

CLEANLY STABLES.

How to Take Proper Care of Milk to Obtain the Best Results.

The proper care of milk to attain the best results, like many other propositions in the minds of different individuals, is variously estimated very much in accord with "the way they are raised" and trained in after life.

But suppose the stable floor is bare save of filth, a too common case, what then? The whistle or song is pre-emptorily smothered and the milker with his heart in his boots seeks a pail of water and a cloth to perform the disgusting job of cleaning the cow, which ten to one is more of a pretense that real cleaning, or what is worse, his merriment is turned to muttered or outspoken cursing while he milks the cow as she is.

Enlarging a Barn for Dairy Purposes. A common barn can be easily and cheaply changed into a dairy barn of large capacity, by employing such a plan as that shown in the perspective view—Fig. 1. Two wings, with "shed" roofs, are extended out at right angles from each side of the old barn at one end. The interior arrangement is shown in the floor plan—Fig. 2.



Fig. 1—Perspective View of Enlarged Barn.

shown in the floor plan—Fig. 2. A feed car, with a track, is arranged for the feed floor and the feeding alley in front of the cows.

A double silo, grain room and catpens, with lofts over them, occupy one side of the barn proper, while calf pens and a hay bay occupy the other side. Thus the main barn is used mainly for the storing of feed, while the addition is given up to the stalls. The expense

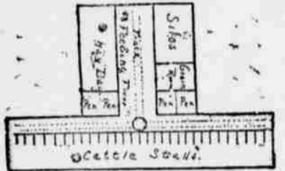


Fig. 2—Ground Plan.

of such a plan will be very much less than would be entailed by the building of a new barn, or even a lengthening of the old one, while the plan shown herewith gives a much more convenient arrangement than could otherwise be had.

The Ideal Dairy Cow.

Dairyman Gould, in a recent lecture gave this description of the "cow for him."

"The ideal cow," he said, "is not large; she weighs about 1,000 pounds she is something like a race horse, for speed in the horse and milk in the cow are allied. Beef in a horse and beef in a cow mean strength always. It is a question of nerve power, and that is something food will not produce, only maintain. For the typical dairy cow you must have race horse type, bony and muscular, whether she be a Holstein, a Jersey or whatever she may be. You will find her with bony head and strong jaw, long between the eyes and nose, with broad muzzle. She should have a very bright, protruding eye—I want a cow I can hang my hat on her eyes. Why? Simply on account of her brain power. It means strong nerve force, and that means action later on. I want a thin neck and retreating brisket. The lines above and below must not be straight, or she will steal from you; I want her slightly depressed behind the shoulders, with sharp chine. I don't want too straight a back bone. She must have large organs of reproduction—you don't want a cow with a straight back; I want her wedge shaped. I want two wedges, large in rear and large heart girth—i. e., wide between forward legs, sharp on shoulder. This gives me large heart action and the strong arterial circulation I want. Then last, but by no means least, she must have a good udder, for one-half of the value of the cow is in her udder. She should have a long udder from front to rear. Then she must have a good handle on each corner of her udder. And why? Because if she gives two pails of milk a day it is a matter of some labor to milk her."

Low Prices.

The grape grower should remember that the present low prices are likely to stop the planting of vines and even to cause some poor vineyards to be pulled out, which being interpreted means that good vineyards run by good vinedressers will again be profitable. There is nothing like an over-production of grapes. Good times will bring fair prices.

NAVAL SHIPS LOST AT SEA.

Six American Vessels That Were Never Heard From.

The Navy Department has many interesting records of its ships that have met with sad endings, but none more so than the brief accounts of six different ones summed up tersely in these words: "Never heard from." This laconic expression is familiar to all sea followers, and it contains a world of meaning if rightly understood. There have been ships that have gone down in battle with the flags flying defiantly at the masthead, and others that have battled bravely against the adverse elements until, waterlogged, they have sunk within sight of land; but to be lost at sea, with no mention of the disaster because of lack of all detail, is to meet a fate hardly deserved.

Early in the history of our navy such a mystery closed about one of the first vessels flying the new Stars and Stripes. The ill-fated *Saratoga*, an eighteen-gun ship, after performing a brilliant service on the high seas, sailed forth upon the great ocean and disappeared forever from all human knowledge. What we know of her is briefly summed up in a few sentences. After capturing three English prizes she was intercepted on her way to Philadelphia with them by the British seventy-four-gun ship of the line *Intrepid*, and after a long fight she escaped from her heavier adversary. No further word from the *Saratoga* was ever received, and no signs of her wreckage were ever discovered. She probably foundered at sea in a gale, but she never left any one behind to tell the tale.

This was in 1780, and the next loss of a similar character occurred twenty years later. The thirty-six-gun frigate *Insurgent*, commanded by Capt. Patrick Fletcher, was originally under the French flag, but after she was captured by the *Constellation* off the island of Nevis she sailed under the American flag until the end of her short career. She had sealed orders to sail from the Chesapeake Capes out to sea, but after she started on her easterly course no word from any ship brought tidings of the *Insurgent*. She disappeared completely. No one on board of her was ever saved to give official confirmation of the story of her loss.

The fourteen-gun brig *Pickering* met with a similar fate. She was cruising off Guadaloupe, with Master Commandant Benjamin Hiller in charge, when a severe storm arose and swept the sea. It is generally supposed that the vessel, which was an unseaworthy tub, foundered with all on board. Pieces of wreckage were picked up along the coast, but as so many vessels were lost during this gale there was no certainty of identifying them. It is thought also that the same storm might have caused the loss of the *Insurgent*, although as to this no trustworthy account can be found.

The next vessel in our navy to disappear in this mysterious fashion was known as gunboat No. 7, commanded by Lieut. Ogelvie. She sailed from New York May 14, 1805, to increase our naval force then engaged in the war with Tripoli. She returned to this port after being out for a few days, and then she sailed on June 29 the second time. But she never reached her destination. Although nine other boats left about the same time for the Mediterranean service, and all reached their points in time, gunboat No. 7 was lost, and no word was ever received from any of her officers or crew.

The loss of the *Wasp* followed this disaster. The mystery about this handsome naval fighter is generally familiar to all readers of American history. Her exploits on the water after her first launching until the time of her strange disappearance were so brilliant that every schoolboy knows about them. Within a period of five months the *Wasp* took fifteen English merchantmen, valued at nearly a quarter of a million dollars, and fought several stubborn battles with naval vessels of her own size and strength. On October 1, 1814, the *Wasp* hailed the Swedish bark *Adonis* and took on board two of the surviving officers of the old *Essex* after her destruction in Valparaiso harbor, and then passed on into the dark mystery which has never been solved. That was the last intelligence ever brought to port by any ship concerning the veteran fighter and victor. Her fate will ever remain an unexplained puzzle.

The last vessel of the series to be lost at sea without leaving any sign behind to explain matters was the brig *Epervier*, commanded by Lieut. John Shubrick. When the terms of the treaty between the United States and Algiers were dictated to the Dey at the point of the cannon by Decatur in 1815, a copy of the paper was sent home by the *Epervier*. The brig passed the Straits of Gibraltar on July 12, 1815, and from that time all trace of her was lost. She sailed out upon the ocean and was swallowed up by the sea that has wrecked the hopes and ambitions of so many.

In modern times the loss of naval vessels at sea has been comparatively limited. The United States navy has been singularly fortunate in this respect during the past half century, but this may be attributed as much to the limited number of ships in commission as to any skill or safeguard. The modern navy is built upon such different lines from the old class of war vessels that it is difficult to compare the elements of 18-day could stand the elements much better than their prototypes of fifty years ago. The mysterious disappearance of a member of the White Squadron would undoubtedly cause more general sorrow and comment than the loss of the *Wasp*, *Insurgent* or *Saratoga* did in their days.

Great Britain and France have a much longer list of warships that have called upon the ocean to go down before some heavy storm without leaving any message behind. Great Britain leads the list in this respect, which is only natural considering the size of her navy, and France comes second, with Spain following as a close third. On the naval lists of each nation there is written over against the name of the unfortunate vessel these ominous words: "Never heard from."

The Princess of Wales on her travels is always accompanied by a favorite white cat.

Maceo and the Cuban Cause.

In the death of Antonio Maceo the insurgent Cubans have lost their most active and brilliant leader; and it may be that in losing him they have also lost their cause. Whether we applaud or condemn his tireless efforts to free his native island from the rule of Spain, all, we think, will agree that this soldier of mixed blood fought with courage and handled his troops with skill. He inspired his raw levies with confidence, and secured their warm attachment as well. It is a touching tribute to his memory that young Gomez preferred to die rather than to abandon his dead General.

"The coward and the hero must perish alike!" but Honor crowns the one with her immortal wreath and blights the other with shame and contempt. We cannot often know the real motives that actuate human conduct; but so far as Maceo's career is concerned we may conclude that the freedom of Cuba was the cause which impelled him to take the field, and the cause for which he died. This second revolutionary struggle, though it may prove a failure for the present, will, it would seem, make Spain's hold upon her favorite island for any great length of time impossible. The Cubans may yield to force; but they will not be satisfied. They will watch their opportunities; they will recuperate their strength. Meanwhile, Spain, impoverished by the struggle, cannot well diminish her exactions, nor in the face of a hostile population reduce her armaments, nor to any great extent change her policy.

In our civil war the way to reconciliation at its close was comparatively easy. It was simply to remit the revolted States, with such changes as the war had made necessary in their several Constitutions, to their old system of self-government. The hand of the Federal Government was withdrawn, and the State Governments, without exterior pressure or control, resumed their former powers and functions. But Cuba has been a subject province, with certain local rights and privileges; and if the Cubans should lay down their arms they would not go back to an accustomed state of self-government, but to Spanish rule, which they hate, and which they have sought to throw off. This would make peace, and the conditions of peace, more difficult both for the Spaniards and the Cubans. We conclude that if the Cubans should now succumb the day would not be far distant when Spain would be compelled to withdraw from the island.—*Record*.

To the aged, with their poor appetite, feeble circulation, and impoverished blood, Ayer's Sarsaparilla is a boon beyond price. Its effect is to check the ravages of time, by invigorating every organ, nerve, and tissue of the body. See Ayer's Almanac for the new year.

BASE BALL NOTES.

We wonder how the Phillies will finish next season, they play such a peculiar game, it is very hard to tell how far up the ladder the close of the season will find them, but we know, this, that if they play in '97 like they did in '96, one of the other clubs will be cheated out of last place.

Washington cranks do not like the arrangement made at the recent league meeting, of beginning the season one week later, unless the Senators finish away from home.

Manager Hanlon, of the Baltimores is confident of winning the pennant of '97.

The New York's will be a great deal stronger next year than they were last.

It is a good time now to pick out the winner of next season's pennant. Just take a look at that Baltimore outfield—Keeler .392, Kelley .370 and Stenzel .366, the fourth, fifth and sixth sluggers of the League.

Pitcher Willie Davis contemplates studying for the ministry.

Pete Browning says he'll be back in the game next season. Old Pete is dying hard.

MARRIED.

FRITZ—PEALER. On the 12 inst. at the Reformed parsonage in Orangeville, by Rev. A. Houtz, Mr. Parvin Fritz of Jackson township, and Mrs. Sallie Pealer of Fishingcreek twp.

SHARETS—HOFFMEIR. On the 10 inst. in the Reformed church, Middletown, Md., by the bride's father, pastor of the church, assisted by Rev. L. Kuhlman, pastor of the Evan. Lutheran church, Frederick, Md., Dr. Upton A. Sharets of Frederick, Md., to Miss Anna Gertrude, eldest daughter of Rev. and Mrs. T. Frank Hoffmeir, formerly of Bloomsburg, Pa.

Rain or snow in winter will follow a new moon, when it falls between 4 and 6 a. m.

By using Hall's Hair Renewer, gray, faded, or discolored hair assumes the natural color of youth, and grows luxuriant and strong, pleasing everybody.

Tours to Florida.

No district in America presents, during the Winter season, so many varied attractions as the state of Florida. Besides its delightful climate, which to one escaping from the cold and unhealthy changes of the North seems almost ethereal, it is pre-eminently a land of sport and pleasure. Along its eleven hundred miles of salt-water coast and in its twelve hundred fresh-water lakes are fish of almost every conceivable variety, from the migratory tribes common to Northern waters to the tarpon, pompano, and others of a more tropical character. Nowhere in all our broad land can the angler find a greater variety of game or better sport.

Here also the most enthusiastic hunter finds satiety. Deer, turkeys, bears, panthers and wild cats roam at large through the more sparsely settled regions, while birds of all kinds may be found in abundance throughout the state. The more novel sport of alligator and manatee hunting may also be indulged in by the more adventurous tourist.

With its matchless climate, its orange groves, its rivers and lakes, its fishing and hunting, and its extensive forest, Florida presents unrivalled attractions for the valetudinarian, the lover of nature, the sportsman, and the explorer.

To this attractive State the Pennsylvania Railroad Company has arranged four personally-conducted tours during the season of 1897, leaving by special train January 26, February 9 and 23, and March 9. The first three tours will admit of a sojourn of two weeks in this delightful land; tickets for the fourth tour will be valid to return until May 31 by regular trains.

Rates for the round trip, \$50.00 from New York, \$48.00 from Philadelphia, and proportionate rates from other points.

For tickets, itineraries, and other information, apply to ticket agents, special booking offices, or address Geo. W. Boyd, Assistant General Passenger Agent, Broad Street Station, Philadelphia. 12-24-97.

Licking Postage Stamps.

Licking postage stamps is a very common practice and one that but few people would associate with danger of disease of any sort. Of course illness traceable to this cause is rare, but that it does sometimes occur no one can doubt. But, as do from the disease germ theory of abstaining from this practice, it certainly is not a cleanly habit, nor is it a necessary action. It is a good deal easier and safer to lick the envelope or, what is better, moisten the corner of it with the finger tips and water and then apply the stamp. A wet handkerchief will dampen the envelope sufficiently to make the stamp adhere. While great care is taken in the preparation of the mucilage that is put upon postage stamps, it is impossible to insure the perfect health of the persons who handle them. An employee with an inoculable disease might spread his ill condition through a whole country. It may not be necessary to warn every one, but those who have never had their attention called to the subject will not fail, upon a moment's reflection, to see the folly of licking postage stamps.—*New York Ledger*.

That Catarrh is a Local Affection

of the nasal passages, is a fact established by physicians, and this authority should carry more weight than assertions of incompetent parties, that catarrh is a blood affection. Ely's Cream Balm is a local remedy, composed of harmless medicaments and free of mercury or any injurious drug. It will cure catarrh. Applied directly to the inflamed membrane, it restores it to its healthy condition.

An Easy Living.

"Where are you working now, Mary?" "Ain't working nowheres. I am in business for myself. I got a couple dozen ladies that pays me a quarter a week to come around and ask 'em for a place, and it makes the hired girl they got mad, and she won't live."—*Cincinnati Inquirer*.

"Thrift is a good revenue" Great saving results from cleanliness and SAPOLIO

Advertisement for The Philadelphia Press, featuring 8 leading newspapers for the price of 1, and 8 great papers in 1. Includes details about subscription rates and the paper's content.

Advertisement for Crayons and Photographs, furnished in time for Xmas at M'Killip Bros.

Table titled 'THE MARKETS. BLOOMSBURG MARKETS. CORRECTED WEEKLY. RETAIL PRICES.' listing various goods and their prices.

Advertisement for Peirce School, featuring the text 'Bring the Babies. INSTANTANEOUS PROCESS USED.' and details about the school's curriculum.

Advertisement for Peirce School, 32nd Year, highlighting its American Business School status and offering details.

Advertisement for Dining Rooms, featuring Charles Nash Purvis, a Private Banker, and details about dining services and financial offerings.

Advertisement for 'Wanted—An Idea' by John Wedderburn & Co., offering a prize for a patent idea.

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