



A BUNCH OF RANGE HORSES IN THE BLACK HILLS COUNTRY.



EIGHTEEN WAGONLOADS OF WOOL BEING DELIVERED AT BELLE FOURCHE WOOL STORAGE-VALUE \$5,000.

**T**HE fifteenth annual meeting of the Western South Dakota Stock Growers' association was held at Rapid City April 8 to 10, inclusive. The weather was ideal for the successful carrying out of the wild west features of the program which the citizens had arranged for the occasion. It is customary at these meetings to reproduce many of the early-day practices and amusements engaged in by the cowboy and the Indian in the pioneer days of the settling of the plains by the cattlemen. In equestrianship these features are almost without limit with the cowboy and the Indian, so skilled and expert have many of them become from their life on the back of the cow pony.

Cow pony races and what they term rescue races, where the rider makes a terrible dash of 300 yards or more, and as he turns his horse takes another rider on behind him and dashes back at the highest possible speed to the point of starting. The contest is for the shortest time. By the watch, in performing this task. From twenty-five to fifty contestants are often entered for these races, and the excitement manifested by the thousands of spectators when the second rider springs to the back of the swiftly moving horse as he turns in doubling the distance run can only be appreciated by those who have witnessed the exciting performance.

**New and Novel Feature.**

Handkerchief races, where handkerchiefs, hats and other articles are dexterously taken from the ground by the rider while swiftly running his horse; exhibitions of riding the outlaw horse or the bucking broncho in its wildest attempts to dismount the rider, foot races, potato races, hurdle races, equine races, etc., constitute the features of amusement usually introduced in making up the entertainment program for these meetings. The riding of an untamed buffalo by an expert broncho buster was introduced at Rapid City as a feature both novel and new.

Street parades by the Indians in costume, feathers and paint and on horseback was always in order. Several hundred of the Pine Ridge Indians were in attendance. These people had a large encampment near the city and spent the greater portion of their time, day and night, in entertaining the visitors with imitations of the old-time war dances and other features of society etiquette peculiar to the Indian.

The Indian cadets, numbering several hundred, from the Indian school west of Rapid City, uniformed in the usual military dress, were present and gave exhibitions of military drill which would do credit to the boys of any high school in the country. The young Sioux rapidly being civilized into civilized habits and customs and out of the ways and superstitions of their forefathers. It is hard to teach an old Indian new tricks, consequently they must be permitted to carry to the grave their old-time superstitions and ambition for the war dance and its memories.

The entertainment feature of these cattle conventions is an important factor with both visitor and the business interests of the town where the meeting is being held. It is made the greatest occasion of the year. It surpasses in celebration effort and exhibition interest the Fourth of July. Ranchmen and their families attend in large numbers and from long distances, many coming from more than 100 miles distant, overland. The Fort Meade Military band furnished music for this occasion.

## Work Done by Directors.

The association meetings are principally conducted by executive session of the board of directors. Three days of active, interesting business is usually employed, in which the books of the secretary and the records of the cattle inspectors are gone over by the various interests in view of adjusting the claims of lost and stray cattle, where the brands they carried were such that these authorities failed to place their identity on to the satisfaction of the possible owners. There is at the close of each year a report of a great many unidentified strays that have passed through the hands of the inspectors to the credit of the association, but still awaiting final proof and identity by the owners.

Inspectors report South Dakota range cattle inspected during the last year at Chicago, 11,257 head; South Omaha, 16,253 head; Sioux City, 12,253 head; a total of 25,763 head. Strays recovered from those at Chicago, 11,257 head, valued at \$18,725.25; South Omaha, 8,556 head, value \$25,154.32; Sioux City, 1,256 head, value \$5,782.31, making a total of 21,069 head of cattle, with a valuation of \$59,661.88. In the above strays 1,250 were caught up at Chicago from shipments outside of South Dakota shipping points, thus most forcibly illustrating the efficiency of inspection and the value of having a membership in the association.

## Prosperous Condition of Treasury.

The Western South Dakota Stock Growers' association shows a membership of 97 and a highly prosperous financial condition, there being in the treasury to the credit of the association, after all current expenses are paid, \$11,253.85. The membership, while facing the realities of a rapidly falling range industry, under old-time methods, are pleased with the prospects of better prices for cattle during the coming season.

The secretary's report noted the following for the last year, 1906, from the Chicago

Inspection of South Dakota cattle: The average price received for the cattle of 1906 were higher than any previous year, except 1900. Steers averaged \$15.44, cows, \$23.47, being \$9.00 on steers and \$14.24 on cows over the prices of 1905. The shipments of 1906 were 22,394 less than those of 1905, but the net returns to the range-men of the state far exceed those of the previous year.

## The Free Range Law.

At the last session of the legislature the most important measure introduced was to repeal the free range law, and put in force the herd law now in operation east of the Missouri river. When this measure was up for consideration by the judiciary committee of the senate, it was discovered that the herd law had been in existence west of the Missouri river ever since 1902, when the code was revised by a commission and the only law bearing on that subject was a trespass act which permitted the collection of damages for the trespassing of stock on private land, whether same was fenced or unfenced. It was deemed unwise to repeal the law, as it was exactly what was desired by residents east of the river, and it was amended so it was inoperative west of the river, until such time as a majority vote of the residents of any county demand that it be put in force, and a petition to have the matter submitted to the voters of that county must be signed by a majority of the voters of that county before the commissioners are permitted to call an election. With this law, the range-men of this district of South Dakota will have a right to graze on the unfenced portion of the

range, untrammelled so far as any state law is concerned. This association also secured a wolf bounty appropriation of \$13,000.

In relation to the numerous complaints that have been filed regarding the shipment of estrays, not in marketable condition, and also of the charges made for shipment of estrays, the secretary in his report said: "In my opinion commission firms should not be permitted to allow any claim for charges for the shipment of an stray without the consent of the owner. If a claim is made for shipping charges allow the commission firm to hold the amount of the claim pending a settlement, but remit the proceeds less amount of the claim to the owner and not hold the entire amount until the matter is adjusted."

## Disposition of Stray Cattle.

This reference is to stray cattle shipped, where the shipper has a claim of charges for feed, keeping, etc., against the animal and wants this to be kept out of the proceeds of sale, to his credit by the commission firm. His request is usually complied with when the commission firm believes the claim is a just and reasonable one, but where there is good reason to believe the claim excessive, it is held with the proceeds and turned over to the inspector or forwarded to the secretary of the cattle association, in the district where such shipment came from, to be adjusted there by the shipper, association and owner of the animal, if he can be found.

The reference to the shipment of strays not in marketable condition, applies to



COWBOY ON A-BUCKING BRONCHO.

cattlemen on the range who may be bothered with stray cattle persistently sticking to their herd, and the careless owner content to let them stay, believing there is no danger of losing them until they become of marketable age and rely



OVER 3,000 SHEEP ON SMILEY RANCH IN BELLE FOURCHE DISTRICT.

wholly upon the brand for their safety and protection. An easy way of getting rid of estrays has been to run them off with a shipment of beef cattle, and notify the commission firm to sell them as estrays and turn the proceeds over to the inspector

or to the secretary of the local cattle association after deducting charges. This course has been recognized a proper procedure on the part of all concerned, but in fact is a violation of state laws, as in South Dakota there is a law that forbids

the shipping out of the state cattle without the written consent of the owner.

**Open Session of Convention.**

The open session of this convention was held in Library hall on Tuesday, where the afternoon was devoted to the reading of reports of the various officers and the discussion of subjects of interest to the members of the association. The opening address was made by Vice President Dawson, the welcome address by Trustee W. W. Jones, secretary of the Rapid City Business Men's club. Mr. Jones is a Texan and quite familiar with the ways of cattlemen and made a great hit in his ability as a story teller, leaving the large audience in the best of humor for anything that might follow.

W. I. Walker, now of Council Bluffs and an old-time cattleman of the Black Hills and the range country of the northwest generally, addressed the meeting by request on "The Present, Past and Future of the Range Cattle Industry." Mr. Walker predicted better times for the cattle business, but cautioned cattlemen to use better judgment and their experience of the past as a guide for the future. Other speakers addressed the convention briefly on topics of interest to the live stock industry.

Resolutions were passed embracing features of general interest to the members of the association, viz.: A resolution endorsing the work of the American National Live Stock association in what it has accomplished in the way of national legislation in the interest of the live stock industry and pledging its continued support for the future; a resolution endorsing the American Reciprocity league in the work it is carrying on in the interest of tariff protection for our beef products in foreign countries; asking a change in our tariff schedules with those countries so as to correct present conditions and allow of the disposal of our surplus meats and meat products under favorably established reciprocal relations. A resolution endorsing the action of Secretary Wilson in the interest of the bureau of animal and plant industry and to co-operate with him in all matters for the benefit of the live stock industry was adopted.

A resolution was passed congratulating President Roosevelt and the congress of the United States on recent railway legislation and thanking them for their efforts in the direction of correcting abuses that have been shown to have been seriously against the interests of the producer, but deploring the violent and unfair agitation against railway companies in many localities by the yellow press of the country, and expressing a desire to call attention to the facts that any unfair policy or agitation against the railways will certainly injure the business interests at all points, result in financial stringency and be generally disastrous. They also expressed a desire to go on record that none but the best of feelings existed with them for all railway lines doing business in that locality and congratulated the railroad for their efforts to improve the service and construct lines into new territory.

A resolution recommending the Department of Agriculture to pass some law that will place the unoccupied public grazing lands west of the Missouri river in South Dakota under some system of lease that will enable the residents to legitimately occupy them with their herds. They also recommended to the Department of Public Lands the creation of grazing districts in the section where these lands are located, the use of these lands to be participated in by the residents first and the fees resulting therefrom to revert back to the county after the cost of administering be deducted. Other minor resolutions were presented by the resolutions committee and adopted by the meeting.

Officers elected for the ensuing year were: J. K. Howard, president; H. A. Dawson, vice president; Frank M. Stewart, secretary-treasurer.

**Executive Committee:** G. E. Lemmon, Albert Taddiken, S. O. Sheffield, Eugene Holcomb, C. M. Lamson, Murdo McKenzie, J. G. Anderson, J. W. Williams, James T. Craig, W. C. Irwin, J. D. Patton, Edward Stenger, William Reed, J. B. Binder, E. W. Thode, T. B. Irwin and J. W. Stetson.

# New Developments in the Field of Electricity

## Edison Talks on Future Wonders.

**T**HE future Thomas Alva Edison plans to work untrammelled by commercial fetters. He hopes to solve many a scientific problem vitally associated with human life, even though his discovery may not be a money making scheme.

"For many years I have longed to take up purely scientific investigation," said Mr. Edison, "but there have been so many things to engross my attention that I have had to defer this kind of work. For years, however, I have been making preparations for this work, because that would interfere with the task he is wrestling with. He is compelled to put these things aside, for if he is striving for the commercial end of the business he must abandon the ideal, unless that, too, will aid him in attaining the commercial goal."

"These ideal vistas into the realms of science, however, have so charmed me that now I intend to retrace my steps and strike out in search of the truths that I know exist in some way beyond my former horizon."

Electricity will still profoundly interest "the wizard," because of what he has already done for the utilization of electrical energy. It is his belief that the world knows only the beginnings of what this mysterious force can do for mankind. For one thing, Mr. Edison says that the transformation of coal directly into electricity without the medium of the steam engine can be accomplished, and at a time not far in the future. At the present time, coal is burned and its energy is transmitted into steam, and from steam into the dynamo, nine-tenths of the coal's energy is wasted. When a means is found which will utilize the full power of coal, he says, the steam engine will be relegated to the scrap heap, all railroad trains will be run by electricity, all factories will be operated electrically, all lighting will be done by electricity. At the mouth of the coal mines great electrical power houses will be established which will transmit power direct to the great centers of industry. The cumbersome coal train will be a thing of the past. Instead of the tons of fuel now hauled to New York from Pennsylvania, great copper conduits, built pipe the power direct to the metropolis, as Mr. Edison once put it. Direct electricity would also make it possible, he says, to run an express train from New York to Buffalo with two bladders of coal and to drive a 10,000-horse power steamship across the Atlantic in three days.

## Electricity and Steam.

In ten years or thereabouts experts claim that the motive power, in use on all the important railroads in this country will be electricity. They believe the passing of the steam locomotive is inevitable. Five years ago, says the Wall Street Journal, electricity was only used for overhead trolleys and a few unimportant experimental attempts; today, our elevated and subway trains are propelled by it, and on the New York Central more than 300 electric trains pass through its tunnels daily. The action of the Central in railroad electrification, it is believed, will be followed by other roads, and in comparatively few years, will make a steam locomotive as unusual a sight as the horse car of a former age.

## Recent expert investigations claim many advantages for electrified trains over those propelled by steam, to wit: They can run on closer headway; they can be operated at a considerably higher speed, and, if the equipment be properly designed and installed, are essentially safer than steam traction. The basis of this argument is that in case of a rear-end collision the propelling energy can be shut off with great promptness, while there is no danger from such a collision in steam locomotives. The danger is ever present and invariably follows when a steam locomotive with 2,000 pounds of ignited coal in its firebox comes in violent contact with combustible material like wooden cars.

Boiler explosions and absence of smoke in tunnels, thereby enabling a clear view of signals, are other matters of great advantage and importance not found in steam locomotives. The running is smoother, and this eliminates the danger of broken rails through "hammer blows" of steam locomotives. Perhaps the principal advantage of the electrically equipped train is the ability with which its power can be cut off when danger is imminent. If a signal operator permits a train drawn by a steam locomotive to pass, and then learns of another train approaching in the opposite direction, he is powerless to avert a collision. By shutting off the power in case the trains are electrically equipped, such a catastrophe can be averted.

The Interstate Commerce commission places the average cost a mile for steam operation at \$3,492. Electric operation approximately averages \$5,553. Were all the railroads equipped electrically, on this basis, it would mean a saving in annual operation of \$20,000,000. Despite all these claims, and it will not be denied that there is something persuasive about them, it will be the part of wisdom for our railroad systems to deliberate coolly and earnestly on a transformation which would relegate to the scrap heap the iron horse. Repudiated will have to be improved and strengthened before electric operation, with its greater momentum and speed, can be safely attempted, and particular attention must be devoted to the matter of curves. When these things have been acted upon electricity as a motive power may be ushered in, but not before. The spirit of our times is progress; it should go hand in hand with prudence.

## Telephone in Japan.

In 1880 the Japanese government decided to undertake the building of telephone lines, which were to be a government monopoly, and telephone service was first opened in Tokio and Yokohama in that year. By 1895 extensive developments had been made, the reach of communication including all important cities. The system is under the control of the

## Telephone in Greater New York.

Within a radius of thirty-three miles of the New York City hall there is one telephone for every fourteen persons. Within this same circle 3,600 women between the ages of 15 and 25 years are employed in the business. These women arrange for the "talk" of most of the business done in the metropolis. Their vocabulary is almost as brief as the "yes, yes" and "no, no" of the telephone operator. The number of telephones in the metropolitan district is 32,066, and 182 "centrals" are called up every minute in the day. In many big establishments there are as many telephones working as are often found in cities containing a population of from 10,000 to 20,000. In the Waldorf-Astoria alone there are 1,100 telephones. In one of the great department stores in the retail district there are more than 1,000 telephones, and the system is so simplified that a customer can sit at a counter and order any article in stock in any department under the roof.

## Power House Seventy Miles Away.

The opening of the new electric road on the Rochester division of the Erie railroad last month marks another achievement of American ingenuity in electrical railway science. For the first time a steam railway is using a single-phase alternating motor for moving trains. The power comes from Niagara Falls, seventy miles away. The

minister of communications, which has followed every important improvement in the telephone. Last year some 30,000,000 messages were sent, there being 500 public offices and 20,000 subscribers.

Telephone charges are fixed as here, on the basis of the possible calls per year. A subscriber pays an extra charge for long-distance calls.

To avoid all danger the government has begun to put its wires underground. In switchboard construction numerous devices have been tried as fast as they have been invented in European telephone stations. But the three principal kinds in use are the standard, telephone switchboard, the multiple telephone switchboard of the Western Electric company and the Man's telephone switchboard. These, with the exception of the second, are, with certain modifications, manufactured in Japan, and are even better than those which were first imported. The manufacture of telephones themselves has had a rapid development, until today it has reached a fair perfection.

## Electrical Notes.

An electrical apparatus for milking cows has been invented. The steam turbine is revolutionizing steam power and cheapening the cost of electricity.

The smallest electrical motor in the world can be carried in the vest pocket or worn as a watch chain.

## Cortelyou's Secretary.

Henry O. Weaver, private secretary to Secretary Cortelyou, is a veritable fides Achates to his chief. He has been with Mr. Cortelyou ever since the latter has been a member of the cabinet, first as secretary of the Department of Commerce and Labor, then as postmaster general and now as secretary of the treasury. He accompanies his chief everywhere. Usually they lunch together and frequently at lunch the private secretary is seen to take out his notebook and scribble upon it as his chief talks in a low tone. It is believed that Mr. Cortelyou took from President McKinley the hint of the value of having his private secretary always in easy reach. When Mr. Cortelyou was secretary to Mr. McKinley, the president had a habit of talking to him at leisure moments on subjects upon which the chief magistrate was preparing a speech or message and by this method the work of preparation was made less burdensome to both.

## Sympathies Worked Up.

The late Thomas Bailey Aldrich, like many another well known writer, had numerous stories to tell of his experiences with autograph "bends." He was always ready to grant a request for his sign manual when he believed that it came from an honest admirer who desired it as a personal token or for his or her—preferably her—private collection. It was the professional autograph hunter who sought a specimen of his handwriting for commercial purposes, setting pitfalls for the unwary author, whom he tried, not always successfully, to avoid. On one occasion, Mr. Aldrich related not long ago, he received a pathetic letter, in a woman's hand, telling of the death of a little daughter and asking the poet if he would send in his own handwriting a verse or two from "Babe Bell" to help assuage the grief of the afflicted household. His sympathies were touched, and he wrote out the whole poem and sent it on the comforting mission. A few weeks later he saw in an autograph dealer's shop the identical manuscript, displayed for sale at a good round price.

## Then He Was Here.

An actor without funds managed in some way to get a second class ticket on a line of passenger trains running between Seattle and San Francisco. The voyage between these two ports consumed the latter part of three days, and in view of the fact that his finances were at low ebb, he solved the question in this way: The first day he slept all day to keep from eating, and remained up all night to keep from sleeping. The second day he took physical culture exercises. On the third day he could not stand the strain any longer and went down in the dining room and ordered the best meal on board the boat. While eating this meal he could see in his mind's eye a picture of a cell in the bastille in San Francisco. After finishing his meal he said to the waiter: "How much do I owe you?" "Nothing," replied the waiter, "your meals are included in your ticket." San Francisco Chronicle.

## Travelling Secretary Taft.

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## Gossip and Stories About Noted People

**Mr. Stickney and the Teller.**

**B. STICKNEY**, the president of the Chicago Great Western railway, does not answer the popular description of a railway magnate in his personal appearance, says the Washington Post. He looks more like a well to do farmer off on a holiday than a multimillionaire. A friend of Mr. Stickney related this story and vouched for its accuracy.

"Mr. Stickney is notoriously careless in his dress to the great annoyance of his wife and family."

"When he was starting east recently Mrs. Stickney got after him and made him promise to go to a first class tailor upon his arrival in New York and order a complete wardrobe of clothes."

"As I was leaving the Waldorf," said Stickney to me in relating the incident, "the morning after my arrival, I remembered the promise I had made to my wife about getting some clothes. So I dropped in the first place I came to. It was on Fifth avenue and seemed to be a pretty swell establishment."

"I walked about examining different pieces of cloth, trying to make up my mind what I would select."

"Presently a very distinguished looking individual approached. In a very condescending tone he asked me what I wished. I was a little taken aback, but meekly informed him that I had thought of getting some clothes. 'My friend,' was the reply of the haughty personage, 'I think you are in the wrong shop. We are too high priced for you. Doubtless you can find what you want over on Sixth avenue.'"

"Mr. Stickney thanked the lordly tailor and left. He said that it was the first and only time he had ever attempted to order clothes of a fashionable New York tailor."

Mr. Stickney's wealth is estimated in the neighborhood of \$10,000,000.

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