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THE SALE OF STOCK.

The Transition of the Range Industry in Eastern Oregon.

By J. D. Fairman, Riverside, Or. In conversation with the writer, a short time

since, a prominent business man of Vale, in speaking of the heavy shipments from Ontario, of young stock, bewailed the fact that the stockmen were killing the goose which laid the golden egg.

"They are selling every thing," he said, "and hay be worth?"

Then more than ever, was I impressed with the great change which unnoticed and uncommented upon, has taken place on the ranges of Eastern Oregon.

buying for the Blewett outfit, started the first immense droves of sheep over the trail he barred weathers with broken mouths.

tales of men who tried to work in weathers 'old enough to vote."

Twelve years ago they bought threes and barred twos. Two years later they were buying twos, but would mouth your sheep, and Mr-Yearling, though he was the biggest sheep in the band, went over the fence "he would not drive."

After the hard winter of 1889-90, they took yearlings willingly. Today of 150,000 sheep in Malheur county, there are certainly not to exceed 2.000 yearling weathers, and eastern buyers have made heavy drafts on the lambs.

inspection, I stayed for the night at the house of an old time vacquero, now a prosperous stockman on Crow Creek, and he being in a reminiscent mood, was telling me how years ago "Ballantyne of Boyse came over and bought old man Harper's steers, huge fellows weighing nearly a ton apiece, and every one of them ten years old," and of the time they had getting them out of the willows, and big rye grass, on what is today the Harper ranch. Other old-timers tell of droves of 7 and S-year old steers, but today if there is a S-yearold on the range he has been missed in the rodeo, and with the exception of the P.S.S. Co., and three or four others, there are few if any twos.

A few years ago if a man sold a yearing steer, it was because he was hard up, or had poor judgment; but every year the tendency to sell young stock increases.

It is hard for a stockman to refuse \$20 for a yearling steer, however well he feeds in the winter, there are always the chances of poison in the spring, and straying in the summer to be counted on.

And so, we now see many men, who a few years since, would have laughed at the idea. letting their yearlings go, and running nothing but cows and calves.

Aside from the pecuniary one, there are other reasons for the change. Every year the stockman depends more upon the hay stacks, and less upon the range for wintering his stock, and by selling for June delivery, the pastures, which were formerly used in the fall, to top off his steers, are now used for cows with late calves. thus saving hay and enabling him to carry more she stock.

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the met must be horse in in mind that, virtually, the stock has increased to its present numbers, plus the male stock which heretofore ac companied them. As the stock has changed, so too have the men who care for them.

unendurable, and whose only idea of enjoyment was a holy tare, has been succeeded by a class of young fellows, sons of stockmen, or small stockmen themselves, who as the outfit of the company foreman, and when the rodeo reaches the limit of their rauge, drop out and start back home, taking their cattle with them, to be succeeded by another small man whose range has just been reached.

There is no better neighbor for a small cattle man than the Pacific Live Stock Company. With the herder it is the same.

The old-time, long-haired, blear-eyed, chronic erauk, who styled himself a professor, has been followed by a class of energetic, well-read, well informed men, who in point of intelligence are the peers of any class in the state.

The bulk of the papers which come to the rural postoffices go to the sheep camps, and while the busy man on the ranch skims over his, the herder reads his thoroughly.

\$35 and \$40 a month, are a great inducement. Men coming from the outside see at a glance McKinley, some years ago, jestingly said: "In he thought, for the old-time regime is a thing of the past, and alfalfa today is king.-Rural Spirit.

New Palace Sleepers.

Elegant new Pullman Palace Sleepers between Portland and Chicago have just been placed in service via the O.R. & N., Oregon Short Line, Union Pacific and Chicago & Northwestern railways daily every day in the year. Cars are of the very latest pattern, in fact being the the most improved up to date sleeping cars turned out by the Pullman company. These new palaces will leave Portland on the evening fast train of the O. R. & N. arriving at Chicago on the morning of the fourth day and running through without change via Granger and Omaha.



Gen'l Paser, Agt.