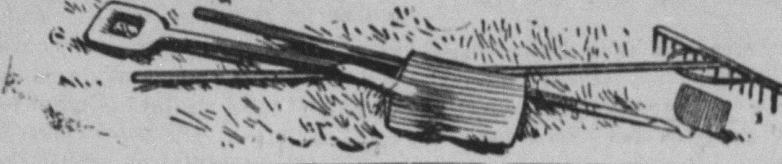


FARM AND GARDEN



VARIETIES AND PLANTING.

Newer kinds of potatoes are introduced every year, and many experiments have been conducted at the several stations with the view of discovering remedies for diseases, modes of planting, characteristics of seed and varieties, etc., with the result of much valuable information being disseminated every year. In one of the Government bulletins it was stated that the best soil for potatoes is a rich, sandy loam, well drained and which is abundantly supplied with vegetable matter. Green manures and fertilizers are consequently very suitable for a crop. It is better not to grow potatoes on the same land every year but alternate with other crops. Fertilizer should be applied to the previous crop, rather than on the potato land. The preparation of the land should be deep and thorough, and the fertilizers consist of nitrate of soda, superphosphate and sulphate of potash. Planting depends on the climate, but should be done, if possible, so as to bring the period when the average rainfall is ample. On mellow soil from three to five inches deep is best for planting, especially if the season is dry, but on earlier crops, or in soils that bake, the depth may be less. Harrow well before the plants are up, as level culture has given the best results. Seed may be cut a few days before planting without injury, and New England seed has proved superior to that grown in this section. The eyes on the seed end are the first to germinate, hence are best for an early crop. The yield from planting the seed or bud end is generally greater than from the stem or butt end of the tuber. Exposing unspouted tubers in a warm place before planting hastens growth, but if continued until sprouts form (which are rubbed off) the yield may be considerably reduced. It is better to cut the pieces of seed into uniform sizes, and which a definite number of eyes, than to cut them indiscriminately as to sizes, and two or three eyes should be the quota for each piece.

A COMFORTABLE COOP.

We must not forget to provide suitable quarters for the hen with her brood of chickens. Various and curious is the collection of contrivances for enclosing the mother hen. Empty half barrels set upright with alternate staves on one side cut to allow chicks to run out and back; boxes of numerous kinds; "A" shaped coops and other devices are in use. Sometimes the hen is left to find any shelter that she can. A coop two feet square, two feet high in front, one and one-half feet at the back with a single pitch roof produces a safe and economical home for the mother hen and her little flock. The front of the coop has a slatted door or a frame door covered with one inch mesh wire netting. A shutter hinged at top may be provided for protecting the front of the coop at night and during bad weather. It may be fastened up for shading the front of the coop when the sunshine is too hot. If cats or hawks are likely to disturb the chickens a connecting yard at one or both sides of the coop, one foot high, two wide and three or six feet long, enclosed and covered with wire netting will keep in the chicks and exclude their enemies. Both coop and yard-frame should be made of light lumber so as to be readily moved to fresh ground. They must be placed where the chicks can keep dry under foot. An excellent plan is to place several coops for hens near together, letting the chicks intermingle from the first.—John M. Kester, in The Epitomist.

DEEP AND SHALLOW PLOWING.

The finer the condition of the soil the easier the facilities allowed the plants for feeding, and the greater the feeding room the greater the quantity of roots, which are essential during times of drought and lack of moisture, to say nothing of the vigorous growth and rapid progress of the corn by reason of its greater root surface. Many controversies regarding deep and shallow plowing would perhaps find an amicable solution if the nature of the soil and method of plowing were considered in exact relation to each other. Some farmers have found deep plowing highly advantageous, especially on clay soils, simply because the roots were permitted to search through a larger quantity of soil for food, and also to more easily procure moisture from below as well as through absorption of moisture by the soil. Other farmers have found deep plowing highly advantageous especially on light soils which assist in the establishment of a greater mass of roots near the surface while the porosity of the soil and its light nature enable the corn to go downward as easily as may be desired.

BREEDING CORN.

Much has been said and written of late in regard to the improvement of corn by selection of seed, and there is no doubt that by proper breeding the corn can be greatly increased independently of the improvement of the soil. But both should go hand in hand. Most of the so-called corn

breeders give a great deal of attention to the character of the ear and grain, and these are important points. But the breeding of any plant that looks simply to the improvement of a single feature of the plant can never be successful as one that takes the whole plant into consideration. In breeding corn one must know what his particular section needs. If he is in the region of short season and early frost, he must take earliness of the plant into serious consideration, as well as its productive ness. If he is in the South where he has time enough to mature any variety of corn, he need give attention only to the character of the plant and its productiveness.

FIND CALVES NOW.

People in buying a place will refuse one without a spring to keep their milk in; yet they make no preparation for it in the winter. If freezes or not as it happens; they save the strippings and keep them in a hot place and churn in a five gallon churn for two or three hours and then get a white puffy mass they call butter. They let the children do the milking and wonder how I can have butter; and milk all winter. In the first place our cow finds her calf in July or August and then she is good for all winter; then when other people's cows are going dry (in eight or nine months,) here comes grass so she gives milk all the year. In the winter I have a little cupboard fixed under the chimney (or flue) and it keeps about the same temperature and is just right. I keep four jars setting and skim the oldest (unless sweet milk is wanted) in a half gallon jar, and when that's full I churn all cream. The butter comes in a few minutes. I make enough for our family of three and two other families, and I know there is no use going without milk and butter in the winter.—Mrs. E. J. Holland, The Epitomist.

TO HALTER A HOG.

To tie a hog is one of the most difficult things in the hog raiser's experience. To tie by the leg requires a rope or strap to be drawn up so tight as to cause pain if not real injury. Now try this plan: take a horse halter, slip over the hog's head stall securely around the hog just back of fore legs, and you have him safely haltered, and in a way he cannot hurt himself. Then holding the strap and walking behind you can readily drive it anywhere desired.—Lewis S. Alter, in The Epitomist.

THE ONE-HORSE PLOW.

Having the ideal corn plant, the next important thing in the production of big crops is the preparation of the land, the feeding of the crop. The one-horse plow has been the cause of more poor crop than any one other thing. The gullies in hill have been largely due to the scratch plowing of the past. The shallow plowed soil fills with water and runs off on the hard soil below and a gully is started and is annually enlarged by the frosts of winter. We need deeper breaking of the soil to enable it to hold more water for the crop and to withstand droughts and to prevent washing.—Progressive Farmer.

FARM NOTES.

In selecting a good milker the udder should be large and capacious, but it need not only be fleshy. It should be broad and reach well forward. To a very considerable extent, and on consequent profitability of the flocks. Usually it is not good economy to turn the horses in the pastures all night. They will rarely secure the rest they need from the work during the day.

There is no feed that is more digestible than gluten food, but if too much is fed it makes soft butter. From two to four pounds a day may be fed without fear of this.

Wait until there is fair bite of grass before turning the cows out, and then give them two hours a day on pasture for a few days, with good clover and a grain ration for the remainder of their feed.

It is better to cut seed potatoes a few days before they are planted, in order to give the surface time to dry. It is also a good plan to expose seed potatoes to the light for a few days before planting.

Success or failure of the poultry season depends upon the days and nights now passing.

Don't forget lime and gravel. Both are necessary in the poultry yard. Be sure of clean water for the chicks and keep their roosting places clean.

Feed coops are very necessary to keep the large chicks and fowls from tramping the little ones to death.

When a polar bear is killed by an Eskimo, it is customary to cut off the animal's nose and throw it on the ice. If he failed to do this, it is the popular belief that he would have bad luck. This is the reason why nearly all the skins of polar bears are mutilated at the point about the snout.

A Japanese private soldier is paid 70 cents a month; a major general is paid \$131 a month.

"Don't Marry Through Pity."

By Beatrice Fairfax.

It has been said, "Of all the paths that lead to a woman's love, pity's the straightest." This may be true as regards maternal, platonic, or protective love, but it is not true in respect to the love a woman feels for the man who is to her the one man of all the world.

Pity arouses all that is best in woman, tenderness, gentleness, sympathy; but I doubt if many women fall in love through pity. They generally fall in love because they can't help themselves—because some force stronger than they compel them.

To really love a man a woman must feel that he is stronger than she in every way; when she pities him she at once assumes the leading part.

A woman sometimes marries a man through pity; she persuades herself that she loves him; that he needs her, and that she can be of service to him.

The love that many women feel for their husbands is of the maternal order, and of its kind it is a very good love; but it is not the highest dearest love, the love which glorifies the whole earth simply because two people dwell on it.

A certain element of pity mingles in all love, but it is the result of love, not the forerunner. With real love comes a passion of tenderness that is half pity, half fierce protectiveness and wholly love.

Some women marry through pity and because they are in love with being loved. Marriages of this kind are risky, as pity grows monotonous, and love must give as well as take.

Pity is a beautiful quality, and the woman in whose breast it does not slumber is a strange anomaly. Of course there are exceptions to every rule, and pity does occasionally lead to love. We hear of hospital nurses, falling in love with men whom they have nursed through serious illness. Their pity and sympathy have been stirred, and they have grown to love their patients. This love is apt to last because it has taken root and thrived in the most adverse circumstances.

There is only one thing to marry for, and that is love. Do not mistake pity for love. Do not think because you feel sorry for a man that you can marry him and live happily with him. The very thing that arouses your pity may be the stumbling block to your happiness.

To pity a person is to acknowledge a certain amount of failure in him, and when the pity wears out it is quite likely that the love that grew from it will wear out, too.—New York Journal.

Raising Squabs For Market.

By K. V. St. M.

FOR the country woman who must increase her income, and has little capital, there is nothing so good and easy as raising squabs for market. Fifteen pairs of good homing pigeons will cost thirty dollars, and if none are sold for the first eight weeks in eight months there will be forty-five pairs of breeders, which will yield sixty squabs a month, easily sold to private customers at fifty cents each (even a commission gives upward of four dollars a dozen) so that receipts could not fall below fifteen dollars. By gradually increasing breeders—keeping some of the extras—a weekly income of ten dollars would result in eighteen months, and only the leisure time incidental to household duties called upon.

Pigeons are very easily cared for when kept in a house, with yards, netted top and sides attached. Thirty minutes' time night and morning to clean up fifty pairs of birds would be a self-feeding box gives the birds access to grain at all times. The old birds attend entirely to the squabs until thirty days old—market-time. Fifteen days after the first two youngsters are hatched the female makes a second nest and lays two more eggs, which require eighteen days to incubate. All the year round, save at molting time, each pair is at tending two families.

Any old house on the farm which is rain and wind proof will serve if the inside is fitted with tiers of egg boxes to hold earthenware nests (one dollar a dozen). Each pair of breeders require two nests each. Put a bundle of cut straw or hay in a corner of the house, a good drinking fountain and the feed box, and in the yard a shallow water pan for bathing purposes. Grit and rock salt in unlimited quantities are absolutely necessary. Remember, outlay is estimated at the highest, results at the lowest, figures. Avoid common pigeons, as they raise only four thin, dark-skinned pairs that won't bring two dollars a dozen.—Woman's Home Companion.

Western America vs. Eastern Asia.

By H. W. Scott.

THAT great changes are taking place in the currents of Pacific Ocean commerce, to be followed fast by still greater, is rapidly becoming manifest. Increasing productions in our own Pacific States require Oriental markets, and is finding them. Railroad development both in America and in Asia, and increasing use of steam on the ocean, are effecting great changes in the courses of the trade of all countries in touch with the Pacific. More than fifty steamships now sail regularly from the ports of California, Oregon, and Washington to ports in Asia or in the great Pacific Islands and of "tramp" steamers and sail-vessels a continually growing fleet. Between ports of the Pacific Columbia and ports of Asia, Australia, and New Zealand there is similar movement. It includes not only the local commerce between countries that border on the greatest of oceans, but carries also a heavy trade from the Orient by railway across America to our Eastern States, and even to Europe, from West to East over the Atlantic.

Everything in favor of this commerce to very large proportions. There is promise of development of an international commerce on the Pacific which, within the next half-century, may rival that on the Atlantic. For the active theatre of the world's new effort is now eastern Asia and western America. The two hemispheres, heretofore scarcely at all in communication except across the Atlantic, are now rapidly developing an intercourse over the Pacific, which is to effect large transformation, or at least to become a great additional factor, in the commerce of the world.—The Century.

The Necessity for Content in Work.

By President Charles W. Eliot.

THE winning of satisfaction and content in daily work is the most fundamental of all objects for an industrial democracy. Unless this satisfaction and content can be habitually won on an immense scale, the hopes and ideals of democracy cannot be realized. Therefore, joy in work should be the all-pervading subject of the industrial discussion; for it is at once motive, guide, and goal. It is only in the less skillful employments of mankind, which are also the commonest, that any question arises concerning the possibility of satisfaction and content in daily work. All the nobler employments give much pleasure. Every professional man, every business man, and, indeed, every person in whose occupation there is free competitive play for intelligence and judgment, takes pleasure, or joy, or satisfaction in his daily work; and his interest in his work does not depend principally on the amount of pay he receives for it. He gets from it a large satisfaction independent of, and in addition to, its pecuniary returns. The real question, then, is whether the satisfactions of the higher employments can be measurably obtained in the lower. On the right solution of this problem depends the whole future of the industrial democracy; for there can be no public happiness without content and satisfaction from the daily work of the masses of mankind.—World's Work.

The Claims of the Individual.

It is one of the confusing elements of modern society that anarchism, socialism, science, and free thought are producing heroes and martyrs to set beside those of the definitely religious sects. There is apparently no school of thought or ethics with a monopoly of holiness. Somewhere in the mean of all these conflicting theories lies the germ of truth fitted for mortal understanding, but mean time individualism is unquestionably safe in its assertion that no society, no organization, no consolidation whatsoever is nobler than the individuals that compose it, and that the development of the individual, not by the stunting processes of fear, but by the strengthening processes of freedom, is the first duty of man.—Harper's Weekly.

A Wonderful Jewel.

The most extraordinary pearl—or rather clusters of pearls—known as "The Southern Cross," is owned by a syndicate of Australian gentlemen, who value it at \$500,000. So far as is known it occupies an absolute position. It consists of nine pearls, naturally grown together in so regular a manner as to form a perfect Latin cross. The pearl was discovered by a pearl-fisher at Roebourne, West Australia. The first owner regarded it with so much superstition that he buried it; but it was discovered in 1874, and five years later was placed on exhibition in Australia.—Detroit News-Tribune.

Perignon, the butler of a monastery near Epernay, in France, is said to have first made champagne successfully in 1643.

PENNSYLVANIA R. R.

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

Time Table in Effect May 29, 1904.

TRAINS LEAVE MONTANDON, EASTWARD.

7:38 A. M.—Train 64. Week days for Sunbury Harrisburg, arriving at Philadelphia 11:48 a. m. New York 2:03 p. m., Baltimore 12:15 p. m., Wash. 1:20 p. m. Parlor car and passenger coach to Philadelphia.

9:22 A. M.—Train 80. Daily for Sunbury Wilkesbarre, Scranton, Harrisburg and intermediate stations, arriving at Philadelphia 12:25 p. m., New York 2:35 p. m., Baltimore 9:00 p. m., Washington at 7:15 p. m. Parlor car through to Philadelphia, and passenger coaches to Philadelphia, Baltimore and Washington.

1:21 P. M.—Train 12. Week days for Sunbury Wilkesbarre, Scranton, Hazleton, Pottsville, Harrisburg and intermediate stations, arriving at Philadelphia at 2:25 p. m., New York 4:35 p. m., Baltimore 6:00 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, Hazleton, Pottsville, and daily for Harrisburg and intermediate stations, arriving at Philadelphia 10:47 p. m., New York 3:58 a. m., Baltimore 9:18 p. m., Passenger coaches to Philadelphia and Baltimore.

8:19 P. M.—Train 6. Daily for Sunbury, Harrisburg, and all intermediate stations, arriving at Philadelphia 4:23 a. m., New York at 7:13 a. m., Baltimore 2:25 a. m., Washington, 3:30 a. m. Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleepers undisturbed until 7:30 a. m.

WESTWARD.

5:35 A. M.—Train 11 (Daily) For Erie, Canandaigua, Rochester, Buffalo, Niagara Falls and intermediate stations, with passenger coaches to Erie and Rochester. Week days for Dulles, Bellefonte and Pottsville. On Sundays only Pullman sleeper to Philadelphia.

10:00 A. M.—Train 11 (Daily) For Lock Haven and intermediate stations, and week days for Tyrone, Clearfield, Philipsburg, Pottsville and West, with through cars to Tyrone.

1:11 P. M.—Train 61. Week days for Kane, Tyrone, Clearfield, Philipsburg, Pottsville, Canandaigua and intermediate stations, arriving at Philadelphia 10:47 p. m., New York 3:58 a. m., Baltimore 9:18 p. m., Passenger coaches to Philadelphia.

5:36 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 92. Sunday only, for Williamsport and intermediate stations.

BELLEFONTE CENTRAL RAILROAD.

Week Days. EASTWARD. WESTWARD.

12	8	2	STATIONS	1	7	11
12:00	1:30	8:45	Bellefonte	6:30	10:30	4:15
6:20	1:02	8:45	Coopersburg	6:47	10:30	4:15
6:16	12:58	8:47	Morris	6:40	10:42	4:10
6:10	12:54	8:45	Whitmer	6:44	10:47	4:10
6:05	12:49	8:43	Hunners	6:50	10:44	4:10
6:02	12:46	8:28	Phillipsburg	6:55	10:36	4:10
5:57	12:41	8:24	Italy	7:00	11:02	4:10
5:52	12:37	8:20	Wadell	7:05	11:05	4:10
5:50	12:35	8:18	South Crossing	7:08	11:05	4:10
5:46	12:31	8:17	Krumpholtz	7:17	11:09	4:10
5:43	12:28	8:16	Struble	7:20	11:24	5:00
5:41	12:26	8:14	Lock	7:25	11:24	5:00
5:38	12:23	8:01	State College	7:32	11:50	5:10

Morning trains from Montandon, Williamsport, Lock Haven and Tyrone connect with Train No. 7 for State College. After noon trains from Montandon, Lewisburg and Tyrone connect with Train No. 11 for State College. Trains from State College connect with Penna. R. R. trains at Bellefonte.

F. H. THOMAS, Superintendent

CENTRAL RAILROAD OF PENNSYLVANIA.

Condensed Time Table. Week Days.

Read Down.	June 15, 1904.	Read Up.
No. 1	No. 2	No. 3
A. M.	P. M.	P. M.
7:00	7:30	8:45
11:12	11:45	12:30
1:16	1:45	2:30
2:23	2:55	3:45
3:30	4:00	4:45
4:37	5:05	5:45
5:44	6:10	6:45
6:51	7:15	7:45
7:58	8:20	8:45
8:05	8:30	8:45
9:12	9:40	10:00
10:19	10:45	11:00
11:26	11:50	12:00
12:33	12:55	1:00
1:40	2:00	2:15
2:47	3:05	3:15
3:54	4:10	4:15
4:01	4:15	4:20
5:08	5:20	5:25
6:15	6:25	6:30
7:22	7:30	7:35
8:29	8:35	8:40
9:36	9:40	9:45
10:43	10:45	10:50
11:50	11:50	11:55
12:57	12:55	1:00
1:04	1:00	1:05
2:11	2:05	2:10
3:18	3:10	3:15
4:25	4:15	4:20
5:32	5:20	5:25
6:39	6:25	6:30
7:46	7:30	7:35
8:53	8:35	8:40
10:00	9:40	9:45
11:07	10:45	10:50
12:14	11:50	11:55
1:21	1:00	1:05
2:28	2:05	2:10
3:35	3:10	3:15
4:42	4:15	4:20
5:49	5:20	5:25
6:56	6:25	6:30
8:03	7:35	7:40
9:10	8:35	8:40
10:17	9:40	9:45
11:24	10:45	10:50
12:31	11:50	11:55
1:38	1:00	1:05
2:45	2:10	2:15
3:52	3:15	3:20
4:59	4:20	4:25
6:06	5:25	5:30
7:13	6:30	6:35
8:20	7:35	7:40
9:27	8:40	8:45
10:34	9:45	9:50
11:41	10:50	10:55
12:48	11:55	12:00

Additional trains leave Lewisburg for Montandon at 5:30 a. m., 7:25 a. m., 9:45 a. m., 1:15, 5:22 and 7:50 p. m., returning leave Montandon for Lewisburg at 8:40, 9:25 a. m., 10:00 a. m., 4:50, 8:45 p. m., and 8:12 p. m.

On Sundays trains leave Montandon 9:25 and 10:00 a. m., and 4:45 p. m., returning leave Lewisburg 9:25 a. m., 10:00 a. m., and 4:45 p. m.

W. W. ATTERBURY, Gen'l. Mgr. J. R. WOOD, Pass. Traffic Mgr. GEO. W. BOYD, General Passenger Agt.

TWO DAGGERS WITH HISTORIES.

One for Which Senator Quay Would Have Traded His.

Senator Quay of Pennsylvania was a collector of Indian relics and took great interest also in autographs, coins and stamps. Often, though, he ridiculed, good naturedly, collectors' hobbies.

He was showing a reporter his Indian robes one day. The young man took up a curious antique dagger that lay on a bull table.

"This dagger must be very old," he said. "Has it a history?"

"It has indeed," said Senator Quay. "It is the dagger that Macbeth thought he saw. A descendant of Macbeth gave it to me in Scotland several years ago."

Senator Quay smiled. "There is only one dagger I would trade this for, and that is a dagger that used to hang on the wall in Alphonse Karr's study," he said.

"Karr, in one of his stories, had poked a good deal of fun at a woman named Colet. Mme. Colet, enraged at being made a butt of, stabbed Karr. He, on his recovery, hung the dagger she had stabbed him with above his desk, with this inscription beneath it: 'Presented to Alphonse Karr—by Mme. Colet—in the back.'

Spring Mills Hotel

SPRING MILLS, PA.

PHILIP DRUMM, Prop.

First-class accommodations at all times for both men and women. Free bus to and from all trains. Excellent Livery attached. Table board first-class. The best liquors and wines at the bar.

Centre Hall Hotel

CENTRE HALL, PA.