

FARM AND GARDEN



SHEEP AND GOOD PROFITS.

A sheep grower of large experience holds strongly to the value of sheep on the farm and gives some good suggestions, drawn from his own observation, in a recent letter to the American Sheep Breeder. He says:

Farmers can count not only on the capacity of the sheep to yield good profits on farm lands, but they can count on a well established and general demand for mutton products. The primitive system of running sheep goes along with the time of intermittent and limited demand, but now owing to the improvement in the quality of mutton from selective feeding among the better class of sheepmen, mutton has become a staple. It has a place on the table of opulence with critical appetite, and on the table of the laborer as a cheap and nourishing meat diet. At the same time mutton is the handiest summer meat the farmer can have owing to its small size, its cheapness and to its being always available. It may be the case that sheep would be too hard on pasture intended for dairy cows and that they could not be profitably run on the same ground, especially if the area is limited, but they should not be regarded as belonging to a lower and more primitive state of agriculture, but as being on a par with other special live stock interests. Though it may be inexpedient to run both on the same land a man may specialize in either on either good or cheap lands.

Sheep may be run on the side with some profit under ordinary conditions, but a farmer should look specializing on them if he is a good sheepman. One man turns his food products into beef, another into butter, and a third into pork. It would probably be better if the farmer is staying with the sheep business to increase the care and feed the stock involved in his sheep proposition. Instead of killing half a dozen lambs in a season and selling a dozen, he might as well handle a couple of hundred feeders or more if his circumstances will permit. Sheep in summer will restore the fertility of exhausted dairy farms and in winter will increase in weight and fatten cheaply and convert a great deal of rough stuff into good manure. When the dairy business has run along for a while there will be a lot of fellows out looking for sheep to yield them a profit and restore the lowered fertility of their lands.

JIVE THE HOGS MORE RANGE.

A very common practice, and yet a very injurious practice, among farmers is to confine their swine in close pens, not allowing them free range and a change of atmosphere. The original hog had the freedom of the woods, where he could dig for roots and obtain other things possessing medicinal qualities; consequently he was much healthier, and less liable to cholera and other contagious diseases. All animals like a change of diet. This they can get when allowed a large pasture to roam over, as there will be found there so many kinds of weeds that they will relish, which will greatly improve the appetite. Notice the difference between two bunches of hogs; one which has been closely confined, the other which has had plenty of range and change of sleeping apartments. You will readily notice the difference in appearance, health, growth, etc. Another very poor practice is to allow hogs to sleep on piles of manure, or around old straw stacks, and when allowed to do this, are long the hogs will show the effects of such poor practice—as some will show signs of poor health and also stunted condition from over heating and over laying. Grain being more costly than the grasses it is therefore a point of economy to fatten as many pounds as possible by the use of grass. It has been well said that "variety is the spice of life." This is as true of the life of animals as of man. Don't feed those pigs so much grain, give them such food as will be conducive of more growth and less flesh. Prepare a pasture especially adapted to the needs and wants of the pigs; such as clover, peas, rape, etc., and you will have stronger and better hogs. Hogs weighing about 200 pounds, well-fattened, are bringing the top of the market now. The large coarse hog is no longer in such demand; this works a great saving to the producers, as it is possible to make market toppers in six to nine months, so that it is not necessary to winter any thing but the brood sows; spring pigs being marketed in the fall. In this way, too, they can be matured at less cost than those that have to be wintered before fattening. Think it a better plan to give even those hogs that are on full feed a chance to roam some, as they will not over do this if water is handy to the feed pen.—Epitomist.

TOO MUCH IN-BREEDING.

More than a dozen complaints of weak pigs, with all sorts of diseases, have reached the writer within the last month, and in nearly every case inquiry has brought out the fact that the degenerates were the results of too close in-breeding. This is a common fault in many sections, and until it is overcome there is little use in hoping to raise pigs that will be profitable. Combine too close in-breeding

with the corn diet so common and one has a state of affairs which is lamentable. Sell the boar or kill him; anything to get him off your farm.

Then invest in a good boar that is not related to your sows. When the pigs are being raised, feed them something which will give them bone and muscle. Leave out most of the corn until fattening time, when they can use it to their advantage and your profit. Feed the growing pigs middlings, bran and some dried bloodmeal; give them plenty of exercise, plenty of water and a dry place to sleep and there will be little difficulty in raising good hogs. The next year, change boars again so that there will be no relationship between him and the sows.—Indianapolis News

VALUE OF SOOT.

Chimney soot, says the American Fertilizer, is one of the richest fertilizers known. That from coal is very rich in ammonia. When coal is burned, ammonia is set free, and during the various changes which take place during the process sulphite and carbonate of ammonia are both formed. Soot is a highly compound substance containing in its composition not only ammonia, but lime, sulphuric acid, nitric acid, acetic acid, chlorine and iron, nearly all of which are valuable, directly or indirectly. The value of soot is well known in England, where it sells for about £10 a ton, or about \$48. It is often thrown away as worthless by those who do not know its value, but careful farmers should save every ounce for use. Sprinkled around some kinds of plants it often prevents attacks from insects, and the rains then carry it down into the earth, where it does duty as a fertilizer. Soot from coal has been once thought to be a very worthless substance, but experience and science have taught us to know better.

NEW VARIETIES OF FRUIT.

In the great majority of cases, new varieties of tomatoes, as of other fruits, are not "produced"; they are rather discovered, says a writer in Country Life in America. One finds a new form in his garden and propagates it. Some of the new forms will not propagate themselves readily from seed, whereas others will "come true" to a greater or less extent. Now and then a man sets out to produce a definite variety. Just what means he shall employ will depend entirely upon the character of the particular problem. The peach-tomato, for instance, like many others, was probably a chance seedling.

NOTE THE INCREASE.

It will be found an excellent plan to weigh the chicks every week and observe their increase. Take ten chicks, or even adults, from among the whole number, weigh them every week, and keep an account of the exact amount of food consumed, and you will know more regarding the matter of expense, profit or ratio of gain required than could be derived in any other manner. Experiments with different kinds of food could also be easily made, and chicks of several breeds could be used for comparison. It would take but a small proportion of time, while the knowledge gained would be invaluable.

THE VALUE OF SILO.

The silo has opened advantages to dairymen in other countries where corn does not mature. In England, where the conditions are unfavorable for the production of mature crops of corn, the farmers sow corn for fodder, store it in the silo, and then grow a crop of turnips on the land from which they took the fodder. The same system can be practiced in this country, but our farmers are content with one crop, and thus do not derive as much from the land as is possible to be obtained. The land in England is high, and farmers pay high rents, but they do not hesitate to apply manures and fertilizers liberally and get large crops in return.

GROWING TOMATOES.

Take the trouble to place good, strong stakes around tomato vines, fasten the vines securely to the stakes and they will be more prolific, while the fruit will ripen quicker and be less liable to disease. When thus supported, the hoe can be used for keeping the ground clean around the vines. As an experiment pinch back a few vines and compare them with the others. No farmer can buy as good tomatoes as he can grow.

Just How Stubborn a Mule Is.

A story comes from the Elm Dale flood about a stubborn mule. He was said to be a \$1,500 jack. In attempting to lead him out of the flood he had to cross a little ditch that would almost swim him. Several men got one on one side of the ditch, the mule on the other, and they all tugged away at the halter rope, but the mule would not budge. He stood there several hours until the water got up around his neck and he decided to move. Nothing less serious than a prospect of drowning could have budged him.—Emporia Gazette.

In Unknown America.

Labrador, the Lone Land of the North, Less Explored Than Africa.
By Willard Glazier.

THE fate of Leonidas Hubbard in Labrador leads me to present briefly some of the conditions which confront the explorer who has the hardihood to break from the coast and attempt exploration in the Labrador Peninsula—the vast Lone Land, which, although seen by the Cabota in 1497, is today less known than any other quarter of North America. The coast has been sailed by daring navigators for more than four hundred years, yet the bleak, desolate, and forbidding mysteries of the interior still baffles the skill and heroism for the adventurous pioneer who has the courage to face them.

This strange, rugged, and ice-fringed peninsula has an area equal to the Middle and South Atlantic States or of England, France, and Austria combined. Externally, Labrador is forbidding, if not repulsive, and this condition, perhaps in a large measure, accounts for its having been so long neglected by American explorers. From a scenic point of view, however, Labrador has much to offer. Her bays, islands, rivers, gigantic waterfalls and snow-capped mountains will delight the tourist and the student of nature who always prove intensely interesting to the tourist and student of nature who delights in the grand and picturesque.

The interior of Labrador has been found to be a tableland about 1,500 feet above sea level, the foothills of which reach down to the sea. Piercing these foothills at intervals along the 1,100 miles of coast line are deep inlets many of which resemble the fjords of Norway and Sweden.

Of these, perhaps the most striking is Nakvak, 1,100 miles north of St. John's. This bay is between one and two miles in width and twenty miles long. Great towering cliffs more than 1,500 feet high jut out into the water on either hand. Glittering cascades tumble over their sides, and mystifying caverns lure one to explore them.

It is hardly probable that the collapse of the Hubbard party will deter others from undertaking further exploration with similar purposes. Central Labrador is not nearly so well known as equatorial Africa, and the little knowledge possessed by geographers is chiefly derived from the unreliable stories of Eskimos, Indians and fur traders. These conditions are sufficient to lead others to attempt what Hubbard and Wallace failed to accomplish.

The lesson of their fate will hardly be ignored by those who follow them. The Labrador explorer should not only be well equipped, but should carry sufficient emergency rations to enable him to carry forward his work without life risks. Guns and fishing tackle cannot be safely relied upon at certain seasons for food supplies, and he who estimates differently will come to grief sooner or later.

Had Hubbard realized this story of his undertaking would doubtless have had a less tragic ending. It is unfortunate indeed that so much hard ship and privation was suffered without immediate benefit; but his experience will prove a valuable object lesson to those who may plan to penetrate at some future day the wilds of the Labrador Peninsula.

Selfishness the Peril of Our Modern Life.

A Warning Against Loss of Faith and Enthusiasm.
By President A. T. Hadley, of Yale.

THE battle lines of the nineteenth century have engaged in the conquests of peace as well as of war. The boasts of the leaders of scientific and industrial progress are no less loud than those of the Captains and Kings. In our assemblies and our markets no less than in our armies and our navies the tumult and the shouting tend to crowd out the remembrance of things that are more fundamental and more essential.

If wealth and dominion are made a primary object, and are trusted as a source of National strength instead of its consequence or evidence, they prove a false reliance. And it is an unfortunate fact that very few nations have achieved wealth or dominion without suffering loss of faith and enthusiasm, and remaining with the empty husk of greatness at the very moment when they deemed themselves most powerful. For along with the acquisition of power there is apt to come a relaxing of discipline. Along with the achievement of the means of industrial ease there comes a philosophy of life which makes industrial ease the goal and end of human effort.

In almost every age of scientific progress and material prosperity the old dogmas by which discipline was supported are undermined and the old terror of the law mitigated by the progress of scientific criticism; until many a people, having lost certain outworks of an ancient faith which were once deemed essential abandons the whole ground on which that ancient faith rested, takes up a new philosophy of life which seems stronger than the other merely because its weak points have not been so fully examined and tested, and ere the change is fully realized finds its real power destroyed and its real glory a thing of the past.

Our chief danger comes from trusting to the work of reason in places where we are imperfectly prepared for its operation. Most of us are so constituted and trained that the relaxation of discipline will not leave us at the mercy of blind passion, but it may leave us at the mercy of an almost equally blind spirit of selfish calculation.

The whole course of events in the nineteenth century has been such as to lay men open to this temptation. The attempt to make human selfishness the fundamental standard of right conduct is as disastrous as the attempt to make our uncheckered animal instincts the standards of right conduct. Almost every evil—political, social, or commercial—which constitutes a serious menace to the permanent prosperity of our country can be traced directly to our tolerant acceptance of selfishness as a basis of morality.

THE general Russian life, as I thus saw it, while intensely interesting in many respects, was certainly not cheerful. Despite the frivolity dominant among the upper class and fetishism controlling the lower classes, there was especially in that period of calamity, a deep undertone of melancholy. Melancholy, indeed is a marked characteristic of Russia, and, above all, of the peasantry. They seem sad even in their sports; their songs almost without exception are in the minor key; the whole atmosphere is apparently charged with vague dread of some calamity. Despite the suppression of most of the foreign journals, and the blotting out of page after page of the news papers allowed to enter the empire, despite all that the secret police could do in repressing unfavorable comment, it became generally known that all was going wrong in the Crimea. News came of reverse after reverse; of the defeats of the Alma and Inkerman, and, as a climax, the loss of Sevastopol and the destruction of the Russian fleet. In the midst of it all, as is ever the case in Russian wars, came utter collapse in the commissariat department; everywhere one heard hints and finally detailed stories of scoundrelism in high places; of money which ought to have been appropriated to army supplies, but which had been expended at the gambling tables of Homburg or in the Breda quarter at Paris.

Then it was that there was borne in upon me the conviction that Russia powerful as she seems when viewed from the outside, is anything but strong when viewed from the inside. To say nothing of the thousand evident weaknesses resulting from autocracy—the theory that one man, and he, generally not one of the most highly endowed, can do the thinking for a hundred millions of people—there was nowhere the slightest sign of any uprising of a great nation, as, for instance, of the French against Europe in 1792, of the Germans against France in 1813 and in 1870, of Italy against Austria in 1851 and afterward, and of the Americans in the civil war of 1861. There were certainly many noble characters in Russia, and these must have felt deeply the condition of things; but there being no great middle class, and the lower class having been long kept in besotted ignorance, there seemed no force of which patriotism could take hold.—The Century.

Had Seen Forty-two Revolutions.
Thirty years ago, when visiting Santo Domingo in an official capacity, he was taken in hand by a newly appointed minister, who undertook to show him around. Coming to the courtyard of a prominent building, the guide pointed to a doorway and remarked, as complacently as if he were indicating the name of a street: "That is where our last Emperor was shot."

In the course of his sojourn he came upon an aged man, held in high esteem by the community because he had been witness of a quite exceptional number of revolutions and lived to tell the tale. "How many have you seen?" the visitor asked. "Forty-two," the patriarch modestly replied. It appears that when a boy the old man had seen Louis XVI. and Marie Antoinette carried to the guillotine. Emigrating to Santo Domingo, the tale of revolutions rapidly ran up till it exceeded forty.—Cornhill Magazine.

German "Hello Girls."

The four thousand telephone girls in Germany are government employees. Each must be of good character and live in a respectable family. The pay is 53 1/2 cents a day, with an advance of six cents in two years, and those four years in serving secure seventy-one cents a day. Applicants for those positions usually wait two years for an opening.

PENNSYLVANIA R. R.

Philad. & Erie R. R. Division and Northern Central Ry.

Time Table in Effect May 29, 1904.

TRAINS LEAVE MONTANDON, EASTWARD

7:50 A. M. Train 64. Week days for Sunbury, Harrisburg, arriving at Philadelphia, 11:45 a. m., New York 2:25 p. m., Baltimore 12:15 p. m., Washington 1:20 p. m. Parlor car and passenger coach to Philadelphia.

9:22 A. M.—Train 30. Daily for Sunbury, Wilkesbarre, Scranton, Harrisburg and intermediate stations. Week days for Scranton, Harrisburg, Philadelphia, New York, Baltimore, Washington. Through passenger coaches to Philadelphia.

1:21 P. M.—Train 12. Week days for Sunbury, Wilkesbarre, Scranton, Harrisburg, Philadelphia and intermediate stations, arriving at Philadelphia at 6:25 p. m., New York, 9:30 p. m., Baltimore, 6:50 p. m., Washington at 7:15 p. m. Parlor car through to Philadelphia, and passenger coaches to Philadelphia, Baltimore and Washington.

4:45 P. M.—Train 22. Week days for Wilkesbarre, Scranton, Harrisburg, Potomac, Philadelphia and intermediate stations, arriving at Philadelphia at 8:47 p. m., New York 3:58 a. m., Baltimore 9:18 p. m. Passenger coaches to Philadelphia and Baltimore.

9:10 P. M.—Train 11. Daily for Sunbury, Harrisburg, and intermediate stations, arriving at Philadelphia 4:25 a. m., New York at 7:15 a. m., Baltimore, 2:20 a. m., Washington, 3:30 a. m. Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passenger cars remain in sleepers undisturbed until 7:30 a. m.

WESTWARD.

5:53 A. M.—Train 3. (Daily) For Erie, Canastota, Rochester, Buffalo, Niagara, Falls and intermediate stations, with passenger coaches to Erie and Rochester. Week days for Buffalo, Canastota and Pitsburg. On Sundays only Pullman sleeper to Philadelphia.

10:00 A. M. Tr. in 31. (Daily) For Lock Haven and intermediate stations and week days for Tyrone, Clearfield, Philipsburg, Pitsburg and West, with through cars to Tyrone.

1:31 P. M.—Train 61. Week days for Kane, Tyrone, Clearfield, Philipsburg, Pitsburg, Canastota and intermediate stations. Through cars to Rochester, Buffalo and Niagara Falls, with through passenger coaches to Kane and Rochester, and Parlor car to Philadelphia.

3:56 P. M.—Train 1. Week days for Renovo, Elmira and intermediate stations.

10:07 P. M.—Train 67. Week days for Williamsport and intermediate stations. Through Parlor Car and Passenger Coach for Philadelphia.

9:10 P. M.—Train 21. Sunday only, for Williamsport and intermediate stations.

BELLEFONTE CENTRAL RAILROAD.

Week Days.

EASTWARD.

12	1	2	3	4	5	6	7	8	9	10	11	12
P.M.	P.M.	A.M.	P.M.									
6:30	1:10	8:45	3:30	10:30	4:45	7:15	2:02	8:40	5:27	10:47	4:4	6:25
12:12	4:12	8:35	3:15	10:15	4:30	7:00	12:44	8:35	5:15	10:44	4:4	6:15
6:55	1:24	8:51	3:45	10:45	4:55	7:30	12:52	9:21	6:00	10:52	4:55	6:30
7:12	1:42	9:08	4:03	11:03	5:15	7:45	1:00	9:39	6:18	11:10	5:15	6:45
7:29	1:59	9:25	4:20	11:20	5:32	8:00	1:17	10:06	6:35	11:27	5:32	7:00
7:46	2:16	9:42	4:37	11:37	5:49	8:15	1:34	10:23	6:52	11:44	5:49	7:15
8:03	2:33	9:59	4:54	11:54	6:06	8:30	1:51	10:40	7:09	12:01	6:06	7:30
8:20	2:50	10:16	5:11	12:11	6:23	8:45	2:08	10:57	7:26	12:18	6:23	7:45
8:37	3:07	10:33	5:28	12:28	6:40	9:00	2:25	11:14	7:43	12:35	6:40	8:00
8:54	3:24	10:50	5:45	12:45	6:57	9:15	2:42	11:31	8:00	12:52	6:57	8:15
9:11	3:41	11:07	6:02	1:02	7:14	9:30	3:00	11:48	8:17	1:09	7:14	8:30
9:28	3:58	11:24	6:19	1:19	7:31	9:45	3:17	12:05	8:34	1:26	7:31	8:45
9:45	4:15	11:41	6:36	1:36	7:48	10:00	3:34	12:22	8:51	1:43	7:48	9:00
10:02	4:32	11:58	6:53	1:53	8:05	10:15	3:51	12:39	9:08	2:00	8:05	9:15
10:19	4:49	12:15	7:10	2:10	8:22	10:30	4:08	12:56	9:25	2:17	8:22	9:30
10:36	5:06	12:32	7:27	2:27	8:39	10:45	4:25	1:13	9:42	2:34	8:39	9:45
10:53	5:23	12:49	7:44	2:44	8:56	11:00	4:42	1:30	10:00	2:51	8:56	10:00
11:10	5:40	1:06	8:01	3:01	9:13	11:15	5:00	1:47	10:17	3:08	9:13	10:15
11:27	5:57	1:23	8:18	3:18	9:30	11:30	5:17	2:04	10:34	3:25	9:30	10:30
11:44	6:14	1:40	8:35	3:35	9:47	11:45	5:34	2:21	10:51	3:42	9:47	10:45
12:01	6:31	1:57	8:52	3:52	10:04	12:00	5:51	2:38	11:08	3:59	10:04	11:00
12:18	6:48	2:14	9:09	4:09	10:21	12:15	6:08	2:55	11:25	4:16	10:21	11:15
12:35	7:05	2:31	9:26	4:26	10:38	12:30	6:25	3:12	11:42	4:33	10:38	11:30
12:52	7:22	2:48	9:43	4:43	10:55	12:45	6:42	3:29	11:59	4:50	10:55	11:45
1:09	7:39	3:05	10:00	5:00	11:12	1:00	7:00	3:46	12:16	5:07	11:12	12:00
1:26	7:56	3:22	10:17	5:17	11:29	1:15	7:17	4:03	12:33	5:24	11:29	12:15
1:43	8:13	3:39	10:34	5:34	11:46	1:30	7:30	4:20	12:50	5:41	11:46	12:30
1:60	8:30	3:56	10:51	5:51	12:03	1:45	7:45	4:37	1:07	6:00	12:03	12:45

WESTWARD.

12	1	2	3	4	5	6	7	8	9	10	11	12
P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
6:30	1:10	8:45	3:30	10:30	4:45	7:15	2:02	8:40	5:27	10:47	4:4	6:25
12:12	4:12	8:35	3:15	10:15	4:30	7:00	12:44	8:35	5:15	10:44	4:4	6:15
6:55	1:24	8:51	3:45	10:45	4:55	7:30	12:52	9:21	6:00	10:52	4:55	6:30
7:12	1:42	9:08	4:03	11:03	5:15	7:45	1:00	9:39	6:18	11:10	5:15	6:45
7:29	1:59	9:25	4:20	11:20	5:32	8:00	1:17	10:06	6:35	11:27	5:32	7:00
7:46	2:16	9:42	4:37	11:37	5:49	8:15	1:34					