History of The Shropshire

About 100 years ago there were in rich in Southdown blood, writes a corincrease the size of both carcass and fleece. With this object in view they rams to cross upon their smaller ewes.

were continued for a number of years, and then the breeders had sheep which were nearing their ideal-a sheep with good size, a very dense fleece of medium length and a first class mutton carcass. These sheep were being bred on chalky hills and so were necessarily very hardy, but were not bred for such



SHEOPSHIRE RAM.

Leicester and Cotswold, which are matured where feed is much more plentiful and where the sheep do not have to rustle to get it.

This new sheep was meeting the approval of many farmers and was considered to be a "happy medium," as it would be termed nowadays. There were getting to be so many of these mon in the United States for over half sheep that it was found necessary to a century. This is due largely to the give them a name. As they were quite fact that early importers gave that popular in southern England, especial name to draft horses brought over ly in Shropshire, it was decided to call from Normandy, France, However, them Shropshires, and so it is today, there is no such breed in France, and Improvement was kept up vigorously, and in the year 1853 Shropshires were given a classification at the English so regarded by the French government Royal agricultural show. A flock book and is protected by the government was established, and the breed was on and a stud book association. There are a solid footing.

tablished in Indiana. This association cardy and Poiton, but there is no Norhas grown so rapidly that now there man breed. Most of the horses brought are between 3,000 and 4,000 members, to America from France of the draft and it has issued certificates of regia sort are Percherons, but they are very try for about 215,000 sheep.

Winter Care of Sheep.

It is poor economy to let the sheep live on the frozen grass-if the ground is free of snow-after winter has set in and the other thinly clad stock are stud book .- Professor Plumb, Ohio Stasafely housed, says E. Van Alstyne in tion. Rural New Yorker. True, such grass will fill them, but there is a great difference between filling and feeding. It will also contribute much to their comfort, as well as to the pocket of the owner, if the dirty wool is clipped have grown long on the ends or sides. this growth should be pared off with the place of oats. of pure water where the sheep can have access to it at all times, a box of salt sprinkled with turpentine to which been eaten the previous meal.

Dividing the Flock.

There are a few things that one must get ready for the flock's use in winter. The first thing to consider is space, says Michigan Farmer. Twelve square feet is ample room for a breeding ewe in winter quarters. The flock can all remain together until the lambs begin a little bran for mixing with the crushto appear. In some cases it is a good thing to divide the ewes that are about on to solid food, bran being easily dito lamb from the flock. Sometimes the gested by a foal when the latter is able flock must be divided into two or more classes. A good division would be the main flock, the ewes that evidently will soon lamb, the ewes already lambed. These divisions may be best made by use of panels or by the placing of the appetite of sick horses more easily the feed racks. Permanent divisions are not advisable since the areas of the spaces will be constantly changing.

Rations For Stallions.

Raw eggs afford a very nourishing, cooling and easily digested feed for stallions when doing a large business in the stud. A half dozen may be broken and stirred into the grain ration in many cases. The grain ration may be somewhat diminished when eggs are fed. Such a ration adds somewhat to tened before feeding, the remainder bethe expense or cost of keep, but a pay cost of all the eggs that any stallion will require during the entire sea-

Scours In Pigs.

A common allment among young pigs is scours. Like thumps, it is brought on by too much rich food, augmented by damp, chilly bedding. There are many so called remedies for scours, such as sulphur, parched corn or parched flour, etc. Perhaps the best treatment is to shut off the swill bucket, which is usually the direct cause, keep the bedding dry and give plenty of fresh air, fresh water and dry feed.

The Sheep Outlook.

There is not a single sign denoting that either wool or mutton will be selling at begging prices again for a good many years to come, if ever. The demand for both is increasing while the world's flocks, according to the best authorities, are decreasing.-American Sheep Breeders.

TROUBLESOME SOWS.

How to Handle the Brenchy and Vi-

clous Animals. When a sow becomes incorrigible usually the wisest course is to fatten and send her to market, writes R. L. Dean in National Stockman. The tendsouthern England a number of shep- ency is for the rest of the herd to conherds who owned flocks which were tract the same habits. But it is often the case that the troublesome sow is respondent of Shepherd's Criterion, but the most prolific and the best mother these sheep were small and sheared a of the bunch. Her unusual vitality light fleece, so their owners desired to exerts itself in mischief as well as the rearing of offspring. The troublesome sow usually lives better than the rest, went to the leading Leicester breed- for she has her share, and she gets as ers in parts of England lying farther much more as she can. It is thought to the north and selected very choice to be a waste of time to attempt to curb a vicious sow. However, there This crossbreeding and improving are occasions when we very much want to do so.

The breachy sow at the first may be tained by keeping her for a time in a strong inclosure until she loses her courage, so to speak. Every hog raiser should have a yard or building especially adapted for this purpose and from which no animal can possibly escape. extreme size as that of the Lipcoln. This habit if taken in time can be overcome in this way: If the habit is fixed draw her ears down close over her eyes and fasien together with wires. Use a piece of leather or rubber if the ears are erect and cannot be overlapped when drawn down over the eyes and attach the same with wire as be-The purpose is to exclude as fore. much light as possible. This device will be a hindrance to the chicken chaser. If you have a sow so vicious in forcing inclosures and eating chickens as to be past redemption in the ordinary sense try this: Fasten ber ears over the eyes as described, then wire a light ring three inches in diameter firmly to her snout. This is a drastic measure and should not be used except in extreme cases. If properly done she will not eat chickens or scale fences, and her meekness of demeanor will be remarkable.

Truth About Normans.

The use of the word Norman as applied to the draft horse has been comthe use of the word is incorrect. The Percheron is a distinct breed and is several other distinct draft breeds in In 1884 a Shropshire record was es- France, as the Boulonnais, Breton, Pioften carelessly referred to as Normans or Percheron-Normans. Horses of the draft sort that are from France, but are not Percherons, may be registered in the French draft stud book of this country, but not in the Percheron

FEEDING THE STOCK

When you wean the colt give him away from about the tail. If the hoofs plenty of oats, and he will go through all right, but no other grain will take

a good sharp knife. Then keep plenty Fattening Hogs on Cottonseed Meal. In fattening hogs on cottonseed meal, says Farm and Ranch, don't add any wheat bran, but corn chops will be abthey can run, clean, dry bedding to lie solutely necessary. The wheat bran is on, with all food removed that has not | too filling in its effect and not rich enough in nourishing material for fattening hogs. Use one part of cottonseed meal to four parts of corn chops,

well soured, and give as a thin slop. Wheat Bran Good For Foals.

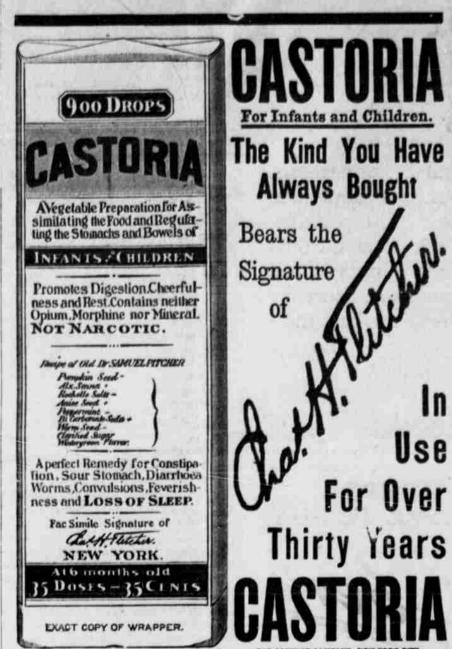
Bran is very suitable as a supplementary concentrated food for weaned foals and young horses, says Farm Progress. There is nothing better than ed oats when foals are being brought to deal with solid food. In the case of sick horses and those that are convalescent the inclusion of some bran in their diet proves very beneficial. On account of its palatability bran tempts

than other dry foods. Ration For the Horse.

From ten to twelve pounds of oats, divided into three feeds, should be sufficient concentrates for the carriage horse for one day's feeding, says Farm Journal. From ten to twelve pounds of hay should be allowed in order to bring the total weight of the ration within the limit of twenty to twenty-two pounds. night and morning to great advantage Bran mashes, fed once or twice a week, have a cooling effect upon the system. Part of the hay may be cut and moising fed long, as the carriage horse has single additional foal will more than plenty of time for masticating his food.

> Roughage For Horses. Fodder corn, thickly grown, so that only small nubbins form, and cured so there is no dust, is one of the best kinds of roughage for horse feeding. For stallions, idle horses, brood mares and growing colts corn forage of good quality, cured right, is one of the very best and most economical substitutes for timothy hay.-Farm Journal.

Feed For Fattening Lambs. Dry corn gives better results than soaked corn for sheep, owing to the better secretion of saliva in eating the dry grain. Oats prove a satisfactory ration when given to fattening lambs, but it requires about 25 per cent more oats than corn for a given gain. It requires about twice as much corn as bran for lambs. Roots should be fed in combination with grain. A ration of equal parts corn and oats or two parts oats to one of corn, fed with roots, is an economical ration for fattening lambs.



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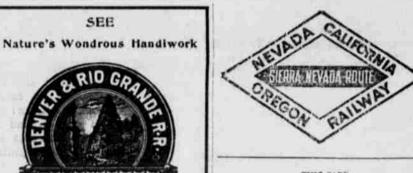
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1;10 P. M. Lv.	b	Doyle	Lv. 1:10 P. M.
2:15 P. M. Ar.		Amedee	Lv. 12:01 P. M.
8 00 P. M. Lv.		Amedee	Ar, 11:15 A. M.
3;20 P. M. Lv.	e.	Hot Spgs	Lv. 11:00 A. M.
7:30 P. M. Ar.	d	Madeline	Lv. 7:15 A. M.
1:00 P. M. Lv.		Plumas	Ar, 12:30 P. M.

4:20 P. M. Ar. f Mohawk

f Stages to and from Johnsville, Cromberg, and Quincy.



	TIME CARD.		ж
Effectiv	e January 1st	, 1906.	E
9:00 A. M. Lv. a	Reno	Ar. 5:45 P. M.	Ē
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3:20 P. M. Lv. e	Hot Spgs	Lv. 11:00 A. M.	E
7:30 P. M. Ar. d	Madeline	Lv. 7:15 A. M.	E
:00 P. M. Lv.	Plumas	Ar. 19-30 P. M.	H

2:32 P. M. Lv. e Beckwith Lv. 10:55 A. M. Lv. 9:00 A. M. a Connections made with East and West

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e Stages to and from Genesee, Taylorsville and Greenville,

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FOR SALE.

Fine Sheep Ranch in Modoc County

The Examiner has for sale one of the sheep ranches in Modoc county, which so, trois the best range in California. It consists of 560 acres all under fence. It lies along Pitt river for 2 ½ miles. Besides other building there are two houses 1½ miles apart. It is an ideal sheep ranch. If taken quick it will be ideal sheep ranch. If taken quick it will be sold for \$6000.



Physician of Jamestown, N. D., Thinks Instruction on Good Highways

Ought to Be Given In Public Schools and mentioned in Political Speeches

GOOD ROAD PROJECT

EFFECT OF THE AUTOMOBILE IN FUR-

THERING IT.

North Dakota, especially that portion lying west of the Red river valley, has a soil that is especially adapted by nature for good roads, says Dr. Dwight 8. Moore of Jamestown, N. D., in Auto Advocate and Country Roads. As a general thing, very little attention is paid to the subject of good roads in North Dakota.

Only exceptionally in a wet season is there much necessity for the problem to be considered seriously from the standpoint of traffic and local transportation. The subjects of the advantage of wide tires, of the natural curves which the roads ought to take in order to facilitate the hauling of heavy londs and of a long even pull over comparatively level ground, in preference to short steep ascents in a straight direction toward the goal, are very little considered or thought of apparently by the farmers, the very class of people who should be most deeply interested in such questions.

Even on these prairies a slight impetus was given to the good road movement by the adoption of the bicycle, The use of the bleycle has somewhat dled out as a recreation among people of wealth, culture and education, and as a consequence the use of it has ceased to be so much of a factor in the creation or preservation of good roads.

The automobile has been more than a substitute as an incentive to interest in the subject of good roads everywhere among that class of people who are known as "hustlers" and who make things "get along some" when they want to obtain any desired object. The probability is that a dozen automobile enthusiasts in any community will do more in accomplishing the creation and preservation of highways presenting a smooth, round, hard surface and few difficult grades at all seasons of the year than 500 farmers, although the latter should be more strictly interested in the same problem. But the farmers seem to lack organization and just



BAD BOADS KEEP THE PARMER POOR.

how to go about it to obtain the objects desired, or else they really have not considered the subject enough to get astic over it. In other words, think the diffusion of the automobile throughout the country is going to be the principal factor in the furtherance of the movement in favor of good high-

Of course a campaign among the farmers ought never to be neglected. They use the roads more than any other class of people, and good roads are more vital problems with them than with any other class. Those interested in the subject of good roads, therefore, ought never to neglect an opportunity to hammer away at the mass of the people on the subject and convince them by every possible means that the problem of good highways for pedestrians, horsemen, bicycles and automobiles is one of the most essential factors in the upbuilding of the wealth and property of the country. I think instruction on the subject ought to be given in public schools, and especially in the country schools, so that every boy might understand how important, in a commercial way, this subject is and how to go about it to improve the local condition of the roads in his immediate neighborhood.

The demonstration by machines, etc., of the making of good roads by special trains going through the country and stopping here and there in different localities is, of course, an excellent proposition, but it would take a century if this were the only means to accomplish anything in the way of results. The country is too vast.

The agricultural department puts out a large quantity of literature on that subject which is accessible to any one having interest in it and who will send for it, but very few of the class of people whom it is desired to reach know about it or will take the trouble to send to the department for literature. Instruction upon the subject ought to be forced upon them through the columns of the farmer's paper, periodicals and popular magazines which are everywhere reaching the homes of the western farmer at this time. No political speech, Fourth of July oration, Memorial day address or Thanksgiving sermon ought to be considered or allowed to be delivered unless it contained a good rousing paragraph or two on the right side of the good roads movement.

Maintenance of Gravel Roads, In order to maintain a gravel road in good condition it is well to keep piles of gravel alongside at frequent intervals, so that the persons who repair the road can get the material without going too far for it. As soon as ruts or holes appear on the surface some of this good fresh material should be added and stamped into position or kept raked smooth until properly consoli-

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