

the farm is in such a position that advantage can be taken of the market during an upward movement in prices, whereas the small farmer can only deliver his wheat load by load, and must accept a price somewhat lower than the value of wheat in the elevators, to cover cost of handling, and the profits of the grain buyer. On the other hand the small farmer could probably make a saving in many little items, by giving his personal supervision to the work, whereas this could not be so closely done in farming on a gigantic scale, where so much would have to be entrusted to hired help.

But whilst wheat farming may be conducted on a large scale to as good if not better advantage than in a small way, it is obvious that in mixed farming the small farmer will have a very great advantage. It must be by a judicious system of mixed farming that the farmers of Western Canada will succeed. By giving attention to the numerous sources of small but quick profits, the avenue is opened to success. There are a hundred and one little things about a farm which by the thrifty person will be made to yield almost a clear profit, with but little outlay. The small farmer by his personal supervision has it within his power to take advantage of these matters, many of which, though trifling in themselves, in the aggregate amount to a considerable sum. Herein lies the great difference between the "bonanza" farm and the small holding. The "bonanza" farmer, depending upon hired supervision, can only follow a few leading branches of agriculture, such for instance as wheat-growing, and the small sources of profit must be neglected. On the other hand the small farmer, if a thrifty person, can take advantage of all these little matters, and that without interfering with his leading branches.

THE WESTERN CATTLE SEIZURES.

The fishery troubles of the Atlantic coast and Behring's sea are apparently not the only causes of difficulties with the United States. Right here in the Northwest we have a source of disquietude, which though of an unimportant nature in comparison with the fishery dispute, may perhaps lead to international correspondence. Reference is made to the recent seizures in Alberta, by the Customs officials, of cattle supposed to have been driven in from the United States, with the intention of evading the Customs

duties. The western papers in our territories, as well as the press of Montana and neighboring districts to the south of the boundary, have been ventilating these seizures very thoroughly, and from a perusal of these papers it would appear that the Canadian officials, to say the least, have acted improperly in the matter. At all events, there is good ground for a thorough investigation, and if our officials have exceeded their authority, they should be called to account. It may, however, appear that whilst the officials have not gone beyond the letter of the law, they may have been guilty of exercising undue harshness in connection with the seizures. If such should turn out to be the case, there will be but slightly less reason for regret, than if the officials had actually exceeded their authority. The Customs regulations should be carried out in a friendly spirit on both sides of the line, devoid of undue harshness, and worthy of the good relationship which should exist between a neighboring people of the same race, and language and with similar institutions.

The stockmen of Montana are very indignant over the seizures of cattle from their territory, and if the facts are as represented, they have good reason to complain. It is claimed that in every case, with possibly one exception, the seized cattle had merely strayed across the boundary, generally in search of water, and that there was no desire on the part of the owners to drive the cattle in with the intention of defrauding the Customs of the duties. A representative of the Montana stock association, who was deputed to investigate the matter, claims that the Canadian mounted police are ever ready to seize upon any cattle which may stray across the imaginary boundary, their incentive to do so being greatly stimulated by the portion of the fine which they receive from such seizures. The Montana people go further, and make the serious charge, that the mounted policemen have actually driven cattle from the United States' side of the boundary, into Canadian territory, for the purpose of making seizures. This is a very serious charge, and the matter should not be allowed to rest until thoroughly investigated, and either proved to be false, or if true, indicated by portioning out the proper punishment to the guilty parties. It is more than likely, however, that there is nothing in the charge. As to the complaint that the seized cattle had merely strayed across the boundary, there appears to be good reason to believe that at least in some instances this is true. The *Macleod Gazette*, generally the best informed paper in the west on matters pertaining to the

ranching industry, is inclined to agree with the Montana stockmen in this complaint. The Montana stock association has taken up the matter, and the Alberta association is also assisting in the investigation. Canadian cattle sometimes stray across the boundary into Montana, and in such cases have been handed back to their owners. This is the right spirit, and in justice the Alberta stock-growers will certainly do all in their power to see that the Montana people receive like justice.

As to the "whiskey-informer" style of allowing officials to share in fines imposed by the Customs authorities, the system has heretofore been strongly denounced in this journal. If it be proved that seizures of cattle have been made for the purpose of sharing in the "boodle" the result can only go to show the necessity for a change in the system, which places a premium upon dishonorable conduct, and impels men to low and mean acts.

THE SITUATION.

The local railway situation has again assumed a new phase, by the application on behalf of the Dominion Government, for an injunction preventing the further construction of the Red River Valley road through certain Dominion lands. It was at one time supposed that the Dominion authorities would cease their opposition to the road with the disallowance of the acts of the Legislature, but it now appears that they have all along been in sympathy with the obstructionist policy pursued by the C.P.R. The local authorities think they see a way over the new difficulty, and will rest their case upon the claim that the lands in question are really not the property of the Dominion, but belong to settlers who held possession before the formation of the province. At any rate it is said construction will go on whilst the matter is being considered in the courts. The real difficulty seems to be the financial one, and there is yet no definite assurance that the bonds have been floated. The Premier is still absent, supposed to be on the financial mission. Sufficient funds have been raised at least temporarily, to release the rails held at Montreal, and they are expected to arrive here shortly, when it is said the work of ironing the road will commence. The last move on the part of the Dominion has caused a great deal of comment of a bellicose nature, on the part of a portion of the local press. It is doubtful, however, if this kind of talk can do any good, whilst it may do a great deal of harm. The present is a time for cool, collected and common-sense action, and not for a display of heated passion. At any rate, there is no reason to believe, in the present state of public opinion not only in the West but in the East, that the Dominion authorities would be so foolish as to attempt to stop the construction of the road by force.