

Democratic Watchman.

Bellefonte, Pa., July 19, 1889.

Farm Notes.

Pumpkins should not be planted in the corn rows until the corn has been thoroughly cultivated and the grass kept out. A pumpkin vine among the corn rows sometimes interferes with thorough cultivation and harbors weeds. It does not pay to grow pumpkins if done at the expense of injury to the corn crop. Pumpkins may be planted among the corn crop, however, and with profit, if the ground is kept clean and no weeds allowed to seed.

Flies and other insects often cause the stock to lose flesh, even when the best care is given. The small insects may give more trouble than the larger, being more numerous. Horses should be protected with nets whenever possible, and the pens and stalls should be kept clean. The hog-pen is a fruitful source of insects, and should be well littered with dry dirt to absorb all liquids.

The prune, which belongs to the plum family, will thrive in nearly all sections, but if grown near plum trees the fruit of both varieties will be injured, as the prune and plum hybridize. The trees bear when 2 years old, and give heavy crops when 4 years old. They should have the same cultivation as is given the peach. The fruit is free stone, and of a bluish color.

The cheapest pork is made by the wise use of clover pasture. The composition of the plant meets the wants of the animal system to make a rap growth. The season favoring the growth of the plant is most favorable to animal growth, particularly swine, when they have good shade and water. The animal digestive organs do not convert themselves into a furnace as in the winter to keep the body warm.

Has anybody found out how cheap a pound of butter can be produced? It is said J. N. Muncey, a well-known Iowa Holstein breeder, has been experimenting with a view to finding out the approximate cost of a pound of milk and a pound of butter. The results with two cows (Holsteins) were an average food cost of 38 2-10 cents per 100 pounds of milk, and a trifle over 8 1-10 cents per pound for butter.

The question as to the best time to prune fruit trees was discussed at length at the meeting of the Iowa State Horticultural Society two years ago, and a resolution was passed by unanimous vote favoring the idea that the best time to prune trees is when the leaves are about two-thirds grown in spring.

Mr. Andrew Burnett, of Wellesley, Mass., as recorded by the *New England Farmer*, is a believer in hornless cattle. The head of his herd is a bull, half Holstein and half Jamestown (polled), and all of the calves are hornless. The bull has horns which were loose and movable up to six months ago, when they hardened and became fixed.

The facts brought out by experiments in the Wisconsin University show that of the first pint of milk drawn from a cow it would take seventy-five pounds of milk to make a pound of butter, while that of the last and thirteenth pint drawn 100 pounds would make 9.561 pounds of butter—all from the same cow and from the same milking.

A gain in one direction may sometimes entail a loss in some other quarter. The bountiful rains of this season have given the crops an excellent opportunity, especially corn, but rains also benefit weeds and increase the labor of cultivation. The work is necessary and should not be neglected, as it may entail greater labor next season.

The best time to use the cultivator is on warm, dry days. Weeds and grass will then be quickly killed by the sun, and will have no opportunity to take root and grow. If the ground is damp when it is cultivated the weeds and grass will not be entirely destroyed and the work may have to be done over again.

July is the month when the melons, squash and cucumbers will make quick and abundant growth. If the grass has been cleaned out it is best to disturb the vines as little as possible now, but any weeds appearing among the vines should be pulled out and thrown on the compost heap.

Denmark expends \$55,000 yearly for the maintenance of dairy schools. The result is an immense improvement in the quality of the dairy product, and an increase within twenty years in Denmark's butter export from \$200,000 to \$13,000,000 annually.

Before farrowing sows are the better for an abundance of exercise; and should have all they will take; and as soon after this event as they want to let them return to their accustomed exercise. But do not make a sow take exercise by compelling her to forage for a living.

Professor L. B. Arnold says that a cow going into a stable filled with the odor of solid and liquid excrements will carry it into her milk in fifteen minutes. For this reason he insists that stables should be ventilated in such a way that pure air will come to the cattle from the front.

Filthy quarters cause lice on all classes of stock, and at this season the vermin multiply very rapidly. An animal that is infested with them cannot be kept in good condition, even with the best of feeding.

The hens will begin to moult. Keep the hens that moult early, as they will lay in winter. Late pullets will seldom lay before next spring, but pullets hatched not later than April should lay in November.

Horses should have at least two hours rest at noon. On very warm days horses suffer severely. They should be swabbed and wiped dry.

Grass growing around peach trees will do the trees more injury than any other source of damage. The peach orchard requires thorough cultivation.

Wagons and carts that are used daily should have the axles well greased at least three times a week. It lessens the work of the horses.

Bulls are very treacherous. It is usually

ally the gentle bull that injures his keeper. The older they become the more dangerous they are.

It will pay to shake off a large proportion of the fruit from trees that are overloaded.

Overland Stage-Drivers.
Interesting Characters No Longer Found on the Plains.

There is one class of men who are no longer known to the frontiers. It is the overland stage-driver as he existed in the days before the whistle of a locomotive was heard on the Western bank of the Missouri. Those who have come here on the railway and in the Pullman car have never seen him, for with the railways their occupation was gone and they soon became scattered. The early plainmen knew them and entertained for them a hearty respect. They were a brave, hardy, rough, big-hearted class of fellows, with big virtues and big faults. Many were unlettered and brutal; some were natural gentlemen and diamonds in the rough. As a class they were honest and possessed of a steady nerve, a cool daring, a sterling integrity, which surpassed that of other men. The instances where they gave up the treasure box except under the muzzle of a road agent's shotgun are extremely rare—so rare, in fact, that they can be counted on one's fingers, while not a few fell dead in the boot rather than yield to that always startling order, "Throw out the box."

It was during the 60s that the overland stage-driver was in the full enjoyment of his power and his fame. Denver was always one of the headquarters of the line, the drivers, with their corduroy or velvet suits, broad-brimmed hats, bronzed faces and sturdy frames, being familiar figures on our streets. It was always a real pleasure to see them handle their splendid teams. Standing in front of the old News office on any morning, one would hear the rattle of the coach. Round the corner from the old barn at the corner of Arapahoe and Fifteenth, two prancing leaders would come in sight on the gallop, then the swings and wheels, on a brisk trot, the coach turning a circle of almost mathematical accuracy, while on the box sat the driver, handling the reins with an ease and grace and self-possession that showed himself the master of the six-in-hand. The rounds of the hotels were made, the stop at the office for the treasure box and way bill, and then away at a gallop for the long journey across the plains, or over the mountains to Salt Lake.

Many columns might be written about the old stage-drivers, but there is one only who can be mentioned at this time, and one whose name is familiar to all old time citizens, and that is the name of Billy Opsyke. Billy was the most celebrated of the mountain drivers who drove between Denver and Central, and on this line he drove for many years. He was a fair representative of the class as already described, but especially celebrated for his strength, skill, nerve and integrity. The writer knew him well and rode with him frequently, and cannot recall a single accident which ever happened to his coach. The road was fair for a mountain highway, but some parts of it were dangerous, particularly Gray Hill and Sawney Hill, where a cow it would take seventy-five pounds of milk to make a pound of butter, while that of the last and thirteenth pint drawn 100 pounds would make 9.561 pounds of butter—all from the same cow and from the same milking.

Billy's favorite team was known as the "mountain mids." It was composed of five handsome bay mares and one bay horse, "Old Joe," who was the high leader. Six finer animals never went in harness. They were fleet, strong, spirited, well-trained, and recognized their driver's voice on the instant. There was not a horse in the team valued at less than \$500, and the old leader, "Mollie," had been bought out of a buggy in Denver by Supp. Benham for \$400. It was with this team that in 1868 Billy Opsyke drove General Grant, Sheridan and Dent from the summit of Guy Hill to Golden City—nine miles—in thirty-six minutes. Grant never forgot the ride, and Billy Opsyke always recalled it as the proudest period of his life when the great commander sat on the box besides him and praised the beauty and speed and spirit of his "mountain maid" team.

After the stage line was withdrawn, Opsyke lived for a time at Idaho Springs and finally removed to Poncha Springs, where he died about five years ago. He was only a stage-driver, but he had a brave, generous heart, his integrity was tried and true, and he could handle six horses as could few others of the overland drivers.—*Denver News.*

DON'T FIGHT THE TEAM.—If a horse shows signs of stubbornness or contrariness, just get mad yourself, and you can rest assured you are fixed for the rest of the day as long as you want to keep it. Horses, like men, are generally set in their ways, and when a horse with only moderate sense gets into trouble with a man with only moderate sense the two generally have a "monkey and parrot time" from morning till night. Well-bred horses are seldom stubborn and unruly, and in this respect there is a striking analogy between horses and men. Horses docile, obedient and tractable in the hands of one man, are vicious and unruly in the hands of another. The reason is, the one knows how to manage them, the other does not. Bad dispositions are generally the result of bad handling. A few slips and jerks, accompanied by a little sharp talk or a few fierce yells, get the most gentle horse clear beside himself and ready to worry and fret the remainder of the day. The more quiet and steady you keep your horses the better it will be for them, for yourself and all concerned.

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