

FOR FARM AND GARDEN.

Packing Eggs in Oats.

Eggs have been packed in oats for years, but the practice has gradually fallen off, as eggs stored in cases from the best storage houses have been improved in quality from year to year. Oats, if dry, will absorb moisture from the egg quite rapidly and are objectionable on this score. If the oats are not dry, the germs of mold are developed rapidly, and as the moisture is given off by the eggs the mold will grow, causing the eggs to become musty. In using oats they should be at the correct degree of dryness.

Growth on Newly Cleared Land.

The growth of young trees and weeds on land newly cleared is not readily explained, but the United States division of forestry offers the following: Sunlight is necessary in order that most plants germinate and grow. Plants like the poplar and the Canada thistle seed profusely and the floor of forests, in regions where these plants grow, is annually covered with countless numbers of seeds, largely brought there by the wind. The dense growth of the forest prevents the seed from growing. When the trees are cut down, the sunlight enables the seeds on the ground to germinate and grow into thrifty plants. The ripe fruits of cherry and elder are eaten by birds, and the hard seeds are scattered over large areas. As the young plants are unable to grow in dense shade, they do not appear until after the forest has been cut down or otherwise destroyed.

Cultivation of Corn.

A Tennessee farmer asks when should one stop cultivating corn. If the cultivator teeth are not allowed to go more than about two inches deep, and as the corn gets large they do not go too close to the stalks, cultivation may be continued to advantage as long as a horse can get through the crop without doing material injury. Of course, this is on the supposition that the crop is cultivated regularly about once a week, when the land is dry enough. If one should fail to stir the ground for two or three weeks, and then should go in and cultivate, some damage might be done to roots that had grown up near the surface. But a regular, frequent shallow stirring of the surface can do no harm, no matter how long continued, and much good may result.

Weeds are kept down, much water is saved from evaporation, the air can get into the soil better and thus help the growth of the crop, and some plant food may be made available for that and the following crop that would not be of use if cultivation was stopped earlier in the season. There are tons of nitrogen, phosphoric acid and potash in an acre of almost any soil that you cultivate. But nature has locked up these elements for plants to feed on, and each year only makes a small amount available. If you want more you have only to work for it understandingly, and you can get a reasonable amount. And you can get it usually for much less than it would cost in purchased fertilizers.

It is only within a few years that learned professors have begun to understand how much plant food, in an unavailable form, there was in the soil, and to advise farmers to manage so as to get more of it. Short rotation, with its frequent plowing of the soil, and then long continued cultivation of the corn, potatoes, etc., will help about making plant food available for wheat, rye, crimson clover, or whatever crop may follow to occupy the ground as soon as corn, etc., die.—T. B. Terry in Practical Farmer.

The Causes of Chicken Diseases.

Nearly all of the diseases of chickens, summer or winter, can be put under one or two classes: inherited or caused by unnatural conditions of food. If we classify them thus broadly it may simplify matters for some so they can more intelligently stamp them out.

The first class some time in the remote past must have been under the second class; that is, all of the diseases that could be traced back to unnatural or unfavorable conditions of food. But that was so long ago that we must take cognizance of the inherited diseases. These are quite numerous, and it is difficult to stamp them out. The only sure way to do it is to breed from chickens that have no taint of inherited disease about them. The time soon come when poultry raisers will pay more attention to this subject. At present we raise chickens with little regard to the health of their ancestors. Often the eggs are obtained from sources that are not well known. That is, the chickens will be cracked up as being first class so far as pedigree and breed go, but little is said about the diseases that have been acquired and are now hereditary. We must inquire into this question in purchasing breeding hens or eggs.

A disease that is transmitted down through one generation to another of chickens is just as apt to become epidemic as any which attack cattle or human beings. The best and about the only way to stamp out contagious or inherited disease is to destroy all the creatures that show symptoms of it, and then breed carefully from those that do not have it.

The other wide class of chicken diseases, which includes many of the inherited and epidemic ones, comes from causes that can generally be remedied. Filth, dirt, unnatural food and surroundings generally, especially in winter, are the primary causes of these diseases. Roup may

often be inherited, but it is also acquired by exposure to dampness and unsanitary pens. Leg weakness is characteristic of some breeds of fowls, but it is also due to overfeeding and a lack of lime-forming food. Bowel trouble comes from improper food, although this may in time be transmitted by inheritance. Lice come from poor winter quarters, and they may in time start up numerous diseases that will greatly increase the mortality of the chickens. So it is possible to go through the whole list and show that all of them are due to one or the other of these two causes.—Anne C. Webster in American Cultivator.

Form and Construction of Silo.

The round silo seems to be the ideal form. In this the entire absence of corners reduces the waste very materially, and the space contained in the silo is most economically used. After the round, the square silo is the next most desirable form, while the rectangular is the least desirable. The nearer the rectangular silo approaches the square, the better it will be. The smaller the proportion of silage exposed to the outside walls, the smaller will be the loss, hence large silos are more desirable than small ones. It has been found that the loss of food constituents is much greater near the exterior of the mass, while at considerable distance from the outside walls, the loss is greatly reduced. In all cases the silo should be deep in order that the pressure caused by the weight of the silage may be heavy, an important condition to aid in the exclusion of the air.

The first silos constructed in this country were made almost entirely of masonry. It was thought that solidly built and cemented walls of stone or brick were essential to the preservation of the fodder. It soon became evident, however, that wood silos when carefully constructed would make as perfect a silo, as far as the preservation of the fodder was concerned, as those made of masonry. There is one very material advantage found in the more solid form of silo. A well made silo of stone or brick is practically indestructible. On the other hand, the wood silo is more or less attacked by the acids of the silage, and this, together with the extreme changes of moisture between the empty and filled condition of the silo, causes a somewhat rapid decay. In all cases the silo should be firmly and substantially constructed. The pressure on the walls is so great that much care needs to be exercised in having the studding sufficiently heavy and close to prevent any tendency toward bulging. When building of wood, the interior should be covered with at least two thicknesses of boards, with one or two coverings of tanned paper between. A wood preservative made from gas tar, applied while hot, has been very successfully used. The more completely all of the woodwork is protected by some preservative the more will it resist decay.

A round silo made of staves is a new form which has come into use within a few years, and seems to have many desirable features. It is built on the same plan as the large water tanks commonly seen along railroads. The staves are bought all cut and sawed to the proper length and bevel, and by the use of heavy hoops can be easily and firmly put together. Common steam piping, which has been drawn down and threaded to take a nut, may be used in place of the strap hoops. By passing the threaded hoops or steam pipes through a solid piece of oak about four inches square on opposite sides, and by using heavy nuts and washers, the structure may be quite easily and firmly bound together. If it is found that shortly after filling, the pressure is becoming very great upon the sides of the silo, the nuts may be unscrewed, and the whole structure slightly loosened. The staves will frequently so shrink as to leave air spaces between them, while the silo is empty, but there is no great disadvantage if a ready means for tightening and loosening the hoops is provided. With this form of silo there is some danger of the silage freezing in a cold climate, unless a cheap covering with a lining of leaves or sawdust is added.

In the construction of the silo one of the most important parts to be especially well made is the bottom. This should in all cases be first well stoned, then grouted with a mixture of coarse gravel and cement, and finally covered with a smooth covering of Portland cement. The essential points in the construction of the bottom of the silo are to provide thorough drainage and to make it a proof against rats.—C. S. Phelps of the Connecticut Experiment Station.

Stable Hints.

Have the stable well drained and sufficiently lighted.

A wet and foul stable predisposes to greas and cracked heels.

Dampness is very pernicious to horses, and induces rheumatism, coughs and colds.

Never have your horse's heels closely trimmed, nor the hair cut from the inside of his ears.

No more nails than are absolutely necessary should be employed to attach the shoe. Nails weaken the hoof by breaking and splitting its fibres.

Horses should not be fed directly they leave work. Then the stomach is fatigued with exercise, and they can not relish or digest their food till recovered.

Every stall should be at least six feet wide and nine feet long. This will enable the horse to turn around without bruising himself and to lie down and stretch himself with comfort.

NEW YORK FASHIONS.

Designs For Costumes That Have Become Popular in the Metropolis.

New York City (Special).—Some fascinating flannel waists are to take the place of the silk and cambric shirt-waist; they are almost invariably



FASCINATING FLANNEL WAIST. (The waist in this illustration, taken from Harper's Bazar, can be made in flannel, silk or satin, but should have a silk vest, and the fronts must be outlined with either black braid or black velvet ribbon.)

made of French flannel, and are unlined. They are regular shirt-waists with a yoke in the back, or plain back and with just a little fulness in front, and are fastened with small gilt but-

tons of the manufacturer's creation. The wings, very pointed in most cases, will be smartest when backed with some bright or soft color contrast, and it appears that their most fashionable position on the hat or toque will be with the points turned downward.

Designs of the "All-Over" Laces. There are many stylish "all-over" laces with round dots half an inch in diameter and with small conventional figures that are to be made up in original ways this winter, the cream lace over white silk for waists. Many laces have patterns in chiffon set into net in black and white. There are the applied and embroidered net and one not in the trade could scarcely begin to name them all. There are variations in so many ways of so many laces that it is difficult to tell of other from which, and names used in the trade make only a necessary distinction and are beyond the grasp of the multitude.

For Pocketless Womanhood. Reticules of suede in fawn, gray or colors to match the gown are bestowed by Dame Fashion on pocketless womanhood. The frames of these bags are of gold or silver, and many are studded with gems, big Oriental pearls, eastern turquoises and sapphires and roughly cut bits of lapis lazuli, jade and other beautifully colored stones. Bags of curious Japanese and Persian leathers are ornamented by flowers, dragons, and masks of silver, bronze and gold, and one bag of gray leather has a frosty silver frame studded with coral, and the chain by which it is



THREE UP-TO-DATE WALKING GOWNS FROM THE NEW YORK PRESS.

ions. They are made in plain flannel in all light shades, and also in the polka-dotted flannel. The very prettiest are blue with a tiny polka dot of pink or red, while the red and blue with black polka dots are always smart. This is by no means an economical fashion, as the waists soils very quickly; but it is a very pretty one, and there is much more warmth in the flannel waists than in the silk ones. One style of flannel waist is a little more elaborate and really more useful; it is made of plain flannel, red or blue, is cut out in a square at the neck, and has a chemisette and stock-collar of black satin; and on the sleeves, that are in coat shape, are small turned-over cuffs of black satin. These are pretty waists, and are fashionable with any skirt.

Walking Gowns That Are Up to Date. The large engraving shows three of the swiftest early winter gowns. That on the left is a tailor importation from Paris. Green broadcloth in two shades is the material, with appliques of yellow lace. The jacket is very stunping, with elaborate stitchings and strapped seams. It falls away from the shoulders with a peculiar effect, showing the yoke and its lace embroidery.

The gown in the center is strictly English. It is made in one of the latest gray checked satings, severely plain, with strappings of the same material. A vivid scarlet girdle and collar give a desired bit of color.

The gown on the right is a dainty brown satin fougard banded with coral moire. The bodice is made plainly, with a tucked vest of creamy chiffon.

A Feather Season. The greatest ingenuity is expended at present in the making of birds of wonderful plumage, and wings of iridescent hue, out of the feathers of the humble but necessary barn-door fowl. Of course it is much to be commended that such good results can be obtained by the feather manufacturers without the slaughter of countless wild birds of the woods, and we can enjoy, with easy conscience, the many elegant feather-trimmed chapeaux that will this season be prepared and sold. For this is undoubtedly to be a feather season—from the beautiful and expensive Paradise ospreys and ostrich plumes to quills, wings and outcous

carried is made entirely of Persian coins.

Fancy Lace Becoming Popular. There is a great and growing demand for fancy lace and embroidered goods.

Two Striking Garments. A long cloak that might answer for either a driving or a traveling wrap is made of cheviot and is reversible. The plaid of the reverse is let in on the sleeves and across the bust and appears as the cuff and pocket lapels. The garment is further decorated with bands of black cloth upon which are seen row after row of stitching. Small straps are buttoned across the front as fastenings.

The velvet three-quarters length coat of a rich chocolate hue is worthy consideration. It is beautifully decorated with an embroidery of black silk cord and of black lace applique under which is an underground of fur. This form of trimming appears as well on the small shoulder caps, and on the wide rolling revers and collar. The revers and the collar are faced with white cloth against which the black embroidery shows off to its full ex-

tent. The same effect is carried out on the lining down the entire front, so that the coat, when opened, reveals still more of the embroidery.



A THREE-QUARTERS LENGTH COAT. TRAVELING WRAP.

THE MARKETS.

PITTSBURGH.	
Grain, Flour and Feed.	
WHEAT—No. 2 red.....	60 1/2 67
WHEAT—No. 1 new.....	68 69
CORN—No. 2 yellow, ear.....	41 42
No. 2 yellow, shelled.....	37 38
Mixed ear.....	36 37
OATS—No. 2 white.....	30 31
No. 3 white.....	29 30
FLOUR—Winter patents.....	4 05 4 10
Fancy straight winter.....	3 85 4 00
Rye—No. 2.....	60 67
HAY—No. 1 Timothy.....	12 75 13 00
Clover, No. 1.....	11 00 11 50
FEED—No. 1 white mid., ton.....	18 00 18 50
Brown middlings.....	15 75 16 00
Bran, bulk.....	15 00 15 25
STRAW—Wheat.....	6 00 6 25
Oat.....	5 75 6 00
SEEDS—Fancy Blue Grass.....	1 25 1 50
Timothy, prime.....	1 20 1 45
Dairy Products.	
BUTTER—Elgin creamery.....	25 26
Ohio creamery.....	21 22
Fancy country roll.....	15 17
CHEESE—Ohio, new.....	13 14
New York, new.....	13 14
Fruits and Vegetables.	
BEANS—Green Y. bu.....	3 75 4 00
POTATOES—Fancy White bu.....	38 40
CABBAGE—Per barrel.....	1 00 1 25
ONIONS—per bu.....	23 30
Poultry, Etc.	
HENS—per pair.....	60 65
CHICKENS—dressed.....	12 13
TURKEYS—dressed.....	14 15
EGGS—Pa. and Ohio, fresh.....	15 19
BALTIMORE.	
FLOUR—No. 2 red.....	3 65 3 85
WHEAT—No. 2 red.....	70 71
CORN—Mixed.....	38 39
OATS.....	39 40
EGGS.....	19 21
BUTTER—Ohio creamery.....	21 22
PHILADELPHIA.	
FLOUR.....	3 55 3 75
WHEAT—No. 2 red.....	70 71
CORN—No. 2 mixed.....	39 40
OATS—No. 2 white.....	31 32
BUTTER—Creamery, extra.....	23 24
EGGS—Pennsylvania fresh.....	19 20
NEW YORK.	
FLOUR—Patents.....	3 95 4 25
WHEAT—No. 2 red.....	76
CORN—No. 2.....	40
OATS—White Western.....	31
BUTTER—Creamery.....	17 24
EGGS—State of Penn.....	14 18
LIVE STOCK.	
CATTLE.	
Prime, 1500 to 1600 lbs.....	5 50 5 75
Good, 1200 to 1500 lbs.....	5 15 5 40
Tidy, 1000 to 1200 lbs.....	4 85 5 10
Fair light steers, 900 to 1000 lbs.....	4 10 4 35
Common, 700 to 900 lbs.....	3 60 3 75
HOGS.	
Medium.....	4 60 4 85
Heavy.....	4 65 4 75
Roughs and stags.....	4 00 4 20
SHEEP.	
Prime, 65 to 105 lbs.....	4 15 4 30
Good, 55 to 90 lbs.....	4 00 4 20
Fair, 70 to 90 lbs.....	3 25 3 75
Common.....	3 00 3 25
Veal Calves.....	5 00 7 50
LAMBS.	
Springer, extra.....	5 00 5 25
Springer, good to choice.....	4 90 5 00
Common to fair.....	4 60 4 90
Extra yearlings, light.....	4 35 4 50
Good to choice yearlings.....	4 00 4 25
Medium.....	3 85 4 10
Common.....	3 60 3 75

Central Stock Yards, East Liberty, Pa.

TRADE REVIEW.

Beer War Has Increased the Balance of Trade Due This Country.

R. G. Dun & Co.'s weekly review of trade reports as follows for last week: Fears and not facts, made a war in South Africa seem a menace to prosperity here, and a week of conflict has cleared away the fears. British markets for securities have been helped by the belief that mining shares would be worth more with no Boer control in mining regions, and large purchases here of ammunition, packed meats and other army food have swelled the balance due this country.

Money markets have grown less embarrassing, stocks have gradually advanced, industries are still supported by a volume of demand for which no precedent can be found, and payments through the principal clearing-houses for the past week have been 36.6 per cent larger than last year and 57.3 per cent larger than in 1902. So great an increase shows the net result of many and potent forces making for public prosperity.

The heaviest transactions in steel rails ever made so early cover 1,500,000 tons for next year's delivery, or two-thirds of the entire annual capacity of the works. The Pennsylvania is said to have taken 105,000 tons at \$23, but all the leading railroads made large purchases, and the price was not advanced to \$25 per ton, the same works having been delivered during the past year at \$18 to \$19.

Great contracts for material follow one concern having bought 100,000 tons of Bessemer pig at Pittsburgh for \$23, which \$24 is paid for early delivery, and 50,000 tons billets were sold to one concern there and 30,000 at Wheeling, \$28.70 being quoted, with slabs at \$29.50 and sheet bars at \$26. Such transactions only show the general belief that high prices will run far into next year.

For structural work many orders appear, including some of consequence for the East and for Cuba, and in bars the car and implement demand makes the Chicago market very strong, but Pittsburgh works anxiety for future contracts has depressed the price to 2.15 cents, and in plates some works have nearly caught up with contracts and are accepting 2.75 cents. Sheets are also weaker, 2.05 being quoted at Pittsburgh, as the proposed combination seems to have failed.

Markets for minor metals are reacting, tin having fallen to 39.62 cents, with recovery to 31.25 cents on Dutch sales in October, 400 tons larger than usual, and lake copper is largely offered at 17.37 cents. Lead is a shade lower at 4.57 cents and spelter is demoralized and offered at 5 cents. Coke holds strong, shortness of cars hindering deliveries, though more ovens than ever before are producing. While shipments of boots and shoes in four weeks of October have been 38,599 cases, against 343,814 cases last year, and less in any other, reluctance of buyers to pay as much as manufacturers ask renders spring orders much below the average.

Wheat remains practically unchanged, while Atlantic exports, flour included, have been 12,822,841 bushels in four weeks, against 13,432,054 last year, and Pacific exports 2,197,771, against 2,124,306 last year. Western receipts fall short and in four weeks have been only 39,622,053 bushels, against 40,150,699 last year. Without concern there is probably some waiting for better prices by farmers. Corn exports continue to show the magnitude of foreign demand for breadstuffs, reaching 14,478,719 bushels, against 8,546,897 last year, and the demand has grown large enough to advance the price 1/4 cent.

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IF INTERESTED WRITE TO-DAY

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CARTER'S INK

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(From the BROCKTON TIMES, Oct. 10, 1900.)

Brockton's prosperity is so closely allied to the prosperity of the shoe industry that it will, no doubt, prove a matter of interest to a large number of people to know the actual average earning capacity of each individual employed in the making of the world-famous Brockton shoe. An illustration: At the factory of the W. L. Douglas Shoe Company the pay roll for the week ending Sept. 24, excluding superintendent, foremen, salesmen and all clerical help, shows the average earnings of the employees, large and small, to be \$15.34 per week. This was not an extraordinary week. It was the ordinary pay roll.

The amount earned per week, however, does not always tell the story of prosperity. The number of weeks employed each year is the determining factor in the worker's prosperity. The Douglas factory has been closed but one week this year, and that for the usual summer closing, and the factory is surely as steady work as the most industrious shoemaker could desire.

Doing to increased business, another addition is to be made to the shoe factory. It will be 100 feet long, 40 feet wide, and five stories high. It will be ready for occupancy early in December. This additional increase in the capacity of the factory is the largest in the world, producing an advertised line \$4.99 and \$5.99 shoes.

Mr. Douglas says that the prospect for successful business for Brockton manufacturers was never so good as now, and that collections are better than for years.

RAILS GROUND TO DUST. Effect of the Constant Wear and Tear on a Railroad.

As consumers of steel the railroads in the vicinity of Pittsburgh lead the world. During the past three months 170 miles of new steel rails, averaging ninety pounds to the yard, have been put down or distributed within thirty miles of the center of the city, says the Pittsburgh Dispatch. There are 1,760 yards in a mile, which would mean 299,200 yards for one line of rails in 170 miles, or 25,928,000 pounds, or say 53,856,000 pounds for both lines of rails, or 269,280 tons of steel rails needed in one year for Pittsburgh roads, ninety per cent of which was for renewals on old lines. There is somewhat of a mystery regarding where the steel worn out on a big road goes to. It is ground down almost to imperceptible dust by the constant friction of the grinding wheels, and this friction is forty-five per cent greater on curves than on straight stretches of track. The wear is also much greater on ascending grades on a straight track than on a descending grade. On curves the wear is almost lateral or horizontal, while on straight track it is perpendicular, with a slight inclination toward the inside of the rail next to the flanges of the wheels. The millions of tons of steel ground down to dust by the wheels of trains in this country are lost. It cannot be regained for scrap because it settles down into the ballast, is brushed away by the rush of air caused by the swiftly moving train, and, like the star dust which falls upon the ocean, is lost forever. In time, as civilization and the wheels of civilization move on, the railroads of the chief steam railways, as well as part of the adjoining ground, will become thoroughly impregnated with steel and iron dust from the grinding up of rails and wheels, because it must be remembered that the wheels grind the rails and the rails grind the wheels and this constant shower of iron and steel dust is accumulating along our railroads at a rapid rate.