

The New Ways of Cowboys.

The village of Holbrook, Ariz., on the red, muddy bank of the Rio Colorado in northeastern Arizona is the most important cattle market in the Territories and is the rendezvous of cowboys and vaqueros from all this region. From April to December, almost every day, carloads of cattle are started from Holbrook toward Kansas City, Chicago and Omaha. Last year more than 136,000 head of cattle were shipped eastward from this little frontier town, and there is little doubt that the shipments this year will foot up about 148,000 worth, on the cars here, about \$3,350,000. In the early spring months, when the shipping season opens, it is common to see 10,000 or 12,000 cattle bunched together in the enormous corral along the railroad tracks.

There is an abundance of material for the seeker of picturesque in this cattle community. At almost any hour in the day during the spring and fall months the main street in Holbrook is lively with from 100 to 200 horses from the ranges. Every horse carries a huge saddle, a lariat hanging in coils from the pommel and a blanket rolled and tied at the rear. Some saddles are elaborately decorated with silver tacks and emblems, and the bridles on many horses cost several times more than the animals themselves are worth. There are knots of cowboys here and there on the street, while all the saloons are filled with them twenty out of every twenty-four hours. They wear great gray felt sombreros with gaudy leather straps for bands, skin tight trousers and short fancy coats with showy buttons. All of them wear boots with high and sharp heels, and four-fifths of them carry a belt of cartridges about the waist and one or two shining and finely constructed revolvers at their hips. Sometimes there are drunken, swaggering, swearing cowboys who raise a din in Holbrook, but a large majority of the cowboys in the Southwest, at least, are decent sort of fellows, who are proud of their adventurous work and their skill among cattle, and despise the drunken fellow who brags about a bar and thinks it fun to shoot to frighten other people.

The changes in the methods of cattle ranching in the southwest during the last ten years have removed a large element of romantic picturesqueness. The famous cattle barons of the west of twenty-five and thirty years ago could not keep out of bankruptcy in these days of strict business methods and careful economy on the ranges if they followed the old methods. Economy and commercial prudence are at the bottom of the innovations on the cattle ranges.

The financial disasters which dethroned many a rich cattle king from 1887 to 1893 have necessitated economies where prodigal waste once prevailed. Tricks of saving, once thought contemptible, are in vogue in all up-to-date ranges. Nowadays the bones of cattle are saved and sold. No one thinks of leaving the pelt on an animal found dead on the range. Time was when such economy was despised and left for the poor half-breed Indians. Even the piles of horns left after dehorning operations are over and now collected and made a source of revenue. The fertilizer that went to waste on the ranges is shipped at so much a ton to horticultural districts in California and Colorado for use in the orchards. Cowboys are fined for drunkenness on the range nowadays. A generation ago the cattle kings bought whiskey and brandy by the barrel for the cowboys to help themselves to.

By new methods time and wear and tear on the horses are saved. A half dozen horses and cowboys do twice as much work and cover twice as much territory as formerly. The branding of calves is done by time-saving contrivances. A dozen inventions have been made in cattle cars whereby the loss from the trampling to death of animals while in transit to market has been minimized, and, also, by which more stock may be put in a car.

In other particulars the conditions have changed also. In former years the round ups each spring, generally about May, were trying times with the cowboys. Where 15,000 or 20,000 calves were to be cut of a herd and branded the work often extended over a month, but under the later methods the work is very materially lessened. Now, instead of having to throw and tie each unbranded calf and steer the animals are cut out and run into a separate herd. They are then driven into an enclosure where is an outlet so narrow as to permit the moving of only one animal at a time. There as fast as the string of animals pass, a branding iron is extended through the open cracks of the heavy fence and the necessary decoration made upon the flank of each

calf. Yet even with all the improvements the round-up remains a feature of much life. Here is the greatest opportunity for the cowboy to display his dexterity with the lasso and his horsemanship. Some ranches at the round-up season require 400 or 500 horses. The riding is always fast and furious and seldom is an animal used more than two hours consecutively.

The old time cattle barons knew nothing about dehorning cattle. The long-horned Texas steer has almost passed away. Twenty years ago the cattleman's pride was in the length of the widely extended horns on his cattle. The longest horned cattle in the herd were bunched out as the select. The stockman in the Indian Territory came forward about 1880 with herds of short-horned cattle. Their juicy, tender beef caught the buyer's fancy in the Eastern markets, and from that time the popularity of long-horns waned. Later, Western veterinarians found that long horns were not only a useless incumbrance, but that they sapped the strength of the animals and their roots were the seat of diseases, like the mellow horn. The cattlemen saw that without horns their herds were less liable to damage by running against trees and chaparral, and, above all, that hornless animals could be loaded more easily and compactly in the railroad cars. Dehorning soon became popular, and the practice has become well nigh universal in the Territories and in Texas. A herd of cattle without horns seems insipid and unpicturesque to the cowboy who now returns to the ranges.

Dehorning cattle has brought a new instrument into the equipment of a range. It is a steel apparatus with handles about three feet long, and altogether weighing fifteen pounds. It has two sharp knives, one stationary and one movable, and resembles a tree pruning fork. When the handles are apart the knives are open and will encircle the largest cattle horns. When the handles are pinched together the knives close, and in a twinkling the horns are severed clean and smooth. A gang of five men will dehorn 350 cattle in a day. Carload lots of cattle horns are shipped from Arizona and New Mexico frequently. Manufacturers of buttons, glue, combs and phosphate are the main buyers of cattle horns. The shippers pay the cattlemen from two to two and one-half cents a pound for them.

In other days the cowboys in the Southwest were a heterogeneous lot from all over the country. Half of them were cowboys merely for the life of freedom and comparative lawlessness the vocation permitted. The adventurous and risky character of a life on the plains led a great many sons of fine families to leave Eastern homes and come out on the border of civilization. But nowadays the cattle owners have been driven by keen competition to exercise as much care in the hiring of cowboys to handle a \$20,000 or \$50,000 herd of cattle as a railroad company exercises in its choice of employees. Cowboys are now divided into classes, those recruited from Texas and the Indian Territory, known as Texans, and those recruited from the Mexicans. The former are more trustworthy, more mindful of the condition of the herds and more sagacious in time of cattle stampedes. The latter are wonderful riders, have greater endurance and have a keen intuitive topographical knowledge. The Mexicans are considered more to the manner born than the Texans, but they are harder drinkers and are cruel with the cattle. In a round up the Mexican cowboys are wonderfully expert in tracking cattle among foothills, ravines and gulches and over mountain ranges. Some cattle companies employ an equal number of Texans and Mexicans in their gangs of cowpunchers, but there generally exists a deep enmity between the two.

The ever present dread of all cattlemen is the loss of hundreds and perhaps thousands of cattle at \$18, \$22 and \$27 a head, by reason of a frantic stampede of a herd over a precipice or into a gulch. There have been in Arizona and New Mexico single stampedes which have cost the destruction of cattle \$20,000 or \$25,000. Thunder storms are terrifying to cattle. On the approach of one the herd should be collected in as small a space as possible, while the men should continually ride about them, calling to one another in tones not too loud; for like horses, cattle derive courage from the voice and presence of man. While thunder peals and lightning flashes the frightened beasts watch with lowered heads and tails poised, the slow, steady pace of the horsemen, and seem to

derive from it a source of protection. Sometimes, however, a steer more alarmed than the rest, and unable to contain his terror, will make a dash through an opening in the guardian chain. His example is sure to be followed, and in two minutes the whole herd will have stampeded—a surging mass of bellowing, terrified beasts rushing headlong through the storm.

Once fairly started they will run for twenty, thirty, perhaps forty miles at a stretch, many of the cattle being killed by falls or by being trodden to death, while bunches stray from the main herd and disappear forever. The reckless rider, rushing at breakneck speed over dangerous ground in dense darkness, are aware of how much depends on courage and speed. The heavy cowhide quirt, or whip, and the powerful spurs and jingling rowels remain unused until the last moment. Urging on their horses by shouts the cowboys speed alongside the frantic steers until they manage to reach the leaders, and finally, swinging around, try to press the bellowing brutes to swerve to one side. All the men pursuing the same tactics, the rush is at last checked, and the animals panting and lashing their sides with their tails, are brought to a stand and the herd, or what remains of it, is rounded up. It is dangerous work and many a cowboy has lost his life in a stampede. The run may have taken the cattle far off the trail and led them perhaps into the vicinity of hostile Indians. Often on these occasions men sometimes do not leave their saddles, except to change horses, for thirty six hours.

The herds feeding constantly on the fresh grass, without change of food are made wild even by the suggestion of salt. It is not convenient to salt them often and some owners are too indifferent or too penurious to see that their herds get sufficient salt. When a wagon does appear at rare intervals containing this much craved luxury the scene is like pandemonium. The cattle leave their most attractive grazing places and follow the salt for miles in crowds, bellowing, pawing and conducting themselves much after the fashion in which they behave upon the discovery of blood recently shed. So crazy are these graced creatures for salt that they frequently eat saddles, clothing and other articles which have a saline flavor.

Where everything has to be conducted on a large scale much sharp practice is resorted to by unscrupulous cattlemen, anxious to swell the numbers of their herd by illegitimate means. All sorts of brands are invented to prevent their owners from being imposed on. For instance, a large cattle owner, whose name was Bunson, had all his herd marked with a tremendous "BUN" on one side, extending from shoulder to flank and an equal large "SON" on the other side. These letters did not appear so large when put upon a calf, nor were they but their size increased in proportion to the growth of the animal—a very effectual way of preventing the addition of anything more to the brand which might make it appear to correspond with the mark of ownership used in another herd.

The long cattle drives of years ago are unknown since the iron horse on the steel rail has come into the country of the ranges. Cattle drives from Arizona and New Mexico away up to Dodge City, Kan., a distance of 600 miles in some cases, used to be made by all the cattle kings every year. Nowadays when a cattleman in the Territories ships cattle to market a cowboy must go along to see that the animals are watered and fed three times a day. Improved cattle cars easily permit this kind of humanity, and the United States laws demand it. At every stop of the train the cowboys get out of the caboose and with long poles prod to their feet the cattle that are on there knees or sides and are likely to be

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trampled to death. The laws demand that every twenty four hours the beasts shall be freed from confinement and rested in a cattle yard at some railroad station. Often as many as 7,000 cattle are on the way at one time on a single railroad in the West, and as many as fifty different brands of cattle may be represented on the train.

When the brutes reach the great stockyards at Kansas City or Chicago thousands of other cattle are there. When the sale takes place the stockyard employees and the cowboys who have brought the animal there keep tally of the brands as the cattle pass out of the chute. If the tally of the stockyard man agrees with the invoice, well and good. If it is less the cowboy goes out among the thousands of other cattle there from all parts of the West and searches for the missing cattle. Perfect familiarity with brands is essential. It frequently happens that an expert reader of brands will save his employer \$100 in one consignment. The smaller companies and individual cattlemen who do not have expert readers, stand by the tally of the stockyard men.

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An Association for Helping Those Who Would Help Themselves.

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His Schedule.

Being required to give a schedule of his personal property, a colored citizen in the rural district furnished the following:—
One wife en 2 bales of cotton.
Oae mule, blin' in de off eye, en de boy whut plows him.
One 2-room house wid a shingle roof en a mortgage on it.
One yaller dog, har' er hearin, wid his tail cut off.
One eatin' table, en mighty little ter put on it.
Two chairs wid seven legs en a half.
Oae brass watch whut runs on de installment plan.

Have Insects Favorite Colors.

It has been asserted that insects are particularly attracted by the colors of certain flowers. Felix Pleateau, after investigating the conduct of insects in their visits to various flowers, concludes that while they may perceive colors and thus be enabled to distinguish, at a distance, between flowers and leaves, yet they show no preferences among the different colors. Blue, red, yellow, and white are different to them. He thinks that the odor of flowers affects insects more than their colors do.

'Adele,' said the fond mother, 'is reaching the age where a girl naturally thinks of marriage.'

'True,' replied the father regretfully, 'but do you think we can afford a son-in-law?'