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50c. PER YEAR, IN ADVANCE

NOTES FROM MEADOWBROOK FARM
By William Pitt



Give the hen wide range.

Tomatoes should be started early.

Potatoes are a highly specialized crop.

Cows should be kept comfortable at all times.

Provide some succulent feed for ewes in winter.

Weeds rob the soil of food elements required by other plants.

Farm philosophers say this is going to be a very dry year.

The milch cow needs a shelter from the summer storms and heat.

A pig that in fed grain all his life usually fails to pay expenses.

Potatoes require considerable nitrogen and a large amount of potash.

The pigs should have a clean, dry yard to exercise in during the day.

A cheap and effective way of de-horning calves is with potash caustic.

By judicious choice of varieties carrots may be enjoyed for a long season.

A daily record of work done will cut out many of the wastes of the farm.

The oat crop as a money maker on the farm is liable not to receive the attention it deserves.

The soil on cultivated fields on heavy or rolling land will wash less if plowed well and extra deep.

The gardener should try to grow the carrot quickly in order to secure tender, sweet, uniform specimens.

One of the chief reasons for butter becoming rancid at an early age is the fact that it is not washed thoroughly.

One ton of average fresh manure contains ten pounds of nitrogen; one ton of clover hay, 40 pounds of nitrogen.

Pruning the trees in the early spring if possible, any month of the year if necessary, but be sure to prune the trees.

Clover and grass seed may be sown, and a good stand secured, on oat ground during the last of April and the first of May.

If the buttermilk is not washed out it will furnish abundant food for the bacteria, since they thrive on the casein in the milk.

With a quiet, steady team a half-grown boy, with a sulky plow, can do as good work as a man with the old-fashioned walking plow.

There is no professional study that requires closer work than does the development of the corn plant—a combination of brain toll and nature.

Pigs in the pasture require some sort of crude shelter to protect them from the sun and keep them from blistering and scalding on hot days.

Growing geese require large quantities of grass, which they will obtain if allowed their range, and which will cut down the feed bill at least one-half.

The picking of live geese for the live geese feathers, so called, is practiced less and less. It is a cruel practice, and ought to be entirely abolished.

The amount of feed that the pigs would get cannot be definitely advised. That must be determined by the feeder from the appetites of the assimilate food.

It has been found that the seeds of many weeds will retain their vitality for 15 to 25 years, possibly longer, and not all of the given year's seed grows in any one year.

It is surprising how few farmers have cement floors in their stables, and as a rule they do not realize the loss they sustain by having the earth floor or a leaky, filthy plank floor.

Poorly-hatched and poorly-brooded chicks furnished good grounds in the past for believing that artificially-hatched chicks were not as strong and vigorous as those hatched by the hen, and they were not. But matters have greatly changed of late years. There are now incubators and brooders that are reliable and safe.

BOSSSES ON SMALL PAY

GIVE ORDERS TO MEN WHO GET MUCH LARGER SALARIES.

Trainmasters and Many Other Officials Receive Considerably Less Than Some Engineers and Others Whom They Employ.



"Giving orders to men who are earning twice as much as you might seem a bit strange to any one but a railroad man," a trainmaster on one of the many western railways remarked.

"But that's just what one has to do," he continued. "Take almost any railway in the country and you will find that the men who are giving orders are getting pay checks that look mighty small beside the checks of those who are 'bossed'."

"Take the trainmaster, for instance. He gets a title and \$150 a month or so. He plunks down in his office and tells the conductors how to run their trains and the engineers how to take the sidings and 'calls them down' when they make mistakes. And the chances are that the engineer who is getting the orders makes \$200 a month. He is being bossed by a man who gets \$50 less for every 30 days that he works. The conductor's check may be as large or even larger than the engine driver's."

"Think of leaning back in an easy chair and telling a man that you'll give him \$50 more than you get if he works for you. Then, if he doesn't suit you after he's been on the road for a time, you call him in, take his job away from him, and give some one else the \$200 a month, while you struggle along on the measly \$150."

According to the trainmaster, half the railroad "officials" whose names appear in big print on the time cards are receiving less wages than those whom they employ. The average chief dispatcher, who does the major part of the real work in operating a railroad, earns \$500 and gets \$175 a month.

The division passenger agent, who gives orders to the passenger conductors, arranges for special trains, acts as a buffer between the traveling public and the complaint department, and has other duties, seldom and numerous, finds his pay check amounting to \$125, \$150 or \$175.

There are exceptions, of course, to the general rule of low-paid officials.



THE EARLIEST RAILROAD GUIDE

The superintendent, who has charge of a few hundred miles, may receive anything from \$2,000 to \$5,000 annually, for running the division. But under him are half a score men who aid in managing the road and who receive much less than those they employ.

Earliest Railway Guides. The first railroad guides were mere children's books compared with present-day productions, says the London Globe. The first Bradshaw contained six pages only. The date of the origin of Bradshaw is generally given as 1839, and about that time there were other guides in existence which were no less interesting, but which eventually died out and passed into the limbo of forgotten things. One of the earliest was entitled Lacey's Railway Companion and Liverpool and Manchester Guide. It was a very friendly production, describing the scenery through which the railway passed, and pointing out to the visitor at both places all that is interesting and necessary for business and pleasure. It was published at Liverpool, and was on sale in London as well as in the northern towns at the price of one shilling. Though this old guide does not possess any date, it contains advertisements for the annuals and almanacs for 1835, which provides a clue as to the time of its origin, and shows it to be probably the first railway guide ever published. As there were only some twelve trains starting daily, they did not occupy much space, and the guide was expanded to 76 pages by a description of the coast and contractions of the line.

Lay in Safety Under Cars. A number of platelayers had an extraordinary escape from death recently in an accident at Fawcater Junction, Liverpool, England. Thirty men were relaying rails, when a ballast train, in getting off the main line to allow another train to pass, backed into a section of eight men who were carrying a rail. All the men were run over by the train, the whole of the 20 cars passing them. Not a man was seriously injured. Their lives were apparently saved because they knew the correct positions to assume under the circumstances.

Quite Literal. She (Indignantly)—Look at this piece of goods which has just come out of the wash! How could the man who sold it to me tell me the colors were fast? He—I suppose because he knew how they could run.

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by way of making your business successful and your domestic life full of pleasure, if you are not supplied with telephone service of the Cumberland Telephone & Telegraph Company? Everyone should have a telephone. You are connected with all outside important points in local connections with all residences and business houses. For any information call manager, Cumberland Telephone & Telegraph Co. Incorporated.

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Coffins in White Enamel and Stained Varnish; Caskets in White Enamel, Natural Woods, White, Colored and Black Cloth Covered; all Metallic and Copper lined airtight Caskets; all lengths, and regular, extra and double extra widths.

Steel Grave Vaults of all sizes constantly in stock, for immediate delivery.

Burial Robes, Wrappers, Suits, Dresses, Slippers, etc., in large variety.

Our two licensed Embalmers respond at once to calls for such services.

Our general equipment is complete and of highest grade.

We have a Funeral Car in service, subject to call anywhere.

Two Private Long-Distance Telephones, Store 72; Residence 108.

Residence 150 yards from store. Prompt service any hour day or night.

The J. L. ROARK ESTATE.

BRIEN L. ROARK, Manager.

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It is a very serious matter to ask for one medicine and have the wrong one given you. For this reason we urge you in buying to be careful to get the genuine—

THEBFD'S BLACK-DRAUGHT Liver Medicine

The reputation of this old, reliable medicine, for constipation, indigestion and liver trouble, is firmly established. It does not irritate other medicines. It is better than others, or it would not be the favorite liver purifier, with a larger sale than all others combined.

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