

THE GIANTS OF OLD

ANCIENT RACES MARVELS OF PHYSICAL DEVELOPMENT.

The Semibarbarians of One Thousand Years Ago Were All Remarkably Proportioned Men—The Giants of Ancient Greece and Rome.

That the human race has degenerated in size as well as longevity is a fact well attested by various authorities. A prominent Washington physician who has made a life study of brain and cerebral developments, says that, on visiting the catacombs of Paris, what struck him most in those vast repositories of the contents of the city's ancient graveyards was the great size of the skulls in comparison with those of more modern mankind. This superiority of development in the men who lived 1,000 years or more ago the scientist attributes to the open air life then in vogue and the physical sports and exercises indulged in.

There are several races of giants mentioned in the Bible, and the Greek and Roman historians have recorded many examples which serve to show that these specimens of elongated humanity were by no means rare at one period of the world's history.

Thus it is mentioned that the Emperor Maximian was eight feet some inches high. The body of Orestes, according to the Greeks, was eleven and a half feet in height, the giant Galbora, brought from Arabia to Rome under Claudius Caesar, measured near ten feet, and the bones of Scandilla and Pando, keepers of the gardens of Salust, were but six inches shorter.

The probability is that outside of cultivated Greece and Rome among the semibarbarians of the greater part of present day European nations physical development reached often to more wondrous proportions.

The Chevalier Scory in his voyage to the peak of Tenerife says that they found in one of the sepulchral caverns of that mountain the head of a Guanche which had eighty teeth and that the body was not less than fifteen feet long. The giant Ferragus, slain by Orlando, nephew of Charlemagne, was eighteen feet high.

Revard, a celebrated anatomist who wrote in 1614, says that some years before that time there was to be seen in the suburbs of St. Germaine the tomb of the giant Isoret, who was twenty feet high.

At Rouen in 1569, in digging in the ditches near the Dominicans, there was found a stone tomb containing a skeleton whose shin bone reached up to the girdle of the tallest man there being about four feet long, and consequently the body must have been seventeen or eighteen feet high. Upon the tomb was a plate of copper upon which was engraved, "In this tomb lies the noble and puissant lord, the Chevalier Ruon de Vallemont, and his bones." There is, indeed, evidence in the ponderous armor and two handed swords which remain to us in museums to prove that the knight of the ages of chivalry was a heroic specimen of human architecture.

Platerius, a famous physician, declared that he saw at Lucerne the true human bones of a subject who must have been at least nineteen feet high.

Valance, in Dauphine, boasts of possessing the bones of the giant Bucart, tyrant of the Vivarais, who was slain by an arrow by the Count de Cabillon, his vassal. The Dominicans had a part of his shin bone, with the articulation of the knee, and his figure painted in fresco, with an inscription showing that this giant was twenty-two and one-half feet high and that his bones were found in 1705 near the banks of the Moderi, a little river at the foot of the mountain of Crusol, upon which (tradition says) the giant dwelt.

On Jan. 11, 1633, some masons digging near the ruins of a castle in Dauphine, in a locality which had long been known as the Giant's field, at the depth of eighteen feet discovered a brick tomb thirty feet long, twelve feet wide and eight feet high, on which was a gray stone, with the words "Theotobonus Rex" cut thereon. When the tomb was opened they found a human skeleton, entire, twenty-five and one-half feet long, ten feet wide across the shoulders and five feet deep from the breastbone to the back. The teeth were each about the size of an ox's foot, and his shin bone measured four feet.

Near Margerino, in Sicily, in 1516, was found a giant thirty feet high. His head was the size of a hog's head, and each of his teeth weighed five ounces.

Near Palermo, in the valley of Magara, in Sicily, a skeleton of a giant thirty feet long was found in the year 1548 and another thirty-three feet high in 1550. Several of the gigantic bones of the latter subject are still preserved by private persons in Italy.

The Athenians found thirty-two famous skeletons, one thirty-four and another thirty-six feet in height.

At Totle, in Bohemia, in 758, was found a skeleton the head of which could scarcely be encompassed by the arms of two men together and whose legs, which are still preserved in the castle of the city, were twenty-six feet long.

The celebrated English scientist, Sir Hans Sloane, who treated the matter very learnedly, does not doubt the facts above narrated, but thinks the bones were those of elephants, whales or other animals. But it has been well remarked that, while elephants' bones may be shown for those of giants to superficial observers, this can never impose upon such distinguished anatomists as have testified in many cases to the mammoth bones being unmistakably human.—Philadelphia Record.

Be patient with every one, but above all with yourself.—Francis.

THE CURL IN THE PIG'S TAIL

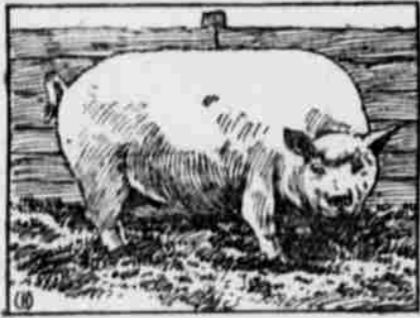
An old man while looking over my herd of Berkshire swine not long ago remarked to me: "There are some hogs which I prefer to the Berkshires, but there is one feature about your Berkshires that I always like very much, you always have the curl in their tails. And, after all, there is not so much in the breed of hogs in profitable pork production as there is in the good feeding and care that show thrift by the curl in the tail."

"On one occasion a few years ago I wanted to buy some pigs, and the man who was then farming one of your places asked me to come and see some he had for sale. When I came to look at the pigs the man apologized for their bad condition by telling me they were bewitched and that he had been thinking about going to consult a witch doctor about them. The pigs were mangy, thin and bore all the earmarks of malnutrition. Their tails hung down straight and sorrowful looking. Of course I knew there was no use in arguing with a man who believed in witches and things of that kind, but I could not fully agree with him that there was something the matter with his pigs and advised him to widen their ration of sublimated dishwater, to take in all they would eat of skim milk, cornmeal and wheat middlings. I told him I had never fed anything so effective as that combination in bringing back the curl to pigs' tails and that I believed the trouble with his pigs was that their tails had lost their curl."

I feed my swine considerable corn, probably more than the professors would approve of as scientific feeding. To my mind that feeding is most scientific that produces the best results from a minimum cost, that keeps up the curl in the tail and shows a good profit. A careful, watchful feeder can use a great deal of corn in his swine feeding without by any means producing an undesirable amount of fat. Corn does not all run to fat. It contributes to the making of lean meat, blood, bone and the repair of tissue. It is not all clear carbohydrate. It has protein also, and one of its greatest recommendations is that no feed that we can use carries its nutrients in a form so digestible as those in corn, and no feed is more palatable.—W. F. McSparran in Farm and Fireside.

Favorite Breed of Pigs.

The small Yorkshire pig is so generally bred and known as some other breeds, but is popular wherever found, says American Agriculturist.



SMALL YORKSHIRE PIG.

The magnificent animal shown is owned by William Lindsay & Son of New Jersey and was exhibited by them at the New York and New Jersey state fairs last fall. This splendid sow won first place at both fairs in the one year class.

Big Carcass Out of Date.

Some months ago a quartet of cattlemen dining in a Chicago hotel drifted into a discussion of market topics. Naturally comparison was drawn between the vaulting prosperity of the live mutton trade, the satisfactory condition of the hog market and the rough road the cattlemen was required to travel. Picking up the bill of fare, one man said: "This price list is a partial explanation of the discrimination against beef. A decent steak costs a dollar, but mutton chops are carded at 40 cents and pork chops a nickel less. The average diner is actuated by motives of economy and orders the cheaper article. The chop, pork or mutton, is enjoying a distinct advantage over the steak, for the reason that it costs the eater less. And the farther east you go the more pronounced you will find this disposition to eat chops. Boston and New York are the greatest mutton consuming centers in the world. We must furnish the consumer with smaller but better finished beef. In New York not long since every retail butcher I interviewed told me that the demand in steaks was for a thick cut, but a light steak. In other words, the big carcass is out of date."—Breeder's Gazette.

Skim Milk Calf Unattractive.

Calves brought up on skim milk are most unattractive from six to twelve months of age. The Idaho experiment station reports: They develop a stomach out of proportion to the rest of their body, and their coat is not quite as smooth as it is when calves run with their dams. However, the calves have learned how to eat and digest coarse feed in larger quantities than calves reared on whole milk. The digestive organs are better developed for practical feeding from this period on to maturity than in calves fed whole milk.

Scours and Thumps.

Scours and thumps often cause very serious loss among young pigs. The former is usually caused by overfeeding, by feeding badly spoiled food, by an abrupt change of food or by a change in the feed of the dam that affects her milk. Thumps is generally due to overfeeding and lack of exercise.

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9:00 A. M. Lv. a Reno Ar. 5:45 P. M.
11:45 A. M. Lv. Plumas Lv. 2:45 P. M.
1:10 P. M. Lv. b Doyle Lv. 1:30 P. M.
2:15 P. M. Ar. Amedee Ar. 12:01 P. M.
3:00 P. M. Lv. Amedee Ar. 11:15 A. M.
3:30 P. M. Lv. c 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.
2:32 P. M. Lv. e Beckwith Lv. 10:35 A. M.
4:20 P. M. Ar. f Mohawk Lv. 9:00 A. M.

a Connections made with East and West bound trains of S. P. Co.
b Stages to and from Millford, Janesville, Buntigville.
c Stages to and from Standish and Susanville.
d Stages to and from Eagleville, Cedarville, Fort Bidwell, Adin, Alturas, Lakeview, and other points in Oregon.
e Stages to and from Genesee, Taylorville and Greenville.
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\$1,250 Reward.

The Harney County Live Stock Association, of which I am a member, pays \$750 reward for evidence leading to the conviction of parties stealing stock belonging to its members. In addition I offer \$500 reward. Horse brand horses—shoe bar on either or both jaws. Recorded in 8 counties: Harney, Lake and Crook Counties. Horses wanted when sold. Horses sold to pass through this section will be reported in this paper. If not so reported, please write or telephone The Times Herald, Main 324, Burns, Oregon W. W. Brown, File, Ore.

FOR SALE.

Fine Sheep Ranch in Modoc County
The Examiner has for sale one of the best sheep ranches in Modoc county, which controls the best range in California. It consists of 560 acres all under fence. It lies along Pitt river for 2 1/2 miles. Besides other buildings there are two houses 1 1/2 miles apart. It is an ideal sheep ranch. If taken quick it will be sold for \$6000.



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VALUE OF GOOD ROADS

WHY THEY ARE THE BEST ASSETS OF A STATE.

Fine Highways Prove a Paying Investment to Any Community, Says a Prominent Motorist—Poor Ones a Big Handicap.

"Did you ever consider what a handicap it is to a state to have poor roads?" That question was asked by a prominent motorist the other day, says the New York American and Journal. He had been touring all summer through New England and had had a chance to get an idea of where the best roads for motoring were located. His remarks on the subject are worth serious consideration not alone by automobilists, but by legislators as well.

"In Massachusetts there is a system of roads that is not surpassed in America," he said, "and that state gets the benefit from the fine highways in more ways than one. It is a paying investment. Any person who has ever traveled through the state in a motor car finds the riding so comfortable that he wishes to repeat the trip.

"Not only that, but he prolongs his stay in the state to take advantage of the fine driving. Ordinarily accompanied by two or three others, this means an expenditure for living expenses that brings money into places in the state where before there was no such revenue.

"No one city has a monopoly on this, for many of the smaller towns have had strangers within their portals who never would have been seen there but for the roads that led them whither they did not care. When they have lost the way in going from one city to another instead of displeasure at making a mistake the delightful places that presented themselves here and there, coupled with the well kept roads, added a zest to the trip.

"We hear a lot about the beauties of this region or that one and plan to



PLEASURE OF AUTOBOMBING ON A GOOD ROAD.

make a trip to see what the places are like. We see them, to be sure, but the discomforts experienced in making the journey often take away much of the pleasure that otherwise might have been enjoyed.

"If New Hampshire, for instance, had a system of roads anywhere near like that of Massachusetts what a paradise it would be for the motorists! Some day the situation may be realized by the people of that state and something done to help the matter, but it looks as if it were a long way off.

"For example, there are roads in the northern part of the state where the scenery is simply magnificent that could be put in fair shape for a few dollars. I know of places where the expenditure of a couple of dollars a day by a town to fill up holes and level roads would in a week or two make the highways 50 per cent better.

"At present they are abominable in some places. When you find you have to run a car at six or seven miles and at times slide down to the point that just divides between actually stopping and barely moving because of gullies and holes, when the road is perfectly level, too, for some miles, then some idea of the discomforts of motoring thereabouts may be gleaned."

The writer within a few weeks traveled over a number of such roads and found the conditions were not at all exaggerated. It did seem like practiced negligence to allow the highways to remain in that shape. It is not to be expected that every town should set about making the roads within its boundaries as hard and smooth as a racing track, yet no valid reason exists for letting them grow worse each week, for in the end, when repairs are imperative, the cost is all the greater. And what is true of one state is applicable to others, Massachusetts excepted.

Convict Labor on Washington Roads.

The state of Washington is planning to use convict labor in highway construction during the ensuing season, and the proposition is in the form of an agreement by which the state is to supply the convicts, together with the necessary guards, and pay for their transportation to and from the penitentiary. The county sustains the cost of their board, housing and medical care and the expense of transportation from point to point within the county and to supply superintendent, tools and material, says the Good Roads Magazine. The county is also to keep an account of all material produced or handled by the convicts, and this cost is to be the basis of settlement with the state.

Making the Road Attractive.

In the construction of a road the work of beautifying the sides of the highway should not be neglected, says the Pittsburg Press. Flowers, shrubbery and trees should each have a place along the roadside. They refresh the eye and cultivate a love for the beautiful in nature, making a trip over the road a pleasure to be remembered. The appearance of the roadside is generally a pretty good index to the character of the owner of the premises. A clean, well kept roadside is an advertisement for the owner and adds value to the land.