

POULTRY DEPARTMENT.

(We are pleased to announce to the readers of THE PROGRESSIVE FARMER that we have been so fortunate as to secure the efficient services of Mr. R. H. Weather as Editor of this Department. He is one of the best informed men on this subject in the South. He desires that all communications and questions designed for his Department be addressed: "Poultry Column," PROGRESSIVE FARMER, Raleigh, N. C." He will most cheerfully answer all questions relating to poultry through this column. Write him.—EDITOR PROGRESSIVE FARMER.)

Honors.

Every year men stand up in different parts of the world who have a desire to reform their mistaken fellow-creatures, and enthusiastically call on all who hear to right "about face!" and, breaking free from rules which have been fixed by the experience of centuries, step out into the latest perfect path. Something like this is constantly appearing in the world of poultry, where, each year, with its rapid successions of production and the various stages which end in maturity with only a period of twelve months between the embryotic period and that of full vigor, seems to correspond in its practical experience with a score of years of human life. The enthusiasm which prompts the effort to change affairs from a comparatively sluggish progression to one more rapid, is worthy of commendation as long as it holds strictly to its proper course and proposes to tear down nothing for which it does not supply a better article. Enthusiasm of the best sort—steady enthusiasm, which does not waste its force on idle speculation and wild ideas is one of the greatest aids to any business.

Without this agent, which settles to the condition of a steady purpose, the breeding of improved poultry could never have attained its present position as one of the great industries of the country. The men who have chiefly achieved this eminence for their interests are those who can most truly claim the title of performers, for in the special direction of their efforts they have accomplished far more than they probably ever dreamed. Those who have compared these results can be found among the few breeders who commenced at the time of the original "hen fever" and have worked steadily ever since with hearty zeal. But not in these ranks alone can we see all who have wrought this great change. These men were the pioneers, indeed, but the credit must be divided among thousands who have given work and brains to the enterprise. No one man has effected the improvements of the last ten years; no one man can effect the changes of the next decade; but we can all help them along by united effort and action. Those who prophesied several years ago that the fashion keeping fancy fowls would be short lived, must now acknowledge their mistake. True, the ups and downs of fashion will effect fowl keeping as everything else; the liking for poultry, however, is not dependent on fashion entirely, but is founded on an innate fondness for animals and pets, which will last as long as humanity lasts and in many cases the would-be prophets have caught the mania and regret having made a false prophesy.

Household.

CALF'S BRAINS FRIED.

Take the brains and beat up with egg, salt and pepper; fry in hot lard.

GLASS CAKE.

Four eggs beaten light, one glass on sugar, one glass of flour, two teaspoonfuls of baking powder; flavor with lemon or vanilla.

SOUR CREAM COOKIES.

One cup of sour cream, one cup of sugar, small teaspoonful of soda, a little salt, flour enough to make a soft dough, flavor with lemon.

CRACKER PUDDING.

One egg, three tablespoonfuls of sugar, one pint of milk, two or three milk crackers rolled, nutmeg and a pinch of salt. Bake about three-quarters of an hour. Run the handle of a spoon down the centre of the pudding; if it does not look milky it is done.

VEGETABLE OYSTER CAKES.

Select good, large-sized oyster plant roots, grate them and add milk and flour sufficient to make a stiff batter, about a gill of grated oyster plant, two eggs, one pint of milk and flour to make a batter, and salt. Drop it by tablespoonfuls into hot lard. Fry till brown.

RIPE TOMATO CHUTNEY.

Take seven pounds of ripe tomatoes, with the outside skins taken off, put them in a stone jar with three pounds of brown sugar, one pound of stoned raisins and some cloves of good garlic. Place the jar in a vessel of boiling

water and let the tomatoes boil until the sugar penetrates them, then add one pint of good vinegar, one ounce of cloves, one ounce of ground cinnamon. Boil thirty minutes. Then put up. They will keep any length of time.

PUFF PUDDING.

One cup each of milk and cream, two eggs two teaspoons of baking powder three cups of flour, a pinch of salt; divide half the quantity in seven parts, drop in buttered cups, add a piece of jelly, and cover with the other half; steam twenty minutes and serve with sauce.

PARADISE PUDDING.

Take half a pound of minced apples, half a pound of currants, two ounces of candied peel, one small nutmeg, a quarter of a pound of suet, four ounces of bread crumbs, three eggs, half a glass of milk and three ounces of sugar. Boil two or three hours. Eat hot with cream sauce.

OMELETTE.

Four eggs well beaten; to this add one cupful of milk, into which has been stirred one tablespoonful of cracker meal (rolled crackers) and one of cornstarch; stir all well together; pour into a frying-pan, well buttered. This will make two large omelettes, or four small ones.

STEAMED ROLL.

One-half cup butter, one-half cup lard, one cup ice-water, a little salt, three cups flour; roll out thin, and spread any kind of fruit on it (canned small fruits, such as cherries, plums, etc., are very nice). Roll it up as you would a jelly roll, and steam in a napkin or pudding bag two hours.

MOUNTAIN PIE.

Stir into one-half cup of cream two tablespoonfuls of finely mashed fruit sweetened to taste. Add yolks of two eggs well beaten, and one tablespoonful of melted butter; bake in pastry; while baking beat the whites to a stiff froth, sweeten with white sugar, spread over the pie, and brown. Use green or dried fruit.

GINGER COOKIES.

Beat together one egg, one cup of brown sugar, one tablespoonful of vinegar and one of ginger. Take one cup of molasses, let it come to a boil, stir into it one teaspoonful of soda; stir the molasses slightly after taking from the stove to cool it, then stir it while foaming over rest of cake, mix out lightly, cut cakes and bake in a quick oven.

RIBBON CAKE.

Two cups sugar, one cup butter, four eggs, one cup milk, two and one-half cups flour, three teaspoonfuls of baking powder. Take two-thirds of this and bake in layers, and to the third remaining add one tablespoon molasses, one cup chopped raisins, one-half cup currants, one piece citron chopped fine; teaspoon each of cinnamon, cloves and nutmeg. Put the layers together with jelly or thin frosting.

JENNY LIND PUDDING.

Peel ten or twelve tart apples and slice them very thin, or chop fine; grate several thick slices of dry bread, or rub them through a colander; place in a pudding dish, well buttered, a layer of apple, with plenty of sugar and grated peel or powdered cassia; then a layer of bread crumbs, with bits of butter scattered all over it; fill up the dish in this way, and bake for three-quarters of an hour; serve with whipped cream.

GRAHAM AND CORN MUFFINS.

Two full cups of corn meal, one cup graham flour, one sweet milk, two cups boiling water, one egg. Pour the boiling water into the meal and stir well. Let the mixture stand till lukewarm, then add the cup of milk, or enough to form a batter about as stiff as will drop from the spoon, and beat well. Set this in a warm place two hours, then break in the egg and beat hard. Dip into hot gem pans, well oiled, and bake twenty minutes in a brisk oven.

COST OF TRAVELING IN SIBERIA.

I have averaged on the whole from Viadostock to London about thirty shillings a day, including everything. You can cross the length and breadth of Siberia, traveling first-class by steamers and driving three horses in your tarantass, for £100, and do the distance in about two months and a half. The food is very cheap, not very good. In the long drive from Stretinsk to Tomsk, about 1,800 miles, you run the risk of faring somewhat poorly at the various post stations. You are always sure of having a samovar with boiling water, with

which to make tea, and milk, with sometimes a chicken. Beyond that the resources of the post houses do not often go. The cost of living on the steamers, where you have very good fare, is about four shillings a day.

The cheapest thing is the driving. At every ten to twenty miles along the main route you come upon a post house, maintained by the government, where you change horses. You buy your own carriage, a springless vehicle, which does very well on smooth routes, but which jolts you terribly when the route is bad, and which you sell when you get on the far end. I bought my tarantass at one end for £13, and sold it at the other end for £4, having taken £9 of jolting out of it in the 1,800 miles which it carried me safely. You drive from two to five horses, and travel at about the rate of six miles an hour. You pay for the horse three pence a mile for the three—one pence a mile per horse. In the very far east you only pay half that or one and one half pence a mile for three horses, which is certainly not dear. But most of the way you pay three pence a mile for the three. The driver, who is also provided by the government, receives a gratuity of four pence per stage of miles.—Hon. James Campbell in Pall Mall Gazette Interview.

MEASURING HAY BY BULK.

Every season come inquiries as to the most accurate mode of measuring hay in bulk, and every season come also, from correspondents in different sections of the country, rules for measurement, varying in one or more particulars. Now, the long and short of the matter is just this: So many things have to be taken into consideration in calculating the weight of hay in bulk it makes it difficult to ascertain it precisely. For instance, fine new-mown hay, like red-top or herds grass, would probably not require quite 500 cubic feet for the ton; timothy alone requires about 550; clover, 650; coarse meadow hay, 700 or more. After being stacked about a month the bulk would be decreased from 5 to 10 per cent. Again, hay will vary somewhat in measurement according to the time it is cut.

The Government standard for a ton of hay is 7 1/2 feet; this gives 422 cubic feet. To find the number of cubic feet in a stack, multiply the area of the base by one-third the perpendicular height. An estimate very generally accepted is that 25 cubic yards of common meadow hay in the windrow compose a ton, and 10 cubic yards of baled or pressed hay the same weight. A truss of new hay, according to the same estimate, is 60 pounds; of old hay, 56 pounds; a load of hay, 36 trusses; a bale, 300 pounds. A truss of straw is 40 pounds.

A common rule for finding the number of cubic feet in a mow consists in multiplying the length, width and depth together. Five hundred cubic feet of ordinary clover and timothy hay, packed under ordinary circumstances, will make a ton.—New York World.

HOW TO MEASURE A TREE.

Very many persons when looking for a stick of timber, are at a loss to estimate either the height of the tree or the length of timber it will cut. The following rule will enable any one to approximate nearly to the length from the ground to any position desired on the tree:

Take a stake, say six feet in length, and place it against the tree you wish to measure. Then step back some rods, twenty or more if you can, from which to do the measuring. At this point a light pole and a measuring rule are required. The pole is raised between the eye and the tree and the rule is brought into position against the pole. Then by sighting and observing what length of the rule is required to cover the stake at the tree, and what the entire tree, dividing the latter length by the former and multiplying by the number of feet the stake is long, you reach the approximate height of the tree. For example, if the stake at the tree be six feet above ground and one inch on your rule corresponds exactly with this, and if then the entire height of the tree corresponds with say nine inches on the rule, this would show the tree to possess a full height of fifty-four feet. In practice it will thus be found an easy matter to learn the approximate height of any tree, building or other such object.—Farm, Field and Stockman.

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TRAINS RUN BY 75° MERIDIAN TIME.

TRAINS GOING SOUTH.

| Sept. 4th, 1887.         | No. 50, Daily. | No. 53, Daily. |
|--------------------------|----------------|----------------|
| Leave New York...        | 12 15 a m      | 4 30 p m       |
| Leave Philadelphia...    | 7 20 a m       | 6 57 p m       |
| Leave Baltimore...       | 9 45 a m       | 9 42 p m       |
| Leave Washington...      | *11 24 a m     | 11 00 p m      |
| Leave Charlottesville... | 3 35 p m       | 3 00 a m       |
| Leave Lynchburg...       | 5 50 p m       | 5 20 a m       |
| Leave Richmond...        | 3 10 p m       | 2 30 a m       |
| Leave Burkeville...      | 5 17 p m       | 4 23 a m       |
| Leave Keyville...        | 5 57 p m       | 5 05 a m       |
| Leave Drake's Br'ch...   | 6 12 p m       | 5 21 a m       |
| Leave Danville...        | 8 50 p m       | 8 05 a m       |
| Leave Greensboro...      | 10 44 p m      | 9 48 a m       |
| Leave Goldsboro...       | 3 30 p m       | 8 10 p m       |
| Leave Raleigh...         | 5 50 p m       | 11 00 a m      |
| Leave Durham...          | 6 52 p m       | 2 37 a m       |
| Arrive Chapel Hill...    | 18 15 p m      | .....          |
| Arrive Hillsboro...      | 7 25 p m       | 3 32 a m       |
| Arrive Salem...          | 47 20 p m      | 6 30 a m       |
| Arrive High Point...     | 11 16 p m      | 10 16 a m      |
| Arrive Salisbury...      | 12 37 a m      | 11 23 a m      |
| Arrive Statesville...    | .....          | 12 31 p m      |
| Arrive Asheville...      | .....          | 5 38 p m       |
| Arrive Hot Springs...    | .....          | 7 35 p m       |
| Leave Concord...         | 1 26 a m       | 12 01 p m      |
| Leave Charlotte...       | 2 25 a m       | 1 00 p m       |
| Leave Spartanburg...     | 5 28 a m       | 3 34 p m       |
| Leave Greenville...      | 6 43 a m       | 4 48 p m       |
| Arrive at Atlanta...     | 1 20 p m       | 10 40 p m      |

\*Daily.

TRAINS GOING NORTH.

| Sept. 4th, 1887.        | No. 51, Daily. | No. 53, Daily. |
|-------------------------|----------------|----------------|
| Leave Atlanta...        | 7 00 p m       | 8 40 a m       |
| Arrive Greenville...    | 1 01 a m       | 2 34 p m       |
| Arrive Spartanburg...   | 2 13 a m       | 3 46 p m       |
| Arrive Charlotte...     | 5 05 a m       | 6 25 p m       |
| Arrive Concord...       | 6 00 a m       | 7 25 p m       |
| Arrive Salisbury...     | 6 44 a m       | 8 02 p m       |
| Arrive High Point...    | 7 57 a m       | 9 11 p m       |
| Arrive Greensboro...    | 8 28 a m       | 9 40 p m       |
| Arrive Salem...         | *11 40 a m     | 12 34 a m      |
| Arrive Hillsboro...     | 12 06 p m      | 12 44 a m      |
| Arrive Durham...        | 12 45 p m      | 14 05 a m      |
| Arrive Chapel Hill...   | 18 15 p m      | .....          |
| Arrive Raleigh...       | 2 10 p m       | 16 35 a m      |
| Arrive Goldsboro...     | 4 33 p m       | 11 45 a m      |
| Arrive Danville...      | 10 10 a m      | 11 29 p m      |
| Arrive Drake's Br'ch... | 12 44 p m      | 2 44 a m       |
| Arrive Keyville...      | 1 00 p m       | 3 03 a m       |
| Arrive Burkeville...    | 1 40 p m       | 3 55 a m       |
| Arrive Richmond...      | 3 45 p m       | 6 15 a m       |
| Arrive Lynchburg...     | 1 15 p m       | 3 00 a m       |
| Arrive Char'ttville...  | 3 40 p m       | 4 10 a m       |
| Arrive Washington...    | 8 23 p m       | 8 10 a m       |
| Arrive Baltimore...     | 11 25 p m      | 10 03 a m      |
| Arrive Philadelphia...  | 3 00 a m       | 12 35 p m      |
| Arrive New York...      | 6 20 a m       | 3 20 p m       |

†Daily except Sunday.

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