

The Bloomfield Times.

Tuesday, February 21, 1871.

FARM AND HOUSEHOLD ITEMS

We invite communications from all persons who are interested in matters properly belonging to this department.

Ammonia.

It has been demonstrated in experiments carefully conducted over a series of years, in England, that the wheat plant, during the course of its growth between seed time and harvest, destroys ammonia. That is, a larger quantity of ammonia is required to perfect a crop of wheat than the entire crop, than both straw and grain contains when matured. It was found that to ensure a successful crop of wheat required the plant is dependent almost entirely for its supply of ammonia upon what it can eliminate of it from the soil in which it grows.

Further experiments showed that clover, peas, beans and turnips do not destroy ammonia during their growth, but obtain what they need from the atmosphere, and retain it in their tissues. Hence it comes that one of the chief means of supplying any deficiency of ammonia in the soil for the production of wheat is to be found in turning under green crops of clover or peas, or burying the tops of the turnips, beans, &c., left on the land. On a farm, therefore, where wheat or barley is grown extensively, the soil soon becomes exhausted of ammonia, unless that is supplied by artificial means, either through the feeding of stock, in order to supply manure to the soil, or the rotation of crops, that, not destroying, but rather attracting ammonia from the atmosphere, and retaining it, help to add it to the soil. An average acre of clover or peas contain in roots and tops about 80 pounds of ammonia, equal in value, for a wheat crop, to twelve dollars.

Whether this clover crop be ploughed under as a green crop, or cut and fed to animals, and afterward returned in the shape of manure to the soil, it would result in giving precisely the same amount of ammonia. But the roots contain the largest proportion of the ammonia, and these could not be used as food for the stock. Still, if we grow clover as a renovating crop, cut for two years, and feed out the tops to stock, and afterward return the manure so made to the land, and together with it plough up, and so destroy and subject to decomposition the roots of the clover, we shall obtain a sufficient amount of ammonia in the soil to mature a heavy crop of wheat or barley. Hence it is evident that the success of the grain-mower—for barley, oats and corn required nearly as much ammonia in the same way as wheat—will be mainly dependent upon two things: either his ability to make or get sufficient manure to make amends for the loss of the ammonia destroyed by the grain crops, or to grow alternately crops of clover or peas, turnips, &c., in order to furnish the ammonia partly through their attractions of it from the atmosphere to the soil, or the turning them under as a renovator.

Greasing Wagons.

But few people are aware that they do wagons and carriages more injury by greasing too plentifully than any other way. A well-made wheel will endure common wear from ten to twenty-five years, if care is taken to use the right kind and proper amount of grease; but if this matter is not attended to they will be used up in five or six years. Lard should never be used on a wagon; for it will penetrate the hub, and work its way out round the tenons of the wheel. Tallow is the best lubricator for wood axletrees, and castor-oil for iron.

Just grease enough should be applied to the spindle of a wagon to give it a light coating. This is better than more; for the surplus put on will work out at the ends, and be forced by the shoulder-bands and nut-washers into the hub around the outside of the boxes. To oil an axletree, first wipe the spindle clean with a cloth wet with spirits of turpentine, and then apply a few drops of castor oil near the shoulder and end. One teaspoonful is sufficient for the whole.

American Opium Culture.

Mr. George Kennedy, of Pottsville, Pa., informs the editor of the American Journal of Pharmacy, that an experiment in opium culture made by him during the past year was not successful; but he attributes the failure in part to the seed having been sown in too wet soil, and in case of that sown on dry soil, to bad manipulation in extracting the juice from the capsules of the plants. The growth of the plants upon dry soil was fair, but in extracting the juice the incisions were made so deep that the juice flowed into the interior of the capsules, and a large percentage was lost. Specimens of the opium secured yielded 8.75 per cent, of morphia crystals.

An old stable keeper in England says he never has had a bad foot on his horses since he commenced the practice of bedding on a thick layer of sawdust. Pine sawdust he finds the best; oak the poorest.

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EAGLE HOTEL NEW BLOOMFIELD, Perry County, Penn'a.

GEORGE DERRICK, Bloomfield, March 9, 1869.

The Sun.

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Pennsylvania R. R. Time Table.

NEWPORT STATION. On and after Dec. 4th 1870, Passenger trains will run as follows: WEST.

DUNCANNON STATION. On and after Sunday, Dec. 4th, 1870, trains will leave Duncannon, as follows:

STAGE LINE BETWEEN NEWPORT AND NEW GERMANTOWN. STAGES leave New Germantown daily at four o'clock a. m.

READING RAIL-ROAD. WINTER ARRANGEMENT.

Monday, Nov. 21st, 1870. GREAT TRUNK LINE FROM THE NORTH AND NORTH-WEST FOR PHILADELPHIA, NEW YORK, READING, POTTSVILLE, TAMMUNA, ASHLAND, SHAMOKIN, LEBANON, ALLENTOWN, EASTON, EPHRATA, LITIZ, LANCASTER, COLUMBIA, &c.

Way passenger train leave Philadelphia at 7.00 A. M., connecting with similar train on East Penn'g Railroad, returning from Reading at 6.20 P. M., stopping at all Stations; leave Pottsville at 9 A. M. and 5.10 P. M.; Herndon at 10.15 O'clock A. M.; Shamokin at 6.40 and 11.20 A. M.; Ashland, 7.05 A. M. and 12.50 noon; Tammuna at 8.33 A. M. and 2.40 P. M. for Philadelphia and New York, Reading, Harrisburg, &c.

Northern Central Railway. WINTER ARRANGEMENT.

Through and Direct Route to and from Washington, Baltimore, Elmira, Erie, Buffalo, Rochester and Niagara Falls. ON AND AFTER SUNDAY, DEC. 4th, 1870, the trains on the Northern Central Railway will run as follows:

NORTHWARD. MAIL TRAIN. Leaves Baltimore 8.30 a. m. | Harrisburg, 1.55 p. m. | Williamsport 7.00 p. m., and arr. at Elmira, 10.30 p. m.

Daily Express and Freight Line BETWEEN BLOOMFIELD & NEWPORT!

THE subscriber wishes to notify the citizens of Bloomfield and Newport that he is running a Daily Line between these two places, and will haul Freight of any kind, or promptly deliver packages or messages entrusted to his care.