Sheep	October, 1888	31,829
Horses and mules	June, 1889	2,073
Cars	August, 1890	5,859

LARGEST RECEIPTS OF STOCK IN ONE YEAR.

Cattle	1890	606,699
Hogs	1890	1,673,314
Sheep	1889	159,053
Horses and mules	1889	7,595
Cars	1890	54,283

Receipts of Stock for Seven Years.

Years	Cattle	Hogs	Sheep	Horses and Mules
*1884	86,898	1,863	4,188	466
1885	114,163	130,867	18,985	1,959
1886	144,457	390,487	40,195	3,028
1887	235,723	1,011,706	76,014	3,202
1888	340,469	1,283,600	158,503	5,035
1889	467,340	1,206,905	159,053	7,595
1890	606,699	1,673,314	156,186	5,318
Total	1,995,749	5,698,442	613,124	26,603

*For August, September, October and November.

Shipments of Stock for Seven Years.

Years	Cattle	Hogs	Sheep	Horses and Mules
*1884	81,955	500	1,273	417
1885	83,233	71,919	8,408	1,415
1886	73,120	187,369	17,728	1,857
1887	151,419	140,726	56,444	1,856
1888	206,064	333,228	118,208	3,799
1889	227,921	179,916	103,250	6,744
1890	283,880	275,638	94,464	4,935
Total	1,107,592	1,189,296	399,775	21,023

*For August, September, October and November.

1889 AND 1890.

The phenomenally large receipts in 1889 give just cause for pride when they be materially increased in 1890. The following comparison of the number of loaded cars shipped from the packing houses in July and August of 1889 and 1890 will farther and more fitly illustrate the growth of the packing business at this center:

Year.	No. Cars.	Increase.	Percentage.
1889	2,424	....	
1890	3,953	1,529	62.61

IMPROVEMENTS.

During the past year the improvements in the yards under the energetic and judicious management of Manager W. N. Babcock have been on the most extensive and comprehensive scale, not planned nor executed to meet simply the phenomenal demands of the receipts in 1890, but commensurate with the prospective future of the yards, when this point shall have forged ahead of others and taken its place firmly fixed as the second packing center in the world. These improvements have so far progressed that no possible receipts cannot be conveniently handled.

GRADING DONE.

Under one contract more than 400,000 cubic yards of earth were removed to make room for pens. The swell to the north and west of the exchange extending as far north as L street, and as far west as Thirty-second street, was graded, forming a gradual slope of 70 facing the east and Lake Pivonka filled in, so that the whole of the lands from the railroad tracks on the east, to Thirty-second street on the west, and from the Exchange building and stock pens on the south, to L street on the north, is ready for immediate use. Of this large track of fifty-five acres, six acres have already been covered with pens. With conveniences at hand, within twenty-four hours pens could be erected to accommodate any possible receipts. The grading alone required 200 men, five graders, 400 horses, about four months, and cost more than $55,000. The unloading chutes have been increased to fifty, and the loading chutes to thirty-one, while grading has been done for a string of ground chutes (a terrace just as high as the car floor, so that stock will be driven directly in or taken out of cars without climbing up or going down dangerous inclines), along the eastern line of the new graded grounds.

On the south of the yards several acres have been graded down just east of the Omaha packing plant, the earth being used to fill up the holes between the railroad tracks west and southwest of the G. H. Hammond packing houses and the South Omaha ice company grounds, lately bought by the Union stockyards company. This gives the company the whole of the grounds lying between L and Q streets for use except the packing house locations.

UNION STOCKYARDS RAILROAD.

The Union Stockyards railroad company has the same officers as the Union stockyards company. The company has 16½ miles of railroad tracks, 5 locomotives costing $47,500 each, 2 roundhouses with 6 stalls costing $6,000, and is fully equipped. Direct connection is made with all the railroad lines centering here. The following is a list of the connecting railroad lines: Union Pacific, Chicago, Milwaukee & St. Paul, Belt Line, Wabash, St. Louis & Pacific, Missouri Pacific, Chicago & Northwestern, B. & M., Chicago, Burlington & Quincy, Chicago, Rock Island & Pacific, Chicago, St. Paul, Minneapolis & Omaha, Fremont, Elkhorn & Missouri Valley, Omaha & St. Louis and Kansas City, St. Joseph & Council Bluffs.

RAILROAD TRACKAGE BUILT.

More than three miles of additional railroad trackage have been constructed during the year by the Union stockyards railroad company. The new tracks have been so laid that every convenience is had for receiving, handling and delivering cars. Direct connection is now made with the Union Pacific, the B. & M., the Missouri Pacific, the Fremont, Elkhorn & Missouri Valley, the Chicago, Burlington & Quincy, the Chicago & Northwestern, the Chicago, Rock Island & Pacific, the Chicago, Milwaukee & St. Paul, the Omaha & St. Louis, the Kansas City, St. Joseph & Council Bluffs, the Chicago, St. Paul, Minneapolis & Omaha, the Chicago, Milwaukee & St. Paul, the Wabash, St. Louis & Pacific and the Belt line railroad companies. In addition to this, at the last meeting of the board of directors the suggestion of Manager Babcock was approved and the tracks will be extended west past the Cudahy and Omaha packing plants with the object of ultimately being extended north and west to connect with the north Y or B. & M. switch. Along this extension and entirely separate from the rest of the yards will be erected pens to be known as the Texas yards and to be used exclusively for Texas and south west range cattle. This contemplated improvement has become necessary to meet the large and increasing demand for canning cattle and will be completed before the opening of the range season for 1891. A four-stall roundhouse at a cost of $4,000 has been erected southeast of the Omaha packing houses. Two additional locomotives, making 5 in all, have been added to the railroad equipment. The 5 locomotives cost $47,500. These locomotives are manned with double crews and run night and day. Besides these during rushed times additional locomotives are secured from other railroad companies.

SEWERS CONSTRUCTED.

A sewer 1,500 feet long and 12 feet wide by 8 feet high was constructed through Lake Pivonka, extending from L street to connect with the old sewer just east of the Exchange building. In all 6,000 feet of sewers were laid during the year in the yards, ranging from 6 inches to 12 feet and costing upwards of $15,000.

UNION STOCKYARDS BANK BUILDING.

An elegant bank and office building, which, when completed, will have cost not less than $40,000, is almost completed and will be occupied February 1. The building is of brick, two stories high, 44 by 66 feet, and a model of architectural beauty, solidity and convenience. The best quality of pressed brick has been used on the outside, while nicely carved red sandstone facing adds to the beauty of the building. The structure will be used for the offices of the stock yards company and for the Union Stock Yards bank. This is the finest bank building in the city.

OTHER IMPROVEMENTS.

A brick barn, 200x60 feet, with a capacity for 200 head of horses, has been erected at a cost of more than $18,000. In the center of the barn is a large court, 80x80 feet, for a horse mart. One end or wing will be used to stable yard horses, while the other will be used for shippers and their stock. This, it is believed, is the foundation for the greatest horse market in the west. Coal bins, to hold a dozen car loads of coal, have been erected between the Y leading to the new roundhouse. A refuse dump, ample for any purpose, has been erected south of the old feedmaster's office. The new feedmaster's office is a commodious structure, conveniently located at the west end of the loading chutes. Four scale houses, two used for cattle and two for hogs, meet every want. During the year one new scale house was erected and No. 1 was raised and practically rebuilt.

STOCK PENS ERECTED.

Five blocks of cattle pens, capable of accommodating 150 car loads of cattle and a section of sheep pens, with a capacity of 7,000 sheep, were erected. Besides these cutting pens were constructed for convenience in separating range cattle.

STOCK PENS AND CAPACITY.

In 1889 there were thirty-three acres of stock pens with a daily capacity of 10,000 cattle, 20,000 hogs, 5,000 sheep and 500 horses and mules. During 1890 six acres of pens were erected, increasing the capacity to 12,000 cattle, 23,000 hogs, 7,000 sheep and 800 horses and mules.

LOADED CARS HANDLED.

The following comparative statement will show the number of cars handled by the Union Stock yards, railroad company, and the number and per centage of increase in 1890 over 1889.

Year.	Cars handl'd.	Increase.	Percent
1889	133,023	.....	.....
1890	170,343	37,320	28.06

IOWA RECEIPTS.

The receipts of live stock from Iowa, have rapidly increased just as the facilities for shipping have been improved. The increase of the cattle receipts has been 46 per cent, and the increase of the hog receipts has been 13 per cent.

EMPLOYES.

More than two hundred men are on the pay roll of the yard books, including the railroad men, and the pay roll amounts to nearly $200,000 a year.

FEED MASTER'S DEPARTMENT.

The feed master's report shows that 70,159 bushels of corn and 10,201 tons of hay were consumed in the yards during the year. The approximate cost of the corn was $16,139.57 and the hay $39,819, a total for feed of $55,956.57.

COMPARATIVE INCREASES.

The following comparative tables will show the actual increase and the percentage of increase of cattle and hogs during the successive years since the organization of the yards:

CATTLE.

Year.	Receipts.	Increase.	Perc'tage.
1884	36,8?8	.....	
1885	114,163	77,265	204.01
1886	144,457	30,294	26.54
1887	235,723	91,266	63.11
1888	340,489	104,776	40.40
1889	467,340	126,851	37.25
1890	606,699	139,259	29.64

HOGS.

Year.	Receipts.	Increase.	Perc'tage.
1884	1,863	.....	
1885	130,867	129,004	6,856.70
1886	390,487	259,652	198.38
1887	1,011,706	621,229	159.19
1888	1,283,600	272,894	26.97
1889	1,206,695	dec. 76,995	dec. 5.99
1890	1,673,314	466,719	38.67

RECEIPTS AND SHIPMENTS OF CARS.

The following comparative statement will show the number of cars received and shipped each year and the percentage of increase during the history of the yards. The significant and gratifying inference, drawn from a study of the table, is the decrease of the shipments compared with the receipts, showing by the best of facts the general increase of the business of the local packing houses and the increasing consumption of live stock at this point:

Year.	Cars rec'd.	Cars ship'd.	Per-c'tage.
1884	4,387	4,089	99.73
1885	8,195	5,306	64.75
1886	13,570	6,607	48.67
1887	27,423	10,228	37.29
1888	36,942	14,365	38.89
1889	42,721	14,023	32.08
1890	54,283	17,160	31.06

The significance of this table may be more fully realized when it is understood that it requires about nine carloads of live stock to make two carloads of packing house product, and that since the business of the yards receipts have increased a thousand-fold, while the percentage of the shipments have decreased from 99.73 of the receipts in 1884 to 31.06 in 1890.

Percentage of Consumption.

The following interesting comparative statement will show the receipts of cattle and hogs during the last four years and the percentage consumed by the local packing houses:

CATTLE.

Year.	Receipts.	Consumed	Percentage.
1884	36,898	4,943	13.39
1885	114,163	30,939	27.09
1886	144,457	71,091	42.29
1887	235,723	83,864	35.58
1888	340,469	132,900	39.33
1889	467,340	239,578	51.26
1890	606,699	323,925	53.39

HOGS.

Year.	Receipts.	Consumed.	Percentage.
1884	1,863	1,363	73.24
1885	130,867	58,048	44.39
1886	390,487	198,605	50.89
1887	1,011,706	872,253	86.22
1888	1,283,600	950,978	74.04
1889	1,206,695	1,027,295	85.11
1890	1,673,314	1,389,056	83.01

Driven In.

The receipts of stock driven in by local stock raisers, received via the "Sarpy Central," as it is locally known, during the past four years are as follows, showing a gradual and handsome increase:

Year.	Cattle.	Hogs.	Sheep.
1886	1,778	5,130	485
1887	3,990	5,548	1,360
1888	3,201	8,077	1,456
1889	4,284	11,200	1,234
1890	4,385	14,344	1,311

THE PACKING INDUSTRY.

The year 1890 was a marvelously prosperous one for the South Omaha packers. The total averages of slaughterings of all kinds of animals increased from 4,406 per day in 1889 to 5,920 in 1890 or 34.36 per cent. The increase of slaughterings of hogs was from 1,027,295 in 1889 to 1,404,798 in 1890, or 377,503; of cattle from 239,578 in 1889 to 317,010 in 1890 or 77,432; and sheep from 36,440 in 1889 to 54,193 in 1890 or 17,757.

The discrepancy in the totals of disposition of stock and slaughterings is accounted for by the fact that the Union stock yards year commences November 1, The Cudahy Packing company October 25 and the other packing houses with the calendar year. Another explanatory note is necessary in regard to the car shipments. The table of cars moved by the various railroads includes only full shipping cars while the packing house reports include all cars sent out with product.

Swift & Co.

In 1887 Swift & Co. erected a packing house just south of Q street and west of the Union Pacific railroad tracks. After killing 2,749 cattle and 548 sheep and shipping 114 car loads of product the house was shut down till April 1, 1888. The growth of this immense plant under the management of Superintendent A. C. Foster may be told in a sentence in the output of 1890: In 1890 there were 226,349 hogs, 152,863 cattle and 35,813 sheep and 7,300 car-loads of product were shipped, and the distributive sales were $9,893,555.34. To meet the increasing demands for the products of this house, additions and improvements have been made every year, but it was reserved for 1890 to eclipse all previous records.

During 1890 a cold storage building was erected just north of the new beef house. The structure is brick, 128x214 feet and six stories. A brick tank house and hog killing brick building, 80x153 feet, three stories, was erected north of the new ice house and west of the spur track. A brick smoke stack, sixteen feet square at the base, and eight feet at the top, and 122 feet high, required 300,000 brick. A frame ice house, 144x160 feet, of 14,000 tons capacity, has been erected immediately south of the old main building. Besides these local improvements the company bought 145 acres of land near Ashland for ice fields and has erected an ice house, 192x420 feet, of 60,000 capacity. Eleven new boilers of 100 horse power each have been added to the four old ones, making the motor power 1,800 horse power, and one new 125 horse power engine has been added to the three old ones, increasing the horse power to 800. An arctic or ice machine of 100 tons per day has been added, giving a product equal to 200 tons of ice daily. A dynamo with a capacity of 1,000 incandescent electric lights gives the plant 1,600 incandescent and thirty-five are lights of 2,000 candle power. These improvements have nearly douled the capacity of the plant, increasing the capacity of hogs from 1,000 to 3,000 per day, cattle from 650 to 1,200 per day, and sheep and calves in nearly the same proportion.

The whole plant is covered with an electric fire alarm system, and night police and watchmen make nearly 1,000 reports every night to the central A. D. T. office. Besides this precaution an excellent and well equipped fire department is in the house and on duty day and night.

Superintendent A. C. Foster furnishes the following itemized statement of the business of the plant during 1890 and interesting facts regarding the house in the past:

SLAUGHTERINGS IN 1890.

	No. Killed.	Total Weight.	Total Cost.
Hogs	226,349	51,505,088	$1,923,081.00
Cattle	152,863	165,587,786	5,489,298.45
Sheep	35,813	3,395,590	152,223.88
Calves	4,624	883,905	28,964.06

AVERAGE WEIGHT AND COST.

	Number	Av. Wt.	Cost per head.	Cost per 100 lbs.
Hogs	226,349	228	$ 8.49	$3.81
Cattle	152,863	1083	35.09	3.24
Sheep	35,813	94.8	4.21	4.44
Calves	4,624	149	6.26	4.20

PRODUCTION—POUNDS.

S. P. hams	7,343,168
Short rib sides	6,642,587
Short clear ribs	582,489
Long clear ribs	255,049
Bellies	4,327,818
D. S. and S. P. shoulders	4,074,282
Mess pork	78,400
P. S. lard	3,152,000
Tallow	1,593,000

DAILY KILLING CAPACITY.

Cattle	1,200
Hogs, present facilities	3,000
Sheep	400

SHIPMENTS—CARLOAD LOTS.

	1887.	1888.	1889.	1890.
Number cars	114	2,383	4,940	6,753

During 1890 7,499 cars were shipped with produce from this house.

ANNUAL SLAUGHTERINGS.

Year.	Hogs.	Cattle.	Sheep.	Calves.
1887	....	2,749	548	....
1888	7,978	60,819	22,576	1,697
1889	89,119	119,189	28,321	2,389
1890	226,349	152,863	35,813	4,624

MONTHLY SLAUGHTERINGS.

1888.	Hogs.	Cattle.	Sheep.	Calves.
April	....	4,606	473	....
May	....	6,257	820	....
June	....	5,688	2,660	22
July	....	5,887	1,922	138
August	....	5,533	2,112	302
September	....	7,817	2,894	371
October	....	8,704	4,302	289
November	....	7,429	4,280	358
December	7,978	8,898	3,113	127
1889.				
January	13,261	8,500	2,908	6
February	13,986	9,480	3,036	28
March	8,022	11,048	3,909	70
April	4,558	13,502	3,553	59
May	3,404	12,164	4,118	192
June	2,813	9,425	3,697	460
July	2,900	7,480	497	656
August	2,315	6,825	1,038	183
September	5,396	7,874	1,448	47
October	11,891	9,582	1,832	295
November	8,651	10,367	1,343	297
December	10,699	11,652	919	96
1890				
January	11,098	14,597	2,406	208
February	12,143	11,355	2,343	112
March	11,173	14,534	3,009	197
April	10,694	13,763	3,177	126
May	12,641	13,431	2,365	278
June	16,713	10,993	1,689	368
July	16,274	12,429	1,762	738
August	23,543	12,706	1,715	566
September	17,134	12,956	3,895	591
October	27,284	15,431	4,221	567

LARGEST SLAUGHTERINGS.

The largest number of hogs killed by this house in one day was 1,734 on November 30, 1890, and the largest number of cattle was 830 on October 1, 1890.

EMPLOYES AND WAGES.

The largest number of employes on the roll was 800 on November 15, 1890. The total wages paid during 1890 was $481,125.55, an average of $601.45 per employe.

The Cudahy Packing Company.

December 15, 1890, the Armour-Cudahy packing company dissolved, Philip D. Armour retiring from the Omaha house and Michael Cudahy and Edward A. Cudahy obtaining ownership of the whole plant. The plant is erected directly west of the Union stockyards, was originally built by Edward J. Lipton & Co., from whom it passed to the Armour-Cudahy packing company and is now owned entirely by Michael Cudahy of Chicago, who is president, and Edward A. Cudahy of Omaha, who is general manager and vice president. From an inconsiderable beginning in 1886-7, the plant has grown so that now the buildings cover eighteen acres, the floor area is as large as an eastern farm, and in 1890 there were killed 646,506 hogs, 88,367 cattle and 15,771 sheep, and the distributive sales were $13,471,381.19.

The phenomenal growth of the plant and the magnitude of business are better and more graphically told by the statistics furnished by General Manager Cudahy.

During 1890 alone sixteen buildings were erected or put under way by this company. In this house alone is carried on every department of the packing house business. A brick ice house, 90x120 feet, six stories, a tank or oil room, 30x60 feet, three stories, a cold storage, 100x210 feet, six stories, a yarn manufacturing department, 60x90 feet, four stories, four smoke houses, 30x60 feet, six stories with capacities for 50,000, a pepsin department 40x80 feet, an addition to the beef house, where the new box factory has been 65x165 feet, bone rooms 60x80 feet and two stories, a tin shop 90x150 feet, four stories, a boiler room 20x40 feet, an engine room 20x40 feet, one of the improvements at this house. The equipment has been increased from thirteen to fifteen boilers of 100 horse power each and from three to four engines of 125 horse power each. One has only to know the fact that on the last day of November, 1890, one shipment of twenty-five car loads of product was started for Europe and as many as sixty-four cars have been loaded and shipped in a single day and 10,801 cars were shipped out with product during 1890, to realize the magnitude of