

FARM AND GARDEN

WATER AND SHADE.

Shade is as essential to the health and comfort of the hog, cow or sheep as it is for humanity. Hogs should have a pool of water in the shade in which to cool their systems. Hundreds of hogs die for the want of water and shade.

A GOOD HARNESS DRESSING.

The Government harness dressing is made as follows: One gallon neat-foot oil, two pounds Bayberry tallow, two pounds beeswax, two pounds beef tallow. Put the above in a pan over a moderate fire. When thoroughly dissolved add two quarts of castor oil, then, while on the fire, stir in one ounce lampblack. Mix well and strain through a fine cloth to remove sediment; let cool and you will have as fine a dressing for harness or leather of any kind as can be had.

WHAT MILK CONTAINS.

The great majority of the people do not try to know what are the component parts of the foods they eat or drink. Here is something for the boy and girl readers of the Agriculturalist to fix in their minds. One hundred pounds of good milk contain about the following amounts of the different constituents: 87 pounds of water, 4 pounds of fat, 5 pounds of milk sugar, 3.3 pounds of casein and albumen and 7 pounds of mineral matter of salts.

LANGSHANS AND BLACK COCHINS

A Black Cochin hen, like any other Cochin, requires plenty of time for maturity, often not laying until fully grown, while the Langshan hen often begins to lay when but little over five months old. The Cochin is the more persistent sitter, while the Langshan does not show a strong propensity for so doing, but does her work well when she begins, the same as the Cochin. A Langshan can fly high for a large fowl, while the Cochin is no flyer at all. The Langshan always has dark legs, with pink between the toes, while the legs of the Cochin may be either dark or yellow. The skin of the Langshan is white and the flesh fine in grain, but the Cochin has yellow skin and rather coarser-grained flesh. The carriage of the Langshan is majestic, and its beauty of plumage is increased by the long sickle feathers, while the Cochin is more compact in body and should have no sickle feathers, except such as are short and abruptly turned over.

DEHORNING.

The views arising in consequence of the dehorning of dairy cattle at the Connecticut Agricultural Experiment Station are well worthy of being given the fullest publicity. They should be known to all who own such cattle. Quite a number of cattle of this class had the horns removed at the institution named.

At different times opportunity was in this way given to study and compare all the influences of the operation. Thus it came to be held by those participating that "the pain of the operation of dehorning has been over-estimated. The mortality is practically nothing."

The almost unanimous opinion of those who have practiced it in their herds is in its favor. "The worry, pain and cruelty of animals to their mates is eliminated when these instruments of torture are removed, and the lack of fear and quite contentment of the individuals of the herd at once noticeable."

SELECTING SEED CORN.

The true selection of a better breed of corn is not confined to the selection of the best ears by any means, although this is the popular idea of corn improvement. As every corn raiser knows, certain seed will raise corn that is almost ideal, so far as the ear goes, but there are but few ears on a plant.

This being the case, it is evident that the true selection of corn is the selection of the plants which show the desired characteristics all through their growth up to the time of harvest, so that the plants should be closely watched from the time they break ground and thus securing the habit of growth as well as the perfection of ear so desirable.

Many of the plants will make a stronger growth than others and ripen the full crop earlier; if such a plant is what is desired, it can only be found by watching its growth through the season. Then if the yield is all that is desired one comes pretty near having the ideal plant and one which is, probably, capable of even greater improvement.

WASHING IRISH POTATOES.

A Michigan farmer who handles over 2,000 bushels of potatoes each year, washes every bushel. He says: "For five years I have washed all potatoes and have never lost a bushel by rot after I put them away in the cellar. I dip with a digger and pick up the potatoes as fast as they are dug. They are then hauled to a suitable rack for washing, where a mill hose is turned on them with forty pounds of pressure. In this way 100 bushels are washed clean enough in

ten minutes to bake or boil. I let them lie for a few minutes only, then pick them up and put in one bushel crate, after which they stand in the sun or wind from two to three hours, long enough to dry nicely. The potatoes are then packed away in a cool, dry cellar, where they remain until wanted for use or to sell. "I have found this to be the most practical way to care for potatoes or other roots. The potatoes being in bushel crates are ready to sell by the load or bushel and can be handled very quickly and cheaply. No measuring is necessary, no weighing required—already to sell, use or plant."

WATCH THE LITTLE PIGS.

The systematic man on the farm is the one who generally makes the money. At a Farmers' Institute in Illinois, one of the hog growers made a statement which showed wonderful results. He said:

"If you take a litter of pigs the morning after they are born, and put them in a basket and on the scales, you will find they weigh all the way from sixteen to eighteen pounds, according to the age and size of the mother; then if you weigh them the next morning, and every twenty-four hours in succession, you will find that they have made a live-weight gain of all the way from two pounds, three three and one-half, four, and as high as five pounds, and in order to gain this weight the sow must have given at least consideration twenty-five or thirty pounds of milk during the twenty-four hours. This is the way I have milked her. It takes eleven pounds of milk to make one pound of live-weight in a fifty-pound pig, and so I can easily calculate. I don't know how many litters of pigs I have weighed on my place. Now, then, gentlemen, if you have a mother that is a good milker, a good mother of a kind disposition, and of good bearing, keep her on the farm, and do not discard her and breed from immature hogs. They should not farrow until they are twelve months old."

POULTRY NOTES.

The time of hatch, more than the breed, regulates laying.

In-breeding should not be tolerated for more than two years.

Keep all buildings for poultry well covered with whitewash, put on thick.

The best stock is the cheapest, therefore, never sell the best and never buy anything but the best.

Fowls in confinement need a variety of food, and one of the most important of them is green food of some kind.

Put a good flock of hens in the plum orchard and the trees will be less subject to curculio and will produce good crops of fruit.

In no case can we make good, mature fowls of poorly-fed and badly-managed chickens. It is economy first and last to feed well.

So far as can be done, green food should form a part of the daily rations through the year, as it seems necessary to insure health, productivity and fertility.

A stale egg which remains in one position for a number of days has the yolk adhering to the membrane of the shell. The position of the germ often causes the embryo chicken to hatch either weakly or deformed.

The poultry business is one of many details, and they need close following. Unless a person is willing to give attention to little things, and not only to them once, but many times as occasion may require, it is not advisable to go into the business extensively.

Chinese Fond of Birds.

The Chinese are extravagantly fond of birds and carry their caged favorites out to walk with them as commonly as we take our dogs. As pews, the lark and the thrush are rivals. The former is a sweet, untiring singer, the latter has greater aptitude for learning tricks, although the "spectacle thrush," with its black-circled eyes, looks so grave and wise that one feels surprised to see it perform all sorts of antics. One of its cousins, no less clever, and far prettier, has eyes only partially framed by a somber velvet line, and is known as "hwa-mi," or "painted eyebrows." Also popular as a household bird, more particularly in the southern provinces, is the magpie, or "joyous one."—Our Ani Friends.

Study Your Mother-in-Law.

"Study your prospective mother-in-law before marriage, for it might save you a disagreeable life time at closer quarters," was the Rev. H. N. Quisenberry's advice to young men at the College Avenue Baptist Church, Indianapolis, in his sermon on "Whom to Marry, When to Marry and the Wedding." The Rev. Quisenberry said that the young woman who is usually responsible for the "swell" weddings. His remarks were sarcastic regarding such weddings, of which he disapproves. "Marry in one of three places" said the preacher, "the church, the home of the bride or the home of the pastor." He concluded, says the Indianapolis News, by telling every young man in the congregation that he ought to be married.—Philadelphia Record.

Caution Against the Habit of Quarrelling

By Beatrice Fairfax.



WONDER why so many girls think it necessary to maintain a series of petty quarrels with the men they care most for!

Men are not anxious to quarrel, but the girls force the situation on them, and they are obliged to answer back or appear like poor, spiritless things without the spunk to stand up and assert themselves.

I was much amused the other day at a conversation I overheard on a ferryboat.

A girl and a man were talking together. The night before she had evidently left him in the lurch while she went off with some one else. The man was remonstrating with her in the mildest possible manner, but it pleased her to think he was quarrelling.

"Oh, I'm not mad," he answered. "I'm only telling you what I thought about it."

"You are mad," the girl insisted. "Your eyes are just snapping."

The conversation ran along in this strain, and by the time we landed the man really was angry, though I am sure it would have puzzled his masculine brain to have discovered just exactly what he was angry about.

The secret of the matter was that the girl wanted him to be angry because it implied a certain amount of interest on his side.

I think you make a mistake in quarrels of this kind, girls, and at first the men are rather amused; they like to see you flare up and answer smartly, but they soon tire of it, and a man says to himself: "Dear me, I seem to be always quarrelling with this girl, and I'm tired of it."

Men are peace-loving creatures, and the girls they like best in the long run are the gentle, peaceful ones.

It may be that many of these quarrels are provoked principally for the pleasure of making up, but there will come a day when it will not be so easy to make up. The worm will turn, and then good-bye to your friend.

Men are fickle, you know, and it is hard enough to hold them, even when things run smoothly, so if you take my advice you will stop the quarrelling. It is not all with the men they think that girls adopt this quarrelsome tone. Sometimes you will bear a girl at it when she has barely met a man. I never takes well, and though the man may seem interested at first, he generally leaves her with the unpleasant feeling that he has been to blame, for he doesn't quite know what.

Don't imagine that a man will think you are running after him just because you are nice to him. Men are not so conceited as all that.

They like the girl who frankly shows that she enjoys being with them and appreciates the little attentions paid her.—New York Journal.

Canada's National Ambitions

By P. T. McGrath.



INCIDENT with the expansion of Canada's resources and the marvelous growth of her property has been born a national sentiment. This, no less than economic reasons, has dictated her policy of developing the Northwest.

She aims to become a sister state rather than a mere province, and she is anxious as to her national safety, with such a powerful neighbor to the south of her. She would become self-centered and independent of outside aid. She chafes under the spectacle of United States railways hauling her products, and United States seaports forming outlets or inlets for her commerce. She also fears that United States antagonism may cause the repeal of the bonding privilege by which Canadian goods are carried across American territory in bond, or an embargo on the shipment of wheat from American ports, as the Southern States prohibited the export of cotton during the Civil War. Should this be done at a critical period, Canada's commerce would be crippled and the British Isles reduced to the verge of starvation. Supplemental to these facts is the contention of some authorities that the grain exportation of the United States has now reached its high-water mark, because at the rate of two or three millions a year, the country's domestic needs will absorb larger quantities of the total grain product each year, so that within twenty years it should have little, if any, to export.

Canada's grand ambition is to become Britain's granary, and to send forward these breadstuffs by Canadian railway and steamship lines alone. The weakness of the Canadian Pacific Railroad, from the commercial standpoint of Canada, is that its western connections facilitate the "routing" of grain via American channels, while its military drawback is that certain of its western stretches near the boundary, and its short line through Maine, are exposed to American attacks. Its rivals, the New National Transcontinental (Grand Trunk Pacific) and the Canadian Northern, are so located as to be free from this peril, and they will be, essentially, "all Canadian" lines, though in winter, when the St. Lawrence is frozen, Grand Trunk freight may be shipped via Portland as well as St. John's or Halifax.—From "Canada's Commercial and Industrial Expansion," American Monthly Review of Reviews.

A Skit on Cheerfulness

By Addison Fox, Jr.



CHEERFUL. It's not only a great mistake, but very wrong, indeed, to be anything else. And remember that nothing is worth striving for unless it requires an effort to get it. That is why we should be thankful that the conditions surrounding us to-day are such as to make cheerfulness such a laudable and desirable thing.

When the doctor has carelessly removed a portion of your interior and found out there was nothing in it, do not give way to your feelings; or show that you are at all put out. On the contrary, smile gladly and say: "Doctor, my only regret is that I have but one appendix to give to my country."

When the head of the syndicate that for the past few years has been underrunning your credit and driving you out of business, comes in one morning and says:

"I guess it's about time for you to lay down," be cheerful. "Don't give way to your feelings. Don't squirm. Hand over what cash there is left, and smile gaily. Rise above these petty things. Be cheerful. It is your duty so to be."

When your best girl—the one whom so long you have adored, whom you have held in your arms night after night, and just knew, as you looked into her gazelle eyes, was the most precious creature in the world—comes to you and says:

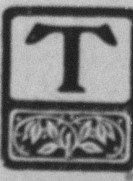
"Darling, we may as well understand each other. The conditions of our modern life, to say nothing of my standing in church, demand that I have at least five thousand a year to dress on, and I have decided to make a sure thing of it, and take another man instead of you," be cheerful.

Don't get mad. Don't let your angry passions rise. Smile sweetly and reply, "My dear, thank you so much for your kind words."

That is to say, be cheerful, for you must remember that this is the time when you need to be cheerful, if you are ever going to be.—Life.

What is Love?

By Maude Roosevelt.



HERE are nervous disorders that are often termed love. A man or a woman gets run down, sees everything dark, hopes for nothing, aims for nothing; then a person of the opposite sex approaches, sympathizes, plays on all the overtaxed nerves with man quaffs it blindly, as a sufferer drinks brandy to ease pain without questioning whether it be injurious or not. We do not examine the character of the one obtaining this power over us, because we are ill, and our illness controls us; we seek merely to ease the inward gnawing with as little pain or effort as possible.

Normal love—the love of a mentality and physically sound person—is not half so blind as poets would have us believe. Indeed, at such a time I think the mind is actually critical. Characteristics that the world considers faults in the one we love may be particularly dear to us; they are nicks that correspond to the nicks in our own nature. But the individual is dissected again and again by the unerring and ever busy blade of our passion. Every quickened element in us pries and probes to measure itself with the same element in the other; it is the natural mating of things—of the many units in the one of the world's misery; it is the creator of morbid generations, the destroyer of correct deductions, the worst menace of humanity.—Lippincott's Magazine.

Indian Mineral Oil.

The production of mineral oil in India has made remarkable strides during the last decade. In 1897 the output amounted to only 19,100,000 gallons, whereas in 1902 it had increased to 56,607,000 gallons. Burmah in this period trebled its output from 18,000,

000 to 54,000,000. These large quantities notwithstanding, nearly two-thirds of the consumption is still supplied from abroad.—London Engineer.

The total cost of the armored cruiser "South Dakota," recently launched at San Francisco, was \$5,000,000.

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 2:56 p. m., Baltimore 12:10 p. m., Washington 1:30 p. m. Parlor car and passenger coach to Philadelphia.
 8:22 A. M.—Train 30. Daily for Sunbury, Williamsport, Scranton, Harrisburg and intermediate stations. Week days for Scranton, Harrisburg, and Pottsville, Philadelphia, New York, Baltimore, Washington. Through passenger coaches to Philadelphia.
 9:21 P. M.—Train 12. Week days for Sunbury, Williamsport, Scranton, Harrisburg, Pottsville, Philadelphia at 6:23 p. m., New York, 9:30 p. m., Baltimore, 5:02 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 32. Week days for Williamsport, Scranton, Harrisburg, Pottsville, and Philadelphia, and intermediate stations, arriving at Philadelphia at 10:47 p. m., New York 2:54 a. m., Baltimore 9:48 p. m. Passenger coaches to Philadelphia and Baltimore.
 8:10 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, 2:28 a. m., Washington, 3:50 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.
 5:33 A. M.—Train 3. (Daily) For Erie, Canandaigua, Rochester, Buffalo, Niagara Falls and intermediate stations, with passenger coaches to Erie and Rochester. Week days for DuBois, Belvidere, and Pottsville. On Sundays only Pullman sleeper to Philadelphia.
 10:00 A. M.—Train 31. (Daily) For Lock Haven and intermediate stations, and week days for Tyrone, Clearfield, Philipsburg, Pottsville and West, with through cars to Tyrone.
 1:15 P. M.—Train 61. Week days for Kane, Tyngsboro, Philipsburg, Pottsville, Canandaigua, and intermediate stations, arriving at Philadelphia at 5:15 p. m., New York 8:15 p. m., Rochester, Buffalo and Niagara Falls, with through passenger coaches to Kane and Rochester, and Parlor car to Philadelphia.
 5:36 P. M.—Train 1. Week days for Renovo, Elmira and intermediate stations.
 10:17 P. M.—Train 67. Week days for Williamsport and intermediate stations. Through Parlor Car and Passenger Coach for Philadelphia, New York, Baltimore and Washington.
 9:10 P. M.—Train 92. Sunday only, for Williamsport and intermediate stations.

BELLEFONTE CENTRAL RAILROAD.

Week Days.

EASTWARD.			WESTWARD.		
12	1	2	STATIONS.	1	2
6:30	1:30	8:45	Bellefonte	6:30	1:30
7:02	1:52	9:17	Coleville	6:37	1:37
7:34	2:14	9:42	Morris	6:40	1:42
8:06	2:36	10:07	Whitmer	6:43	1:47
8:38	2:58	10:32	Wheeler	6:46	1:52
9:10	3:20	10:57	Phillipsburg	6:49	1:57
9:42	3:42	11:22	Braley	6:52	2:02
10:14	4:04	11:47	Waddell	6:55	2:07
10:46	4:26	12:12	Scotts Crossing	6:58	2:12
11:18	4:48	12:37	Krumholz	7:01	2:17
11:50	5:10	1:02	Struble	7:04	2:22
12:22	5:32	1:27	Henn	7:07	2:27
12:54	5:54	1:52	State College	7:10	2:32

Morning trains from Montandon, Williamsport, Lock Haven and Tyrone connect with train No. 7 for 24-to-60. Afternoon 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.		Read Up.	
No. 1	No. 2	No. 1	No. 2
A. M. P. M. A. M.	P. M. P. M.	A. M. P. M. A. M.	P. M. P. M.
7:00	1:00	8:00	4:00
7:12	1:12	8:12	4:12
7:24	1:24	8:24	4:24
7:36	1:36	8:36	4:36
7:48	1:48	8:48	4:48
8:00	2:00	9:00	5:00
8:12	2:12	9:12	5:12
8:24	2:24	9:24	5:24
8:36	2:36	9:36	5:36
8:48	2:48	9:48	5:48
9:00	3:00	10:00	6:00
9:12	3:12	10:12	6:12
9:24	3:24	10:24	6:24
9:36	3:36	10:36	6:36
9:48	3:48	10:48	6:48
10:00	4:00	11:00	7:00

(Via Philad.)

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Spring Mills Hotel

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PHILIP DRUMM, Prop.

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