

The Bloomfield Times.

Tuesday, June 28, 1870.

FARM AND HOUSEHOLD ITEMS

We invite communications from all persons who are interested in matters properly belonging to this department.

The Philosophy of Making Hay.

The choicest quality of hay consists of green grass simply dried. The Carolina Farmer says—and truthfully—that making hay, chemically speaking, is a distillery or evaporative process. It is doing with succulent vegetable substance, what the saltmaker does with his saline waters or the sugarmaker drive off surplus waters, which hold the valuable principles in solution; to get rid of worthless and interfering substances, and retain all the desirable ones. The sugarmaker may apply the intense heat, or direct flame to his evaporating pans, and burn or spoil his products; as the farmer may heat his hay too much in the blazing rays of the sun, and greatly injure the rich nutriment principles upon which its value depends. Certain it is, we cannot control all the connections upon which the production of perfectly cured hay depends; but we can control them much more decidedly than we do. A ton of well cured or properly dried hay is worth more in the mow than two tons of that which is cut at an improper time and cured in an imperfect manner. When grass is dried too much the woody fibre, or ligneous part, becomes hard and tough; and animals do not like it any better than we like over baked bread. The nutritive portions are not so readily eliminated, and the waste is much greater in passing through the assimilating organs. It is not necessary to dry hay so thoroughly, in order to preserve it from putrefactive change in the mow. If the weather is clear and warm, it may safely be stored the same day it is cut, provided it is not cut in the early morning, while loaded with dew. If grass could be mown after the dew is gone, and spread upon a dry parcel of ground, four or five hours' exposure to the sun and air will fit it for the barn. All moisture proceeding from dew or rain must be removed, as well as all the moisture in the sap, that will promote heating in the mow or stack, as it always injures hay to heat or to "sweat," quite as much as it will injure grain to heat in the bin. No small amount of mischief has been perpetrated by the annual promulgation of error, in certain agricultural journals touching the process of curing hay in the mow.—The starch, sugar and gum in the newly mown grass, when the hay is about half made, are in a semi-fluid or a plastic condition, somewhat like stiff dough. If the moisture in the hay be evaporated, by drying wind and sunshine the hay will be fragrant and almost as valuable as good grass, provided the grass were mowed before the blossoms have fallen. On the contrary, if the moisture must be driven off by the heat generated in the mow, the hay will be injured just in proportion to the quantity of moisture remaining when the hay is stored.

The Northwest Farmer makes this apropos recommendation by giving the experience of a correspondent with regard to "corn for fodder." "I have sown it annually for more than twenty years. I should not, of course, have continued the practice of so long if I had not found it advantageous. I have not obtained more than from four to six tons of dried fodder to the acre. But this is better than to raise hay at two tons, for it is quite as valuable as grass, provided it is well cured. My cows will not touch barn hay while they can get good stalks. It promotes the flow of milk in autumn or winter better than hay."

Destroying Stumps. An exchange suggests the following method for getting rid of stumps without making a large hole in the ground. "We have heard of two methods to get rid of stumps, which as they appear feasible and inexpensive, we hope some reader will try and report upon.—Bore, with a two-inch auger, to the heart of the stump; fill the cavity thus made with sulphuric acid, or with crude petroleum. In the first case the acid becomes the destructive agent within a few months; in the latter, when the stump becomes saturated with the oil it is fired, and will then burn to the last particle, like a candle."

After Dinner Naps. Many persons are in the habit of sleeping for half an hour or hour immediately after dinner. This is a bad practice. Ten minutes' sleep before dinner is worth more than an hour after. It rests and refreshes and prepares the system for vigorous digestion. If sleep is taken after dinner it should be in sitting posture as the horizontal position. Let those who need sleep and rest during the day take it before dinner instead of after, and they will soon find that they will feel better, and that their digestion will be improved thereby.—Herald of Health.

Soft Eggs. An English writer says that soft eggs are generally caused by overfeeding the hens, and the remedy then is self-evident. It may, however occur from want of lime which must of course be supplied, the best from being calcined and pounded oyster shells. Occasionally it is occasioned by fright, from being driven about, but in that case will right itself in a day or two. If perfect eggs are habitually dropped on the ground, the proprietor should see whether the nests do not need purifying.

Colic. If a horse has a colic, give him two tablespoonful of soda dissolved in warm water. Repeat the dose every half hour thereafter until the patient is well. For infants with colic, soda in small quantities is invaluable. If persons who are subject to colic will take soda, they will have no use for antispasmodics as a general thing. I give soda for colic for the same reason you would use water to put fire out.—Stock Journal.

HOTELS.

EAGLE HOTEL NEW BLOOMFIELD, Perry County, Penn'a.

HAVING purchased the hotel formerly occupied by David B. Lupter, situated on North Carlisle Street adjoining the Court House, I am prepared to receive transient guests or regular boarders.

To all who favor me with their custom, I shall endeavor to furnish first class accommodations. A call is solicited.

GEORGE DERRICK, Bloomfield, March 9, 1869. [3 10 1y 5

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New Stage Line BETWEEN BLOOMFIELD and NEWPORT!

SUMMER ARRANGEMENT.

THE subscriber is now running a hack between Bloomfield and Newport, leaving Bloomfield at 8 a. m., arriving at Newport in time to connect with the Express train East.

Returning, leaves Newport at 2.30 p. m., or on the arrival of the Mail train West.

He has also opened a LIVERY in the Stables belonging to Rinesmith's Hotel, where he is prepared to furnish horses and buggies at moderate prices. AMOS ROBINSON.

A Splendid Assortment of Shoes for Men, Women and Children has just been received by F. MORTIMER & Co.

Philadelphia Advertisements.

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Batting, Wadding, Twines, &c,

And a fine assortment of Wood and Willow Ware,

No. 343, North Third Street, Philadelphia, Pa. January 1, 1869.

TO OUR FRIENDS!

THE undersigned have this day formed a Co-Partnership under the name of

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At No. 119 Market Street, Succeeding to the well-known house of WRIGHT & SIDDALL.

Trusting to receive a continuance of the favors so liberally bestowed on the old firm,

We are yours, Respectfully, FRANCIS H. SIDDALL, One of the firm of Wright & Siddall.

ARTHUR D. MARKLEY, M. D., Philadelphia, January 1, 1870.

MUSLINS!

10—4 Sheeting Muslin, 9—8 Sheeting Muslin, 5—4 Pillow Case Muslin, 42 Inch Pillow Case Muslin, 4—4 Sheeting Muslin,

3—4 Shirting Muslin, 9—4 Sheeting Linen,

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The Bloomfield Times

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The Bloomfield Times

IS PUBLISHED WEEKLY,

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ONE DOLLAR PER YEAR,

IN ADVANCE.

NOTICE TO SOLDIERS.

SOLDIERS DISCHARGED for sickness or other cause, who enlisted before July 22, 1861, for 3 years, will receive Bounty now due them, or their heirs, by making immediate application, either in person or by letter to

LEWIS POTTER, New Bloomfield, Pa. [Perry County, Pa. March 22, 1870.31]

NOTICE.

MR. SAMUEL H. BECK is this day admitted to an interest in my business, F. MORTIMER. New Bloomfield, January 15, 1870. The business will be continued at the same place, under the firm of F. MORTIMER & CO.

Northern Central Railway.

WINTER ARRANGEMENT.

Through and Direct Route to and from Washington, Baltimore, Emira, Erie, Buffalo, Rochester and Niagara Falls.

ON AND AFTER SUNDAY, DECEMBER 26, 1869, the trains on the Northern Central Railway will run as follows:

NORTHWARD.

MAIL TRAIN. Leaves Baltimore, 8.15 a. m. | Harrisburg, 1 p. m. Williamsport 6.15 p. m., and arr. at Elmira, 10 p. m.

BUFFALO EXPRESS. Leaves Baltimore, 10.10 p. m. | Harrisburg, 2.30 a. m. Williamsport, 7.40 a. m. | Elmira, 12 noon. Arrives at Canandaigua at 3.40 p. m.

FAST LINE. Leaves Baltimore 12.20 p. m. | Harrisburg 4.20 p. m. Arr. at Williamsport 8.25 p. m., and Erie at 9.45 a. m.

CINCINNATI EXPRESS. Leaves Baltimore 7.40 p. m. ar. Harrisburg 11.55 p. m. YORK AND HARRISBURG ACCOMMODATION Leaves York at 6.30 a. m., arr. at Harrisburg 8 a. m.

Emigrant Train with passenger car attached, leaving Harrisburg at 7.30 a. m., arrives at Sunbury at 11.15 a. m.

SOUTHWARD.

MAIL TRAIN. Leaves Elmira 6.15 a. m. | Williamsport 9.45 a. m. Harrisburg 2.45 p. m. | Ar. Baltimore at 7 p. m.

BUFFALO EXPRESS. Leaves Canandaigua 4.45 p. m., Elmira 8.40 p. m. Williamsport 12.25 a. m., Harrisburg at 6.15 a. m. Arrives at Baltimore at 9 a. m.

CINCINNATI EXPRESS. Leaves Harrisburg 10.45 p. m., Ar. Baltimore 2.30 a. m.

ERIE EXPRESS. Lvs. Sunbury 5.20 a. m., Ar. Harrisburg 7.45 a. m.

PACIFIC EXPRESS. Lvs. Harrisburg 12.05 p. m., Ar. Baltimore 3.50 p. m.

YORK AND HARRISBURG ACCOMMODATION. Lvs. Harrisburg 4.30 p. m., Arr. at York 6 p. m.

Mail Train north and south, Fast Line north, and York and Harrisburg Accommodation north and south, and Erie Express, Erie Mail south, Cincinnati Express north, Pacific Express south, and Emigrant north daily except Sunday.

Buffalo Express north and south daily. Cincinnati Express south daily except Saturday. For further information apply at the Ticket office, Pennsylvania Railroad Depot.

ALFRED R. ISKIE, General Superintendent.

READING RAIL-ROAD.

WINTER ARRANGEMENT.

Monday, Nov. 22nd, 1869.

GREAT TRUNK LINE FROM THE NORTH

and North-West for Philadelphia, New York, Reading, Pottsville, Tamaqua, Ashland, Shamokin, Lebanon, Allentown, Easton, Ephrata, Litz, Lancaster, Columbia, &c., &c.

Trains leave Harrisburg for New York, as follows: At 2.30, 5.35, 8.10, a. m., and 12.20 noon, and 2.55, 11.00, p. m., connecting with similar trains on the Penn'a Railroad, and arriving at New York at 10.15, a. m., and 12.05 noon, 3.35, 6.35, 10.00, p. m., and 6.00, a. m., respectively. Sleeping cars accompany the 2.30, and 5.35, a. m., and 12.20 noon trains without charge.

Leave Harrisburg for Reading, Pottsville, Tamaqua, Minersville, Ashland, Shamokin, Pine Grove, Allentown, Philadelphia, at 8.10, a. m., and 2.55, and 4.10, p. m., the 2.55 train stopping at Lebanon only; the 4.10 p. m. train stopping at all Stations and making connections for Philadelphia, Pottsville and Columbia, and all intermediate Stations between said points only. For Pottsville, Schuylkill Haven and Auburn, via Schuylkill and Susquehanna Railroad, leave Harrisburg at 3.40 p. m.

Returning: Leave New York at 9 a. m., 12 noon, and 5 and 8 p. m.; Philadelphia at 8.15 a. m., and 3.30 p. m. Sleeping cars accompany the 9 a. m. and 5 and 8 p. m. trains from New York, without charge.

Way passenger train leaves Philadelphia at 7.30 a. m., connecting with similar train on East Penn'a Railroad, returning from Reading at 6.35 p. m., stopping at all Stations; leave Pottsville at 6.40, and 9 a. m. and 3.05 p. m.; Herndon at 9.30 a. m.; Shamokin at 5.40 and 10.40 a. m.; Ashland, 7.05 a. m. and 12.20 noon; Tamaqua at 8.35 a. m. and 2.20 p. m. for Philadelphia and New York.

Leave Pottsville via Schuylkill and Susquehanna Railroad at 8.15 a. m., for Harrisburg, and 11.30 a. m. for Pine Grove and Tremont.

Reading accommodation train: leaves Pottsville at 5.40 a. m., passing Reading at 7.30 a. m., arriving at Philadelphia at 10.20 a. m., returning leaves Philadelphia at 4.45 p. m., passing Reading at 7.40 p. m., arriving at Pottsville at 9.30 p. m.

Pottstown Accommodation train: Leaves Pottstown at 6.45 a. m., returning, leaves Philadelphia at 4.00 p. m.

Columbia Railroad trains leave Reading at 7.15 a. m. and 6.15 p. m. for Ephrata, Litz, Lancaster, Columbia, &c.

Perkiomen Railroad trains leave Perkiomen Junction at 9 a. m. and 3.10 and 5.30 p. m. Returning, leaves Schuylkill at 6.10, 8.12 a. m. and 12.45 noon, connecting with similar trains on Reading Railroad.

Colebrookdale Railroad train leaves Pottstown at 8.45 a. m. and 6.20 p. m., for Mt. Pleasant, arriving at 10.20 a. m. and 7.20 p. m.; returning leave Mt. Pleasant at 7 and 11 a. m., connecting with similar trains on Reading R. R.

Chester Valley Railroad trains leave Erdregeport at 8.30 a. m., 2.05 and 5.02 p. m. Returning, leave Downingtown at 6.30 a. m., 12.45 noon, and 5.15 p. m., connecting with trains on Reading Railroad.

On Sundays: Leave New York at 5 and 8 p. m.; Philadelphia at 8 a. m. and 3.15 p. m.; the 8 a. m. train running only to Reading; Pottsville 8 a. m.; Harrisburg 5.35 a. m., and 4.10 and 11.00 p. m.; and Reading at 12.45 midnight, and 7.15 a. m. for Harrisburg; at 7.20 a. m. and 12.55 a. m. for New York; and at 9.40 a. m., 4.25 p. m. for Phila.

Commuting, Mileage, Season, School and Excursion Tickets to and from all points at reduced rates. Baggage checked through, 100 pounds allowed each passenger. G. A. NICOLLS, Gen'l Supt.

Bloomfield, January 25, 1870.

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