

# Cow Pony's Share in History and Show

WHEN the directors of the Omaha Horse Show decided to add the feature of cow pony, "most excellent 15.1," to the list of horses in the prize list, they struck a popular chord among western horsemen, for while the cow pony is not a beauty for looks, its usefulness in the building up of the western country has been beyond value in many lines of work. What other horse could have done the work on the frontier which has been performed by the cayuse? The style, conformation and manners of the pony are to be considered. The class is designed to attract the people of the western country who, while they may admire the bangtails more, cannot get away from the fact that the cayuse is a most useful beast.

That the boys may know they are getting a square deal all around and that a man who is not prejudiced against that class of horse is judging, it is arranged for an expert from the far west to be the judge in this class. Style, manners and conformation will take precedence in the order named. By conformation is meant the general contour and condition suitable for range work. That the pony is a cow pony must be shown by his manners when a rope is being used on him or from him. He must stand without tying and must be bridle-wise.

The cow pony is the same lively little cayuse which was used in the '40s to hurry the Pony Express across the country, and the feats of some of those remarkable ponies and riders would fill volumes. In the story of the "Pioneer Transportation in America" the cow pony comes in for his share of praise.

The world's record for organized and "schedule" riding was made by the Pony Express. Never before nor since has mail been carried so fast, so far and for so long merely by horse-power, and never elsewhere have horses been so steadfastly spurred in any regular service. The Pony Express carried mail from the east and California at \$5 an ounce for about two years. It ran from Independence, Mo., to San Francisco, 1,800 miles. Its time was ten days and it never needed eleven. It employed 200 of the fastest horses that could be found—of course, all western horses—300 station keepers and eighty riders. Stations were sixty-five to 100 miles and over apart, according to water. Riders were allowed two minutes for changing



TYPICAL COW PONY.

horses and mail at the stations. The first starter from the California end was Harry Roff, who left Sacramento April 23, 1860. He made the first twenty miles, with one change in 50 minutes. The first section, 185 miles (including the crossing of the Sierra Nevada, with thirty-five feet of snow), was done in 16 hours and 20 minutes, the summit drifts being trampled by a big train of mules. On the same day that Roff left Sacramento, Johnnie Frey started from St. Joseph with the west bound mail, which went through in the same time. The mail was limited to fifteen pounds, and salary for such men was \$100 to \$125 and "found" per month.

William F. Cody ("Buffalo Bill") was one of the pony express riders, getting his first job as a 14-year-old "kid" from the man that invented the pony express. Cody made

the record here—a round trip ride (necessitated by the killing of this relief) of 284 miles without stops, except to change the horses and to swallow one hasty meal. Quite as heroic a rider if less famous was "Pony Bob" (Robert H. Haslem), whose score was a 300-mile ride-on-end through Indian-infested regions with redskins on the warpath, who had killed the next man. After the telegraph gave quietus to the pony express, for over a year he was a Wells-Fargo messenger, making a 100-mile round trip every twenty-four hours (time on the road, ten hours). Then for six months he ran from Reno to Virginia City every day, using fifteen horses and doing the twenty-three miles in one hour. Jack Keetley, another pony express rider, made a run of 340 miles in thirty-one hours; another, Jim Moore, rode 284 miles in

fourteen hours, forty-six minutes. It was the proud record of the pony express that in all its dangerous achievement it lost but one man. Another came near doubling the list; the rider was waylaid by Indians and scalped—but the frontier-bred pony broke away and came elatingly to the next "home" with the mail pouch safe at the saddle horn. And the letters to California went forward on time, while back on the desert the brave carrier stiffened in his blood.

What other horse was ever bred which could, day in and day out, stand the grueling work of carrying that mail across the country at such a rapid clip? That is the same horse which the cow man of the west is using today. He is small of stature, but a bunch of bone and muscle, with nerves keyed to the highest tension at all times. He is sure-footed as a burrow and knows no such thing as tiring. How many miles does the pony on the roundup have to travel in a day? It all depends upon the staying qualities of the rider, for the pony is ever ready for any task which might be imposed upon him. Sure-footed—he knows no such thing as stumble, and may be relied upon to carry his rider for miles over the boundless plains, even though that rider may fall asleep in the saddle.

Little attention is paid to the breeding of these ponies and a few years ago they ran wild on the ranges the same as the cattle, and today groves of these wild ponies may be found in the panhandle country. Competing with these horses from the west will be some of the more civilized kind from South Omaha. Here the commission men all have ponies which they use in handling the cattle in the yards and many of these are of a higher type than their western cousins. Bred of better stock they are trained along the same lines and can jump into a bunch of cattle and cut out the right steer as well as the westerners.

The Indians on the reservation still hang on to the cayuses and, although these are for the most part degenerates, they give an idea to the easterner of the type. The cow pony is apt to be a size larger than these Indian ponies and with more ginger. And yet it is the Indian pony which the easterner sees the most of, for he is taken east with the large circus organizations which carry the Indians for show.

## UTAH'S NATURAL BRIDGES

Work of Titanic Forces Shown in a Remarkable Group.

Far From Traveled Routes

A Region Rarely Visited, but Well Worth While—Wonders Large and Small Found by an Exploring Party.

Utah, on the Rio Grande railroad, on June 11, went by stage thirty-five miles south to Moab, gathered an outfit of horses and pack mules and crossed sixty-five miles of desert to Monticello, at the east base of the Blue mountains. From Monticello the party struck off to the east and then took a southerly course through Monticello canyon, a tributary of the San Juan river. After spending ten days among the cliff dwellings and ruined villages of the canyon the party reached the San Juan, fifteen miles east of Bluff and close to the Colorado line. Bluff is fifty-five miles south of Monticello and seventy-two miles west of Mancos, Colo., the nearest railroad point. Supplies were taken on at Bluff and the caravan of nine persons moved westward toward the Colorado river, across a country that is seldom traversed by a white man. Utes and Pai-Utes leave their summer wicki-ups near the San Juan and Colorado rivers for cooler places high up on the Elk ridge or the Blue mountains. Trails are almost unknown and water is as scarce as trails. The guide led the party over a broken country, through waterless canyons and across desert, rocky wastes toward White canyon, which widens and twists down from the Elk ridge to the Colorado river.

**Hard Road to Travel.**  
Near Bear's Ears peaks, at the summit of the ridge, White Canyon springs out of the pine forest, winds through tumbled rocks and deepens into an impassable split in the earth. In its course toward the Colorado river White Canyon completely severs one part of the country from the other. A straight line it is not more than seventy-five miles from the source to the outlet of the canyon, but in its ramble White Canyon covers over 100 miles, and there is only one place in the whole distance where entrance can be effected without the greatest danger. This is through Armstrong Canyon, a small tributary, reached after a day's ride north of the general course through a forest of scrub pinon. Following this canyon down a few miles, the first camp was struck in the shadow of the Edwin Natural Bridge, the smallest of the three natural wonders.

The entire formation of the splendid arch is of white sandstone. Here and there a streak of gray and the brown stain of water lend a weird effect to the picture. Towering 1,000 feet above the canyon on either side is a solid background of dark red rock, with dashes of crimson. The red beds were originally a part of the Elk Ridge, and dip to the south and west toward the Colorado. The water of another age cut through the upper formation into the white sandstone, which stands from an elevation of 7,000 feet into oblivion at the river level at Dandy crossing.

The Edwin Bridge spans a small branch

of Armstrong Canyon, and the abutments are set upon a natural rise far above the general level. The government measurements, taken this summer, show it to be 104 feet from the bed of the creek to the top of the arch. The floor of the bridge is thirty-two feet wide, ten feet thick and 114 feet long. It, like the others in the group, was formed solely by the water that boiled down over the rocks and gouged a hole in the narrow wall, leaving a perfect arch. The original course of the canyon stream is traceable around the west end of the bridge.

The permanent camp of the party was made three miles below Edwin bridge in Armstrong canyon, and a quarter of a mile above the Caroline bridge, under whose arch White canyon comes to its junction with the Armstrong. The Caroline bridge lacks some of the symmetry and grace of the Edwin bridge, and while it is 25 feet high, the distance from the bottom of the arch to the creek bed is only ninety-seven feet, showing a thickness of the floor of 107 feet. Three receding ledges form the roof of the bridge.

**An Imposable Arch.**  
Up White canyon, two miles from the junction, stands the Augusta bridge, the most majestic of the three. From an imposing height of 222 feet one looks over the edge of the great structure to the creek bed beneath. Walls rising to greater and dizzy heights flank the bridge on both sides. The floor of the bridge is sixty-five feet thick, and under the arch, 157 feet high, the average ten-story building might be set without touching the under side of the bridge. The floor is 231 feet long. The erosion of ages has cut away all of the irregular edges, leaving a perfect arch of splendid proportions. The same story of chemical and water action is written on the Augusta, traces of the water that poured down from the Elks being still found around the south end of the bridge, and the confusion of great rocks below shows that huge pieces were torn away at a time in that titanic work which resulted in the present freak formation.

The trip from bluff to the natural bridges is best with more than enough hardships to appease the appetite of the average hiker, but it is like a spin along the boulevard in an automobile when compared with the journey across the San Juan river through the Navajo Indian reservation into Monumental valley, the other national park that is to be cared for and protected by Uncle Sam.

Turning their backs upon White canyon, the party struck off across the country to the south. Seventy-five miles away Grand gulch empties into the San Juan river, and across that treacherous stream lies Moonlight gulch, east of the Navajo mountain, the most romantic spot in all the desert wastes of the southwest. Through rocky canyons, across desert wastes, around impassable gorges, into tangled forests of scrub pinon and cedar, the party slowly wended its way.

**Exploring Grand Gulch.**  
For two days the party traveled almost constantly through a labyrinth of canyons and an exasperating growth of scrawny trees without covering more than thirty miles, as the crow flies, finally finding an

entrance to the mysterious Grand gulch. An almost sheer descent of 800 feet, accomplished by winding back and forth upon ledges of slippery rock and dropping gradually, put the whole pack train out of commission. Two days were lost in recuperation.

Once in Grand gulch, there is no way of getting out, except by following the canyon either to its mouth or back to its source. Following the canyon to its mouth is a feat that had never been accomplished. Trails were cut through the thick growth of shrubbery, and where the rocky bed of the canyon was a rule, a narrow way of rock was built for the passage of the horses to the next level. Oftentimes great boulders were dumped into the canyon from hundreds of feet above to form a new trail or improvised stairway.

High up in the ledges and caverns of the sandstone walls are cliff dwellings. Lone habitations grew into villages, and villages into cities, as the party neared the mouth of the canyon. As the gulch deepened the secreted homes of the ancient inhabitants were found higher and higher in the rocks, with the only means of entrance wiped away entirely. An ideal place to avoid discovery and attack, buried in a rocky canyon in an almost inaccessible part of the world, the cliff dwellings form details of a wonderful canyon picture. Grand gulch may be called a half-sister of the Grand canyon of the Colorado, since it is in the same neighborhood, and closely resembles that great wonder.

Emerging from Grand gulch, the party came upon the low lying banks of the San Juan river. On all sides of the gulch and the river the rocky walls rise to a height of 1,000 feet or more. The stream is sluggish, swift and shallow. The muddy water rushes over the black quicksand at a fearful rate of speed, and fording is dangerous.

**Valley Rightly Named.**  
Moonlight gulch empties into the San Juan on the south side a few miles west of the Grand gulch, and to reach it was a hazardous task that meant a day of dangerous work. Once in Moonlight, it was easy traveling up the canyon to Bluff. Monumental valley lies between Moonlight and Bluff. Great columns of red sandstone rise to splendid heights out of the sage brush and the greasewood. The proposed park lies close to the western edge of the Navajo Indian reservation and covers a plateau that dips from the north base of Navajo mountain. From the top of the Blues, away to the north, Monumental valley resembles the factory district of a great city, with its myriad chimneys pointing upward and here and there gigantic structures of grotesque shape.

On the horizon a vestibuled train seems to be skimming along, but it is nothing more than a sandstone ridge, which the erosion of centuries has shaped into the appearance of a train. A battlement stands out in bold relief against the sky. The close-set funnels and the steel mast rise from a superstructure built over a deck of bastions and turrets. Here is a Russian monument, set on a pedestal hundreds of feet high, and beyond runs a long vista of turris and piles, set against a background of wildly romantic castle walls. A splendid organ commands instant admiration. It

San Juan county has an area of 11,000 square miles, and according to the Utah State Board of Statistics, there are less than 800 persons in the whole county. Not more than a few score of these citizens live outside the towns of Monticello and Bluff City, frontier settlements, whose population consists of cattle and sheep owners.

**Exploring the Country.**  
The exploring party, led by Prof. Byron Cummings of the University of Utah and Prof. Edgar L. Hewett of the Department of the Interior, left Thompson's Springs,

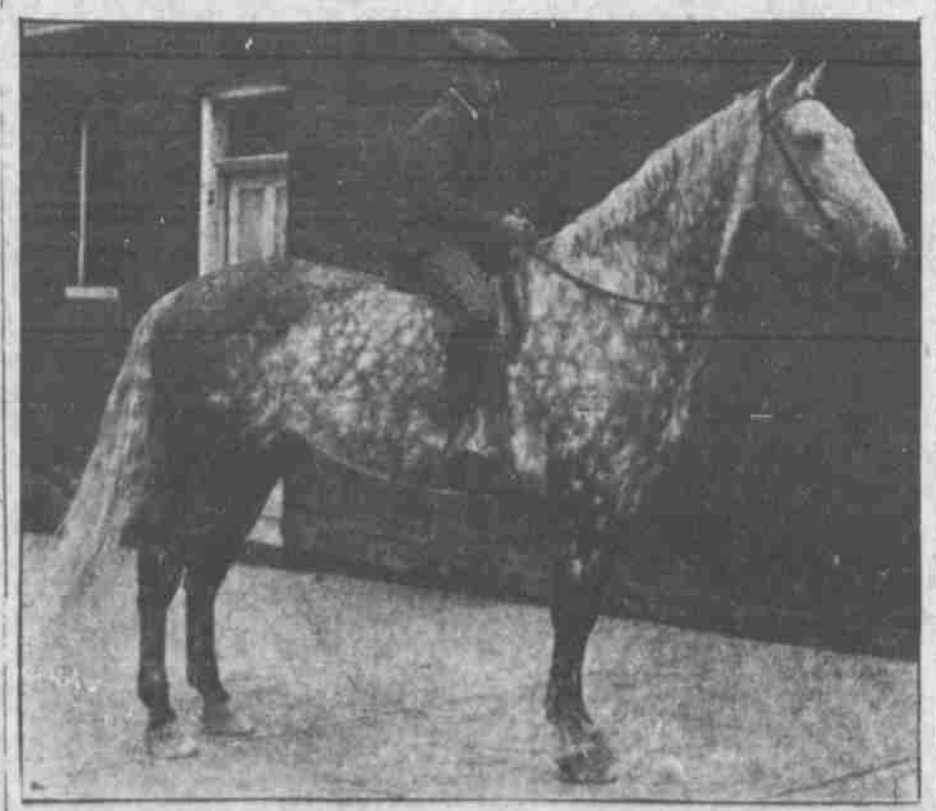
## FURS

Cold Weather They are here

You should be ordering some of Aulabaugh's "Character Furs." They are distinct from other lines and cost no more. Our beautiful novelty designs and original creations have every touch of style and elegance without sacrificing the warmth and comfort so necessary to furs. We manufacture every garment we sell, hence the prices we quote.

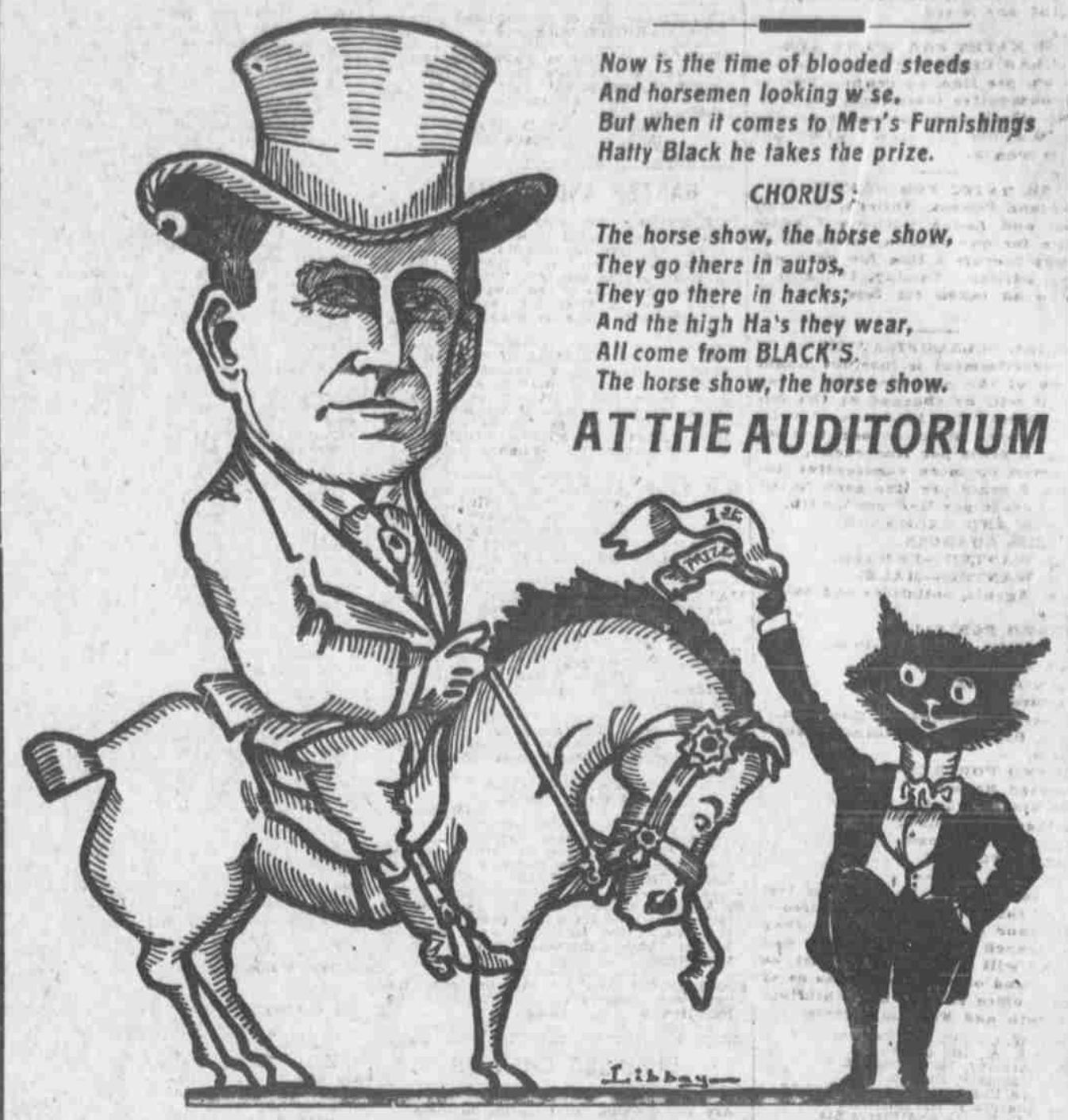
Brook Mink Jackets...\$65	SCARFS AND MUFFS
Best Near Seal Jackets, \$65	Japanese Mink .....\$40
These coats will please you because of the superior design and workmanship.	Brook Mink .....\$14
	Caracul .....\$18
	Jap Fox .....\$12

## One of Omaha's Well Known Saddlers



MR. G. W. MEGATH'S GAYED SADDLE HORSE

# High Hat Hatty at the Horse Show



Now is the time of blooded steeds  
And horsemen looking wise,  
But when it comes to Mey's Furnishings  
Hatty Black he takes the prize.

CHORUS:  
The horse show, the horse show,  
They go there in autos,  
They go there in hacks;  
And the high Ha's they wear,  
All come from BLACK'S.  
The horse show, the horse show.

AT THE AUDITORIUM

**BLACK, THE HATTER AND FURNISHER**  
109 SOUTH 16TH STREET, OMAHA

## PASSING OF TRAMP PRINTERS

Machines Sound the Knell of the Gentle Hobo of the Print Shop.

"Men can't be made good by law or reformed by legislation," has been the statement of many, but at that men have been made good by machinery, a whole trade being reformed and made over on another plane by a matter of mechanism, cogs and cams and levers.

To the introduction of the linotype machine is due the civilization of the tramp printer. He has been driven out of the cities where the machines have come in, and that means every city of over 10,000 people that has a daily paper. He can't work one of the machines, for that requires good nerves, and the tramp printer hasn't the nerves. It requires steady work and continuous practice, and he can't have those because he doesn't work long enough at a time.

Time was, not long ago, either, that there were scores of tramp printers, tourists, who ranged about the country. They drank whenever they had the money and worked when they had to in order to get a "stake" to make the next town.

They were sure of a chance to get at the case in almost any town, for the regular men would welcome a chance to lay off for a night or two if they could get a "sub," and as soon as the tramp had secured enough money for a "jag" he would get comfortably full and enjoy life in his own way.

If he was a little nervous or a little "jagged" he could lean on the case and stick enough type to make out a job, but with the linotype machine he cannot hit the keys straight or fast enough to keep up the speed. Gradually the tramp printer has been eliminated, for the only office offering a possibility of work is the job shop, and for the most part these cannot stand for a drinker unless they are pressed with work and need help badly.

The tourist thus has been driven to reform and become steady, buckling down to work in one place for longer periods than before.

Another thing that has forced a higher class of workers in the newspaper printing trade is the fact that the expense of a typesetting machine is such that the office must secure a certain definite amount of type from it, and except in the great dailies the number of machines bears a definite relation to the amount needed for the paper's columns, and unless that is forthcoming there is a distinct loss.

The result has been marked by the standard of the printing trade. The man who drinks to excess cannot hold a steady job in these days and has been pushed down and out in favor of his temperate brother. With the natural selection operating over a period of ten years the printing trade has come to be probably the most temperate in the country, and the drinker is the exception. The only thing that keeps the occasional drinker in his place is the possession of some unusual talent that makes his services of such value that his lack of steadiness must be borne to secure the benefits of his ability.

Thus the machine has made one class of men better than they were, has raised the plane of their morality and sobriety, and eliminated what formerly was a nuisance of no small proportions.—Chicago Tribune.

You Cannot Make Your Own Shirts

## Albert Ca(h)n

Shirt Maker and Men's Furnisher

1322 Farnam St.

I CAN RIP ANY SHIRT BUT CAHN'S

NOT HORSE SHOES BUT

## Men's Shoes

FOR THE

## HORSE SHOW

### WALK-OVER

Neatest Snappiest Styles

In the Shoe World for Men at \$3.12 to \$4

You Drive a bargain when you drive a pair of colts with a pair of our patent

COLT SHOES All New

Pliable Horse Hide Leather Also for Business Wear SHOES FOR MEN IN A STORE FOR MEN

## The Walk-Over Shoe Store

1521 Farnam Street ED. S. THOMPSON, The Walk-Over Man

## BAILEY & MACH DENTISTS

THIRD FLOOR PAXTON BLOCK Corner 16th and Farnam Streets.

Best equipped Dental office in the middle west. Highest grade Dentistry at Reasonable Prices. Porcelain fillings just like the tooth.