

The Bad Lands Cow Boy.

VOLUME I, NUMBER 20.

LITTLE MISSOURI, MEDORA P. O., DAK., JUNE 19, 1884.

PRICE \$2.00 PER YEAR.

BAD LANDS COW BOY, By A. T. PACKARD.

This Cow Boy is not published for fun, but for \$4 per year.
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Loaded Shot-Gun Shells \$4 per 100.

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STRICTLY FIRST-CLASS.

THE GENIAL JIM

is in constant attendance.

SHORT-HORN BULLS AND HEIFERS

From six months to two years, ranging in price from

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Owing to pedigree, breed, square dealing, SATISFACTION GUARANTEED. See Catalogue for the next 60 days. Sales by order a specialty.

W. E. BEYER, MT. VERNON, KY.

Medora Route Impracticable.

A. J. Maxwell, of the Miles City & Spearfish stage line, informed a Journal reporter that he had a dispatch stating that the proposed stage line between Medora and the Little Missouri, and Deadwood had been given up, and that an order had been issued to pull off the freighting teams. He also hears that much of the freight is now going to Pierre, and it looks as though the Northwestern railroad has made special rates to get the traffic. Mr. Maxwell stated that the route from Deadwood to Medora is a very hard one, there being thirty miles of very bad lands in one stretch and twenty-five in another, and most of these stretches are full of gumbo, through which hauling is very difficult. A very little rain makes the ground so sticky that it soon clogs the wheels of the wagons. [Yellowstone Journal.]

The above would require no answer, provided all the readers of the article were acquainted with the facts. It has been copied several times, however, and we look for a correction in each case.

The stage line between Medora and Deadwood has not been given up by any means. Those thinking it has, can come here and "go broke" a little easier than in any way we know. The stage company has been fully organized and stages will be run in less than two weeks. It will be started as a tri-weekly and increased to a daily as soon as the rail-road is begun.

That freight is going in by the way of Pierre we do not and have not denied. But will the persons who have been so anxious to defame our route, please answer the following question: "Why is it that all but one or two of the fifty outfits that have loaded here, have come from the Pierre route, where they had constant employment hitherto?" It is a matter of no question that more freight is shipped from here than from Pierre.

The article also states that our route is a very hard one and that there are fifty-five miles of Bad Lands. We would like to know whose word should be taken in this case if it is not that of the freighters themselves. Their testimony is unanimous that it is the best road over which they have ever travelled. We are not what freighters' word is taken, provided he is unprejudiced. Again there are but fifteen miles of Bad Lands on the road and if a man could go over this distance, seeing the road only and having the surrounding country shut out from view, he would never know that he was not on the prairie. The route in the Bad Lands is as level and hard as any well-travelled road.

The article further says that these stretches "is" full of gumbo and a very little rain "makes the ground so sticky that it soon clogs the wheels of the wagons." This is a lie, pure and simple and without a mitigating circumstance. All kinds of weather have been experienced since the route was started. We have personally inquired of nearly every outfit that has come in and the invariable answer has been that there was almost no gumbo and that would not delay freighting a minute except for a little while during the spring thaw and then only for a short distance at the Deadwood end of the route. Bob Roberts started with the first train that ever went over the route, his and Jos. Fennell's, with not even a bridge path to guide him. He started immediately after a week's steady rain and snow and did not even drop a trail wagon on the whole trip. In spite of all these drawbacks, he made the round trip in shorter time than was ever made from Pierre or any other point into the Hills and return. The weather just previous to this trip was the worst of the season and the time made is a sufficient answer as to the "impracticability" of our route.

And now, whence do all these charges emanate? From one Maxwell who is running a one-horse, buck-board, stage-line(?) from Miles City to Deadwood. Of course from such a source the Medora route is worthless. With the beginning of our route Maxwell will have no further use for his team or two of cayuses, and his buckboards can be chopped up for kindling wood.

In another article, Maxwell states that he will not come to Medora. Of course he won't, but he forgot to mention the reason. It is that he knows as soon as he shows his nose here, he will be arrested for the larceny of a bateau, stolen from Bly & Co. Considering all the circumstances, it would be as well for Mr. Maxwell to put a bridge on his tongue or be sure he is telling the truth when he turns it loose.

A perusal of the statutes calls to light an enactment that is of special interest though comparatively unknown to the farming class of our citizens. It appears that a person planting trees, cuttings or seeds not to exceed twelve feet apart each way on five acres, is exempted from taxes on forty acres of land and improvements not to exceed \$1,000, for ten years. The fact of this law should be widely published, as it will do more than anything else to encourage tree planting in Dakota, especially on homesteads.

The question of representation by the Bad Lands, at the New Orleans exposition, is a subject that should call for immediate action among our citizens. The exposition, in all likelihood, will far outweigh that of the Centennial and it is a matter of the greatest importance that our products and natural curiosities should occupy a prominent place. The exposition begins the fifteenth of December and lasts until the fifteenth of May.

STOCK NOTES. \$250 REWARD.

The above reward will be paid for information leading to the arrest of any person or persons setting fire to the grass in the cattle sections of Western Dakota.

N. P. REF. CAR CO.
CONTINENTAL CATTLE CO.
HUGHES & SIMPSON.
DORR CLARK.
CLARK & PLUM.
DICKY BROS.
E. G. PADDOCK.

\$40.00 REWARD.

Forty dollars will be paid for the return to Week's ranch, Beaver creek, Montana, of the following stock:

1 bay horse, branded NC, A above, on left shoulder.

1 buckskin pony, branded AIG on right shoulder.

1 buckskin pony, left front foot crooked.

1 sorrel pony.

All the above have hair brand of artist's palette with W in the centre, on left flank. Three of the above had ropes on them. \$20.00 reward will be paid for any information leading to their recovery.

CULBERTSON & WEEKS,
Keith, Dawson Co., Dak.

The per centage of high grade cattle in Kansas is 21, the per cent. for the United States is 18.—[N. M. Stock Grower.]

Howard Eaton and Lloyd Roberts came in this morning with a thousand head of cattle for the Badger cattle company.

A cow horn measuring four feet eleven inches in length and eighteen inches around the base is on exhibition at Monticello, Florida, and is supposed to be the largest cow horn in the world.—[N. W. I. S. Indicator.]

The colt crop of Colorado will this year number a hundred thousand. Those of thoroughbred will not number a thousand. The large number of this new crop will be of the native variety, and will develop saddle horses on the range.—[N. M. Stock Grower.]

Said Mr. Stevens, of Trinidad: "The sheep owners have been getting an unreasonable price for their wool for several years past. From twelve to fifteen cents is a good price for the average quality of the wool produced in Colorado. When the sheep owners were getting eighteen to twenty-two cents per pound, men became so greedy that they sheared their flocks twice a year and then so lazy they left them to freeze and starve through the winter. Prosperity and extortionate prices have spoiled many good men in this country."

At a fair calculation the stock-growers of Colorado have invested in bulls yearly, if not quite, \$2,000,000. Nine-tenths of all these animals are grades. This is a very expensive necessity to the stock-grower, since the thoroughbred animals cost him all the way from \$200 to \$800 each, and the high-grades about \$125, and the low grades, those with but a quarter or an eighth of royal blood, about \$60 or \$75 each. Now, if all the bulls of the State have cost, on an average, \$100 each, then the valuation of these brutes will fall not much short of \$2,000,000. The cattle-growers will ship about 100,000 head of beefs the present year, and they will have imported in the cycle of the same 5,000 or 10,000 head of high-priced bulls and at least 800,000 stock cattle.—[Kansas City L. S. Indicator.]

Each recurring year Texas more nearly approaches the condition of being the nursery and breeding grounds, from which reservoir the western states and territories draw their main supply of young steers. As to this state being the most prolific breeding section, all agree, while many of our successful cattlemen hold that farther north young steers develop into larger beefs than in this latitude. The cry is often heard, "Texas ranches for cows and calves; the western territories for young steers." Well, we can for an indefinite time supply young steers, and stock cattle, too, for less favored breeding grounds. With England opposing the reception of store cattle and Kansas and New Mexico hostile to Texas cattle, from fear of disease, Texans can still raise and fatten beefs profitable for St. Louis and Chicago markets, and for the dead meat markets, both foreign and at home.—[L. S. Journal.]

A very short time ago there was a bad outbreak of pleuro-pneumonia near Pittsburg, according to sensational reports that were being broadcast over the length and breadth of the land, but as soon as proper examination was made it was found that there was no pleuro-pneumonia in the case. Next we had a bad story about foot-and-mouth disease having broken out among the cattle away up in Montana, but it now turns out that there was nothing worse than frozen feet in this case. Not a great while ago a bull calf was found to be suffering with pleuro-pneumonia in Bakimere, and he was clandestinely shipped to Chicago or some other point in the West, and neither the calf nor the two scotchmen that started the foot-and-mouth disease in Kansas in the early spring have as yet been run down and corralled. The talk about pleuro-pneumonia in New York just now is no doubt a certain kind of filthy stable disease that has been common in and around New York for the past forty years and will be the next forty.—[Drovers' Journal.]

Mr. Frouen thinks that 50,000 head of cattle from Colorado, Wyoming and the northwest will this year take the north-west route; travel through Canada from Duluth, down the St. Lawrence, landing as feeders in England, Ireland and Scotland.—[N. W. L. S. Indicator.]

The excitement over the drive is increasing. It is said that Seth Mabry will bet that 650,000 cattle will cross Red river, and there is a man in San Antonio who will put up all. He has that 800,000 will leave Texas between February and August.—[Texas Live Stock Indicator.]

The live stock interests of the northwest received a wonderful impetus this spring. From many of our exchanges throughout this state and Dakota we note that good blooded stock is being purchased from reliable breeders and importers, and the improvement in grades will be the means of increasing the value of our stock to a very large extent.—[Minnesota Farmer.]

Continual improvement in a herd should be the center pillar in the stockman's temple, and the one upon which all transactions should be based. The secret; it should be no secret; of success is in paying special attention to the steps that will bring about results that will be most durable. Do not be governed by advice that will profit for a little while and finally bring about disaster and ruin to the herd, but unite good, sound judgment with a few good high grade or thoroughbred bulls, and the greatest proof of success will be success.—[Arizona Live Stock Journal.]

Cattle raising and agriculture as practiced in the west have about as much affinity for each other as oil and water. It is impossible to have them exist together here in anything like amicable relations, owing to the almost total lack of fences. At present the herd law in Dakota is oppressive to the cattlemen, although but one or two direct conflicts of interests have as yet arisen. The absence of the herd law would be as oppressive to the farmer. A simple and in fact the only remedy we know, is to set off the western tier of counties or so much of them as is only fit for cattle, as a cattle country and therefore exempt from the herd law. The Bad Lands is not an agricultural country and never will be. It is, however, one of the best cattle countries in the world. Where then, is the justice in having a strictly agricultural law applied to a strictly cattle country. Unless the above plan is adopted, the time is surely coming when serious trouble will arise between the agricultural and cattle interests and sooner the matter is settled, the better for all concerned. As soon as our cattle organization is effected, this is one of the first and most important matters for it to consider.

Europe is at the present day consuming a very much larger amount of animal food than in former times, while its own means of supplying it are population is being considerably diminished. For although the live stock of Europe has in the last twenty years, without doubt, been considerably increased, nevertheless it has been utterly impossible to keep pace with the advance of population and the increasing requirements of the people. The collective amount of horned cattle throughout Europe is estimated at 92,000,000 head, of horses about 36,000,000, of sheep about 200,000,000, and of swine about 46,000,000. While these figures show a decided advance over those of twenty years ago, it must be remembered that the question of European supply does not rest so much upon the amount of live stock as the increase of population and the steadily increasing demand from all classes of the communities.

It appears that Europe's relative strength of live stock, with the exception of swine, has fallen off considerably; that is to say, population has advanced more rapidly than live stock, causing a larger demand to be made on other parts of the world. From this report it appears that the Scandinavian countries and Serbia stand in a more favorable position as regards live stock than other parts of Europe. Thus Denmark, ranking first, has 735 head of cattle to 1,000 inhabitants, Serbia 609 head, Norway 582 and Sweden 483 head.

As to absolute number of live stock in different countries, Russia stands first as regards all classes of animals, having of cattle, including Poland and Finland, in 1876, no less than 25,000,000 head, 45,000,000 sheep, 10,000,000 swine and 17,000,000 horses. The increase in the last twenty years has been about twenty per cent. in sheep, in cattle and swine only about four per cent, while horses have been stationary. Next comes Germany with 15,000,000 of cattle, 35,000,000 swine, 7,000,000 and horses 3,000,000. Austria, Hungary, France, Great Britain, Holland, Norway and Sweden, follow in the order named with 23,000,000 cattle, 30,500,000 swine, 11,500,000 horses and 6,000,000 sheep between them.

The object of this valuable report, as the intelligent reader has doubtless observed from these condensed items, is to show the favorable outlook of the future of the live stock industry of our own country, so far as prosperity may be dependent upon foreign demand for animal products. It shows that, as compared with the increase of population, there has been, in Europe, a decrease in the amount of live stock.—[Henry B. Ryder.]