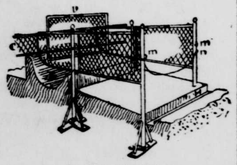
THE DAIRY

NEW WISCONSIN BARN.

In Its Construction Every New and Progressive Idea Has Been Carefully Considered.

The Wisconsin experiment station people have built a new barn after studying carefully the best to be found in various parts of the country. They have decided to use metal in making the stalls, and a sample stall is shown in the cut. The stable is arranged for 36 cows, 18 on each side of the center passage, with the two rows of cows facing this center passage, which is ten feet wide, so that a team may be driven through to feed the crops taken directly from the fields. The stalls are constructed of gas pipe posts with a framework of gates and panels of channel iron supporting a mesh of No. 7 woven steel wire. In the picture, C shows the framework extending to the length of



A NEW COW STALL.

each row of stalls to support the front part of the side panels; D is a swinging panel, which may be moved to suit the length of the cow; thus a small cow may be forced to stand well back in her stall, over the gutter. The side panels of the stall are hinged so as to accommodate the milkers and let the cows pass out without backing.

The floors of this stable are made of Portland cement and crushed granite with the surface sloping gently, so as to lead all water to the sewer drains. The manure gutters behind the cows are 16 inches wide, with the bottom sloping three-fourths of an inch to the rear side and 1½ inches of slope to the center of the stable. The floor of the cow stalls is raised four inches above the other parts of the stable floor. The mangers are composed of the same material as the floor and are built up from it. The side of the manger nearest the cow is eight inches high and three inches thick, rounded down at the bottom. The front of the manger is 16 inches high; the manger is two feet six inches wide and reaches from one end of the stable to the other. It is used both for feeding and for water. The water is turned into the manger on either end from a pipe, and as the mangers slope towards the center from both ends it is readily drained into the sewer by opening a valve, after the cows have had sufficient time to drink. It is said that this means of watering cows is just as convenient and satisfactory as any of the individual watering devices, while it is more cleanly and more wholesome.—Rural New Yorker.

BUTTER-MAKING TESTS.

Cleanliness and Attention to Details Give Better Results Than Commercial Cultures.

The discovery of the important part played by various bacteria in producing the flavor and aroma of butter has led to the introduction of what are known as commercial butter cultures, and dairymen have been led to hope that by the use of such cultures and of the process of pasteurizing, the quality of their butter might be materially improved. Recent trials at the Pennsylvania experiment station, however, reported in bulletins No. 45 and No. 46, now in press, seemed to indicate that cleanliness, the careful selection of milk and close attention to details promise to effect more in improving the flavor of our butter than pasteurizing and the use of commercial cultures. With pasteurized cream, the acid-forming cultures were found to give slightly but distinctly better results than were obtained from unpasteurized cream ripened spontaneously, while non-acid-forming cultures gave results, if anything, slightly inferior to those obtained by spontaneous ripening. With unpasteurized cream, as might have been expected, the results were less marked. A home-made starter, however carefully prepared from skim milk, was found to give as good, if not better, results than the more expensive commercial cultures, and this was true both with pasteurized and with raw cream. No distinctly beneficial results were observed from pasteurizing, although the experiments were not specially planned to test this point. These results are similar to those recently published by the Wisconsin experiment station and the two taken together do not seem to indicate that, under present conditions, marked advantages are to be anticipated from the use of the commercial cultures. Trials were also made of heating milk to a temperature of about 165 degrees Fahrenheit before separating, but without any marked effect on the flavoring of the resulting butter.

Aim for Good Cows.

What we dairymen should aim at is to secure the best cows we can, and try testing each cow's milk by churning separately, and ascertain for sure whether they pay for their keeping and give us a little profit. We can be satisfied with a small profit, but cannot afford to keep cows at a loss for the benevolent purpose of supplying dairy products to consumers at a low cost. Excelsior should be the watchword, and the poorer cows kept only until their places can be filled by better.—Wisconsin Agriculturist.

WATER IN ABUNDANCE.

It Is Absolutely Essential to the Highest and Most Perfect Milk Production.

An abundant supply of water, easily obtained whenever the cow wants it, is necessary to the highest milk production. About 87 per cent. of milk is water, and if the cow's supply of water is limited the milk yielded is proportionately reduced. It pays to furnish pure, palatable water summer and winter, so that the cow will drink large quantities, as, within reasonable limits, an increase in water consumption brings an increase in the milk yield. Some dairymen are obliged to water their cows in summer from artificial ponds. When this is the case the pond should be fenced and the water drawn off into a trough by a pipe controlled by a float valve, so that the trough will always be full of clean water. When cows are allowed to stand in a pond the water becomes indescribably filthy and the cows will not drink enough to maintain a full milk yield. Such water is liable to taint the milk, and some of the filth which collects on the cow's body while standing in the water is very apt to fall into the pail at milking. This summer we saw dairy cows drinking from ponds in which they stood and in which pigs wallowed. Milk from a single herd of cows watered in this way might taint the entire product of a creamery.

In winter dairy cows which have poor shelter and are obliged to drink ice water from a creek dread the chill and often do not drink as much water as needed. It will often pay to warm the water, using one of the cheap heaters on the market.

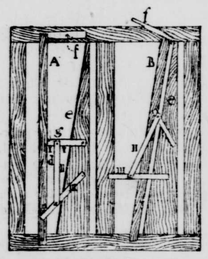
On stormy days if cows are exposed while drinking the milk yield will be reduced sometimes as much as 25 per cent., and when the weather is bad it will pay either to have the watering trough under a shed or else carry water to the cows and let them stay in the stable.

There are devices on the market which keep a supply of water constantly before cows in the stable, and tests made with these devices show that when used the milk yield is increased over that given by any other method of watering.—Western Plowman.

AUTOMATIC STANCHION.

A Most Excellent and Safe Device for Cattle That Have Not Been Dehorned.

The pieces A and B are the movable parts, the first closed and the other open. The narrow strips I, II, III, each of which is two inches wide and three quarters of an inch thick, represent the apparatus by which the stanchions are operated. The pieces I and III are fastened to the immovable upright (e) and connected through II by means of bolts, that at g being fitted with a block against which the upright A is to play



AUTOMATIC STANCHIONS.

when open, while the block (d) is to hold the strips in place when the stanchion is shut, the weight of the whole causing I to rest upon it. Thus, to unlock the stanchion one must lift this strip, which raises the other two, and push up the drop (f); the upright (A) may then be pushed back and the animal withdraw her head. On the other hand, when she comes in and takes her place in the open stanchion she must press against lever (III) in trying to get at the feed below, and this causes the rests (II and I) to come down, and so brings upright A, by means of the block at g, into the place again, the drop (f) locking it so that the cow cannot get out until released by human hands.—Fred O. Sibley, in Farm and Fireside.

Economy of Horniess Cows.

When it comes to putting up cows for winter, the cow that has no horns will be found to take much less room than her neighbor who is tempted to and generally does hook and fight all those near her. In the stable, of course, each stall will accommodate its cow, horns or no horns. But we believe that horned cattle are often kept in stables on bright, pleasant, winter days, to keep them from hooking one another, when they would be much healthier if allowed to run in a small yard. Most barnyards are made much larger than would be necessary if all horns were removed This wastes manure, as more surface is exposed to rains, and the droppings in a large yard are often so scattered that they are never gathered into heaps and carried where they are needed.—American Cultivator.

The Separation of Cream.

You cannot thoroughly separate cream from milk if the separator is not run at full speed. Cream for consumers should be pasteurized. This kind of cream will appear to be thin, but it should be sold by the Babcock test. Cream should be sold for one cent for every per cent. of butter fat in the cream. Parchment paper wet in cold water will draw the color from the butter. Washing butter in salt water is simply throwing away salt. Casein will coagulate at 90 degrees, and it is safe to pour hot water into the cream and make white specks in the butter.—Rural New Yorker.

How Capital Is Wasted.

Capital is by no means an unmixed blessing to the would-be poultry raiser. My earnest belief is that in the majority of cases the chief use of capital is to furnish something to throw away; for one who is interested is sure to think of so many hundred seemingly desirable things, that capital melts away into thin air at an alarming rate; whereas, if one is so situated that the fowls must pay their own expenses or make none, their owner will have learned to save his money, or to invest it judiciously, by the time he has any surplus to handle for anything besides feed bills and necessary shelter.—Farm Poultry.

Culture of Cauliflower.

Cauliflower ought to receive a similar treatment to cabbage, except that it requires an extra rich soil, an occasional application of liquid manure and frequent watering, especially when heading. Early sorts in this latitude are mostly sown in hot beds, transplanted once before setting in open ground, and finally transplanted before the middle of April in rich, deeply worked soil, two feet by 15 inches apart. Late sorts are sown and cultivated like late cabbage. When heading tie the top leaves together to protect from exposure to the sun.

New York Sugar Beets.

The number of analyses of sugar beets made by the New York agricultural experiment station during the season of 1898 is 343. This number includes beets grown under the direction of this station and from seed which is furnished; also samples sent from the commissioner of agriculture, representing beets grown under the special care of his department. The results of this year's observations appear to be fairly satisfactory. The average percentage of sugar in the beets as determined from 343 samples is 14.2, with a coefficient of purity of 85.

The Best Donkeys.

The best donkeys come from Arabia. They have clean, smooth coats, hold their heads high and are used only for riding purposes. Many are sent to Persia, where they sell for high sums. They are well looked after and their harnessings are of the richest.

HORTICULTURE

PRUNING GRAPEVINES.

A Method Successfully Used by the Horticulturists of a Prominent Experiment Station.

The cut represents a good method of pruning and training grapevines, recommended in one of the station bulletins. The vine in its early years is pruned to make a low, stout head that will stand without support, having two or more short arms. One of the new fruiting canes is left on each of the two arms, and this is bent in a circle and first tied low down near the head. To insure fruitfulness rather than a vigorous growth of wood these canes should receive a severe bend near the base. This can be accomplished by drawing up or pressing down, as required, in making the second or upper tie. Care must, of course, be taken to



HOW TO PRUNE GRAPEVINES.

not break the canes in making this sharp bend. To distribute the fruit and foliage the canes should be crossed at right angles. No more than two canes should be crossed in this way. A short spur of two buds (not shown in cut) should be left, one on each branch, to make new wood for next year's fruiting, as this year's fruiting canes must be cut away.

Pruning grapevines may now be prosecuted during any fine weather. The intention and purpose of pruning a vine are to concentrate the growth and productive capacity of the plant to the fruiting of a comparatively few buds, and not spread it over a great length of vine and numerous buds. The canes, then, of last season's growth, some of which may be ten to fifteen feet long, are cut back to two eyes, leaving short spurs, from which the next year's growth is to proceed. Some of the canes may be cut altogether, and only enough left to bear as much fruit, and no more, as the vine can properly mature of the best quality.—Farm Journal.

HORTICULTURAL NOTES.

Rabbits cannot gnaw through wire cloth if it is placed about the fruit trees.

Coal ashes, if you have them, can be scattered about the bottom of trees and berry bushes to advantage.

It is claimed that gas tar applied to the trunks of trees will prevent rabbits from gnawing the bark. We think it would, but would suggest that it be applied very lightly.

Prof. Goff is inclined to think that we may produce varieties of the apple that will be scab proof. G. S. Kellogg has grown apples which were free from scab, in an orchard in which all the other fruit was nearly destroyed by the disease.—Western Plowman.

Four Feet of Horse Radish.

A home plot of horseradish is desirable for every farm or garden. Eaten in moderation it is recommended as a condiment to promote appetite and invigorate digestion. A plot of rich ground three by four feet will supply a large amount of roots. The location should be not too dry and the ground should be very deeply spaded. Roots can then be set—small pieces of root four or five inches long and a quarter of an inch in diameter make the best growth—at a depth of two or three inches and 18 inches apart. The plants should be kept hoed and the ground free from weeds until their leaves shade the ground, when they will need no further cultivation and their shade will also keep the soil moist.—Prairie Farmer.

Buying Nursery Stock.

In making out orders for fruit trees and vines don't forget to order from nurseries having as near as possible the same soil and climate as the trees will have when planted and buy from a nurseryman known to be practical, progressive and reliable. Get healthy, vigorous stock, with strong vitality, well rooted, good cane or stalk, with branches in proportion to the roots. Apple trees are considered best for planting at two or three years, not more than the latter age; standard pears should be two or three years old, dwarf pears, plums, peaches, currants, gooseberries and grapes, one to two years old.

THE ROTTING PEACHES.

Spraying Should Be Begun Early, Long Before the Disease Makes Its Appearance.

The loss to the peach crop by rot the past season was a great drawback in not a few cases, and if there is any way to avoid it in the future it should be adopted without delay. Limited experiments in spraying with Bordeaux mixture seem favorable. But the spraying should be begun early enough, before the disease makes its appearance. And, considering the danger from leaf curl also, the time to begin would seem to be before the buds expand, at which time the solution should be stronger than in subsequent applications when the leaves are unfolded.

Then again, in setting out orchards, the varieties that are liable to rot should be discarded. Some of these would be valuable but for this constitutional fault. Champion, an excellent variety otherwise, will not sustain itself on this account. So with Alexander, Amsden, Rivers and quite a number of others. But their loss need cause no regret, for there is a large list of choice varieties that have good resisting power to the malady, and that will more than fill their places.

But the planter who goes at his work haphazard and buys cheap trees—most likely from some one he knows nothing about—will be left. "Serves him right!" was the remark made years ago by Mr. Colman, first United States secretary of agriculture; not very complimentary, but perfectly in place.

As in any other business, the peach growers who are successful are careful, painstaking men who keep clear of all unnecessary risks. That peach rot can be controlled by such persons—just as black knot is—there can be no doubt. And every point must be looked after. Just now one of the things to be done is to gather and burn the diseased peaches sticking on the trees or lying under them. These dried-up peaches contain the seeds of another crop of rot, and everyone burned now lessens the danger.—National Stockman.

LIGHT ON SPRAYING.

A Recent Discovery That Will Add to the Hope of the Average Fruit Grower.

At a recent farmers' convention Prof. Burrill, of the University of Illinois, gave to his hearers a piece of information that he said had not yet got into the books. It has relative to the first spraying of fruit and trees for fungous diseases. It has been believed that in the case of most of these pests the spores lived over on the twigs of the trees. It was advised to spray before the blossoms were open, for the purpose of killing these colonies of spores. Fruit raisers have been religiously carrying out instructions in this regard, and the experiment stations have been sending out spraying calendars year by year in which the fruit raiser is advised to spray before the opening of the blossoms. But now it has been found that the theory of the spores living over on the twigs is erroneous. The spores live over in the leaves that fall to the ground and lie there till spring. With the first breath of spring these spores ripen sufficiently to float in the air, and as soon as the young leaf begins to expand they find a lodgment there and begin their life work. It is, therefore, useless to spray at the earliest time indicated in most of our books on spraying. This discovery will add much to the comfort of the orchardist, for it will decrease his times of spraying. It also adds greatly to his hopes, for if the spores live over on the dead leaves the proper way to get rid of them is to destroy the leaves. This may be done by clean cultivation, plowing under the leaves that escape the burning.—Prairie Farmer.

PRUNING PEACH TREES.

How to Cut Back the Limbs When the Budding Trunks Are First Set Out.

There are two practical ways of cutting back peach trees at time of setting out.

The first one is to cut back to four or five buds on the stock as high as it is desired that the top shall start. I have found from 18 to 30 inches to be about as good as any. Then every small limb should be cut close to the trunk of the tree and a beautiful top will be formed,



PRUNING PEACH TREES AT SETTING OUT.

the bark in the top becoming perfectly healthy and making a strong body that will keep the top from breaking in case of high winds.

One of the greatest mistakes in planting peach trees is to leave the old top on. The second method is adopted when the trees are very large and overgrown and when the other method would make too large a wound to heal over nicely; also when the limbs are too large to cut close to the body. In such a case the limbs should be cut back to the first two buds, as in the illustration.—American Gardening.

The Cruel Driver.

As he beats the poor beast that is his to control,
Pray tell us, which brute is more worthy a goal—
The ass in the cart or the horse at the pole?
—L. A. W. Bulletin.

Plant such varieties as will grow in your section, even if they are not the best varieties. The Ben Davis will do well in sections of the west where other varieties will do nothing

BIGGEST CHECK EVER DRAWN.

The Piece of Paper Called for the Payment of a Mint of Money.

There were made out last year two checks which were and still are the largest ever drawn in single financial transactions, says the St. James Budget. The smaller of the two checks established a record as the largest ever drawn; but although it was for more than $55,000,000, it did not long remain the largest, being soon eclipsed by a check for $622,500,000.

These valuable pieces of paper were drawn in connection with the last Chinese loan, and the final installment of the war indemnity money which was due to Japan from China, and changed hands in the parlor of the Bank of England, in the presence of the governor of the bank, the plenipotentiaries of the Chinese and Japanese governments, and the managers and submanagers of the Hong-Kong and Shanghai banking corporation.

Their record check was the largest ever drawn by any banking firm. It was an ordinary looking document enough, and folded would easily go into one's vest pocket. If it were possible to make a golden column of these millions by piling the coins one on top of the other, the height of 10¾ miles would be reached. If a chain were made of the coins, they being placed side by side, it would extend 1468¾ miles.

English Poets of Foreign Birth.

Many of England's leading poets had very mingled strains in their blood. Tennyson's extraction was Danish, French, and English. Robert Browning had "brown" blood in his veins, for his grandmother was a creole lady. Rossetti was Italian, with an admixture of English blood; Algernon Charles Swinburne has both Scandinavian and French blood in his veins. Austin Dobson is French as well as English, and the late Coventry Patmore was "fractionally German."

Healthiest Spot in the World.

The healthiest spot in the world seems to be a little hamlet in France named Aumone. There are only 40 inhabitants, 25 of whom are 80 years of age, and one is over 100.

Pocket Picking in London.

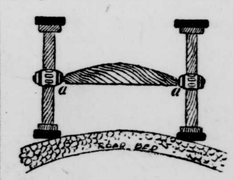
Pocket picking is an occupation that admits of a vast display of ingenuity. While disclaiming any particular merit for that country, says a London paper, it is an indisputable fact that again England is in the van of all nations in that her pickpockets hold their own against all foreign competition. In London alone over 100,000 men, women and children gain their daily bread entirely by this unscrupulous mode of living.

ROAD IMPROVEMENT.

THE TIRE QUESTION.

This Writer Is of the Opinion That the Broad Kind Is Not Always the More Desirable.

I have noticed many articles favoring the use of broad tires on the farm as well as on the road. Many of these articles, I fear, have been written by people who use narrow tires and give wide tires the preference, having never tested both kinds carefully. I have a neighbor who has made a fortune farming, but who is opposed to the use of broad tires. He says he has used both for a long time and has finally decided that the narrow tires are the best, all things considered. The broad tires are all right for use on the farm, but when the ground is so soft that the narrow tires cannot be used it is not good practice to go on the fields with any kind of wagon. Then, too, when the ground



BROAD TIRES ON CURVED SURFACE.

is so soft that the broad-tired wagon sinks into the ground to any considerable extent, the draft is so heavy that hauling is almost impossible.

On roadbeds which have a curved surface, as shown in the accompanying illustration, broad tires are a disadvantage, as only the inner surface touches the edge of the road, and the leverage produces greater friction at a than would be caused by the use of narrow tires. The wider the tire the more friction, and the harder the load pulls. This principle also applies to roads that are full of stones and upon roads which have frozen and uneven surfaces. Roads which slope to one side or the other cause the same difficulty. This applies to roads about a farm, and where the land is hilly the objection is more pronounced. Of course the increased leverage is not so perceptible unless the surface of the ground is hard. Just how much difference in draft there is between wagons with narrow tires and those with broad on a curved road surface has never been accurately determined, but it is considerable. — Orange Judd Farmer.

TRAFFIC HAMPERED.

Good Roads Sermons Taken at Random from a Number of Illinois Local Newspapers.

That the good roads "fad" has more of a foundation than have many of the roads themselves, is apparent to anyone who is in a position to read the papers of the land. From the local papers of a single state (Illinois), where roads are about as they are in many other states—we glean the following: At Chandlerville, "The roads are so rough the doctors are taking the train when they can to go to see their patients, and when that is not convenient, they walk." At Pleasantview "the warm weather stopped the wood haulers, owing to bad roads." At Jacksonville a news agent announces that "on and after January 15, the delivery of Sunday papers will be discontinued on all streets not paved, until the conditions of the roads improve." At Plymouth "Coal is again in demand by many of our people. The roads have been so everlasting muddy, the haulers of coal from the ridge could not get in with a load." A Bloomington paper says: "In most towns of central Illinois, grain hauling is suspended until the 'roads are better.'" etc.

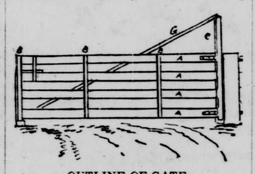
Now, all of the foregoing would lead one to infer that the good roads movement has more back of it than "a mere handful of bicyclists, who want farmers to build good roads, so that cycling may be enjoyed by those city fellows."

It is gratifying to know that even the farmers are now looking at the question in the right light, and are showing a disposition to work hand in hand with cyclists for the benefit and betterment of all concerned.—Good Roads.

SWINGS BOTH WAYS.

A Farm Gate That Has Been Found Safe and Cheap Wherever It Has Been Used.

The gate shown in the illustration I have used for years and find it safe and cheap. The horizontal boards (a) are six inches wide and 14 feet long. The uprights (b) are two-by-fours, three of them, 4½ feet high, and the fourth (c) seven feet. Mortise the boards into the uprights to a depth of one inch. For a brace use two one-by-fours, 16 feet long



OUTLINE OF GATE.

(g). Bolt the top of seven-foot upright and at the bottom of the front one (b). Nail a board over the back ends of the gate plank. This makes the whole thing stronger, and I prefer it to a four-by-four for a hinge timber. Get your blacksmith to make a pair of hinges. The post hinge at the top must be long enough to go clear through, so that a burr can be placed on the end. As the gate sags this is tightened. The bottom one can simply be driven into the post. It should have a shoulder to rest against.—George James, in Orange Judd Farmer.

Horses' Trail of Blood.

A gentleman who traveled over the road from here to Tompkinsville one day last week, in talking with a News man of his trip, said: "I tell you, the roads are in a worse condition than I ever saw them. I had rather start to Boston to-day than to start back to Tompkinsville. Why, I could almost trace every step the horses take by the bloodstains left on the ground. The ground was frozen just enough to cut the horses' feet, all to pieces, and the poor animals hobbled along like they were walking on glass, and every now and then sinking in frozen mud up to their knees and pulling their feet out dripping with blood. Occasionally the horse would give a groan of pain, and on looking down one could see blood trickling down from a fresh cut on their swollen legs. How the mails ever got through I can't understand. I think the mails ought to be stopped until the roads get so they can be traveled without inflicting such cruel punishment on the horses."—Glasgow (Ky.) News.

Wants a Wide Tire Law.

A Toronto man wants his government "to enact a law compelling all vehicles carrying a dead weight of 600 pounds or over on the public highway, to have a tire not less than five inches wide. It is the narrow tire that is destroying our roads. As soon as the rains soften them the narrow tire cuts like a knife. I do not believe that there is, or ever will be, a country road constructed that will stand the narrow tire. A five-inch tire, however, will press and make the surface still more solid, especially when the road is softened by rain, instead of cutting as a narrow tire does."

Victims of Mud Roads.

The sad condition of roads about Scottsville, Va., is said to be stirring up the people tremendously. The farmers have been pent up at home so long by impassable highways they are growing desperate, and, as soon as they can get together, they are going to hold a meeting and prepare to improve the highways.

WHAT BAD ROADS COST.

Total Cost of Wagon Freight for Twelve Months Represents an Enormous Amount.

Gen. Roy Stone figures out that there are 1,500,000 miles of public road in the United States, over which 500,000,000 tons of freight are hauled every year. Putting the average haul at eight miles—though this is probably an overestimate—he figures the cost of carting at two dollars the ton, or $1,000,000,000 the year.

With uniformly good roads the cost of moving this freight would be only $400,000,000, saving $600,000,000 to the public annually. This is equivalent to the yearly interest on $20,000,000,000 of three per cent. government bonds.

One-half of this almost inconceivably vast sum would rebuild every mile of road in the United States at an average cost of, say, $6,166 per mile, and the other half would furnish a yearly income of $200 per mile for their repair and maintenance.

At present the people spend the vast sum of $20,000,000 each year in repairing their worthless roads. This sum would build 4,000 miles of thoroughly good macadam road, sufficiently wide for rural use.

Experiments made in the Missouri agricultural experiment station show that in nearly all road conditions broad-tired wagons pull easier than those with narrow tires. On macadam road a load of 2,518 pounds can be hauled on broad tires with the same draught as a load of 2,000 pounds on narrow tires. On gravel road, except when wet and sloppy on top, the draught of the broad-tired wagon is much less than that of the narrow-tired wagon; a load of 2,482 pounds can be hauled on broad tires with the draught required for 2,000 pounds on narrow tires.

The trials on dirt roads give varying results. When it is dry, hard and free from dust 2,550 pounds can be hauled on broad tires with the draught required for 2,000 pounds on narrow tires. When the surface is covered with two or three inches of dry, loose dust, the results are unfavorable to the broad tire.

In general, the better the road the greater the advantage of the broad tire. On turf it is much easier of draught.

TWO MR. SPRINGS.

Strange Coincidence in Names of Two Soldiers at Camp Wikoff.

There were two men of the same name in the Twentieth infantry at Camp Wikoff, says the New York Press. One, hailing from Massachusetts, is a sergeant of company I, while the other, a Pennsylvanian, is a private in company M.

Soon after the regiment arrived at Montauk Point, Sergt. Spring began to get very flattering letters from a young lady living in a small Pennsylvania town; also express packages, which were none the less welcome for being unexpected. At the same time Private Spring was deciding that he must be able to charm at a distance, because a Massachusetts girl was writing to him in a particularly affectionate strain, and wanting to know if there wasn't something she could send him.

Private Spring thought of a lot of things that he could use if he had them, but as the fair correspondent had omitted to sign her last name, it didn't seem feasible to write for them. Presently both Springs began to get letters complaining that no answer had been received to questions asked in the writer's previous letters.

At the height of the tangle Sergt. Spring was walking along the road one day, when a comrade called his name. He and another man ahead of him both walked back, asking what was wanted.

"Is your name Spring, too?" asked the sergeant.

"That's what," replied the other man. "Francis Joseph Spring."

"Well, that's me, too," said the sergeant.

"Say," he added, as a thought struck him, "do you get letters from a girl named Molly?"

"No, I don't," replied the other. "Not as many as I ought to."

"I do; more than I ought to," said the sergeant. "I guess they're yours."

"I've got some from Sarah that I'll trade for 'em," said the private, grinning.

"That's a go," answered the Massachusetts man, and all was satisfactorily arranged, except for the contents of sundry packages, which had been devoured.

After that the two Springs met every other day and held a mail exchange.

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MUNN & Co. 361 Broadway, New York
Branch Office, 625 F St., Washington, D. C.

QUEEN ANNE'S RAILROAD



Schedule in effect November 21, 1898
Steamer connections between 9th Light Street Wharf, Baltimore, and Railroad division at Queenstown.

Eastward.			Westward.	
3	1		2	4
Exp.	Mix'd		Exp.	Mix'd
Leave		STATIONS	Arrive	
P. M.	A. M.		A. M.	P. M.
3:20	6.00	Baltimore	11.55	9.45
6:25	9.10	Queenstown	9.02	5.35
6.31	9.16	Bloomingdale	8.57	5.25
6.38	9.23	Wye Mills	8.50	5.17
6.44	9.30	Willoughby	8.45	5
6.51a		D. & C. Junc	8.38a	
6.53	9.43	Queen Anne	8.37	4
6.55	9.45	Hillsboro	8.35	4
6.59	9.50	Downes	8.31	4.
7.02	9.53	Tuckahoe	8.28	4
7.07	10.00	Denton	8.22	4
7.16	10.15	Hobbs	8.12	4
7.23	10.23	Hickman	8.06	4
7.27	10.27	Adamsville	8.02	3
7.31	10.32	Blanchard	7.58	3.
7.37b	10.40	Greenwood	7.52	53.4
7.44	10.55	Owens	7.44	3.2c
7.47	11.00	Oakley	7.40	3.20
7.58	c11.15	Ellendale	7.33	3.12
8.06	11.24	Wolfe	7.17	2.58
8.11	11.30	Milton	7.12	2.51
8.19	11.38	Whitesboro	7.05	2.43
8.22	11.41	Overbrook	7.03	2.40
8.26	11.45	Greenhill	6.59	2.35
8.30	11.50	Lewes	6.55	2.30
A. M.	A. M.		A. M.	P. M.

CONNECTIONS.
a connects at D. & C. Junction for points on Del & Chesapeake R R.
b connects at Greenwood with the Del. Division of the Phila, Wilm & Balto R R for Bridgeville, Seaford, and points South.
c connects at Ellendale with the Dela, Md & Va. R R for Georgetown.
e connects at Greenwood with the Del Division of the Phila, Wilm & Ba
I. W. TROXEL, Gen'l Ma
Qu

PENNSYLVANIA RAI
P. W. & B.
Delaware & Chesap

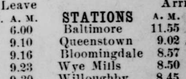


Commencing May 30th will run as follows

GOING SOUTH		STATIONS	
285	205	Week Days	
Mail.	Pass.		
A. M.	P. M.		A
6 25	3 00	Baltimore	11
7 25	3 46	Phila.	10
9 38	5 47	Clayton	8 45
9 48	5 56	Kenton	8 36
10 57	6 04	Hartley	8 26	3 —
f10 00	6 06	Slaughter's	8 23	3 24
f10 08	6 12	Marydel	8 17	3 18
f10 16	6 19	Henderson	8 10	3 11
10 24	6 26	Goldsboro	8 03	3 04
10 24	6 39	Greenshoro	7 52	2 54
10 44	6 46	Ridgely	7 42	2 43
10 54	6 55	Queen Ann	7 31	2 33
11 04	7 02	Cordova	7 24	2 24
11 12	7 08	Chapel	7 18	2 17
11 24	7 20	Easton	7 08	2 07
11 42	7 37	Trappe	6 55	1 50
11 53	7 47	Oxford	6 45	1 40

"f" stops to leave or take passengers on notice to conductor.
J. B. Hutchinson' Gen'l Manager. J. R. Wood, Gen'l Passenger Agt.

Chester River Steamboat Company
CHANGE OF SCHEDULE.



Beginning November 7th, 1898, the
STEAMER EMMA A. FORD
will leave Chestertown on Monday, Wednesday and Friday at 7:30 o'clock a. m., stopped at Rolph's Booker's, Quaker Neck, Bogles', Queenstown and Kent Island. Leave Queenstown a 9:30 arriving in Baltimore about 12:15 leave Baltimore on Tuesday, Thursday and Saturday at 10:30 a. m., arriving at Queenstown about 1:30 p. m.; arriving at Chestertown about 3:30 p. m.
STEAMER B. S. FORD,
leaves Centreville on Tuesday, Thursday and Saturday at 8.00 a. m., stop at landings on Corsica River, Bo Queenstown Jackson Creek and Island; leave Queenstown at 9.3 and arriving in Baltimore a 12:15 p. m.; leave Baltimore Wednesday and Friday at 10 arriving at Queenstown Centreville about 3.30 p
☞ Until further not will make the landing at Rock Hall.
GEORG
James E. Tayl

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