

Prosperity, Expansion and Promise in Wyoming.

CHEYENNE, Wyo., Dec. 15.—Not often is attention bestowed upon any state as marked as that given to Wyoming during the past year, and with her rapid strides in all lines of advancement, agriculture, irrigation and railroad building, Wyoming will soon be a state, not at all future, but at present, great. By the opening of the great Shoshone Indian reservation, the eyes of all parts of the country, north, south, east and west, were turned toward this thriving state, her marvelous growth and vast resources, for Wyoming will yield a good living not only to the tiller of the soil, but to the one who digs down in for treasure as well, and few states in the Union can boast of resources so wonderful and so varied as can this beautiful young state, which for so long has been looked upon by easterners as the home of Indians, robbers, thieves and bandits, but which in reality is troubled less with this class of individuals than is any of her eastern sister states.

WHERE BUFFALOES ROAMED.

For many years the buffalo and wolves roved where it pleased them in this vast and uncultivated domain, and our fathers thought of Wyoming as the widest of all the wild western states, but gradually this condition and state of things has been changing, and now upon the wide ranges of Wyoming are thousands of herds of cattle, sheep and horses, feeding on the abundance of wild grass, growing sleek and fat, with the cool summers and milk winters, making for their owners each year thousands of dollars in profits, and making for the state of Wyoming a reputation as one of the largest beef and mutton producing states of the Union. Although the acreage is not large as yet, and there remains thousands, nay millions, of acres of land untouched by hand of man, here and there are springing up vast fields of grain, fields of wheat, oats, barley, rye and corn, while about the farmhouses may be seen hundreds of young orchards, just beginning to return to their owners the fruits of their labor and attention.

WOOL AND MUTTON.

Probably for no other industry is Wyoming noted as much as for her wool and mutton production, ranking second only to Montana in this class in years past, during 1906 she very nearly equaled Montana's record, and the quality and fiber of the wool was so much better, that a much higher average price per pound was obtained. Thousands of men within the borders of Wyoming have made their fortunes in the production of wool, and no year was better suited to their purpose than was 1906. With the prices for their produce high, and the range and climatic conditions the best possible, their profits were large and their prospects for future growth better than ever before.

And not alone of the live stock interests are the sheepmen prosperous, for the cattle men are coming in for their share of the unprecedented prosperity of the state as well. Cattle are commanding a high price in the eastern markets, and the climatic conditions which have been so conducive of large profits to the sheepmen, have treated the cattlemen in a like satisfactory manner.

A TARIFF STRUGGLE.

But both the cattlemen and the sheepmen are looking to a struggle in the not distant future with the eastern manufacturing interests, which it is said are now forming the tariff in an attempt to have the tariff on importations of wool, hides, etc., removed, and it is for this reason that the growers of these materials in Wyoming are organizing so strongly. They claim that in organizations of this strength, all they intend to leave no stone unturned when the final battle with the eastern interests takes place. The removal of the tariff would be a death blow to the cattle and sheep industry of the state of Wyoming, as well as to the western states, and it is the realization of this fact that is prompting everyone identified with these interests to join in the movement to protect themselves.

THE HORSE TRADE.

A lively industry has been given the horse industry by the advance in price of this product. Probably no state in the union is better suited to the breeding and growing of fine horses. Here, moreover, however, this industry has been kept in the background, for while it was profitable, it was found that a larger percentage of profit could be returned to the raiser of sheep and cattle, and the horse raising industry was for the time being relegated to the background. With the advance in prices, however, more attention is being given to the raising of fine animals, and Wyoming is now supplying the eastern markets with the requirements in this line. The shipment of polo ponies from Cheyenne to the New York market is becoming larger each year.

LESS ORE THAN IN 1905.

During the past year there has probably been less ore actually taken out of the mines of Wyoming than during 1905, but development has proceeded in the districts where the ore is abundant, and many new fields have been opened up. Early in 1906 a disastrous fire occurred at the mines of the Penn-Wyoming company, located at Encampment, Wyoming, and this disaster, together with the lack of railroad facilities for the shipment of ore, which are looked for at an early date, is responsible for the small output of this mine during the past year. With the advent of the Saratoga and Encampment projects, however, the output of the mine will be largely increased over what it has ever been in the past. New and larger buildings are now being erected, and the company will have every facility for smelting. This is the famous Ferris-Haggerty property, which for so many years has been the largest producer of copper in the entire west.

ANOTHER COPPER FIELD.

But during the past year another copper field has been opened up which promises in time to prove even more valuable than the Encampment district. It is known as Copper Mountain and is located about 15 miles northwest of Shoshoni, the new town in Fremont county, on the line of the Northwestern railway. Nearly 200 claims have been staked out in this district, and nearly all bear promise of rich returns, as soon as development work is started. Early in December the most valuable find thus far was uncovered while the owners of a claim were excavating for a foundation for a building. This find is almost pure native copper, will run over \$100 to the ton, is 32 feet wide and its length has not yet been determined. As soon as proper machinery is installed, it will be a \$10,000 a day producer. And on both sides of the copper vein, is a rich vein of gold, which will greatly increase its value.

Wyoming is at present on the verge of the greatest development in its mineral product, which is the largest of the reservations opened to settlement, was to be thrown open to settlement June 1 last, but it was found that it would

more, are turning their attention, to this, as yet practically undeveloped field, and great things are looked for in 1907.

RECORD COAL OUTPUT.

The coal output has been larger than ever before. The greater portion of the active mines are along the line of the Union Pacific, but in nearly every section of the state, coal deposits of more or less value may be found. One of the largest of these is the Gobo mine, which has only recently started active production. Already over 100 miners are at work, and more being employed as rapidly as possible. An entirely new coal field and mining plant has been opened at Superior, some 20 miles north of Rock Springs, and some 20 miles of track has been laid, to connect the mine with the Union Pacific. Two new mines have been opened near Deltz, in the northern portion of the state, and two more at Hanna, Wyoming. This mine, by the way, has now entirely recovered from the disastrous accident and explosion which took place there some two years ago.

IRON MINES.

The Sunrise iron mines, which are located at Healyville, Wyo., and which are owned by the Colorado Fuel & Iron company, show no signs of exhaustion. Their output has been doubled during the past year, and nearly 1,000,000 tons of ore have been shipped. Large iron deposits have also been located at Rawlins and Seminoe, but little development work has yet been done on these properties. The rolling mills were reopened at Laramie during the past year by the Union Pacific company, and many men are now employed at that point.

But a development, which is perhaps the most requisite feature to a large development along other lines, is railroad building, and during the year 1906 Wyoming was particularly fortunate in this respect. For many years past, Wyoming has been watching and hoping, nay even praying, for more railroads, with which to get her products, her grain, her ore, her coal, her oil and her stock to the market centers. With only one line across the southern portion of the state, another in the extreme northwest corner and another along the eastern boundary line, it has been hard indeed for the producer to place his goods on the market in competition with other producers living in a readily accessible region.

RAILROAD EXTENSIONS.

But the opening of the Shoshone Indian reservation in 1906 brought to the attention of the railroads more forcibly this inviting territory, and large extensions were made to both the Northwestern and Burlington systems. The Northwestern Extension in Wyoming is incorporated under the name of the Wyoming & Northwestern. It is 145 miles in length and connects Casper in Natrona county to Lander in Fremont county. Lander is situated in a valley rich in agriculture. It is just south of the big Shoshone Indian reservation, and is the leading town of central Wyoming. Shoshoni, a new town on the eastern portion of the reservation, which was located by the railway interests, has just celebrated its first birthday, and shows the unprecedented development of this region. A year ago not a house could be seen on the present site. Now it has a population of nearly 2,000, substantial homes and office buildings, and two banks with a capital stock of \$25,000 each. And with this has been a healthy and not a boom growth.

GENERAL RAILROAD WORK.

But to return to the railroads. When the Northwestern announced its intention of at once beginning work on its extension to Shoshoni and Lander, the Burlington announced that work would be commenced on the extension of its line from Franconia in northern Wyoming to Worland, near the northern boundary of the Shoshone reservation, and at once proceeded to make good its promise. Today regular trains are running between Worland and Cheyenne, and work is now being commenced on a further extension of the line to the Gobo mine and thence on to Thermopolis, the great hot springs city. These springs are perhaps the most noted in the west, and are situated on the line of the Northwestern, and are now being developed by the Burlington. The completion of the road to this point, Thermopolis will become a great health resort. The springs at Saratoga, Wyo., may also be mentioned in this connection. All this work done previous to the opening of the Shoshone reservation on Aug. 1, last.

BURLINGTON LINES.

The Burlington line also announced some time ago that it would at the earliest date possible begin an extension of its line from Guernsey, Wyo., west toward the Pacific coast. Surveying work is now in progress, and the entire length of the state from east to west. This will give to Wyoming another great transcontinental line, for it is probable that the Burlington will connect at Salt Lake with a line to the Pacific coast. Surveying work is now at work on this line and active construction is expected to begin during 1907. In addition it is claimed that the Burlington also has a line to connect the Worland and Cheyenne lines, and this line crossing the proposed extension westward, and opening the southern markets to the northern Wyoming stock raiser and agriculturist.

SARATOGA ENCAMPMENT.

During the year work has progressed very satisfactorily, though a trifle slowly, on the line of the Saratoga & Encampment Railway, connecting the Penn-Wyoming copper mines at Encampment with the Union Pacific at Saratoga, Wyo. The line will pass through Saratoga, and at a later date will be extended on south through the North Park region, toward Denver. The Hans Peak & Pacific Railway company, with headquarters at Laramie, Wyo., has commenced construction work on its line from Laramie toward the North Park region.

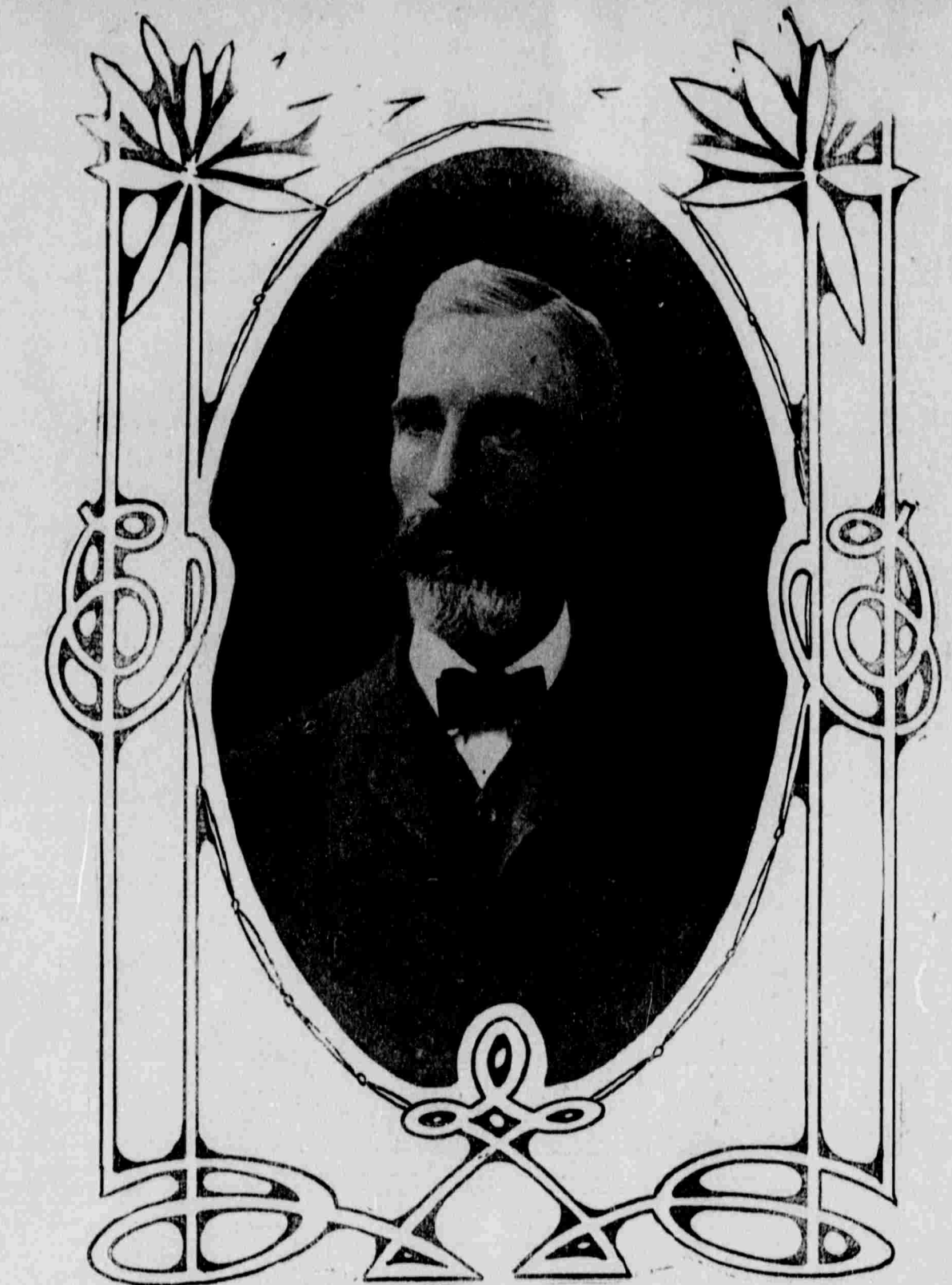
An important move was made by the Union Pacific by the double tracking of over 75 miles of its right-of-way in central Wyoming, and by the announcement that it is its purpose to double-track its entire Wyoming division as rapidly as possible. This will greatly increase the efficiency of both the passenger and freight service over this line, and put Wyoming in closer touch with both the east and west.

COLORADO SOUTHERN.

The Colorado & Southern Railway, which already has a branch extending from Cheyenne on the Union Pacific, to Orin Junction on the line of the Northwestern, is now considering the feasibility of the construction of a line on north from Orin Junction to the Canadian northwest, passing through Wyoming, and terminating at south. A line would then be built by the C. & S. people, connecting Cheyenne to Denver. The Northern Pacific will in a short time begin the construction of a line from Red Lodge, Mont., southwest into the extreme northern portion of the state, where they will tap some of the Wyoming coal fields. The Chicago, Milwaukee & St. Paul are also said to have under consideration a line from Deadwood, S. D., across northern Wyoming, toward the coast.

SHOSHONE INDIAN RESERVATION.

The opening of the Shoshone Indian reservation Aug. 1, 1906, was one of the most important features of the development of Wyoming during the past year. According to act of Congress, this reservation, which is the largest of the reservations opened to settlement, was to be thrown open to settlement June 1 last, but it was found that it would



HON. BRYANT B. BROOKS,

Governor of Wyoming Who Was Re-elected in November by a Largely Increased Majority Over the Figures of Two Years Ago.

BRYANT B. BROOKS, Wyoming's able chief executive, who was recently re-elected by majorities larger than those given him two years ago, when he gained advantage through the outpouring for Roosevelt, was born in Barnardston, Mass., Feb. 5, 1831. His father, Silas Newton Brooks, was one of the most prominent men of Massachusetts, and came of the old Puritan stock. Governor Brooks was educated in Powers Institute, Barnardston, and the public and high schools of Chicago. He was married to Miss Mary Naomi Willard of Alexandria, Neb., March 10, 1856.

Governor Brooks came to Wyoming in 1880 and engaged in the livestock and ranch business near Casper, where he has built one of the finest ranch properties in the entire state. He has also engaged in mining and banking, and is now president of the Coal Creek Coal company, the B. B. Brooks company and the Brooks-Hudson company. He is a director in the Casper National bank.

The governor has been a life-long Republican, and has served his party as a member of the state legislature of 1892, and as a presidential elector from Wyoming in 1900. He was also a delegate to the national convention at St. Louis in 1896.

He was elected governor of Wyoming in November, 1904, to serve out the unexpired term of the late De Forest Richards, and so well did he administer the affairs of state that he was re-nominated by acclamation at the Casper convention last August, and the majorities given him is one of the best endorsements of the confidence of the people that was ever shown a candidate in this state.

Governor Brooks, in addition to being one of the leading growers of cattle, sheep horses and wool, a banker, coal miner and governor, is a leading member of the Masonic fraternity of the state. He is one of the few 33 degree Masons in this section, has served as Master of Kadish in Wyoming Consistory No. 1, master of the Casper Lodge, and has held other high offices in the order.

Governor Brooks is a regular attendant at church as well as lodge. He is a clear, logical and forceful speaker, and is in demand in this and adjoining states, where his addresses are always welcomed. He is a great believer in the future greatness of this young state, and never misses an opportunity to speak a glowing word for Wyoming.

ABOVE CASPER.

The first canal below the reservoir opens from the river about eight miles above the town of Casper, on the south side, and will irrigate about 20,000 acres. The Goshen Hole canal will open near the town of Guernsey. Here a diversion dam 100 feet high will be constructed. The length of this canal will be about 15 miles, and it will be covered by a tunnel. About 15,000 acres will be covered by this canal. The Fort Laramie canal, as it is known, heads just above old Fort Laramie, on the south side of the river, and will cover about 50,000 acres. Part of this land, however, lies in the state of Nebraska. Opposite this canal on the north side of the river is the Interstate canal. Here again a diversion dam will be constructed, about 300 feet long and raises the water 10 feet above the bed of the river. This is the canal upon which most of the active work has been done thus far, and 45 miles of which has been completed. It is an enlargement of the White Pine canal, and about 20,000 acres of land lying under the canal will be irrigated by the Whalen Falls Canal company. The cost of reclaiming all land under the North Platte project will probably not exceed \$35, and it is hoped that it will be considerably less.

Other irrigation projects are being pushed in all parts of the state. Much land is already under irrigation, and an abundance of crops are being harvested. Among these may be mentioned the Encampment project in Sweetwater county, the Big Sandy project in Uinta county, the Oregon Basin project in Big Horn county, and many other smaller irrigation enterprises.

AGRICULTURAL DEVELOPMENT.

The greatest development along agricultural lines in Wyoming is looked for during the next few years, a development that will place her among the first of the western states in variety and volume of crop production. The entire state and people of the state are just beginning to awaken to the possibilities of the climate, soil and the conditions of Wyoming, and large areas of land are each year being brought under cultivation. The largest of these irrigation enterprises are now located in Fremont, Big Horn and Sheridan counties, but other portions of the state are

THE SHOSHONE PROJECT.

Next in importance to the Shoshone project in Fremont county, is the North Platte or Pathfinder canal and subsystems. Work on this canal is being done under the direction of the United States government, and when completed will cover probably 100,000 acres of land in eastern Wyoming and western Nebraska. Forty-five miles of this canal were completed in 1906, and the water turned into same. Work will be pushed forward as rapidly as possible, with the idea of furnishing water to nearly a third of the entire tract before the close of the year 1908. This is probably the largest irrigation enterprise ever undertaken in the Western hemisphere.

Rapidly Growing Town of Casper.

CASPER.—The town of Casper, Wyo., has increased in population in the past year from 1,600 to 2,500, and the growth has been steady. The extension of the northwestern railroad from Casper to

Lander and the establishment of a division point at Casper has had much to do with the increase in population, although the rapidly developing natural resources have attracted many people to this section of the state, and Casper,

affording as few towns of its size do, social, educational and other advantages, has been selected as the home of the families of most interested in various enterprises in contiguous territory.

The main offices of the Wyoming & Northwestern railway, the extension of the Northwestern, are located here, and the supply yards of the new road, consisting of 10 tracks two miles in length, and furnishing employment for a hundred men, are within the corporate limits.

BANK SHOWING.

Perhaps no more accurate barometer of the industrial conditions of a community exists than the reports of financial institutions, and measured by this standard Casper's prosperity during the past year, is shown in the following figures: The statements of the two national banks made in November, 1906, show a combined business of \$254,740.34, and the statements of the same banks made in November, 1905, show a total business of \$1,155,586.97.

MINERALS AND OILS.

Mineral lands tributary to Casper have developed to quite an extensive degree during the past few months. The most important of mineral products is oil in this section, but an extensive asbestos deposit is being worked on Smith creek and the raw material is loaded on cars at Casper. Owing to the fact that capital has been backward in taking hold of this mineral until a few weeks since when a company was organized with a capital of \$1,000,000, the work of getting the product to market has been slow. But now the company has a large force in the field, and while it will require time and an expenditure of many thousands of dollars before the product can be transported from the mines to Casper with facility, the excellent quality of the ore obtained and the apparent unlimited bed of the deposit warrant the undertaking. The oil fields on Salt creek, some 35 miles from Casper, are producing an excellent quality of lubricating fluid which is refined at Casper. And it will not be out of place to mention that Casper boasts the only oil refinery in the state. A well has been drilled recently in the Salt creek fields which at a depth of 60 feet flows 25 barrels per day and the product contains a considerable per cent of illuminating oil.

GOVERNMENT RESERVOIR.

Power for manufacturing is a practical possibility with the completion of

Rock Springs as a Coal Camp.

ROCK SPRINGS.—Compared with some coal mining towns in the east, this place is a very small coal camp; still, when it is compared with coal mining towns in the west, there are few, if any, that produce as much of this commodity.

Since 1889, No. 1 mine of the Union Pacific Coal company, has been putting coal on the market continuously. Now, at a depth of nearly 8,000 feet, the quality of coal is better than ever.

This mine has a double track slope, driven nearly to the dip of the coal seam. Entries are driven on both sides on a grade of about six inches to the hundred feet. The coal is worked by pillar and stall system, with rooms parallel to the slope. Where the pitch is steep enough, steel-lined chutes are used. Cars are gathered in the entries by mules, and hoisted to the dump by two steel cables, one and one-fourth inches in diameter.

The hoisting engine has two drums, each eight feet in diameter; two cylinders, each 36 inches in diameter by 60 inch stroke; and hoists 15 cars of one and a half tons capacity each trip. The coal is mined entirely by hand, and is still the stand-by of the company.

The next oldest U. P. mine is No. 7. This coal-seam is above No. 1, and is the same as is now being worked in mines 5, 9 and 10.

The system of transportation in No. 7 mine is by a trolley or motor-car, running through a tunnel some two and a half miles long. There are three ten-ton motors, each bringing to the dump outside, from 40 to 60 one and a half ton cars each trip. The coal is very hard, there being only a half inch of shale. The seam is level, and varies in thickness from five and a half feet to eight feet. Some of this coal is mined by hand, while Jeffrey and Link belt machines are used in other parts of the mine.

No. 9 mine is worked through a double-track plane 800 feet long, then a main haulage single track. The coal is the same height as that of No. 7 and is mined in the same way.

No. 8 mine is a double-compartment shaft 190 feet deep. The coal seam is thicker here, varying from seven to eight feet. The coal is hauled to the bottom of the shaft by electric motors. Electric coal-cutting machines and drills are used as well as compressed air machines and drills. Some of the coal is mined by hand.

No. 10 mine is a slope with a 15-degree pitch for 1,200 feet. This was driven in rock to the coal, which pitches about three degrees. Here, as in mine No. 8, electric machines and drills are in use, also compressed air machines and drills. Mines 10, 8, 7, and 9 are connected in the order named. No. 10 being the lowest, draining the others. Here two electric pumps are in use.

The power that runs the machinery in and around these mines consists of three 225 kilowatt, 500-volt direct con-

necting generators, direct-coupled to 18 inch and 27½ inch cross-compound Ball engines. The generators are controlled and the current distributed from an eight-panel marble switchboard. Current is used for operating six 10-ton hoists, six coal cutting machines, two drills, one five-horse-power and two 25-horse-power pumps, and two 15-horse-power ventilating fans. There are about eight miles of underground trolley line for hauling material to the mine.

All the mines in this district have good roofs, and are and always have been free from gas. There have been ten U. P. coal mines opened here. Nos. 3 and 6 were worked but a short time. Nos. 4 and 5 are closed for good. The capacity of the five mines now working is 150,000 tons per month. The average output for eight months of this year was 140,000 tons per month, and for the months of August and September, this average fell short 32.12 per cent—a loss of \$24 tons—owing to the scarcity of cars. During the months of November and December, it is expected that there will be an increase in the average output. Over a million and a half tons of coal have been produced by one company.

The Union Pacific Railroad company has nearly completed one large track on the east side of the town, and will connect it with No. 9 mine, from which it is a railroad yardage of 60 miles. The erection of another track near old No. 3 mine, where a like amount may be stored, is contemplated.

There is more freight handled here than in any town in the state. There is a railroad yardage of over 60 miles. Here, also, the Central Coal & Coke Co. has two mines under the management of Mr. F. P. Gridley. Rock Springs Peacock coal from these mines is well known all over the west. The mines have been badly handicapped on account of the shortage of cars, but they are now doubling their force of men, and their output will reach over a million tons per year. The coal is of excellent quality, and is not yet been opened, which will lead to good work for many thousands of men for many years to come.

The town of Rock Springs has a population of nearly 7,000, and is composed of representatives from 36 different nations. The streets are lighted by electricity, as well as the stores and nearly all the residences.

Mr. A. Kendall, president of the First National bank, is mayor. His first term of office was in 1904, and he is popularly held in no opposition at the election last May. There are two national banks, two large hotels, seven churches, eight large stores, dealing in general merchandise, and a dozen smaller stores with special lines as groceries and dry goods. There are 25 saloons that seem to be necessary in this high dry atmosphere.

We have a fine ten-story rock school building with 12 rooms, besides three smaller buildings. The high school work is done in the city hall, under the supervision of Dr. Blakeley, who is city superintendent of schools.

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