

OFF FOR ENGLAND TODAY.

How Kansas City's First Export Dressed Beef Will Be Shipped.

The first shipment of dressed beef for export ever slaughtered in Kansas City, as exclusively told in THE TIMES yesterday, will be started on its eastern journey this afternoon by the Schwartzchild & Sulzberger Packing company.

The halves of beef hanging from hooks in regular and seemingly endless rows in the rooms where they awaited shipment yesterday presented a truly remarkable sight. To see 2,784 halves of dressed beef, representing animals which averaged 1,400 pounds weight before being dressed and 802 pounds after that process, is no common thing.

Before being placed in the cars for shipment the halves are quartered and tied up in muslin sacks. The temperature of the freight cars is regulated in the same way as the shipment quarters in the packing house, and every precaution is taken for cleanliness, even to the putting up of a notice on the inside of each door warning against the use of water for cleaning the floors, for fear of the souring that might occur. This is a winter precaution, because in summer the evaporation would be quick enough to dry the wood work before closing up the cars.

Mr. Newgass, manager for the new firm, who arrived in Kansas City two days ago, expressed himself in a highly enthusiastic manner over the new venture of exporting cattle direct from Kansas City. He said that the New York people had studied well into the availability of different cities for this enterprise, and knew why they chose this city rather than any other.

When asked where he expected to get this superior stock of cattle as a constant supply, he said:

"All that we ask is for the cattlemen in the sur-

rounding country to send us their best supply instead of shipping it to other places. Kansas City beef has been too long like California fruit—not known at home."

With reference to the systematic packing of the different quarters in separate cars, Mr. Newgass said:

"The fore quarters are put in one car, the hind quarters in the next and so on alternating. This makes the transportation from the cars to the steamer an easy matter. Besides, the London butcher deals very differently from ours. In some shops only the coarser meat is bought, in others a higher grade alone is sought for. So the pieces have to be arranged for shipment according to the butcher's custom. I understand that you don't have any good meat here in Kansas City because there is so little call for it. People here won't pay more than 15 cents a pound for porter-house steak, whereas in the east people are willing to give 20 and 25 cents a pound."

Regarding the method of ocean transportation, Mr. Newgass said:

"The same cattle that would occupy 40,000 feet of space if alive will shrink into 4,000 feet when dressed on board a steamer. We patronize the Transatlantic Express line, which has some half dozen steamers, and our shipments take about nine days from New York. The passengers which these steamers carry are all cabin passengers."

Mr. E. E. Matchette, traffic manager of the packing company, was equally enthusiastic with the manager over the outlook for Kansas City. They both thought that a growing prosperity would be the result of the present increase in the packing house business and had no hesitation in predicting that Kansas City would eventually surpass Chicago as a packing center.