

# Rapid Development Shown in Wyoming's Industrial Affairs

**T**HE annual story of Wyoming's industrial affairs has chronicled progress, rapid development and increased wealth and population since 1886, and the year 1907, which is about to close, is no exception to the rule, for during the past twelve months the young state has made wonderful strides toward the development of the unsurpassed natural resources, and at the same time has paved the way for still greater effort and even grander results during the coming year. It is true that Wyoming has been slow in claiming her own, and also true that she has been one of the last states in the great west to which the capitalist and home-seeker have turned. But they have finally turned this way, and both capital and honest citizenship are coming in rapidly. For years newspaper writers have said, "Wyoming is on the eve of a wonderful growth and development," and then followed with comparative descriptions of the splendid resources awaiting capital and labor. And the writer has been one of those who sent out these optimistic reports annually. The "eve" was of long duration, however, and much longer than the said resources warranted, but it can be truthfully said now that the state is not only on the eve of great development, but that this development, so long delayed, and so many times forecasted in the past, is actually in progress. True, only a start has begun, but the foundations have been laid for a greater Wyoming, a greater prosperity, fabulous wealth, and millions of population. The work of the "knocker" has at last been overcome, and the discouraging failures of the first few years when inexperience and lack of transportation facilities and insufficient capital were responsible for many of these failures, have been forgotten. The idea, gained no doubt, by the passage of transcontinental tourists over the great railways, that Wyoming was nothing but a barren waste fit only for the grazing of cattle and sheep, has long since been overcome, and at last Wyoming is recognized as one of the truly great states in the Union, and one in which the capitalist and home-builder are offered splendid opportunities for profit and happy homes.

## SECRETARY OF STATE'S VERDICT.

Hon. William R. Schmitt, secretary of state, and one of the pioneer residents of the state, in discussing the state's advancement with the *Deseret News* correspondent, said:

"The development in Wyoming has been wondered at by all who have given on the matter close study."

"In 1890 we had but two well developed interests and they were the service corporations and livestock interests. Now, we have not only these in a greatly enlarged condition, but have mining of coal, iron, precious metals, and agriculture in its various degrees. The future development and progress that will be made in Wyoming is beyond human comprehension. The young man from the east looks to us for the opportunity to make money, and we can certainly offer everything that an energetic homesteader may desire. It is my judgment that Wyoming will show the greatest development of any of the neighboring states. Many of the great irrigation schemes are being pushed to a satisfactory conclusion. Oil mines are greatly enlarging their output, and daily almost new companies are being organized for the development of new ones. In short, many enterprises under conservative management, have proven a paying investment."

"All we ask, all we want, is men with money, and an honest purpose, and we will show them the opportunities. The Big Horn Hot Springs at Thermopolis will, after the Burlington railroad reaches there, and this is promised a distant day, attract visitors from all over the world, as their curative qualities are equal to any and better than many of the Hot Springs so extravagantly advertised the world over. These springs are under state control, and will never get into private hands."

## STATE GOVERNMENT.

The business conditions in a state are best reflected in the condition and administration of a state government, and this is especially true of Wyoming, which has one of the best state governments in the entire family of states.

With a bonded indebtedness of only \$200,000, which is being reduced annually at the rate of \$20,000, and with an annual income of approximately \$700,000, it is no wonder that the citizens of Wyoming point with pride to the splendid condition of affairs. But we will summarize a bit, briefly, as follows:

Revenues were this year derived, chiefly, as follows:

General tax	\$297,740.24
Sale of lands donated by Congress	14,618.83
Lease of lands donated by Congress	124,581.63
Interest on land funds	10,718.80
State game licenses	16,305.75
Forest reserves	16,900.99
Sheep inspection and indemnity fund	12,643.02
Inheritance tax	1,880.81
Estate estates	1,635.86
Interest on deposits (state money)	2,912.41
From all other sources	201,964.51

The state history for the first time in its history received interest on state funds. Heretofore the banks and those handling the funds have received the benefits. The last legislature enacted a state depository law, and the interest above has been collected since May 1 last, when the bill became operative.

The inheritance tax receipts are also a new thing in Wyoming. An inheritance law was enacted two years ago, and receipts from this source are steadily increasing.

## GAME LICENSES.

Money received from licensees for hunting game in Wyoming, and for the most part from non-residents hunting big game, have increased rapidly. Last year the receipts from game licenses amounted to a little less than \$12,000.

The forest reserve fund is that returned to the state by the Bureau of Forestry, which derives the money from the grazing privileges in the forest reserves. Only 19 per cent is returned to the state, and the balance goes to the other 80 per cent. This money is paid in by cattle and sheepmen for grazing that heretofore has been free to all. The money returned to Wyoming by the forest service is devoted to the school and road and bridge funds.

During the year the state government received \$180,000, through the operation of the mine tax law, which taxes the output of all mines. There was listed in the tax \$639,365 tons of coal and 67,550 tons of iron. The gross value of the coal and iron of transportation was fixed at \$7,441,366.50. From this was deducted for operating expenses the sum of \$4,327,751. Upon the net value of the coal at the mine was levied a tax of \$5.50 miles, which returned the sum of money quoted above.

## VALUATION OF PROPERTY.

The total valuation of all property for taxation in Wyoming in 1907 was

\$64,419,177.98. This is a big increase over the valuations of last year, due to the work of the state board of equalization, and especially the railroads, telegraph and telephone companies, Pullman and other car companies.

Wyoming's bank deposits, state,

national and private banks, when the last call was made in September, aggregated \$15,000,000. This is an increase over the amount shown by the same call in 1906, but is less than was shown by the December call in 1906. It was expected that the December call this year would show total deposits in excess of \$18,000,000, which would be a considerable increase over the deposits at the same period a year ago, but the financial flurry has undoubtedly had its effect in Wyoming, and it is doubtful if the December call, returns from which are not received until the first of the year, which show much, if any increase over the returns from the September call.

## BANKS ARE SOLID.

The banks of Wyoming, however, are in splendid condition, and prepared to weather almost any kind of financial storm. Nearly all have adopted the system of cashier's checks, but all are prepared to pay cash just as soon as the embargo is lifted by the banks of the country.

Wyoming's population is approximately 117,000 at this time.

Wyoming's per capita deposits are \$1,600, which is the highest in any state in the Union. Wyoming's wealth has increased much more rapidly than her population. There are only one or two real millionaires, but there are scores of men worth half a million, and hundreds worth a quarter of a million each. As a rule the rich men are ranchers.

## IRRIGATION.

Irrigation has come to be one of Wyoming's leading industries. Indeed, irrigation is now the guiding element to the state's future greatness, for through irrigation development, reclamation of the arid lands and settlement of the fertile valleys will come great wealth and population. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming, the same as in other sections, and without electric steam railways the irrigation enterprises could be considered almost worthless, and wholly unprofitable, both to the state, and those investing capital in the same. And while successful irrigation cannot be carried on without the railroads, the various enterprises furnish business for the carrier systems, and both become prosperous industries. Usually great irrigation schemes are not undertaken unless transportation facilities are at hand to bring in the settlers and their stock and household goods, and to transport the surplus crops to market. But here in Wyoming just the reverse is true, for the capitalists and settlers have not waited for the advent of the railroads, but have gone ahead with remarkable courage, investing millions of dollars in irrigation schemes and reclaimed and settled upon the lands, compelling the railroads by the very nature of things to be built to them. The railroads are the key to the situation in Wyoming