The Poultry Yard.

POULTRY NOTES.

—Light, warmth from the sun's rays, thorough ventilation, and an interior that can always be kept dry, are the prime needs for a good healthy fowl-house.

—The situation of the fowl-house should always be chosen in a dry place; better still if placed upon elevated ground. It should face east and south if possible, in order to catch the rays of the morning sun, and that the flock may enjoy the sun warmth in the afternoon in winter.

—Stagnant or damp soil beneath the hen-house is bad for poultry. They cannot be kept healthy in such a situation. The best soil for the hennery to occupy is a dry, sandy or gravelly one. A wet, soggy foundation to the hennery is fatal to the well-being of the stock confined in it.

—No doubt the hens like the range of a barn in winter. They can pick hay seed and clover leaves much to their advantage. The best method, however, is to gather up the dried blossoms, leaves and seeds, with other chaff, and deposit the same in the poultry house where the fowls can scratch it over at their leisure.

—For feeding young chicks a few bread crumbs soaked in milk are the best things for the first two or three days. Feed only a very small quantity. When they get older they may have a variety of grains and vegetables. They cannot swallow large kernels of corn but they can have cracked corn or small pop corn. Millet seed is well adapted to young chickens.

—For well grown fowls a feed of whole corn at the evening meal is excellent, because it digests so slowly that the fowls will have something in their crops all night. The digestive organs do not slumber, but keep at their work the whole night long. In cold weather, especially, the food in their crop gives strength and support and power to resist the cold of the small hours, when if the crop was empty, the birds would not be so well nourished.

FOOD FOR SITTING HENS.

Those who have charge of sitting hens must bear in mind that they require different food from the balance of the flock that is exercising freely out of-doors every day. While the hen is sitting, being quiet and having but little exercise, but little food is needed to sustain life, and that eaten should be rather slow in digesting. Once every other day is often enough for a sitting hen to eat, if fed the proper food. If food quickly digested is fed, the hen soon becomes hungry and must leave her nest to satisfy her hunger.

Soft food of any kind should not be fed. Whole grain is claimed by most poultry keepers to be the best food, and in our experience we have found it so, whole corn. being in our judgment, the best of all.

It is thought, too, that from its composition it is not so likely to stimulate the production of eggs, and hence is better for the hen during the period of incubation.—*Rural World.*

CARE OF HENS AND CHICKS.

Where there a large number of hens kept it is not a wise plan to allow all the broods to run together. A hen may be very stupid at first, and may not be able to distinguish a young duck from a chick before she comes off the nest, but it does not require a long time for her to find out a strange chick that gets among her own, and she will destroy it if she has an opportunity. Hence, where there are several broods, the hens should be separated, and the coops placed far enough apart to prevent the chicks of different broods coming together. The hens should be confined for two weeks after they come off the nests, and under no circumstances should the chicks be allowed to run in the damp grass or upon wet ground. The matter of feeding chicks with hens should be carefully attended to. Young chicks need feed often, but every time they are fed the refuse of the previous feeding should be carefully removed, or the result will be gapes. Gapes and lice come from filth, and the poultryman can save himself much annoyance by keeping all the surroundings clean. Be careful not to attempt to raise chicks without guarding against hawks. It is better not to raise them at all than to waste the eggs, and devote the time of the hen to hatching them, if a large portion of them are to be devoted to feeding hawks. Better raise them in little runs altogether than to suffer the loss.—*Farm, Field and Stockman.*

A POULTRY FARM.

There is a poultry farm of 8,000 Plymouth Rocks, at Lancaster, Mass. Mr. Hawkins, its owner, calculates to have about 8,000 fowls every fall, and carries over 2,500 laying hens through the winter. His farm contains twenty-five acres, and his poultry buildings occupy an acre and a half. These comprise six or seven sheds, 200 feet in length. Each shed is divided into apartments of twelve to twenty feet, and about twenty-five hens are kept in each division. A yard is made in front of each apartment. Mr. H. believes that if confined poultry have their wants attended to they will do as well as if allowed free range. He bases this belief upon several actual tests. In hatching times he sets 200 hens on one day, and puts 500 eggs in an incubator which is due to hatch on the same day, the chickens from which will be distributed among 200 hens. His sales of fowls and eggs for hatching at fancy prices are large, about 90 per cent being profit. He also has a standing order, for sixty to ninety dozen of eggs daily, for which he gets the highest market prices. Mr. Hawkins began, at the age of twenty-one, with 100 hens, and by careful management and economy his business has enlarged so that, at the age of twenty-nine, he has a very handsome income. The poultry manure is quite an item; he sold last year five hundred barrels at $1.50 per barrel.

This is a big chicken farm and a big man its owner, one of the largest and most successful poultry raisers in the country. There is no reason to doubt but that our climate (so far superior to that of Mass.) is far more productive to the poultry interest. All we want is to wake up our people, let us have poultry clubs and next year we will have the best poultry show ever held in this State. —*Norfolk Farmer and Trucker.*

JUDICIOUS CROSSING.

Those who keep fowls make a point of changing roosters annually by trading with a neighbor. Very often two neighbors will change with each other for several seasons, the result being that as far as the flocks are concerned they are the same, yet the two friends will quietly continue the practide under the supposition that they have infused new blood in their flocks. It is admitted that even this mode of changing is better than none, but the benefits gained are very few. It should be the aim to improve a flock by changing roosters. If no improvement is made the value of fens as producers cannot be materially increased. By judicious crossing it is very easy to bring up the standard of production and secure large profits. Before beginning to cross the first thing to consider is the climate. If it is cold, the object should be to cross with breeds that lessen the liability of injuring the flock by severe weather. If the hens are small, size should be increased in the offspring. Hence, by using a Brahma cock the chicks from the cross will possess small combs, heavy feathering and large size when matured. These half-bred Brahma chicks will possess the hardiness of both parents and should produce well in eggs. The next season a Brahma rooster may again be used with advantage. The flock will then be uniform in color, markings and general characteristics. It should be remembered that we have advised against the use of any but pure bred males, and the farmer should not be tempted to keep any of the cockerels produced by crossing for breeding purposes. Sell or eat them, and do not allow one to remain on the place. After having brought the flock up to a three-quarter grade, some other cross may be made. But in so doing, the farmer must take into consideration that as he has produced a flock of hens with small combs and heavy feathering, he must not destroy those characteristics. The Leghorn will give earlier maturity, but they have large combs. He may use the rose-comb Leghorns, but once in five years is often enough for the infusion of Leghorn blood. The Wyandotte is an excellent cross to follow that of the Leghorn, and the Brahma should then be used two more seasons. This system of crossing gives good market chicks, adds to the laylng qualities, prevents injury to the combs by the cross, and grades up the flock at a cost so insignificant as scarcely to be noticed. As a single male suffices for a dozen hens, which may be of common stock, it requires but a short time to make a complete change.

WEEVILS IN BEANS.

Please say to your readers that to keep weevils from all kinds of peas, beans, and butter-beans, put them in a vessel and pour boiling water on them, sufficient to cover. Shake it about for about a minute or so, then pour the water off. The seed will be very much shriveled, but don't be alarmed at that. Spread them in the sun and let them dry thoroughly before putting them away; cloth sacks are as good as any, as they only need to be kept from mice. I have kept them this way for three or four years, and they never failed to come up when planted. I have practiced this plan for many years in Mississippi and in Texas, with unfailing success.

Last year I experimented with some seed corn this way, and it came up to a grain; also, seed of milo maize, but have not planted it yet. I scald all my peas, beans and butter-beans for winter use, just as I do those for seed, and what I don't use one winter will be all right for use next winter. I always put them in cold water to cook, and they are best cooked rather slowly.

MRS. C. W. MATTHEWS.
Tyler, Texas.
—*Louisville (Ky.) Home and Farm.*

A CARRIAGE DRAWN BY SHEEP.

Almost every American in Paris who has ridden out toward the Bois has seen the old man in the little carriage drawn by sheep pattering along in the Avenue du Bois de Boulogne. These sheep are two fat South Downs, but the occupant is a cripple named Dr. De Reroy. He has been by turns a soldier, a traveler, a politician, a journalist and a man of letters. A nephew of the Abbe Lammenais, he was for a while private secretary of Lamartine, also an intimate friend of the Marquis of Hartford, at whose place in the Bois he frequently met Prince Napoleon. During the war he volunteered to carry important dispatches out of Paris for the Government of the Defense Nationale. He started alone in a balloon, which was caught in a hurricane, carried into Switzerland, and came down in the midst of the Mer de glacier, where his legs were so frost-bitten that they had to be amputated. Besides his legs, he lost his fortune by the war.

SOUTHERN INDUSTRIES.

Northern capital has done much in the last few years to develop the industries and resources of the new South. Especially is this the case in the manufacture of certain lines of coarse cotton goods. The scarcity of skilled labor, however, has prevented the manufacture of the finer grades of fabrics such as are produced by the best Northern mills. The total spinning industries of the South are equal to about one-tenth of the interests in the North. In the one case the annual consumption of cotton is about 200,000 bales per annum, and the other about 2,000,000 bales. The cotton mills, the blast furnaces and the other new industries in the South will convert many an acre now devoted to cotton into prosperous truck farms. With increase of manufacturing population, the South will be forced into a more diversified agriculture.

THE STRIDES OF SCIENCE.

One of the marvels promised at the present day, with good prospect of realization, is that the blind shall see. Already has such partial success attended the substitution of perfect rabbit eyes for imperfect human ones that the process of eye grafting seems likely soon to become a practical reality. But there are many eyes which Dr. E. Martin, of Marseilles, has now discovered may be readily repaired. In a very large proportion of cases blindness proves to be due to the opacity of the cornea, and when this alone is the cause Dr. Martin accomplishes the miracle of restoring sight by inserting into the eyeball a gold or platinum tube, through which artificial cornea the rays of light reach the retina.

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—:o:—

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—:o:—

STATEMENT JAN. 1st, 1886:

ASSETS:

United State Bonds	$18,000.00
Bonds and Mortgages	85,000.00
Property	13,978.80
Cash on hand	13,827.58

LIABILITIES:

Assessments Paid in Advance	$ 805.63
Due Assessment Accounts	6,785.73

This Company was organized as recently as September 3, 1878, but the management and character of the Company has been such as to secure and enjoy the support of such of our leading business men as Col. A. B. Andrews, Maj. Robt. Bingham, Mr. R. T. Gray, Hon. A. C. Avery, Circuit Court Judge; Rev. Dr. C. T. Bailey, and other representative men throughout the State.

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15–tf. *C. W. VOGLER, Agent.*

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TIME IS MONEY

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CAROLINA CENTRAL RAILROAD COMPANY,

OFFICE OF SUPERINTENDENT, Wilmington, N. C., Sept. 27, 1885.

CHANGE OF SCHEDULE.

ON AND AFTER THIS DATE, THE FOLlowing Schedule will be operated on this Railroad:

PASSENGER, MAIL AND EXPRESS TRAIN: DAILY EXCEPT SUNDAYS.

No. 1.	Leave Wilmington at	7.00 P. M.
	Leave Raleigh at	7.35 P. M.
	Arrive at Charlotte at	7.30 A. M.
No. 2.	Leave Charlotte at	8.15 P. M.
	Arrive at Raleigh at	9.00 A. M.
	Arrive at Wilmington at	8.25 A. M.

LOCAL FREIGHT—Passenger Car Attached.

Leave Charlotte at	7.40 A. M.
Arrive at Laurinburg at	5.45 P. M.
Leave Laurinburg at	6.15 A. M.
Arrive at Charlotte at	4.40 P. M.
Leave Wilmington at	6.45 A. M.
Arrive at Laurinburg at	5.00 P. M.
Leave Laurinburg at	5.30 A. M.
Arrive at Wilmington at	5.40 P. M.

Local Freight between Wilmington and Laurinburg Tri-weekly—leaving Wilmington on Mondays, Wednesdays and Fridays. Leave Laurinburg on Tuesdays, Thursdays and Saturdays.

Passenger Trains stop at regular stations only, and Points designated in the Company's Time Table.

SHELBY DIVISION, PASSENGER, MAIL, EXPRESS AND FREIGHT.

Daily except Sundays.

No. 3.	Leave Charlotte at	8.15 A. M.
	Arrive at Shelby at	12.15 P. M.
No. 4.	Leave Shelby at	1.40 A. M.
	Arrive at Charlotte at	5.40 P. M.

Trains No. 1 and 2 make close connection at Hamlet with R. & A. Trains to and from Raleigh.

Through Sleeping Cars between Wilmington and Charlotte and Raleigh and Charlotte.

Take Train No. 1 for Statesville, Stations on Western N. C. R. R., Asheville and points West.

Also, for Spartanburg, Greenville, Athens, Atlanta and all points Southwest.

L. C. JONES, Superintendent.
W. F. CLARK, Gen'l Passenger Agent.

Cape Fear & Yadkin Valley Railway Co.

Condensed Time Table No. 13.

TRAIN NORTH.

	Arrive.	Leave.
Bennettsville	.....	8:20 a. m.
Shoe Heel	9:40 a. m.	9:50 a. m.
Fayetteville	12:00 m.	12:25 p. m.
Sanford	2:15 p. m.	2:25 p. m.
Ore Hill	3:43 p. m.	.....
Liberty	4:37 p. m.	.....
Greensboro	6:00 p. m.	.....

Dinner at Fayetteville.

TRAIN SOUTH.

	Arrive.	Leave.
Greensboro	.....	9:50 a. m.
Liberty	.....	11:15 a. m.
Ore Hill	.....	12:50 m.
Sanford	1:20 p. m.	1:45 p. m.
Fayetteville	3:50 p. m.	4:00 p. m.
Shoe Heel	6:05 p. m.	6:15 p. m.
Bennettsville	7:30 p. m.	.....

Dinner at Sanford.

Freight and Passenger Train leaves Bennettsville Tuesdays, Thursdays and Saturdays at 2:30 p. m., arriving at Shoe Heel at 4:30 p. m., and at Fayetteville at 8 p. m.

Leaves Fayetteville on Tuesdays, Thursdays and Saturdays at 6:30 a. m., Shoe Heel at 10 a. m., and arrives at Bennettsville at 12 m.

Freight and Passenger Train North leaves Fayetteville daily at 8 a. m., (connecting at Sanford with Freight and Passenger Trains to Raleigh), leaving Sanford at 11:30 a. m., and arriving at Greensboro at 5:40 p. m.

Leaves Greensboro daily at 5 a. m.; leaves Sanford at 11:15 a. m. and arrives at Fayetteville at 2:40 p. m.

JOHN M. ROSE,
General Passenger Agent.
W. M. S. DUNN,
Gen. Superintendent