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THE FARM AND GARDEN.

FERTILIZER FOR ONIONS.

The special onion manure is the best fertilizer for this crop, as it contains every element of plant growth required. Onion growers commonly use superphosphate of lime or fine bone dust, but the best results in all artificial fertilizing are secured by the use of a complete manure. When stable manure is used it should be old and decayed. The artificial fertilizer will tend to drive off the onion fly if it is scattered about the plants at the time this insect begins its depredations.—*New York Times.*

RICHNESS FROM THE WOODS.

While it scarcely pays to haul rotten wood to the fields for manure, as the fertilizing matter to be obtained in that way would scarcely pay for the trouble, and the matter would most likely be full of insects, of which every farmer has enough already, still a considerable quantity of good manure can sometimes be gathered from a piece of woods that is too rough for cultivation. This may be done by hunting out nooks where leaves and twigs have been decaying for years until there are accumulations several inches deep of decomposed vegetable matter. This does no appreciable good in the woods and is a valuable fertilizer in the fields.—*Once-a-Week.*

THE FOOT OF A HORSE.

The foot of a horse is one of the most ingenious and unexampled pieces of mechanism in animal structure. The roof contains a series of vertical and thin laminæ of horn, amounting to about 500, and forming a complete lining to it. In this are fitted as many laminæ belonging to the coffin-bone, while both sets are elastic and adherent. The edge of a quire of paper, inserted leaf by leaf into another, will convey a sufficient idea of the arrangement. Thus, the weight of the animal is supported by as many elastic springs as there are laminæ in all the feet, amounting to about 4000, distributed in the most secure manner, since every spring is acted on in an oblique direction.—*Farm and Fireside.*

CARE OF THE STRAWBERRY BED.

When it can be avoided it is not usually best to begin the cultivation until after the strawberry plants are done fruiting. If any weeds make their appearance, and especially of the large coarse-growing varieties, the most economical plan is to pull these up by hand. If the plants were properly mulched late in the fall or early winter this should be left on until after fruiting. These ought to be removed and thorough cultivation be given, destroying the weeds as thoroughly as possible and working the soil in a good tilth. This will give the plants a good opportunity to make a thrifty growth. This is essential if a good crop is desired next year. The more thoroughly the work is done the better will be the result.—*New York World.*

FRUIT TREES MUST BE SPRAYED.

Professor Bailey, of Cornell University, says it is no longer optional with farmers as to whether they spray their fruit trees or not as a protection against the apple and other fruit-tree insects. They must do it. Spraying for the codlin moth should be done just as the blossoms fall and the work must be thoroughly done. Three times will be sufficient generally. He recommends this mixture for spraying: Six pounds of sulphate of copper dissolved in hot water and seven pounds of sal soda dissolved in the same way. When cool mix the two and allow to settle. This will be enough to fill a barrel. In applying it is very important to keep the solution well stirred, since the application of too strong poison to the leaves of the trees will injure them. It should be considered the first duty of neighbors to see that their orchards are properly sprayed, because it will be of little avail for one to do so and to leave trees a short distance away untouched, for the insects will breed there and overrun both orchards.—*New York Independent.*

HORNS MUST GO.

Horns on domestic cattle no longer serve any useful purpose, and to one who views beauty only in usefulness they are not even beautiful. Western farmers are now using a machine for dehorning mature animals. It is done so quickly and neatly that there is no longer any objection from cruelty in the process of getting rid of horns. The loss from maintaining useless horns is not confined to the injury they do to stock, though that is often serious. There is always great danger too and often loss of life of attendants from vicious animals, and especially from bulls. Stoke Pogis III. was probably the most valuable progenitor of Jersey blood, but becoming vicious he was fattened and sold for beef, before his value was fully known. Had he been dehorned this valuable strain of Jersey blood would not be nearly so scarce and dear as it is, and the improvement to American Jersey stock from a few more years of service from Stoke Pogis III. can scarcely be estimated. The dehorning process has now been practised long enough to show that loss of horns does not injuriously affect animals either for fattening or dairy purposes, nor does it lessen the valuable characteristics transmitted to their progeny by dehorned bulls. It is likely indeed that as horns are bred off cattle may be bred free from the vicious propensities that the constant use of horns must stamp upon character, and thus transmit to future descendants.—*Boston Cultivator.*

THE "POINT OF CONFIDENCE."

Most persons who undertake beekeeping enter upon the work with some misgiving. While they do not exactly fear the bees, yet there is at first an involuntary hanging back, a reluctance to handle bees more than is absolutely necessary. Beginners should wear not only a veil, but also gloves; many novices who see old beekeepers handle with bare hands try to imitate them—like to appear professional—to go among the bees with a reckless air. Some of the most successful beekeepers have said that before the first year had passed they had almost decided that there was something about them that antagonized the bees, and that they could do nothing with them. An acquaintance declared, in the fall of the first year, "I've had enough of bees. They will not accept me. It is useless to tell me that bees do not sting. They don't do anything else with me." But he decided to struggle through another year, for, in spite of many stings, he had a good crop of honey. Before the second year closed he remarked that bees were as harmless as flies. What had brought about this change? He had reached the "confidence point," and the bees knew it, and recognized him as master. He had become so familiar with the work, so much interested in it, that he forgot self, forgot to jump, to jerk his hand away when a bee started to explore the back of his hand. Therefore, let every beginner faint not, but keep up courage and keep at the bees. Without knowing when the change takes place, he may reach the stage of perfect confidence, and will make light of the stings implanted in his own faltering hand.—*American Agriculturist.*

SHEARING SHEEP.

While sheep shearing should be done as soon as warm, settled weather comes on, there is no advantage in doing it before this, and generally it will be best to shelter, for a few days after shearing, at night and on stormy days.

Upon the way the work is done will depend the price that can be obtained for the wool, and a difference of a few cents per pound will often make a considerable difference in the per cent. of profit.

Cleanliness is an important item. All tags and dirt should be removed first. Select a clean place for shearing, so that the fleeces can be kept clean. If any of the fleeces have burs of any kind in them they should be kept separate, as even a few burry pieces in a lot of wool will lower the price of the whole lot, and it is poor economy to make the best sell the poorest, as this is equivalent to selling the best at the price for the lowest.

In shearing it is always an item to keep the fleeces well together. A little care in shearing and handling will make a considerable difference in this respect. Have the shears sharp in order to cut clean and smooth. After the fleece is taken off spread it out evenly, with the skin side down, then fold from each side to the centre until in a long roll; then commence at the head and roll tight, and then tie with wool twine. This puts the fleece in good condition to be readily opened and examined, and the better price for wool put up in a good shape will more than pay for the work required. With wool, as with nearly all farm products, the best quality brings the best prices, and to a considerable extent the quality is determined by the condition.

While, if carefully tied up, there is little waste in wool, yet there is a considerable loss of weight by evaporation and drying out of the oil. Hence, as a rule, it is best to sell as soon as possible after shearing, unless the prospects are unusually good for a considerable rise in prices very soon.—*St. Louis Republic.*

FARM AND GARDEN NOTES.

A stylish horse needs a stylish driver.

Pullets become hens after they moult.

Oats, when ground, are best for hens.

Fresh horse manure is excellent in a hotbed.

Hens that lay well are neither hungry nor fat.

Give every one of your animals a warm, dry bed.

A safe rule is to keep a hen as long as she is profitable.

Apply manure where the roots of the crop can reach it.

Almost any of the larger breeds are the best for the table.

Hens with scabby legs should not be set, as it is catching.

Red Jacket is the name given to a new variety of gooseberry.

Oats and wheat are better food for laying hens than corn.

Don't kill the toads, they are too valuable as insect-destroyers.

Kiln-dried sand will keep Roxbury russets perfect for a year.

An open shed will be found beneficial at all seasons of the year.

It is hard to market poor goods, and there is no money in them.

When you set out timber trees, see that they are well mulched.

Sow all hardy annuals as soon as the soil is warm and dry enough.

As the weather becomes warmer be careful not to crowd the fowls.

Farming has become a race and a hot race, too; competition has made it so.

The cities get the benefit of more than nine-tenths of all the farmers' produce.

Try to arrange the poultry yards so that the chickens can have the morning sun.

Phlox drummondi varieties, as a rule, come true to name when raised from seed.

Many of the ailments in the poultry yard arise either from cold or indigestion.

Sow peas, lettuce, radishes, etc., every ten days or two weeks for succession.

Remember that the watermelon requires more space than does the muskmelon.

If a boy has not a natural love for the farm he will not stay on it, nor should he be forced to.

Supplying plenty of broken crockeryware will often keep the hens from pulling feathers.

Turkeys will thrive better if they can have the run of good pastures on well-drained soil.

Mark all eggs when set with the date, so that if eggs are laid to them they can be taken out.

ENORMOUSLY HIGH SPEED.

THE ELECTRIC MOTOR AS APPLIED TO RAILROADING.

A Test That Shows One Hundred and Fifty Miles an Hour to be by No Means Imaginary.

Four years ago, and again about one year ago, the New York *Times* published the news that a series of experiments was about to be made at Laurel, Md., to show the power of the electric motor to develop speeds that had heretofore existed only in the imagination. The idea was that Mr. David G. Weems, who, though not an engineer, was convinced that transportation of passengers and parcels could be made by this means at a rate of 120 miles an hour. This was the first practical effort ever made to double railway speeds.

The results of the experiments that grew out of Mr. Weems's experiments at Laurel were kept profoundly secret for a long time, and, says the *Times*, they were not made public until, at a recent meeting of the American Institute of Electrical Engineers, they formed the subject of a very interesting paper by Mr. O. T. Crosby, of the Sprague Electric Railway and Motor Company, who witnessed, and took an active part in, the subsequent experiments.

Having induced a number of men to subscribe money for the venture, Mr. Weems laid a circular track at Laurel two miles in circumference, with a twenty-eight-inch gauge, T-shape rails, wooden stringers outside the rails serving as guards. From the ties a vertical framework was built up on both sides of the track, with a crosspiece, to which was attached a small T rail, head down, suspended over the middle of the track. This rail was intended to serve as an electric conductor and also as a guide. The locomotive was very simple. There were three axles carrying twenty-eight-inch wheels, on which were hung a steel box sixteen feet long, twenty-four inches high and thirty inches wide. On each of these axles it was designed to place a motor. The weight of the car was about three tons. A second similar steel box was connected to the motor car by a ball-and-socket coupling, the two being so flanged over that only one surface was presented to meet atmospheric resistance. The head and tail were pyramidal.

The motors (500 volts) were made by the Sprague Company and the dynamo by the Edison Machine Works. When they were in place it was found almost impossible to start the car, and the results were disappointing, but other electricians having been consulted, it was found that a given speed could be obtained with less current, if two motors were used instead of three, and consequently the motor on the middle axle was removed. The two motors, it was then found, were able to produce a greater speed than the track could stand. To supply the current, contact was made between the upper rail and brushes of sheet copper set against the rail by springs. The return circuit was through the wheels and rails, the steel casing being insulated from the axle by fibre places and washers at joints and bolts. Bearings were of phoshor bronze and lubrication was by oil from an ordinary cup. The station was inside the circle, about 200 feet from the track. The generator was a seventy horse power Edison machine, driven by a ninety horse power, high speed, Ball engine.

Five or six speed observers with watches were stationed around the track, when everything was ready, and a current of twenty to forty amperes usually started the car. Mr. Crosby managed the dynamo and Mr. B. J. Dashiell, Jr., the engine. Each run was brought to a sudden end by the failure of the track to serve its purpose. On three occasions the car left the track, once while running forty-five miles per hour, once at eighty miles per hour, and once, the last time, at 115 miles per hour. The track seems to have been entirely to blame for these derailments, and each trial was followed by an overhauling of the rails and roadbed, requiring from a few hours to a week's work for four or five men. On this subject Mr. Crosby says: "Could the experiments have been made on a roadbed and track deemed even second-class, according to steam railway standards of rail weight, etc., there can be no question that without any other change, the car would have maintained for several hours a speed of 120 miles per hour. Indeed, I know of no time limitation that would have arisen save that from a limited oil supply."

The last derailment having injured the track and roadbed beyond repair, the Laurel experiments were abandoned, but Mr. Crosby and his assistants at once set themselves to the task of making new and more elaborate plans, involving a change from automatic control to control by human intelligence on a locomotive drawing two or three cars. A speed of 150 miles an hour on a level was aimed at, with a locomotive and three cars seating passengers. The track was to be standard gauge—four feet 8.5 inches—and the electro-motive force was to be as high as the art of insulation would permit. All the cars were to be so connected as to present a continuous exterior, thus offering a minimum of resistance to the atmosphere. The problem of retardation for a mass of forty tons running at 150 miles an hour was a serious one, and it was found that a pressure of about 5000 pounds should be applied to each wheel. This was designed to be produced by magnetic brakes, the form and dimensions of which Mr. Crosby has drawn in great detail. He estimates that 7620 feet will be the length of run necessary to come to a stop.

Mr. Crosby has stated recently that it will cost about $300,000 to demonstrate the efficiency of the system here suggested, and he adds that the amount is now being raised, and that the trial will be made in the near future. In speaking of the subject a recent issue of the *Electrical World* said editorially:

"With a solid roadbed and a track carefully laid with rigid and heavy rails, there is not the slightest reason to doubt the practicability of speeds as high as 150 miles per hour. It is sometimes said that nobody would care to ride at such a rate; but the same statement was made not so very many years ago regarding the enormously dangerous and altogether reprehensible speed of twenty-five or thirty miles an hour. It was then, as now, a question of track more than anything else. With the locomotive there is a practical speed limit set by the permissible size of boiler and the amount of fuel that can be carried. In the case of the electric motor, however, there is no difficulty on the score of supplying power. The only limitation is in the weight efficiency of the motor itself; and it is impossible to predict what this might be.

"It would certainly only be reached at a speed higher than has ever yet been seriously contemplated. Electrical high-speed traction is in the air to-day, and probably within a very few years we shall be treated to a practical demonstration of its advantages on a large scale. Its commercial success is presumably dependent on the radical nature of the improvement secured, and an electric railway between this city and Chicago that would reduce the running time from twenty-four to eighteen hours would have no special reason to expect remarkable returns. If, however, it should make the trip in eight or ten hours it would infallibly attract a very large patronage."

WISE WORDS.

The cheerful giver is a very lonesome man.

Stinginess costs more than extravagance.

The only real giver in the world is the cheerful giver.

The virtues and vices sometimes live very close together.

Nothing but death can separate true friends from each other.

A good name is a good thing to have, but a good heart is better.

You can't tell much about a man's generosity by reading his will.

The man who tends the school of experience must pay his own bills.

There is a good deal of pure laziness that goes by the name of sickness.

Many men have ended by becoming scoundrels, who began by running in debt.

The hardest of all things is to get a man to stop and look himself squarely in the face.

People who never worry do a good deal of missionary work that they don't get credit for.

One of the hardest times to love an enemy is when he is prospering like a green bay tree.

There are a good many different ways in which some men can manage to brag on themselves.

A hypocrite is a counterfeit. A counterfeit is one of the strongest proofs that there is a genuine.

A man never gets so bad but that he likes to hear somebody say there is still some good in him.

Self-deception is the only thing that keeps a good many people from being continually miserable.

If you have any opinions of your own they will never amount to much as long as you are ashamed to father them.

When you hear people growling about hard times you can make up your mind that they do not give as much as they ought to. Cheerful givers always have plenty.—*Indianapolis (Ind.) Ram's Horn*

Roman London.

Few who visit London, the early seat English and American intelligence and freedom, remember the dead city that lies below it. Roman London lies fifteen or twenty feet beneath the modern city. Wherever excavations are made within the ancient walls proofs of its civilization and intelligence are constantly found. The rarest mosaics and even frescoes, the floors and walls of ancient houses long lost to sight, cups and vases, great amphoræ, rich Samian ware, bracelets, armlets, pins, needles, remains of dresses, and now and then bones and skulls, point out the site of the ancient city and the luxury or industry of its inhabitants. Within the walls it is evident that much of the Italian refinement was transported to the banks of the Thames. Houses rich with ornament, churches and basilicas, baths adorned with frescoes and rich with mosaics, streets well paved, a forum south of Corahill, with its public buildings, its shops and its busy multitudes, and a river covered with the commerce of the world are revealed to us by the history and the relics of the past.—*Picayune.*

Feels It in His Bones.

This is what a medical man says about pains in the bones: People continually imagine that their bones are of solid mineral construction without any feeling in them. No one who ever had a leg or an arm cut off is likely to indulge such a mistaken notion. Comparatively speaking, little pain is felt when the flesh is being cut through, but when the bone is attacked by the saw, oh, my! You see, as a matter fact, there are blood vessels and nerves inside the bones, just as there are outside. Any one who has purchased a beefsteak at the market knows about the marrow in the bone. It is the same with other animals than the beef, including the human beings. Through the marrow runs the nerves and blood vessels, entering the bones from the flesh without by little holes, which you can see for yourself any time by examining a skeleton or part of one. When the disease called rheumatism, which no physician understands, affects the nerves within the bones, no way has been discovered for treating it successfully. It does not do to smile when a persons says that he feels a thing in his bones.—*New Orleans Picayune.*

General Sherman once declined an offer of $10,000 a year, to contribute regularly to a Grand Army paper.

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TO LIFE
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