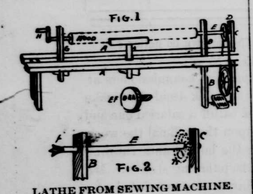
POULTRY AND BEES

HANDY SHOP MACHINE.

How Any Ingenious Farmer Can Connect a Turning Lathe with a Sewing Machine.

Every farm should have a tool room and machine shop of more or less size. A very convenient machine for doing various kinds of repair and other work is a turning lathe. At little expense a sewing machine may be easily put to such service, as the illustration portrays.

Take the mandrel that works the needle of an old wornout sewing machine out, with the pulley and bal-



LATHE FROM SEWING MACHINE.

ance wheel on, as shown at d and e, Fig. 1; also drive wheel and treadle. Attach drive wheel to post c, treadle rod to b and c. The mandrel has a small hole drilled in the end outside of the balance wheel, in which a sharp-pointed steel pin is inserted and on which it revolves; see Fig. 2. The mandrel is babbed in post b. Fill half way on mandrel and let cool; then fill one inch above mandrel, putting a small stick to make a hole for oiling. If the mandrel is of steel, have a blacksmith flatten the end, as at f; if cast, have holes drilled in pitman wheel and threads cut and pins put in like e f to hold wood in lath. Pieces a a are three by eight inches by six feet long; c, b, and g are two by six inches. From floor to top of a is 30 inches; from top of a to e ten inches; h is a screw with a crank to it and works through g to hold wood in lathe, as shown by dotted lines in Fig 1. This lathe is intended only for small work, as the power is not sufficient for heavy work.—J. D. Magruder, in Farm and Home.

KEEP THE PULLETS.

The Wise Poultryman Can Reap a Rich Reward This Year by Being Conservative.

Prices of eggs hold up well and there is no reason why they should be lower till next spring, even if they are then—in fact there is every indication that they will be higher right along. Every keeper of hens, whether a small flock or a large number, ought to plan to reap a harvest from this fact.

The first thing to do is to help the moulting hens to get their new dress on just as soon as possible; give them good, dry quarters at night and a chance to get to such during the day should it rain; feed liberally with a variety of food including some linseed meal, sunflower seed or green cut bone. The next thing to do is to keep all the likely pullets.

Do not be led into selling a single pullet just because the prices for spring chickens are good. A pullet well fed from now on will gain in flesh or weight till she begins to lay, then for awhile her keeping is at a daily profit.

When she is through laying, if you are disposed to sell her she will bring you nearly as much, if not just as much on the market as a hen as she will now as a spring chicken. That's one advantage the pullet has over the cockerel. As he grows from a spring chicken to a rooster he loses in price as he increases in weight, and in the vast majority of cases is a useless boarder all the while. Get rid of as many of them as you can spare at once and make room for the pullets.

Having decided what pullets are worthy of being wintered, feed them from now on to produce growth and eggs. Be liberal with your feed, and if the fowls are running at large a feed of corn just before going to roost will not make them overly fat. A poor, scrawny hen is not likely to produce many eggs.

When we advise saving every likely pullet we mean the late hatched ones as well as the early ones. They will all keep growing till they lay if fed and cared for as suggested above. The early hatched ones should begin to lay in a few weeks now and the others should follow right along as they reach the proper age.

Keep the pullets.—Farmer's Voice.

Don't Neglect the Hens.

The man who neglects his hens merits the severest punishment from his friends, says the Maine Farmer. Hens are willing servants, but the man must get their friendship and keep on the sunny side of their disposition. You cannot order the eggs and have them forthcoming, neither can you "shoo" the hens on to the nest and get eggs. Somehow the idea prevails that a pail of mash and dish of grain are all that is necessary to insure faithful service, whereas these simply sustain life. It is the little attentions, the fussy things which pay. Clean pens, sweet laying boxes, fresh air, pure water, a shady run, plenty of fresh grass and newly turned earth constitute some of the steps necessary before the largest production can be expected.

PLEA FOR BEEKEEPING.

There Is No Good Reason Why Every Farmer Should Not Keep a Few Hives

Marie Aiken, in the Agricultural Epitomist, has much to say in favor of beekeeping, and regrets that fewer farmers keep them than in former times. She says: "I know that it is claimed by some writers that the honey crop is on the increase. Perhaps it may be in one way. On a large scale here and there private enterprise may be furnishing much honey for the city markets, but that which I speak of relates to the keeping of enough bees for our own home use. Almost every farmer in the old days provided his own table with this healthiest of sweet foods, but in these days he does without. And yet what is raised on the farm which so amply pays for itself, with so little labor and outlay of feed, as bees? I can remember hearing old ladies say that the eating of much honey was a preventive of cancer. I cannot say as to its medicinal qualities in this line, but it will allay inflammation and thus may keep down disease of an inflammatory character along the digestive tract.

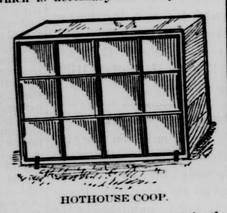
"Why do not more people keep bees? There was a time when old-fashioned hives and cross bees might have frightened some people away from the industry, but now bees are progressing along the line of civilization and education. They seem to understand that the sting, and the poison it conducts, was not given them to go to battle with, but to add the drop to the honey which keeps it from spoiling. Italian bees are singularly docile in this line; the Syrian bee still more so. There are types of honey bees in South America that do not sting at all, but as yet they will not live in this country. It is very likely that some time, by crossing, we can get them acclimated. The Italian bee, take it all around, is our favorite bee. Its tongue is long enough to dip even into the red clover for honey. It will crawl into flowers that other bees, especially the black bees, shun. It will work on days so cold that other bees would not think of venturing out.

"While there seems to be natural born bee workers and persons born immune from bee poison, yet anyone if he would only make up his mind could hive bees. The boxes should be set facing low trees. Here the bees, will make a first stop, and a very young person, either girl or boy, can readily learn how to get them into an empty hive which should always be ready for such cases in swarming times. A good bee veil and calmness are the main requisites. A bee soon scents a nervous person and resents being handled in a shaky way. Another thing, a bee on business intent seldom stings. After they swarm there is little danger of stings, just as there is little danger when the bee is loaded with honey."

COMFORTABLE COOP.

It Consists of a Dry Goods Box with an Old Window for the Front or Door.

When the chicks are about 24 hours old, I put 20 with one hen and place them in a dry goods box which has an old window for the front so that on stormy weather and cold nights they can be shut in with just a crack for air. It has a good floor, which is necessary for early chicks.



HOTHOUSE COOP.

In bright days I let them out in the middle of the day. The chicks are not fed before 24 hours old. Then they are given meal mixed with sour milk or water. Meal is never fed as soon as mixed, but is allowed some time to swell and is then fed warm. Chicks are fed four times a day until they weigh two pounds, and after they are a few weeks old cracked corn is fed at night. The accompanying illustration shows a picture of the coop.—Orange Judd Farmer.

AMONG THE POULTRY.

Dry ground is the best floor for a poultry house.

Meat in the rations stimulates the hens to lay freely.

Force the hens to molt before the cold weather is on.

Hens that are good at laying are seldom good at sitting.

The hen that is made or let to become too fat will lay no eggs.

Without occasional infusion of new blood the flock tends rapidly to scrubdom.

The care you give during October makes or unmakes your hens for next winter.

Except in the mating season, the hens and pullets are better off separate from the males.

It isn't at all necessary to have a fine or fancy poultry house. Comfort is all a laying hen cares for.

The best fowls are none too good. The medium fowls are only tolerable. The inferior fowls are a snare and a delusion.—Commercial Poultry.

Her First Picture.

Mr. Wayback—Great Scott! What you got the hired man plowin' up the front yard for?

Mrs. Wayback—Our darter says the first pictur' she takes with her new camera will be the house, and her book of instructions says she must break up the foreground, but, of course, she can't do that herself.—N. Y. Weekly.

I have had occasion to use your Black-Draught Stock and Poultry Medicine and am pleased to say that I never used anything for stock that gave half as good satisfaction. I heartily recommend it to all owners of stock.
J. B. BELSHER, St. Louis, Mo.

Sick stock or poultry should not eat cheap stock food any more than sick persons should expect to be cured by food. When your stock and poultry are sick give them medicine. Don't stuff them with worthless stock foods. Unload the bowels and stir up the torpid liver and the animal will be cured, if it be possible to cure it. Black-Draught Stock and Poultry Medicine unloads the bowels and stirs up the torpid liver. It cures every malady of stock if taken in time. Secure a 25-cent can of Black-Draught Stock and Poultry Medicine and it will pay for itself ten times over. Horses work better. Cows give more milk. Hogs gain flesh. And hens lay more eggs. It solves the problem of making as much blood, flesh and energy as possible out of the smallest amount of food consumed. Buy a can from your dealer.

OUR PACIFIC WHEAT SHIPPING PORTS

THE GRAIN FLEET IN PORTLAND HARBOR.

THE attention of commercial nations is undoubtedly being attracted toward the Pacific coast, and as a consequence that section of the United States is rapidly developing in its commercial relations with the people of other countries. The wealth and resources of the Pacific coast are already being vastly augmented through its foreign trade, and it is quite probable that in the near future the western coast of the United States will be the scene of a very considerable proportion of the world's commerce.

The past year has witnessed great expansion of trade with the orient. South America, Australia, East Indies and the southern Pacific islands, and it is probably true that the capacity of this trade for future development is only just beginning to be appreciated.

The commerce of the Pacific coast has been increasing since the Spanish-American war at a rate that can scarcely be credited. The United States will probably control the trade of the 8,000,000 inhabitants of the Philippine islands, a trade amounting to over $60,000,000 yearly, and it will undoubtedly have a steadily increasing share of the $1,000,000,000 or more of annual foreign trade of China, Japan and the Dutch East Indies.

An important factor in the development of the trade of the United States with eastern countries is that the goods it exports to them do not compete to any considerable extent with their domestic products. We furnish them with wheat, flour, cotton, tobacco, lumber, iron, implements and machinery, and receive in exchange silks, tea, coffee, spices, mattings, and numerous other products peculiar to those countries.

There is in the Philippines, where navigation lines from the Pacific coast ports and Australasia converge, an important base of operations at the door of all the countries of the east. This fact alone would make the orient the natural market for the products of the Pacific coast, and already offers an opportunity for a large and remunerative trade, a trade that is constantly increasing and is very different from that of the Atlantic coast, whose shippers must necessarily take their wares to all the markets of the world and compete for the trade with the principal countries of Europe.

The records of the last ten years show that there are on an average about 333 vessels engaged in the grain trade of the Pacific coast. Of this number, 192 cleared from San Francisco, Cal., 96 from Portland, Ore., and 45 from the Puget sound ports—Tacoma and Seattle, Wash.

The number of vessels engaged in the grain trade varies to a considerable extent from year to year, and is largely dependent on the amount of grain available for export and the kind of vessels engaged in the trade.

During the grain season the flag of nearly every nation on earth is represented at most of the Pacific coast ports. All styles of vessels are seen. Clippers, packets, schooners, barks and other classes of vessels, from the largest modern steamers to the smallest ocean-sailing vessels, are constantly anchored in some of the many fine harbors of the coast.

The relative proportions of American and foreign vessels engaged in the grain-carrying trade of the Pacific coast vary somewhat from year to year, but on the average a little over 90 per cent. of the total number of vessels employed in this trade are owned by foreign capital.

During the season of 1901, 361 cargoes of wheat were exported from the Pacific coast. Of the vessels engaged in this trade, 243, or 67.3 per cent., sailed under the British flag; 52, or 14.4 per cent., German; 35, or 9.7 per cent., French; and ten, or 2.8 per cent., American, every one of the American vessels having sailed from San Francisco. The remaining 21 vessels were of the following nationality: Italian, 7; Australian, 4; Chilian, Danish, Norwegian and Russian, 2 each; and Dutch and Peruvian, 1 each.

Of the total number of vessels, 159, or 44 per cent., sailed from San Francisco; 128, or 35.5 per cent., from Portland; and 74, or 20.5 per cent., from the ports of Puget sound. The total tonnage of these vessels amounted to 709,792 tons, divided as follows: From San Francisco, 324,947; Portland, 230,287; Puget sound, 154,558.

The country tributary to the Pacific coast seaports raises about 65,000,000 bushels of wheat annually, about 37,000,000 bushels, or 56.9 per cent., of which are exported each year in the form of grain and flour. During the ten years ending with 1901 an average of more than 110,000,000 bushels of wheat were annually exported from the United States; of this amount Pacific coast ports shipped about 27,600,000 bushels each year, amounting to 25.1 per cent. of the average exports from the United States, and valued at about $19,400,000.

Exports of wheat from the principal ports of the Pacific coast have fluctuated considerably during the past ten years, and have ranged all the way from 37,426,479 bushels in 1898 to 19,149,090 in 1899, these years being, respectively, the years of largest and smallest exports of wheat during the period.

In 1901 the total exports of wheat from the principal ports of the Pacific coast amounted to 34,926,188 bushels, valued at $20,911,456. Of this amount, San Francisco shipped 13,262,796 bushels, or 38 per cent.; Portland, 13,014,008 bushels, or 37.3 per cent.; and the Puget sound ports, 8,649,384 bushels, or 24.7 per cent. The values of the above exports by ports were $8,233,916, $7,572,732, and $5,104,808, respectively.

The chief points of destination from San Francisco were Cork, South American ports, St. Vincent and Liverpool, in the order named. Cork alone received 10,517,993 bushels or nearly 80 per cent. of the total shipment from San Francisco.

Of the grain shipped from Portland during the year, 10,981,000 bushels, or about 83 per cent. of the total amount, went directly to the United Kingdom for further distribution, and the Puget sound ports also shipped more than half of their total exports to that country, 5,092,956 bushels, or nearly 60 per cent., going directly there.

Of the 16,432,175 barrels of wheat flour that were exported on the average from the United States during each of the past ten years, about 2,000,000 barrels, or a little more than 12 per cent., with an average value of nearly $7,000,000, were exported from the principal ports of the Pacific coast.

During the past ten years exports of flour from the Pacific coast have increased steadily and almost uninterruptedly from 1,497,879 barrels in 1892 to 2,736,313 barrels in 1901, an increase of 1,238,434 barrels, or nearly 83 per cent. Values have followed the course of prices, having increased from $7,126,629 in 1892 to $8,036,891 in 1901, and during the ten years ending with 1891 the average annual value of flour exported from the Pacific coast was $6,861,619.

During 1901 trade between Pacific coast ports and the orient has made wonderful strides. China and Japan and other oriental countries now receive more than 70 per cent. of all the flour exported from the Pacific coast.

New lines of steamers have been and are being established especially for this trade. One recently established line of 11 steamers, which is now in full operation between Puget sound and Liverpool, via Suez canal, touches at Manila and all ports of the Straits Settlements, India, Arabia, Egypt and Mediterranean and continental ports, and, by saving the transfer charges, enables the manufacturers of the country tributary to Puget sound, especially the manufacturers of flour, to lay their products down in the ports beyond Hong-Kong at a rate per ton considerably less than has been possible heretofore. Puget sound ports have taken the lead in the oriental flour trade, having shipped during the past year 802,410 barrels to oriental ports against 573,389 barrels from Portland and 553,803 from San Francisco. EDWIN S. HOLMES, JR.

A Puzzling Diagram.

Richard—Well, father, what is the secret of business success?

Father—My son, it doesn't pay to be too courteous in business life, and it doesn't pay not to be courteous enough.—Puck.

The Reason.

Cholly—Your father bowed very pleasantly to me this morning.

Clarice—Yes; he forgot his glasses when he left home.—Chicago American.

An Unfailing Sign.

She—I knew you would propose to me to-night.

He—Why?

"I saw the moon over my left shoulder."—Life.

In a Bad Way.

Johnny—Mother, father's coming up the road.

Mother—Is he sober?

Johnny—Yus.

Mother—I thought there was summit wrong with him this morning. Run and ask the doctor to come up quick.—Ally Sloper.

Practical Advice.

Bob—What should a man do when a girl fishes for a compliment?

Job—Lie like the other people who fish.—Yonkers Statesman.

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EUREKA Harness Oil

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JAS. HOBBS,

December 14, 1901.

To MR. HARVEY, Sir:—Have given the "Quick Meal" Range bought of you a thorough trial, and am well satisfied with it. Being quick to heat it saves much in fuel, and yet bakes evenly at bottom and top. I could not ask a better cooking stove. H. L. SAULSBURY.

Hickman, Del., Nov. 27, 1901.

MR. HARVEY, Sir:—The Born Steel Range that I bought of you is perfectly satisfactory in every way.

A. H. CAHALL.

Whiteleysburg, Md., Feb. 27, 1902

MR. T. HARVEY:—The Born Steel Range I bought of you gives entire satisfaction in every way. It burns green wood well and bakes to perfection.

E. C. CARTER.

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TIME TABLE.—In Effect Saturday, October 11th, 1902.

EASTWARD.—Read Downward. Sunday Only.	Saturday Only.	Daily Ex. Sat. & Sun.	Daily Ex. Sunday.	NAME OF STATION.	Distance from Balto.	Daily Ex. Sunday.	Daily Ex. Sat. & Sun.	Saturday Only.	Sunday Only.
		P. M.	P. M.		Miles	A. M.	P. M.	P. M.	P. M.
A. M.			A. M.						
8.15	.....	3.10	3.15	7.50	Lv.... Baltimore.... Ar.	.....	11.45	8.30	7.45	6.50
10.10	.....	3.55	5.10	8.55	Ar. { Kent Island . } Lv.	25.00	9.45	6.20	5.45	4.50
10.15	.....	4.00	5.15	9.00	Lv. { ..... Ar.		9.35	6.15	5.32	4.46
10.23	.....	4.07	5.22	9.07	.....Stevensville.....	28.81	9.28	6.07	5.24	4.39
10.26	.....	4.10	5.25	9.10	.....Chester.....	30.44	9.25	6.04	5.20	4.36
f10.29	.....	f 4.13	f 5.28	f 9.13	.....Narrows.....	.....	f 9.22	f 6.01	f 5.17	f 4.32
10.35	.....	4.18	5.33	9.18	.....Winchester.....	34.70	9.12	5.56	5.12	4.27
f10.37	.....	f 4.20	f 5.35	f 9.21	.....Walsey.....	35.82	f 9.10	f 5.53	f 5.09	f 4.24
10.42	.....	4.25	5.40	9.26	.....Queenstown.....	38.07	9.05	5.47	5.03	4.18
11.00	.....	4.44	5.58	9.48	Ar. { ..Centreville.. } Ar.	44.26	8.48	5.33	5.37	.....
.....	.....	4.00	5.15	8.45	Lv. { ..... Lv.		8.45	5.15	4.46	4.00
.....	.....	f 4.30	f 5.45	f 9.32	.....Bloomingdale.....	49.40	f 8.59	f 5.37	f 4.55	.....
.....	.....	f 4.35	f 5.50	f 9.37	.....Wye Mills.....	43.45	f 8.53	f 5.32	4.49	.....
.....	.....	f 4.42	f 5.56	f 9.43	.....Willoughby.....	46.43	f 8.47	f 5.26	4.43	.....
.....	.....	.....	6.00	.....	.....D. & C. Junction.....	.....	f 8.40	.....	.....	.....
.....	.....	4.53	6.06	f 9.51	.....Queen Anne.....	50.48	8.38	5.17	4.28	.....
.....	.....	5.00	6.12	f 9.58	.....Downes.....	53.68	8.32	f 5.11	f 4.21	.....
.....	.....	f 5.04	f 6.15	f 10.02	.....Tuckahoe.....	55.05	f 8.29	f 5.08	f 4.18	.....
.....	.....	5.11	6.21	10.08	.....Denton.....	57.59	8.24	5.02	4.12	.....
.....	.....	5.17	6.27	10.15	.....Hobbs.....	60.29	8.18	4.55	4.05	.....
.....	.....	5.26	6.35	10.23	.....Hickman.....	64.57	8.10	4.46	3.56	.....
.....	.....	f 5.30	f 6.39	f 10.27	.....Adamsville.....	66.40	f 8.06	f 4.42	f 3.52	.....
.....	.....	f 5.35	f 6.44	f 10.33	.....Blanchard.....	68.55	f 8.01	f 4.36	f 3.46	.....
.....	.....	5.43	6.50	10.40	.....Greenwood.....	71.80	7.55	4.30	3.40	.....
.....	.....	f 5.51	f 6.57	f 10.49	.....Owens.....	75.47	f 7.47	f 4.22	f 3.32	.....
.....	.....	f 5.56	f 7.01	f 10.54	.....Oakley.....	77.57	f 7.43	f 4.18	f 3.28	.....
.....	.....	.....	.....	11.05	Ar. { .....Ellendale.... } Lv.	81.07	7.36	4.10	3.20	.....
.....	.....	6.01	7.08	11.15	Lv. { ..... Ar.					
.....	.....	f 6.12	f 7.15	f 11.23	.....Wolfe.....	84.91	f 7.29	f 4.02	f 3.12	.....
.....	.....	6.20	7.22	11.29	.....Milton.....	87.55	7.22	3.55	3.05	.....
.....	.....	f 6.28	f 7.30	f 11.37	.....Whitesboro.....	91.57	f 7.14	f 3.46	f 2.56	.....
.....	.....	f 6.31	f 7.33	f 11.40	.....Overbrook.....	92.82	f 7.11	f 3.43	f 2.53	.....
.....	.....	6.40	7.42	11.48	Ar..... Lewes..... Lv.	96.82	7.03	3.35	2.45	.....
A. M.	.....	P. M.	P. M.	A. M.			A. M.	P. M.	P. M.	P. M.

f Stops on signal to take on or let off passengers.

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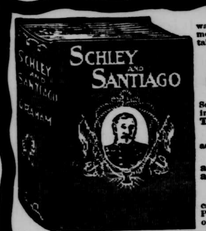
Schley and Santiago

BY GEORGE EDWARD GRAHAM.



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9 40	5 22	Clayton	8 50	3 46
9 49	5 31	Kenton	8 41	3 37
f9 58	f5 40	Hartley	f8 32	f3 28
f10 00	f5 42	Slaughter	f8 30	f3 26
10 07	5 49	Marydel	8 23	3 19
f10 13	f5 55	Henderson	f8 17	f3 13
f10 19	f6 01	Goldsboro	f8 11	f3 07
10 28	6 10	Greensboro	8 02	2 58
10 37	6 19	Ridgely	7 53	2 49
10 45	6 27	Queen Ann	7 44	2 40
f10 54	f6 36	Cordova	f7 35	f2 31
f11 00	f6 42	Chapel	f7 29	f2 25
11 12	6 54	Easton	7 20	2 16
11 26	f7 08	Trappe	f7 04	f2 00
11 35	7 17	Oxford	6 55	1 51

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