

HOME AND FARM.

Hard woody hay may do for city horse stables, where the principal food is grain. It's feeding is poor economy on the farm.—Chicago Tribune.

Lemon juice will whiten frosting, strawberry or strawberry juice will color it pink, and the grated rind of an orange strained through a cloth will color it yellow.—Toledo Blade.

There is no doubt that the slight sweating of hay in the cook adds materially to its value, especially if clover constitutes a portion. Subsequent airing generally goes on sufficiently while handling to the wagons and thence to the stack.—N. Y. Tribune.

Custard Pudding: One and one-half pints milk, four eggs, one cupful sugar, two teaspoonfuls vanilla. Beat eggs and sugar together, dilute with milk and extract, pour into buttered pudding dish, set in oven in dripping pan two-thirds full of water, and bake until firm, about forty minutes in moderate oven.—The Household.

It costs no more to raise an animal faulty in constitution, form, and capacity, through heredity, as one more perfect, and the animal is comparatively worthless when raised. Breed out the weeds and weed out the breeds in a good motto for the stock-breeding farmer to paste in his hat.—Boston Transcript.

Potatoes and Cream: Cut up cold boiled potatoes into small pieces, put in a skillet with a lump of butter and a little pepper, rub a small teaspoonful of flour in milk, and pour a pint of milk over the potatoes, and cook until thick with the flour and milk when they are heated through salt and serve immediately.—The Caterer.

It is not correct, as has been stated in print, that "if milk is brought just to the boiling point, then poured immediately into cans and sealed airtight, it will keep indefinitely." It must be heated in the can or jar in which it is to be preserved, and when the steam is escaping freely the orifice is sealed and the cans thereafter kept cool.—Chicago Tribune.

In much of the hard work required in clearing new land oxen are preferred to horses. In plowing among stumps or stumps where most horses would go with jerk, breaking either harness or implements. In some rocky portions of New England ox teams are regarded as a necessity, while with equal need for them at such times they are rarely seen. The heavy breeds of draught horses rival even in the steadiness with which they will take hold of a dead pull.—N. Y. Examiner.

A writer in the Prairie Farmer says: I have kept hogs for over forty years, with never a sick one, though the so-called hog cholera has often prevailed all around me. I attribute this exemption to the regular soap suds which I have always given them. Every washing day, except in extremely cold weather, all the suds are emptied into the swill-barrow, and the hogs drink it greedily. I do not think that any better for the contact with dirty clothes, but where only a few hogs are kept the weekly suds seem about the amount needed. Those who make the suds specially for this purpose should mix about three parts of good quality soap with a barrel of water, stir to a foam and give it to the pigs, one or three times a week, and they will be all right.

COUNTRY ROADS.

The Question of the Proper Maintenance of Public Highways.

If there is any one thing in which the farmer is deeply and largely interested, it is the roads over which he is compelled to travel. Over these he must transport the produce of his farm to market, travel to the Post-office, and wherever and whenever his business calls him. If these are in good condition, it is well; but if they are in bad condition, the liability of breakage of vehicles, or wear and tear of vehicles, horses, etc., is something annoying beyond endurance almost. As the population of the country is continually tending toward the great business centers, and so gradually becoming less and less the burden of the repair of public highways in the manner that they should be is becoming so heavy that there is a disposition to get along about as easy as can be for the time being; and it is to be regretted that in many sections, especially in those sections that are hilly and rough, that the roads are not up to the proper standard of excellence. The cause for this state of things are numerous. First, the location of many roads was faulty, going over hills and across valleys when there was little occasion for it; as a consequence, with steep grades, and only the loose material of which roads are usually formed, they continue to wash and leave exposed the loose stones and boulders that were more deeply imbedded in the soil. This is an inevitable result upon New England hills.

In the next place, as the burden of the construction of country roads rests upon its population, which is small, it is the common practice to cause it to be done in the most economical manner, without regard to durability. This must be so from necessity, because the entire property of the country would be insufficient to build a durable road. Again, the business centers are not connected by other means of transport than by ordinary modes of teaming, so that those who dwell in cities and large villages are less interested in the character of roads than when they were obliged to go across the country from place to place by means of the old-fashioned turnpike stage-coach. In those days the payment of tolls aided in the matter of repairs, and the less important roads only were a burden upon the towns for repairs. The question of the proper maintenance of public highways is one that will soon demand careful consideration, on account of the tendency of population to centralize in the large towns, and so leaving the small towns growing continually weaker and weaker, which is a matter of great concern to the public. It is the network of railroads may seem to be, there must always be ways provided for reaching the stations by means of the country roads. Common roads are a public benefit, and there would seem to exist no very serious reason why the whole public should not be obliged to aid in their construction and repair, the same as in all other matters of public interest. The entire public is taxed for the erection and maintenance of all kinds of public buildings, and why not roads the same? These thoughts are suggested in view of the general condition of roads as they exist. The agricultural sections must be encouraged or else a decline in prosperity will be inevitable.—Prof. Yeomans, in Boston Globe.

YOUNG HOUSEKEEPERS.

Plenty of Advice for Them—Hints That Ought to Be Well Received.

The young wife, on first starting housekeeping, gets overwhelmed with advice. "She must be very strict with her servants; she must be mild with them; she must be neither the one nor the other; must be both together," she is told. Economy is another matter on which some advisers are eloquent.

I myself began housekeeping with an impression, derived from my numerous female relatives, that a leg of mutton was the only economical joint in the world. My ideas on legs of mutton got mixed. I very nearly ended in having two a day, one hot and the other cold, so as to be doubly economical.

Treat your servants as human beings, and not as machines. Be regular and punctual yourself, and above all study your husband's wishes and comfort. This is quite sufficient advice for a young lady to start with on her journey through life, if remembered and acted upon. No fear of shipwreck or mutiny among the crew then. She may occasionally bump the ship against a rock or run aground, but it will get safe off in time, and into smooth waters at last.

I should advise every housekeeper to keep strict accounts from the very first. Let her how she likes to spend on your house, on your dress, on your amusements, and then keep each account separately. It will be a real help in time, though it is tiresome to do at first. It is better with small means to pay your bills weekly. It is not out of a check upon your tradesmen—you are not likely to forget in a week what you have ordered, though in a month you very probably will—but you also learn, in this way how much things really cost, and what quantity is required for a house. It is no use asking a friend how much your bills ought to be. Find out for yourself how you can have plenty without extravagance, and be generous without being wasteful. The quantity used will depend on the number of your family, consists of. In some houses the baker's bill is the largest in proportion, in others the butcher's, and so on. There can be no law about these things.

Above all, do not begin by spending up your full allowance; always leave a margin of ten per cent. It is a wonderful knack of going up, but they do not come down again so easily. Another advantage in keeping accounts is that it shows you how trifles amount to a great deal of money. It is said: "What is the good of accounts? The money is gone and there is an end of it." But it need not be the end. The accounts help to give us the moral. We can learn from the moral the lessons which the ledger has often to one who is apt to see a thing in a shop that seems to be wonderfully cheap, and may be very useful some day, and, therefore, to buy it. "Women's bargains" are passing into a proverb. A good thing, to remember is that a thing is really cheap for you if it is not required.

In housekeeping have everything of the best—good meat, good bread, good coals. A word about the last. Don't seem to care for coals; they are snare and delusion—all dust and ashes. If you want to make your coal last well, invest in a cinder sifter. They are to be had at every ironmonger's. Have all the ashes sifted through it before throwing them into the dust-hole. The cinders remain and can be used again. They make a hot, clear fire, but, of course, do not burn for so long a time as coal. If your coal is bad, it burns quickly and smokes, and is a nuisance. A single plank separates them from the relentless waters—that a rod—a pin—a bolt—a crank—may snap at any moment and render the huge ship as helpless as a log.

There is treachery in the waters when they lap and gurgie and run softly up on the sands, and break so still that a sleeping infant would be soothed to deeper slumber. There is fire abroad. Under the boilers down in the dark hold—in the cook's galley—in half a dozen other places—a fire is smoldering, may spring up at any moment and clasp the huge ship in his fiery arms. The sky is without a cloud, but an hour hence may bring a hurricane which will sweep ocean and land until only the tops of the masts are seen above the sea. Pull! pull! pull! It is the exhaust of steam. It is steam controlled by watchful eyes and experienced hands. Let it but secure the mastery for a moment and the heavens will be rent by an explosion as fierce as a fiend in her path, but miles away, is a ghastly obstruction. It creeps—creeps—creeps—moved by some mysterious current. It is an iceberg of such dimensions that the great steamship is a cotton cap on the monster by-wheel of a 200 horse-power engine. On the starboard bow is a bark under full sail—on the port bow a steamer coming head on.

Throb! throb! throb! And the men and women and children go to their beds and sleep in peace and dream sweet dreams. Bye and bye a fog creeps up—coming without whisper or footfall—coming as a deadly scourge enters a city and silently marks its victims. The fog is a fiend who assumed a clerkship with that company in its General Ticket Department at Springfield, Ill., remaining in its service until July 3, 1863; on July 4, 1863, and until November, 1864, he was employed as clerk in the General Ticket office of the Chicago & Rock Island Railway. 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