

farming, or quite a bit of it, whether he likes it or not. Generally speaking, ranching is assumed to be in rather sharp contrast to farming. Our ranching country is distinguished from our arable country by important topographic and climatic features and conditions. The ranch country is the open, limitless prairie, hard and dry; the arable country may or may not be timbered; it generally is, but it is moist and its vegetation is strong and luxuriant. The rancher is a grazer; the farmer a plowman. It is with the life of the former that we are concerned.

The first outstanding feature of the rancher's life is its isolation. The large, free domain that makes the business possible and successful implies sparse settlement. In his original aspects the rancher is a poacher on the public domain. He grows his herds on the common grasses, and gives no quid pro quo. This is the rancher's ideal, at least, and when these conditions fail, by reason of encroaching settlement, he moves to the open and unfrequented parts. The prairie is not the luxuriant place that poets and advertisers have painted it. Its grasses are not bulky per acre, and cannot be profitably subjected to close grazing. What puts the finish on range cattle is the seed pod, and high finish means wide choice and selection. Ranchers, then, are short of neighbors by necessity, interest and choice; not that we have in Canada the ranch conditions of old Mexico, the Ararat of the cowman's art. The business came to us by the long trail under the shadow of the Rockies. The business in the north differs much from the business in the old south. English beef took the place of Mexican rawhide in the cattle business as it touched the British lines, but the Mexican cowman ushered it in. The work demanded the same muscle and endurance in roping and riding, but the work passed from the Mexican Canchazo and Juans and Pablos into the hands of the commercial and susceptible Saxon.

Commerce means civilization, and the cowman lost some of his picturesqueness as the limiting of the range brought him closer to the settlements. The cowpuncher of the Canadian range may have lost some of the interest for the makers of yellow-backed sensational literature, but he has gained in dignity from labor and from his becoming a necessary and important factor in the economic pursuit of the cattle-raising industry.

His home and surroundings have become correspondingly more commonplace and less local and picturesque. The Mexican adobe hut has gone; the shack of ordinary commercial lumber has superseded it. The characteristic dooryard ornaments of empty cans is in less prominence, while the small garden patch and wire fence have become constant features. The "pasture" is superseding the range. It may be miles or townships in extent, but the wire fence is doing the work of the riders, and the barnyard fixture or "squeeze" is supplanting the open branding. The dogie business is assuming larger proportions day by day, and with it the business of doing chores and haymaking. The haphazard element is disappearing, and an era of care and management is taking its place. The increase of the cultivator or "rester," as he is sometimes called, is making sad the heart of the rancher. Railways are piercing the country for its products, and the rancher cannot get away from the settlements. The business is not the work of men, but has enlisted the help of women. The musty shack is no longer merely a place to sleep in, or to hold saddles and bridles, and spurs and ropes, but is being converted to a home by gentle hands. An inquirer in a Montana cattle district, some years ago, asked what the inhabitants raised. "Hell and cattle," was the reply, "principally both." As the informant was a resident, it may be assumed that he had an accurate idea of the resources of his district. Now a good deal of the energy given to raising the first commodity has been converted into other channels, such as raising oats and hay and potatoes, and providing for families.

The proximity to towns is bringing the rancher in touch with general movements and topics. Railways and post-offices and newspapers are doing their work, and the rancher is losing his provincial and freaky character. There is no bottling up of the social feelings for six months, followed by simple excesses as soon as the cowpuncher strikes the settlements. A man can take a woman to a ranch without depriving her entirely of social intercourse and of ordinary comforts. The commercial returns of the business are making it possible for the rancher even to live in town and educate his children, and leave

the ranch in charge of hired help. This is becoming the rule, rather than the exception, as ranch enterprises tend to become more and more a field for the investment of large capital. But perhaps we are anticipating. The big round-ups are not entirely past yet, and there are still left a few bosky river-bottoms unfenced, in which the half-wild things wander at will.

The ranch is losing its isolation. Socially



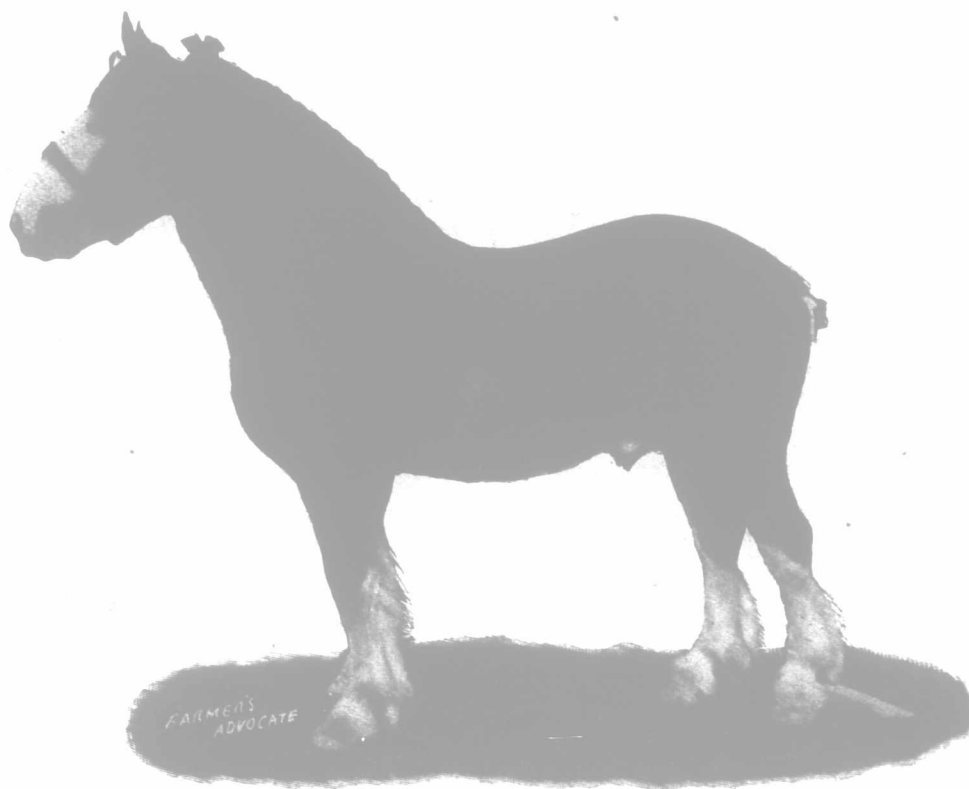
F. W. HEUBACH.

Secretary and Manager Winnipeg Industrial Exhibition.

this is a good thing; materially, it is bad for the old-time rancher of old-time methods. It must still have the isolation that belongs in greater or less measure to all suburban pursuits. This, in many respects, is good, for it means the development, with respect to the individual, of the simple, manly sturdiness and self-dependence and industry, particularly in youths, that is so frequently observed to make its way above the town product, so commonly marred by distraction, inconsistency and dissipation.

It is not right to say that "God made the country and man made the town," for He made both. Each has its virtues and advantages. The Canadian ranch has its virtues, and is contributing its quota of sturdy men and women to swell our national strength.

Boarding-school Teacher—And now, Edith, tell me the plural of baby. Edith (promptly)—Twins.



CLYDESDALE STALLION, BARON'S GEM.
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A Barr Colonist Speaks.

To the Editor "Farmer's Advocate":

Sir,—It is a treat to get hold of your valued paper. There is no publication of a similar character in old England that I prized more than I do the "Farmer's Advocate." All prosperity to you!

JAMES JOHNSON WALKER.
Saskatoon P. O.

Difficulties in Shipping Stockers.

For years past the annual loss of stockers during shipment has been heavy, and the more serious losses to shippers and others during the month of May of the present season throughout the Northwest Territories has caused considerable question among those interested, as to whether these losses are not far beyond what they should be under reasonably fair conditions. The last blow is a hard one, and stockmen and shippers generally have lost heavily, and it may not be out of place in such an article as this, and through the channel of a paper edited in the interests of the farmer and stockmen, to consider the causes which lead up to this annual loss, and the means by which such loss can be reduced to the minimum with a reasonable expenditure of money.

It is a well-known fact that this class of cattle—i.e., cattle being shipped to the ranges in the spring of the year—will not stand abuse and live, and this is well evidenced by the class of cattle that went under in the stress between the 16th and 24th of May last in the Northwest. The cattle that had been well housed and fed during the winter suffered equally with the cattle that had been wintered in the barnyard or the southern ranges. The one class could not bear the heart-breaking change of being brought from warm stables and good feed and water to the exposure and abuse suffered on the journey west, of which more will be spoken hereafter, with neither rest, food nor water, and the other class being in low flesh, and, naturally, weakened condition, are equally unable to go through without serious loss. It, therefore, appears as though with any degree of bad weather loss is certain, and the degree of loss is only a question of the weather encountered, and as storms of cold rain and snow are of common occurrence in this country and the Territories during the months of March, April and May, it would seem as though the only way to guard against loss would be to use such safeguards as experience has shown to be necessary in the business, and with this idea in view we might discuss the situation as it is, with its consequent loss, and as it must be to eliminate such loss:

1st—There must be radical changes and improvement in yards at shipping and receiving points.

2nd—In the stock cars.

3rd—In the running time of trains.

Dealing with the first question: They are seas of mud and filth, knee deep, with no racks for feed, and in many cases no water and no sheds or shelter. In such yards as these cattle are held from 12 to 24 hours, and often longer, without feed or water, before being loaded. As against this kind of a yard, is it unreasonable to demand that yards shall have raised, planked floors, feed racks and water, with open sheds for shelter. Surely man's selfish consideration for money loss should be sufficient to demand the change, outside of the higher consideration of the comfort of dumb brutes.

Second, dealing with the matter of cars supplied by railway companies in Canada: They are mostly open flat cars, with no provision for feeding or water, and it would appear as though absolute dependence were held on the capacity of the yards at Moose Jaw during transshipment for this purpose, which, as a matter of fact, are entirely inadequate for the purpose, and report says that nearly 500 head of cattle died in these yards during this spring's shipment, through exposure to storms, mud and water, while some train lots could not be unloaded at all from lack of space, and had to proceed without feed and water. One train lot is known to have been held at Pascoe nineteen hours, waiting ostensibly for room to unload in yards. A vast improvement in the style of cars used by our Canadian roads has been made by some American roads, who build their cars one foot wider, giving room to feed, round off the sharp edges of slats, close-board the upper part of the car, provide feed racks and water troughs. In addition to this, cars in use in this country should have a light, movable upper deck, upon which could be stored baled hay, chop, etc. With such provisions the shipper can protect his stock, no matter what the state of the weather or of the yards on the route. It was particularly noticed during the last severe storm that where cattle were in cars with the upper part boarded, or in combination cars, no loss occurred, the closed top keeping the cattle dry and warm.