The Bloomfield Cimes.

Tuesday, October 24, 1871.

FARM AND HOUSEHOLD ITEMS

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

Colle in Horses.

Prevention is better than cure. Colic may be prevented by care in feeding. When succulent green fodder is used, such as the blades and tops of the green corn, colic is common. It is caused by the production of gas in the stomach and intestines from the fermentation of the food, or by permitting the horse to drink too freely of cold water when tired and exhausted by work. Feed sparingly of succulent food until the animal has become accustomed to its use. Water often and give little at a time, and never either immediately before or after a feed. If the horse has been permitted to become very thirsty, give no more than half a pailful at a time; letting fifteen minutes clapse between the drinks, until he is satisfied. If notwithstanding all care he is troubled still with colic, give him two ounces sweet spirits of nitre and one ounce tincture of opium in half a pint of water. If necessary repeat in half an hour, adding one ounce tincture of aloes. Any spirituos medicine should be carefully administered. If no inflamation be present a pint of rum with half ounce of pure ginger might afford relief.

Fall Treatment of Clay Lands.

A clay soil under a proper mode of treatment is our most productive soil What is called an agricultural clay, that is, clay with twenty-five per cent of sand in intimate mixture with it, is the best and most lasting soil for grain and especially grass. But while a light loam is comparatively safe from injury, a clay soil can be measurably ruined by improper treatment. And the greatest danger is to be apprehended from plowing too wet. The working of clay in a moist condition will bring it into a state of tenacious consistency that frost can not overcome, and many years of tillage will be required to reduce. In the mean time its value is lessened and its fertillity impaired. Draiuing such soil is necessary for their proper cultivation; inremuch as it often becomes either necessary or desirable to work them before they can naturally get rid of an excessive amount of moisture. Farmers can not be too watchful of clay lands at this season of the year, lest one unseas-onable plowing should cause a serious in-Here is seen the advantage of draining. While one farmer is enabled to keep his men and teams at work and seize a favorable opportunity for forwarding his operations, his neighbor, having an undrained farm, is compelled to lie idle and loses both time and money. The capital invested in drains returns interest in other ways than by increased crops.

Voracity in Horses.

A subscriber to the Hearth and Home, who has a horse thin in flesh, but with an enormous appetite, which prompts him to eat litter, asks what to do about it. This inordinate appetite is a symptom ease in the digestive organs, or of the presence of worms. If no worms have been observed, the first may be supposed to be the cause. A simple remedy is to feed to the horse a handful of wood-ashes, one ounce of sulphur, an ounce of common salt, mixed in his feed every other day, If worms are troubling the horse, give the following: one dram sulphate of iron, powdered, one ounce of flaxsced meal, and the same of sugar. Give this for one dose in a bran-mash at night and repeat in forty-eight hours.

The Sex of Eggs and Plants.

A correspondent of the Ruralist gives the following rule for determining the sex of plants and eggs :-

" Now permit me to say I can instantly or on a general principle, determine the sex of eggs and other things. In walking through your garden please notice the acute pointed buds and obtuse ones on your cherry and other fruit, and and when the season of efflorescence occurs, in every instance the obtuse form produces the flower, and the others the leaf. So with the strawberry vine, the roundish form of leaf is producing, and so with eggs, in every instance the roundish form produces the female, and the long eggs are invariably males."

How to Wash Blankets.

For two or three blankets take one pint of soft soap and two tablespoonfuls of borax; dissolve them in boiling water; add the solution to a tub half-filled with cold water, and large enough to con-tain the blankets. Put in the blankets and let them stand from twelve to twentyand let them stand from twelve to twentyfour hours, entirely covered by the solution.
Then squeeze and rub thoroughly, but do
nor wring them. Put them in a basket
over another tub to drain, rinse in clean
cold water, and drain again. Put in a
little bluing for a final rinse, then drain
and hang out to dry. Be sure to use cold
water, and not to wring during the process; then the blankets will not shrink,
but will dry white and smooth.

Philadelphia Advertisements.

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Northern Central Railway.

SUMMER ARRANGEMENT.

Through and Direct Roule to and from Washing-ton, Baltimore, Einira, Erie, Bugato, Rochester and Niagara Falls.

On AND AFTER SUNDAY, AUGUST 6th 1871, the trains on the Northern Central Rail way will run as follows :

NORTHWARD.

MAII. TRAIN.
Leaves Baltimore, 8.30 a.m. | Harrisburg, 1.40 p. m. Williamsport 6.30 p. m., and arr. at Elmira, 10.35
BUFFALO EXPRESS.
Leaves Baltimore, 10.10 p.m. | Harrisburg, 2.00 a.m. Williamsport, 5.45 a.m. | Elmira, 9.10 a.m. Arrives at Canandaigus at 12.10 p.m.

Afrives at Canandaigus at 12:10 p.m.
FAST LINE.
Leaves Baltimore 12:40 p.m.; Harrisburg 4:35 p.m.,
Arr. at Williamsport 8:15 p.m.,
CINCINNATI EXPIRSS.
Leaves Baltimore 7:40 p.m. ar. Harrisburg 11:30 p.m.
Sunbury 2:00 a.m.; [Williamsport 8:30 a, m.
YORK AND HARRISBURG ACCOMMODATION
Leaves York at 6:30 a.m., arr. Harrisburg 8:00 a.m.
NIAGARA EXPRESS.
Lys. Baltimore 8:00 a.m., Harrisburg 10:55 a, m
Arrives at Canandaigus at 8:25 p. m.

SOUTHWARD.

MAIL TRAIN.
Leaves Elmira 7.15 a. m. Williamsport 10.10 a. m. Harrisburg 2.10 p. m. | Ar. Baltimore at 7.00 p.m BUFFALO EXPRESS.
Leaves Canandaigna 6.55 p. m., Elmira 10.25 p. m. Williamsport 2.10 a. m., Harrisburg at 7.35 a. m. Arrives at Baltimore at 10.40 a. m. CHICAGO EXPRESS.
Leaves Harrisburg 3.55a. m., Ar. Baltimore 7.25 n. m.

Lvs. Sunbury 8.55 a. m., Ar.Harrisburg 11,05 p.m

PACIFIC EXPRESS.

Lvs. Harrisburg 11.30 a.m., Ar. Baltimore 3.00 p.m.

BALTIMORE ACCOMMODATION.

Lvs. Harrisburg 8.00 a. m., Ar. Baltimore 12.30 p.m.

YORK AND HARRISHUMS ACCOMMODATION. Lvs. Harrisburg 6.45 p. m., Arr. at York 8.15p m.

**P Mail Train north and south. Fast Line north, and York and Harrisburg Accommodation north and south. Pacific Express and Erle Express, daily except Sunday.

Buffalo Express south and Cincinnati Express north leave daily.

For further information apply at the Ticket office. Pennsylvania Railroad Depot.
ALFRED R. FISKE.
General Superintendent.

READING RAIL-ROAD.

SUMMER ARRANGEMENT.

Monday, May 15th, 1871. GREAT TRUNK LINE FROM THE NORTH and North-West for Philadelphia, New York, Reading, Pottsville, Tamaqua, Ashiand, Shamokin, Lebanon, Allentown, Easton, Ephrata, Litiz, Lan caster, Columbia, &c., &c.

Lebanon, Allentown, Easton, Ephrata, Litiz, Lancaster, Columbia, &c., &c.

Trains leave Harrisburg for New York, as follows: At 2.40, 8.10, A. M., and 2.00, P. M., connecting with similar trains on the Pennsylvania Railroad, and arriving at New York at 10:5 a. m., 3:50, and 9:30 p. m., respectively.

Sleeping cars accompany the 4.20 a. m., 15:00, without change.

Returning: Leave New York at 9: A. M., 12:30 noon, and 5:p. m., Philadelphia at 7:30, 8.30 a. m. 3:50 P. M. Sleeping cars accompany the 6:5 P. M., train from New York, without change.

Leave Harrisburg for Reading, Potsyvillo, Tamaqua, Minersylle, Ashiad, Shainokin, Allediown, and Philadelphia, at 8:10, A. M., and 2:00, and 4:05, P. M., stopping at Lebanon and principal way stations; the 4:06 p. m. Irain connecting for Philadelphia, Pottsylle and Columbia only, For Pottsylle, Schuylkill Haven and Auburn, yia Schuylkill and Susquehanna Railroad, leave Harrisburg at 1:40 p. M.

Rast Penna. Railroad trains leave Reading for Allentown, Easton and New York at 2:32, 10:30, a. m. and 4:05 p. m. Returning leave New York at 2:00 non m. 12:25 noon, 215:4:25 and 8:35 p. m. Way passenger train leaves Philadelphia at 7:30 A. M., connecting with similar train on East Penn'a Railroad, returning from Reading at 6:20 p. M., stopping at all Stations.

Leave Pottsylle at nine o'clock in the morningl and 2:30 p. M.; Herndon at 10:00 o'clock A. M., Shamokin at 5:30 and New York, Reading, Harrisburg, &c.

Leave Pottsylle via Schuylkill and Susquehanna Railroad at 8:15 A. M., for Harrisburg, and 11:46 a. m.

burg, &c.

Leave Pottsville via Schuylkilland Susquehanna Railroad at8.15 a.m., for Harrisburg, and II:46 a. na. for Pine Grove and Tremont.

Reading accommodation train: leaves Pottsville at 5.40 a. m., passing leading at 7.50 a. s., arriving at Philadelphia at 3.16 r. m., passing leading at 7.50 p.m., arriving at Pottsville at 9.40 p. m.

Pottstown Accommodation train: Leaves Pottstown at 6.30 a. m., returning, leaves Philadelphia at 4.30 p.m.

Columbia Railroad trains leave Reading at 7.20 a. m. and 6.15 p. m. for Ephrain, Littz, Lancaster, Columbia &c.

Columbia Railroad trains leave Reading at 7.20 a.m. and 6.15 p. m. for Ephrata, Litiz, Lancaster, Columbia &c.
Perklomen Railroad trains leave Perklomen Junction at 7.17, and 2.65 a.m. 3.00 and 6.00 p.m. Returning leaves Schwenksville at 6.70 a.m. and 8.10 a.m. and 12.50 noon, and 4.45 p. m., connecting with similar brains on Reading road.
Colebrookdale Railroad train leaves Pottstown at 9.40 a.m., and 1.15 and 6.45 p. m., returning leave Mt. Plenant at 7, and 11.25 a.m., and 3.00 p. m., connecting with similar trains leave Bridgeport at 8.30 a.m., 2.05 and 5.32 p. m. Returning leave Downingtown at 6.40 a.m., 12.45, noon, and 6.25 p. m., connecting with trains on Reading Railroad.
On Sundays, Leave New York at 5 p. m., Phila at 8 a.m. and 3.15 p. m. the 8 a.m., trainrunning only to Reading; Pottsville 8 a.m., tharrisburg 2.49 a.m., and 2.00 p. m.; leave Allentown at 4.25 and 8.35 p.m.leave Reading at 7.15 a.m., and 6.50 p. M., for Harrisburg, 4.4 .32 a.m., for New York, at 7.20 a.m. for Allentown and at 9.40 a.m., and 4.15 p. m., for Philadelphia.
Commutation, Mileage, Senson, School and Excursion Tickets to and from all points at reduced rales.
Baggage checked through, 100 pounds allowed each passenger.

J. E. WOOTTEN, Asst. Supt. & Eng. Mach'ry. Reading, Pa., May 15, 1871.

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