

FARM NOTES.

REPAIRING farm implements, is a mechanical ingenuity that does not come to every farmer. There are those who possess excellent intelligence and yet who have not enough mechanical skill to make a milking-stool. Such farmers are from necessity compelled to employ a mechanic for every little job that demands attention. On the other hand, there are those who are possessed of great ingenuity and are skillful in the use of tools. This is a faculty that is not wholly acquired, and yet it can be cultivated, which should be done so far as possible. Every farmer should have a work shop in which little jobs of work can be done on rainy days. This should not only be supplied with a good selection of tools usually required, but also with materials such as are likely to be brought into use. The room need not be of necessity to large, but sufficient size for convenience. It should be systematically arranged so that all tools should have their appropriate places. These should comprise saws, chisels, augers, bit-stocks, bits, hammers, axe, shop hatchet, planes, wrench, files and many others which are unnecessary to mention. In the line of stock there should be a supply of a variety of nails and screws, bolts of all kinds and sizes, tacks, wire and leather, and various kinds of lumber and pieces of wood as would be called into use. With these at hand the farmer can many times save not only a journey to a mechanic, but a bill which, with each addition in the course of the year, would be considerable. Frequently the loss of a nut or the breaking of a bolt necessitates a journey to the blacksmith shop if no supplies are at hand, if the farmer has a supply, he has only to replace the missing or broken parts and his work progresses undisturbed. If time is money, then the farmer is benefited in avoiding unnecessary journeys for repairs. At all events, he can if he will spend the time so saved in rest or reading for the improvement of his mind a thing which is for the advantage of every tiller of the soil. During the winter the farmer should examine his implements and see that all repairs are attended to.

The dairyman says that five per cent, and perhaps ten, can be added to the amount of milk obtained from the cows of this country if the following rules are faithfully followed: 1. Never hurry cows in driving to and from pasture. 2. Milk as near at equal intervals as possible. Half-past five in the morning and six at night are good hours. 3. Be especially tender to the cows at milking time. 4. When seated draw the milk as rapidly as possible, being certain to always get all. 5. Never talk or think of anything besides what you are doing while milking. 6. Offer some caress, and always a soothing word, when you approach a cow and when you leave her. The better she loves you the more free and complete will be her abandon as you sit by her side.

Don't forget that the pasture fields should have some attention, at least as well as the grain fields. Weeds, briars and brush should be eradicated from them just as carefully as from the potato lot. Many farmers would be astonished to know how greatly the pasture yield can be increased by the aid of a little fresh seed and manure occasionally, and the keeping down of all alien growth.

An exchange says: Have a shelf made at a proper height from the floor, with holes in it large enough to allow buckets to go half way down. Feed either milk or ground feed in buckets and set them in their holes, and the calves can not either turn them over or put their feet in them. There should be a bracket to every calf in the pen, so there will be no crowding and all can get their share.

CLEAN CULTURE. A garden without a weed is almost as rare as a field without an impure thought, and when found it may be considered as the gardener's paradise. No person of close observation can ride through an agricultural section in August without coming to the conclusion that the farmers, as a rule, let the weeds out-generate them. The average farmer keeps the weeds down until July, then he thinks his crops will care for themselves, so he ceases to cultivate, and thus permits the weeds to come up in

such numbers as to not only injure the crop of the present year but to ripen millions of seeds to injure the crop of the following year. This is poor policy; the farmer who fully understands his business will keep up the war with the weeds until cold weather, and will thus in a few years so clear his land of weed seeds that labor of cultivation will be reduced more than one-half, and the crops in the absence of weeds will be much larger. If the farmer would be happy he must keep the weeds down, not only in his mind but also among his growing crops, on the borders of his fields, around the farm buildings and the waste places of the farm, and thus prevent any seeds from ripening.

The people of the United Kingdom were indebted in the year 1884 to foreign countries for a supply of 992,608,760 eggs. For poultry and game, Continental exporters, the handsome amount of £670,609.

Rail-road property now constitutes one-fifth of the accumulated capital of the United States, gives employment to 650,000 people, and moves 400,000,000 tons of freight annually, one-half of which is fuel and food, and so cheaply that the Massachusetts mechanic can now procure the transportation of a year's supply of food from a distance of 1000 miles for the proceeds of the day's labor.

W. R. Camp's furniture store on Bishop street is packed full of the newest and latest styles of furniture, just received. Prices are way down, which accounts for the rush noticed at that establishment every day.

Jacob's line of fine crackers.

BELLEFONTE & BUFFALO RUN RAILROAD.—Time Table to take effect Monday Jan. 24, 1887.

Westward,—	A. M.	P. M.
Bellefonte.....	6.10	4.40
Hastings F.....	6.20	4.50
Hunters.....	6.28	4.58
Filmore.....	6.31	5.01
Sellers F.....	6.35	5.05
Waddles.....	6.40	5.10
Thompsons F.....	7.00	5.30
Krumrine.....	7.04	5.34
State College.....	7.10	5.40

Trains will stop at stations marked "F," only when signals are given or on notice to conductor.
Train No. 2 will connect with train east and west on B. E. V. R. R.
Train No. 3 will connect with train west on B. E. V. R. R.
Train No. 4 will connect with train east on B. E. V. R. R. and with train west on Snow Shoe branch.
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Railroads.

BALD EAGLE VALLEY R. R.—
Time Table in effect Nov. 15, '86.

WESTWARD.	Mail.	Exp.
Leave Lock Haven.....	3 20	9 10
Flemington.....	3 24	9 05
Mill Hill.....	3 27	9 09
Beech Creek.....	3 28	9 25
Eagleville.....	3 42	9 40
Howard.....	3 52	9 44
Mount Eagle.....	3 58	9 54
Curtin.....	4 08	10 01
Milesburg.....	4 10	10 35
Bellefonte.....	4 22	10 40
Milesburg.....	4 35	10 48
Snow Shoe Int.....	4 35	10 58
Unionville.....	4 53	11 00
Martha.....	5 01	11 19
Port Matilda.....	5 08	11 27
Hannah.....	5 16	11 26
Fowler.....	5 19	11 29
Bald Eagle.....	5 28	11 48
Vail.....	5 31	11 53
Arrive at Tyrone.....	5 42	12 05

EASTWARD. P. M. A. M.
Leave Tyrone..... 7 10 8 10
East Tyrone..... 7 17 8 17
Vail..... 7 10 8 20
Bald Eagle..... 7 25 8 25
Fowler..... 7 32 8 32
Hannah..... 7 37 8 36
Port Matilda..... 7 45 8 43
Martha..... 7 53 8 51
Julian..... 8 02 8 59
Unionville..... 8 13 9 10
Snow Shoe Int..... 8 22 9 18
Milesburg..... 8 25 9 22
Bellefonte..... 8 35 9 32
Milesburg..... 8 50 9 47
Curtin..... 8 58 10 01
Mount Eagle..... 9 08 10 05
Howard..... 9 11 10 16
Eagleville..... 9 22 10 20
Beech Creek..... 9 26 10 35
Mill Hill..... 9 42 10 54
Flemington..... 9 48 10 50
Arrive at Lock Haven..... 9 45 11 00

BELLEFONTE & SNOW SHOE R. R.—
Time Table in effect Nov. 15, 1886.

WESTWARD.	Mixed.	A. M.
Leave Scotia.....	12 15	5 00
Fairbrook.....	12 40	5 20
Penn's Furnace.....	1 05	5 40
Hostler.....	1 15	5 50
Marengo.....	1 25	5 55
Loveville.....	1 30	6 00
Furnace Road.....	1 35	6 10
Warriors Mark.....	1 55	6 25
Pennington.....	2 12	6 40
Weston Mill.....	2 25	6 50
L. & T. Junction.....	2 31	6 55
Tyrone.....	2 35	6 58

EASTWARD. P. M. A. M.
Leave Tyrone..... 4 30 9 20
L. & T. Junction..... 4 34 9 25
Weston Mill..... 4 40 9 33
Pennington..... 4 55 9 48
Warriors Mark..... 5 05 9 58
Furnace Road..... 5 20 10 12
Loveville..... 5 26 10 16
Marengo..... 5 30 10 22
Hostler..... 5 40 10 28
Penn's Furnace..... 5 50 10 44
Fairbrook..... 6 05 11 03
Scotia..... 6 25 11 30

PENNSYLVANIA RAILROAD.—
(Phila. & Erie Division.)—On and after Nov. 15, 1886.

WESTWARD.	Time.
ERIE MAIL	
Leaves Philadelphia.....	11 20 p.m.
Harrisburg.....	3 30 a.m.
Williamsport.....	7 10 a.m.
Jersey Shore.....	7 55 a.m.
Lock Haven.....	7 58 a.m.
Renovo.....	8 55 a.m.
Arrives at Erie.....	4 00 p.m.
NIAGARA EXPRESS	
Leaves Philadelphia.....	7 40 a.m.
Harrisburg.....	11 25 a.m.
Arr. at Williamsport.....	2 55 p.m.
Lock Haven.....	3 15 p.m.
Renovo.....	5 10 p.m.
Kane.....	9 03 p.m.
Passengers by this train arrive in Bellefonte at.....	5 05 p.m.
FAST LINE	
Leaves Philadelphia.....	11 10 a.m.
Harrisburg.....	3 25 p.m.
Williamsport.....	7 10 p.m.
Arr at Lock Haven.....	8 05 p.m.
EASTWARD.	
LOCK HAVEN EXPRESS	
Leaves Lock Haven.....	7 00 a.m.
Williamsport.....	8 10 a.m.
arr at Harrisburg.....	11 30 a.m.
Philadelphia.....	3 15 p.m.
DAY EXPRESS	
Leaves Kane.....	6 00 a.m.
Renovo.....	10 05 a.m.
Lock Haven.....	11 15 a.m.
Williamsport.....	12 35 a.m.
arr at Harrisburg.....	3 45 p.m.
Philadelphia.....	7 25 p.m.
ERIE MAIL	
Leaves Erie.....	1 50 p.m.
Renovo.....	10 4 a.m.
Lock Haven.....	11 45 p.m.
Williamsport.....	1 00 a.m.
arr at Harrisburg.....	4 20 a.m.
Philadelphia.....	7 50 a.m.

ERIE MAIL
Leaves Philadelphia..... 11 20 p.m.
Harrisburg..... 3 30 a.m.
Williamsport..... 7 10 a.m.
Jersey Shore..... 7 55 a.m.
Lock Haven..... 7 58 a.m.
Renovo..... 8 55 a.m.
Arrives at Erie..... 4 00 p.m.

NIAGARA EXPRESS
Leaves Philadelphia..... 7 40 a.m.
Harrisburg..... 11 25 a.m.
Arr. at Williamsport..... 2 55 p.m.
Lock Haven..... 3 15 p.m.
Renovo..... 5 10 p.m.
Kane..... 9 03 p.m.

FAST LINE
Leaves Philadelphia..... 11 10 a.m.
Harrisburg..... 3 25 p.m.
Williamsport..... 7 10 p.m.
Arr at Lock Haven..... 8 05 p.m.

LOCK HAVEN EXPRESS
Leaves Lock Haven..... 7 00 a.m.
Williamsport..... 8 10 a.m.
arr at Harrisburg..... 11 30 a.m.
Philadelphia..... 3 15 p.m.

DAY EXPRESS
Leaves Kane..... 6 00 a.m.
Renovo..... 10 05 a.m.
Lock Haven..... 11 15 a.m.
Williamsport..... 12 35 a.m.
arr at Harrisburg..... 3 45 p.m.
Philadelphia..... 7 25 p.m.

ERIE MAIL
Leaves Erie..... 1 50 p.m.
Renovo..... 10 4 a.m.
Lock Haven..... 11 45 p.m.
Williamsport..... 1 00 a.m.
arr at Harrisburg..... 4 20 a.m.
Philadelphia..... 7 50 a.m.

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Reading renewed strength, or who suffer from infirmities peculiar to their sex, should try
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