

# Wyoming's Steady Forward March In All Lines of Business

Special Correspondence.

CHEYENNE, Dec. 30.—At no time in the history of the nation's development has there been brighter prospects for any section of Uncle Sam's domain than appears to be in store for Wyoming during the year 1904. There are many reasons to justify these conclusions, as will be explained later in this article.

The year of 1903 has been an exceedingly prosperous one in the state. The live stock interests have realized handsome profits. Particularly is this true of the sheep and wool industry. The farming interests have been blessed with bountiful crops, and the mining interests have been extended both in the coal and precious metals fields, and have returned a reward upon the investment made and the energy expended.

With these conditions existing in all parts of the state, it is no wonder that the banks of the state have greater resources now than at any time in their history. The bank statements show conclusively that the past year witnessed greater prosperity than at any previous time. The deposits, aggregating \$11,500,000, have not been brought into the state by prospective investors, but belong to Wyoming citizens and have been wrought out of the resources of the state.

**SEVERAL NEW BANKS.**  
During the past year a large number of state and national banks have been organized, and all are doing a profitable business, although interest rates have decreased materially. The day of 12 to 18 per cent per annum has passed forever in this state, and it is possible to borrow plenty of money now at rates from 6 to 8 per cent per annum. The industries of the state can pay these rates of interest, but if the former rates prevailed there would have been bankruptcy in many places where there is now prosperity and plenty. The bankers realized the interest rates were excessive, and instead of there being a decrease in profits under the new conditions, there has been greater prosperity, the ranchman and farmer now sharing in the profits.

The bank deposits of the state are now fully five times the amount now carried by the state banks, exclusive of national and private banks, are almost if not fully as great as the entire deposits of the state 11 years ago.

The development era is at hand and the banks are doing their share in promoting and aiding these interests which are to make the state great, and no one will deny that there will be reasonable returns on the investments.

**THE RAILROAD SITUATION.**  
Foremost in the eyes of the Wyoming people with the dawn of the new year is the railroad situation, and the probability of great activity in railroad construction during the coming year for Wyoming's salvation is the iron horse, and without which the rich and practically inexhaustible fields of coal, iron, copper, oil, soda, asphalt, gold and silver, and the livestock districts and farming communities cannot be developed successfully, rapidly and with profit to the investor and settler. Wyoming's crying need for more than a quarter of a century has been more railroads, for with only one line of railway running through the state, and that through the extreme southern portion, with short lines through the extreme southwest corner, another in the extreme northwest corner, one extending along the eastern boundary for a distance of 156 miles, and another entering the state for a distance of less than 200 miles, the resources mentioned above could not be reached. All of these railways have done a good business ever since they were built, and all have assisted materially in the upbuilding of the state, but what Wyoming has needed is one or two more through lines from east to west, with feeders running north and south, and it is believed the state is now in a fair way to realize its hopes.

**COMING TO SALT LAKE.**  
Much has been said and written about prospective railroad building in the

state during the coming year, but it is difficult to get a true line on the plans of the several companies interested. Enough has been done, however, to warrant the following conclusions, that the Burlington will extend its Alliance Guernsey line on across the state to Salt Lake City, that it will complete a line from Broken Bow, Neb., to Bridgeport, to connect with the Alliance Guernsey line, thus giving the Burlington a more direct east and west line with the completion of the extension from Guernsey to Salt Lake City. Work is now being hurried on the Broken Bow-Bridgeport line. The Burlington is also rushing work on its line from Frank on the Toluca-Cody line south toward Thermopolis. The grade has been built as far as Worland, and will be completed to Basin by the first of February. It is proposed to have this line completed by June 1 next, the date of the opening of the Wind River Indian reservation. It is also proposed to extend the Alliance-Thermopolis line to the Guernsey-Salt Lake extension, and thence on south to Lyons, Colo., with a branch therefrom running east to Cheyenne, to connect with the Cheyenne-Holdrege branch. The Burlington also proposes to build from a point midway between Cheyenne and Sterling, on the Holdrege-Cheyenne branch westward to Fort Collins to get a share of the lamb feeding business, and thence in a northerly course skirting the southern part of Wyoming, with a branch to Grand Encampment, and on to the westward to Salt Lake City. This will give the Burlington three through lines in Wyoming from east to west, and with the north and south line, the company will reach the more important coal fields, agricultural and stock raising districts, and the copper and gold fields and oil districts.

**UNION PACIFIC PLANS.**  
The Union Pacific is now building a line from North Platte, Neb., up the Platte river to Guernsey, and this line may eventually be extended on across the state, or at least to a connection with the Chicago & Northwestern. It is known that the Union Pacific has long coveted some of the business of the Hartville and Sunrise iron fields, and it may be for this purpose that the North Platte-Guernsey line is being built alongside of the Burlington. The Union Pacific has started work on a line from Walcott to Hox Park, Colo., via Saratoga and Grand Encampment, and will parallel the Saratoga and Encampment road. General Manager Mohler recently announced that this line would also be extended on northwesterly toward the Yellowstone Park, and as the Oregon Short Line is surveying for a line from Idaho into the Jackson's hole region, it is only natural to presume that the Union Pacific's Hox Park-Walcott line will be extended to a connection with the Oregon Short Line's Idaho-Jackson's Hole line. The Union Pacific also proposes to expand several millions dollars the coming year in double tracking its main line in Wyoming.

**SARATOGA AND ENCAMPMENT.**  
The Saratoga and Encampment Railway is now building from Walcott, on the Union Pacific, to Grand Encampment. Twelve miles of grade has been completed, and contracts have been let for the balance of the line, which is to be completed by June 1, 1904.

The Denver, Yellowstone & Pacific will be built from Denver to Fort Collins, thence through North Park to Grand Encampment, where it will connect with the Saratoga & Encampment line, and from the latter place it will be built on through western Wyoming, skirting the Yellowstone Park, passing through Idaho and on to Seattle. It is said that the Denver, Yellowstone & Pacific will be a part of the Burlington system, but local men who are associated with the project assert that private capital is behind the concern.

**HAHN'S PEAK AND PACIFIC.**  
The Laramie, Hahn's Peak & Pacific, work upon which was started several years ago, and whose grade has been completed from Laramie to Centennial, a distance of 30 miles, will be completed to Grand Encampment during

## BRIEF 1903 FACTS AND FIGURES ABOUT WYOMING.

Population	101,816
Area, square miles	97,990
Area that can be irrigated, acres	9,000,000
Area subject to entry under U. S. Laws, acres	48,000,000
New canals and extensions, government and private, miles	1,881
Cost of construction	\$10,969,000.00
Receivables, rentals and lands	\$ 4,491,000.00
Land segregated, acres	1,177,500
Lands leased by the state for grazing purposes, acres	440,000
Receipts, rentals and lands	\$ 111,239.68
Receipts, rentals and lands	\$ 1,064,140.00
Value of farm and grazing lands	\$28,179,310.00
Valuation all property, as returned for assessment	\$48,826,940.53
Increase over 1904	\$ 2,129,951.80
State's bonded debt	\$ 200,000.00
Bonded debt, (12 counties)	\$ 1,064,140.00
School district bonds, (12 counties)	\$ 237,284.00
Total expenditures for educational work during 1903	\$ 292,872.00
State levy, mills	6-1-10
Total earnings state government	\$ 553,335.84
Bank deposits	\$11,500,000.00
Increase over 1904	\$ 2,253,584.56
Per Capita deposits	\$ 110.00
Number and value of livestock—	
Sheep, 3,721,330	\$14,576,959.00
Cattle, 754,675	\$18,999,897.50
Horses, 12,551	\$ 851,000.00
Mules, 1,347	\$ 1,720,000.00
Swine, 9,010	\$ 100,000.00
Mineral production—	
Silver	\$ 25,000.00
Gold	\$ 103,000.00
Copper	\$ 351,000.00
Iron	\$ 2,400,000.00
Coal, 5,130,000 tons (estimated)	\$15,390,780.00
Building stone, etc.	\$ 100,000.00
Expended in mining development, exclusive of coal mines	\$ 560,000.00
Exports of livestock and wool—	
Sheep, 1,459,338 (includes lambs)	\$ 5,857,352.00
Cattle, 43,000	\$ 8,639,000.00
Horses, 4,000	\$ 5,120,000.00
Swine, 4,110	\$ 41,000.00
Wool, 30,175,000 pounds	\$ 6,038,000.00
Value agricultural products	\$15,090,155.00
Value of manufactures	\$ 1,100,000.00
RECAPITULATION.	
Total value livestock exports, including wool	\$20,293,352.00
Total value mineral exports, including coal	\$16,820,180.00
Total value of manufactures and products	\$ 1,100,000.00
Total value agricultural products, shipped and consumed at home	\$15,090,155.00
Grand total valuation Wyoming products	\$53,303,638.00

the coming year. Recent reports state that the Union Pacific has come to the relief of the company, and will supply the necessary money to complete the road.

**CHICAGO AND NORTHWESTERN.**  
The Chicago & Northwestern is now actively engaged in extending its Casper line westward, the grade having been completed to the new town of Shoshone, near the reservation, and steel having been laid almost to that point. Surveys have been made for the extension of the line to Lander and on to a connection with the Oregon Short Line, thence south to Salt Lake City. It is asserted that the Northwestern will eventually be built to the Pacific coast.

The Colorado and Southern has completed line to Wellington, Colo., and during the coming year proposes to extend to Cheyenne, and connect with its Cheyenne & Northern branch. From Orin Junction it is proposed to build through Douglas, Ariz. on north to Bufalo and Sheridan, thence into Montana, and possibly to Canada. This will give the C. & S. a direct line from the British possessions to the Gulf of Mexico.

The Northern Pacific is now building a branch from Red Lodge southwesterly into the extreme northern portion of the state to tap a rich field of coal. When completed this line will reach within a few miles of the national park.

**THE C. M. & ST. PAUL.**  
The Chicago, Milwaukee and St. Paul, according to press dispatches, proposes to build from Deadwood on across northern Wyoming to the coast, but beyond the fact that right-of-way men have been in the state negotiating for right-of-way nothing is known of the plans of the company.

Next to the railroad situation, the most important matter now being considered by the people of Wyoming, for with two huge projects started by the general government, and with many smaller enterprises promoted by private capital, there will be many millions of acres of ground reclaimed during the next few years and there will be homes for many thousands of new settlers.

**FEDERAL IRRIGATION WORK.**  
It may be safely stated that there will be expended in this state by the federal government during the next decade fully \$10,000,000. This vast sum will mean great prosperity to many people. The men who will take up the land under the big reservoirs and canals will undoubtedly be given an opportunity to perform a great deal of the work in constructing the dams and ditches. In this way they will be enabled to maintain themselves during the entire building period, and at the same time they will find opportunity to improve their homesteads.

**PATHFINDER PROJECT.**  
The North Platte or Pathfinder project contemplates, first, the building of the reservoir on the North Platte river, 50 miles above the town of Casper. The river will be dammed at a point three

miles below the mouth of the Sweetwater, the location being a granite canyon about 200 feet deep, 30 feet at the bottom and 175 feet at the top. The dam will be of masonry, and the area covered about 2,000 acres, the capacity being 1,000,000 acre feet. The entire flow of the Platte river at this point passes through the reservoir and can be stored. The stored water will be turned loose and allowed to run down the river to the headwaters of the several ditches under contemplation, thus giving assurance of an ample supply of water at all times.

The wasteway will be over the granite ridge at both ends of the dam, no water being allowed to flow over the dam. Power may be developed here whenever necessary. The elevation of the reservoir is about 5,800 feet above sea level.

**THE FIRST CANAL.**  
The first canal, contemplated below the reservoir, heads about 30 miles above the town of Casper, on the south side of the river, and extends easterly to a point about opposite Douglas, Wyo. The amount of land under the canal is about 30,000 acres. Preliminary surveys and estimates only have been made. These estimates show that the cost of reclamation will probably exceed \$5 per acre. Most of the land is in private ownership. The second canal is on the north side of the river, heading about opposite Glenrock and extending to Orin. It controls about 20,000 acres. The cost will probably be in excess of \$5 per acre. Most of this land is in private ownership. Preliminary surveys only have been made.

**THE GOSHEN HOLE CANAL.**  
The Goshen Hole canal heads at the town of Guernsey, where a diversion dam 100 feet high is necessary. The length of the canal will be about 140 miles, of which six miles are in tunnel. Next to the reservoir project, the Goshen Hole canal, a large part being public land. The cost of reclamation has not been definitely determined, but it will probably be in the neighborhood of \$5 per acre. The feasibility of the canal has not yet been passed upon, further investigation being necessary.

The Fort Laramie canal, heading about 10 miles above the town of Fort Laramie, on the south side of the river, covers some 50,000 acres, about equally divided between Wyoming and Nebraska. Twenty-five thousand acres are included in the estimate of \$10,000,000 for the Goshen Hole canal. Preliminary surveys only have been made, but the indications are that the project is feasible.

**THE INTERSTATE WATERWAY.**  
The interstate canal heads at the same point as the Fort Laramie canal, namely, eight miles above old Fort Laramie. The canal will be 150 miles long, of concrete, 300 feet long, raising water 10 feet above the bed of the river. This canal will be an enlargement of the Whalen Falls canal. About 20,000 acres lying under the canal will be irrigated by the Whalen Falls Canal company. It is expected that the water will be available for this land in the summer of 1906. Contracts for the first 45 miles

of this canal were let May 16, 1903. This water, the location being a granite canyon about 200 feet deep, 30 feet at the bottom and 175 feet at the top. The dam will be of masonry, and the area covered about 2,000 acres, the capacity being 1,000,000 acre feet. The entire flow of the Platte river at this point passes through the reservoir and can be stored. The stored water will be turned loose and allowed to run down the river to the headwaters of the several ditches under contemplation, thus giving assurance of an ample supply of water at all times.

**THE SHOSHONE.**  
The Shoshone project contemplates a storage reservoir, which will be on the Shoshone river at the head of Shoshone canyon. It includes the lower portions of the North and South forks of the river. Capacity at proposed flow line, 456,000 acre feet. Area of flooded area, 6,600 acres. Mean depth 69 feet. It will be 75 feet long at bottom of river channel. It will be an arched dam of concrete. Wasteway will be 250 feet in length and connecting with a tunnel through the granite wall, which will discharge the surplus water into the river bed below the dam.

**TWO OUTLET CONDUITS.**  
There will be two outlet conduits, leaving the reservoir at 10 feet and 60 feet, respectively, above the bed of the river. The one leaving the reservoir at the elevation 10 feet will be a tunnel 10 feet by 10 feet in cross-section, 500 feet in length, and will discharge the water, which will be controlled by suitable gates, into the river channel below the dam, from which point it will flow down the channel to the lower diversion point near Corbett, a distance of 16 miles. The upper conduit will be 10 feet by 10 feet in cross-section, and will be six feet by seven feet through granite, 2,330 feet in length, grade 2.4 feet per mile, capacity 500 second feet. Section 2 will be a tunnel through granite and sand stone, 2,538 feet in length, and will have the same cross section, grade and capacity as section 1. Between sections 1 and 2 suitable waste gates will be placed. The water in sections 1 and 2 will be under pressure

from the reservoir. Section 3 will be an open cut, 14 feet wide on the bottom. Section 4 will be a tunnel through limestone, with concrete lining. At the end of this section the conduit reaches this upper portion of the irrigable land.

### WHERE HIGH LINE STARTS.

The high line starts from lower end of outlet tunnel. Bottom width 26 feet, depth 6 feet, side slopes 1 on 2, grade 1.65 feet per mile; capacity, 500 second feet; length, 22 miles. Will irrigate 20,000 acres. A. Englehart creek it will be divided into three main laterals for the irrigation of 20,000 acres north of Ralston. Low line canal heads in Shoshone river, 16 miles below the damsite, or near Corbett station. A low diversion dam will be built. The first section will be a tunnel three and one-half miles long through sand stone and shale and will be lined. Water section will be 10 feet by 10 feet, grade 6 feet per mile, capacity 1,000 second feet. Below the tunnel the water will enter the main low line canal, which will extend to Plainville, a distance of 42 miles, irrigating 80,000 acres.

The area of the reclaimed land will be about 120,000 acres. Cost per acre, \$30. Practically all this land is public domain, and is, therefore, subject to the conditions of the reclamation act. The farm unit has not been determined.

### NUTSHELL STATISTICS.

Wyoming's land business, owing to the changed conditions of the live stock industry, is growing rapidly. Stockmen now believe in smaller tracts of grazing lands with absolute control, and as a result the state and arid lands are being leased. During the year just closed the rentals amounted to \$141,226.68, as against \$101,900 for the preceding year.

ing year. In 1904 there were 2,600,000 acres leased, and the past year this acreage was increased to 2,770,000 acres. The total valuation of all property in the state, as returned for assessment, was \$48,826,940, while the total earnings of the state government amounted to \$553,335.

Wyoming, in 1903, shipped 1,500,000 sheep and lambs, which brought the owners a total of \$4,837,000. There were 30,150,000 pounds of wool produced and marketed, bringing in a total of \$6,038,000.

The shipments of cattle, horses and swine brought in money aggregating \$10,000,000.

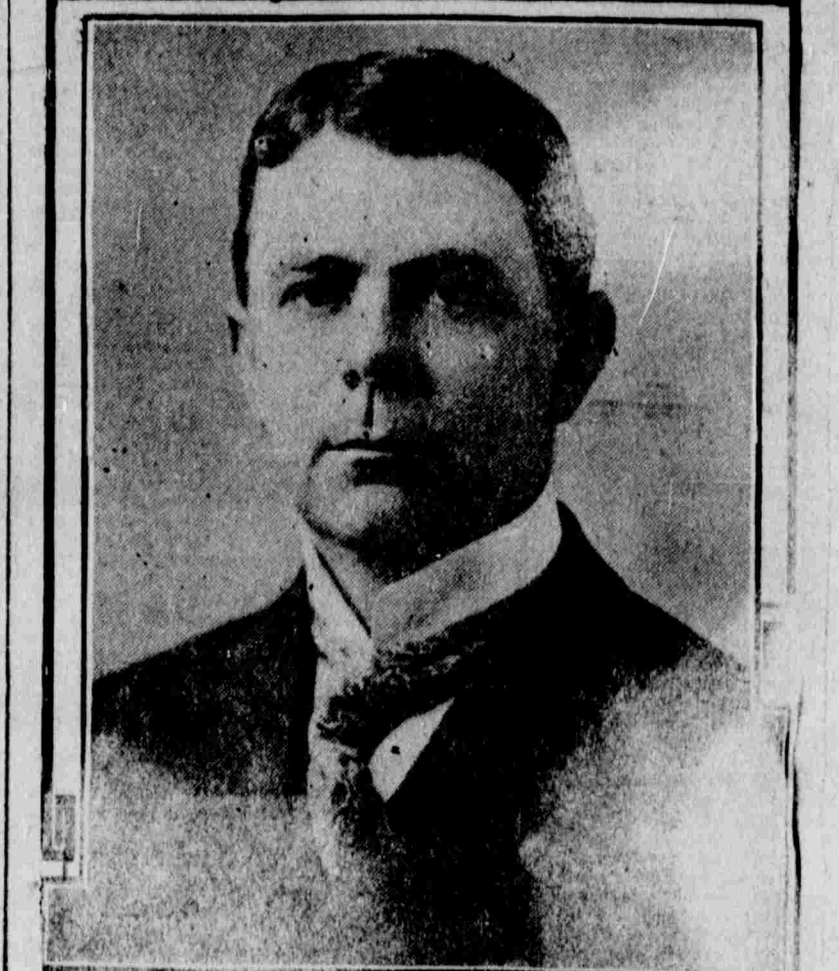
Wyoming's agricultural products during the year aggregated \$15,091,000 in value, while the products of the coal, copper and iron mines were valued at \$13,213,280.

Wyoming expended during the year almost \$400,000 in the education of the school children.

There were no startling discoveries of mineral during the year. There was some excitement over finds of copper in the Copper Mountain district, and a big camp will be established there this coming year. Grand Encampment is booming and a big camp will surely be established there with the completion of the lines of railway now projected to that section.

The oil fields did not witness as much activity in 1903 as in 1904, but the coming year promises to witness greater development. During the year natural gas was discovered near Douglas, and the fields are to be developed extensively.

Summing up the situation in brief, Wyoming accomplished great things during the past year, and an era of unequaled prosperity must be Wyoming's lot in 1904. GEORGE S. WALKER.



JOHN D. TRACY

### MAYOR OF THE CITY WHERE HE HAD BLACKED SHOES.

From bootblack on the streets of Taunton, Mass., to the mayor's chair of Taunton, Mass., is the life history of John B. Tracy, who won a sweeping victory by defeating Richard E. Warner, a wealthy manufacturer and three times mayor, and John H. Eldridge, his predecessor as Taunton's executive.

Mayor Tracy was born in Milford, Mass., May 22, 1858. He attended the public schools of his native town and secured employment in a clothing store, receiving \$2.50 per week for his labors. It was here that he learned the art of shining shoes, and with his brush he earned odd nickels and dimes by polishing the shoes of his fellow clerks. Just 20 years ago he came to Taunton and opened a bootblack stand, and later he managed stands in Middleboro, Mansfield and Attleboro. Next he went through all the phases of railroading from freight brakeman to passenger conductor.

In 1894 he entered the Boston university, paying for the first year's tuition with borrowed money. In 1897 he passed the bar examinations, being one of the six who passed in a class of 18. His legal business is considered to be worth about \$12,000 per year. Twice he has served as city solicitor.

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JOHN R. WALSH.

HIS BUSINESS VENTURES RESULT IN THE SUSPENSION OF THREE CHICAGO BANKS.

It is believed that John R. Walsh, whose three Chicago banking institutions failed for \$31,000,000, will be prosecuted by the federal government. National Bank Examiner C. H. Bosworth, who is a discharged employee of Walsh, will be the chief witness against him in the event of criminal prosecution of his former employer.

The allied banks of Chicago have pledged their resources that every depositor shall be paid to the last cent.

The immediate cause of the collapse of the institutions controlled by Walsh is said to be the large amount of money which they have lent to various private enterprises of his, notably the Southern Indiana railway, and the Bedford Quarries company of Indiana.

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