THE HERALD.

VOL. IV., NO. 30. FREDERICTON, N. B., SATURDAY, JULY 1, 1893. $1.00

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3 -10-83

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HAWKER'S NERVE AND STOMACH TONIC,

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Rapidly Restored Me To Health.

I slept well, my appetite was restored and I soon became *stronger, stouter and more vigorous* than I had been for years. I cannot speak too highly of this medicine, as I feel that

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Orange Quinine & Wine,

Campbell's Quinine & Wine,
Enos Fruit Salt,
Paines Celery Compound,

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Beef, Iron and Wine,
Quinine, Iron and Wine,
Cough Balsams.

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Fredericton Nov. 16th, 1891.

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ATLANTIC DIVISION.

ALL RAIL LINE } TO BOSTON, &c. THE SHORT LINE TO MONTREAL, &c.

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In Effect June 25th 1893.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

6.00. A. M.—Express for St. John and intermediate points; Vanceboro, Bangor, Portland, Boston, St. Stephen, St. Andrews, Houlton, Woodstock, and points North.

6.35 A. M.—Mixed for Woodstock and points North, via Gibson branch.

3.25 P. M.—Express for Fredericton Junction, St. John, etc.

RETURNING TO FREDERICTON FROM

St. John, 6.25, 9.30 a.m., 4.40 p. m.
Fredericton Junction, 8.10 a.m., 11.35, 6.30 p.m.
McAdam Junction, 10.10, a. m.
Vanceboro, 9.45 a. m.,
St. Stephen, 7.35.
St. Andrews, 7.10 a. m.

Arriving in Fredericton at 9.10 a. m., 12.15, 4-15, 7.30 p. m.

D. McNICOLL, *Gen. Pass. Agent*, MONTREAL.

C. E. McPHERSON, *Ass't Gen'l Pass. Agent*, ST. JOHN, N. B.

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" 11	CIRCASSIAN	" 27	
" 18	NUMIDIAN	June 3	June 4
" 25	SARDINIAN	" 10	June 11
June 1	MONGOLIAN	" 17	
" 8	PARISIAN	" 24	" 25

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19 May	STATE OF CALIFORNIA	8 June
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23 "	STATE OF CALIFORNIA	13 July

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THE House and Premises, in the possession of the Subscriber, situate a short distance above the village of Ft. Mary's. In good repair. Possession immediately. Inquire at the office of

GEO. A. HUGHES, Barrister

MANILLA ROPE.

Just received 1 Car Load.

375 COILS Pure Manilla Rope.

R. CHESTNUT & SONS

Pumps! Pumps!

Just received from New York.

12 Porcelain Lined Wooden Pumps for Farmers use, also 13 pieces Extra Tubing. For sale by

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WE are in a position to offer plate glass and fill orders for any size required. Also Double Thick any ordinary size. Ordinary common window glass, always kept in stock. Figured, Ground and Fancy glass, suitable for Front doors, Churches, Vestibules, etc. Take a look at our samples.

R. CHESTNUT & SONS.

CULTIVATION.

The Summer Cultivation and Care of Crops.

Under this term is included all working of the soil, both in the preparation of the seed bed and the after cultivation of the crop. The first part of the subject has already been dealt with in our columns this season, so we will content ourselves with the second, which is the summer cultivation of crops, such as rape, turnips, potatoes, corn, etc.

The first question which arises is, why do we cultivate these crops at all? The answer which a person would naturally give, would be to destroy weeds. This is quite true as far as it goes, but it does not go quite far enough. That the destruction of weeds holds a very important place all will admit, for if they were not kept under, the crop would soon be smothered out, but this is not the only value of cultivation. The working of the soil breaks the capillary tubes, which draw the water from the subsoil to the surface, and forms a mulch of loose soil over the tops of them; thus the water is not allowed to be pumped directly upon the surface, where the heat of the sun would quickly evaporate it. Again this mulch prevents the earth being heated up to as great a depth, as if the surface was hard. This loose material allows a certain amount of air to pass through it, and though it does not appear so, the air always contains more moisture on a hot day than on a cool one, owing to the more rapid evaporation of moisture from the ground, but this water is in such a fine vapour, that we do not notice it. When the warm air reaches the cool soil it deposits the water which it had held as vapor. An example of this is seen when a tin pail is drawn from a cool well on a warm day; little drops of water will be deposited on the outside.

Cultivation allows advantage to be taken of the dews and every light shower, for were these to fall on a hard crusted surface they would merely wet the surface, and in about half an hour after sunrise, they would be as dry as ever. But this is not the case with the well-worked field here the loose soil offers no opposition to the downward percolation of the water, which is all absorbed by the earth, and the mulch prevents its drying up. Hence we see the surface cultivation stores up for the use of the plant, water both from the subsoil and the sky. The next question to ask ourselves is, when should we cultivate? This depends to a great extent upon the nature of the crop, but a good general rule would be to cultivate sufficiently often to prevent the surface from becoming so firm that it will not act as a mulch, and also to prevent the capillary tubes from regaining their natural condition. Always stir the soil after a rain, for two reasons, the first to preserve the water which we know to be in the soil, and secondly, to break up the crust which forms to some extent on all soils, but especially on heavy clay lands.

Corn and potatoes should be cultivated with a light harrow as they are coming up, and even before if the surface becomes encrusted; this treatment kills the weeds and stirs the soil at the same time. When the plants get too high for this style of working, start the scuffler.

Some make a mistake by cultivating too deeply. We have seen fields which had promised good, nearly ruined, because the horse-hoe was allowed to run too close and deep, thus cutting the roots of the corn plants, and turning the potatoes out by the roots. A scuffler can be run much closer to the plants, if it merely skims the ground, in this way, greatly reducing the hand labour, for when thoroughly worked with the horse-hoe, one hand weeding will often be all that is necessary. Some will say that if the scuffler does not run deep the weeds will not be cut. If the work has been neglected it will be necessary to go deep enough to cut the roots of the weeds, but it is a great mistake to allow a field to get ahead of the work in this way.

All the purposes for which we hoe will be accomplished better, and with less labor, by means of shallow and frequent cultivation. The draught being less, the horse can cover more ground in the course of a day, than when the scuffler is run deeper.

As before mentioned, the destruction of weeds is a secondary consideration, for if the land is cultivated sufficiently to keep it in the proper condition, all weeds will be smothered out, for weeds like human beings cannot live without air. If a long period is allowed to intervene between the times of cultivation, the roots of the weeds will store up food, and thus be enabled to send up shoots at once when cut. Deep cultivation is injurious, for if the soil is stirred to a considerable depth the capillary tubes are broken at just that distance below the surface, and the subsoil water is deposited at too great a distance to be within the easy reach of the fine roots of the young plant. If the land be not cultivated at all, the water will be pumped to the surface, where it will be at once evaporated by the heat of the sun; or, as professor Storer puts it, "The real disideratum is to maintain the best capillary connection between the lower layers of soil where the store of water is, and those layers in which the plant roots are growing. More than this is not wanted, and pains must constantly be taken to break up continually the connection between the surface and the root-bed, for it is much better for the water to go out by transpiration from the plants than by mere evaporation from the surface."

Experiments go to prove that sufficient water does not fall as rain to supply the requirements of the plants, and also that the evaporation from a soil hard and compact is much greater than from one that is cultivated, therefore the great need of stirring the soil so that the plants may take advantage of the natural soil water is readily seen, for in time of drought cultivation often means just the difference between success and failure.—Advocate.

GREAT CHEESE AND BUTTER.

Canada's Showing at the World's Fair.

Out of 135 cheese exhibits of the factory class at the World's Fair, Chicago, entitled to medals and diplomas, 126 were from Canada, whose total exhibits in this class was 162 from 110 different factories. Altogether there were 667 single exhibits of cheese, and there were thirty-one Canadaian cheese which scored higher than the highest United States cheese. The medals will be distributed among the provinces in the following order, Ontario being at the head with 69 cheese among the prize winners; Quebec, 52; New Brunswick, 1; Nova Scotia, 2; Prince Edward Island, 2. Of the cheese of the make of the present season (1893) 20 lots from Quebec won medals, as against 1 from Ontario.

The judges appointed by the Exposition Committee on awards were Messrs. John S. Hodgson, of New York, and A. F. MacLaren, of Windsor, Ont. Both are well known as judges of the highest reputation on the continent. Of the big Canadian cheese they say:

We have examined the mammoth Canadian cheese on the dairy pyramid in the agricultural building at the World's Columbian Exposition. For a cheese of such huge size we pronounce the flavor "remarkably good," and the body "extraordinary fine." We found the 1000 pound cheeses to be of fancy quality and in first rate condition. We consider the two-year old cheese on exhibition there, to be excellent in flavor, in body and texture, and have never seen cheese which tried better at the same age. After examing the cheese on the dairy pyramid from the provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, it is our judgement that they are a lot of superior quality, and form a display which is most creditable.

The judges bored into the mammoth cheese to a depth of about two feet, and found uniformably solid. The standard of points to entitle to a medal was fixed at ninety seven and over for butter. Notwithstanding the few lots which were sent from Canada, twenty-five exhibitors in all, thirteen medals were won with butter. Twelve of these went to the province of Quebec, mostly to the county of Brome, where they were collected by H. S. Foster, president of the district of Bedford dairymen's association.

DAIRYING IN THE EAST.

(Toronto Globe.)

There are signs of a great transformation in the agriculture of Canada. As grain-growing declines the dairy industry comes into prominence, and cheese and butter promise before long to be the leading products of our farms. The experiment in Ontario has shown the wonderful adaptability of this province to the maintenance of dairy herds, and has proved that the skill of our cheese and butter makers can successfully compete with the best dairy talents of other lands. Our splendid dairy exhibit at the world's fair will add to the laurels already won in the field of dairy enterprise.

It is gratifying to observe that Ontario's achievement in this direction has aroused the emulative spirit of sister provinces. Down in New Brunswick, Nova Scotia, and Prince Edward Island the dairying industry is just now experiencing a genuine boom. Prof. James W. Robertson, the Dominion dairy commissioner, who was for several years professor of dairying at the Ontario agricultural college, and who is well known in every part of Canada for enterprise, energy and skill in dairy science, has been visiting there by invitation. He has shown them how to make cheap fodder from Indian corn, and in Prince Edward Island, where two years ago there were probably not ten farmers who had corn fields, this year it is estimated over 1,500 farmers will grow from fifteen acres downwards each. Companies have been organized or are organizing for the manufacture of creamery butter and cheese which will bear the Canadian brand, and the prospective output of cheese during the present season is valued at over $15,000 a month. The experimental dairy station for Nova Scotia, located at Nappan, will be a dairy school for the province, where cheese making will be followed in the summer and butter making in the winter months. In New Brunswick two years ago there were only ten cheese factories all told; this year there will be about forty. Two years ago there were not more than 25 or 26 cheese factories in operation in the maritime provinces; this year there will be 75.

From these facts it will be seen that the farmers of these eastern provinces are earnestly striving to improve their condition. That they have shown wisdom in deciding to move along the lines that have proved so satisfactory in Ontario cannot be doubted. They have chosen well; they have a fine country, they have pluck and perseverance, they have Ontario's safe example, the skilled guidance of Prof. Robertson and his assistants, and they deserve success.

CORN ENSILAGE IN MAKING BEEF.

That corn ensilage is an excellent food factor for making beef cannot now be questioned; but it should not, it seems, be fed alone. That is to say some fodder should be used along with it, in addition to the meal given. When ensilage is first-class, and made from corn sufficiently matured, the meal ration need not of necessity be high. Statements have been made as to the very small amount of meal required in fattening cattle when ensilage is the principal food factor fed along with the meal. We find the explanation in the large amount of grain in the corn fodder. For instance, suppose we feed a bullock ten pounds of meal per day and ensilage in addition; we feed him several pounds of grain in the ensilage, so that instead of giving him only ten pounds of meal in the time stated, we would be giving him the equivalent of, say, thirteen or fourteen pounds of meal. It is apparent therefore, that when good corn ensilage is used as a food factor in fattening cattle, they do not require so large a meal ration as when they are fattened with other kinds of food. In this we find our explanation of the cheapness of corn ensilage as a leading food factor in making beef. Other advantages from using corn ensilage for such a purpose are found in the large quantity of the corn that can be grown per acre, the reduced labor in feeding, and the good quality of meat which it makes.

CLEANING A NEW CHURN.

A new churn should always be soaked for several days before it is used, and if perfectly tight when this is done the bolts should be loosened, or else it will warp and get out of shape. Some manufacturers stencil this instruction right on the churn, and yet many butter makers neglect this simple precaution.

If not soaked well, the first churnings are apt to get a woody taste. Many are the different ways of soaking, some recommending this, that and everything, but cold water will absorb most flavors if changed often, yet I should prefer the following method: Soak in cold water for 24 hours, changing two or three times, then churn for an hour with a solution of some weak alkali [powdered lye or lime,] then rinse with some boiling hot water, and if at hand soak for 24 hours with clean flavored buttermilk or sour skimmilk, repeating this if practical. After that wash the churn as usual, as for instance, by first rinsing with cold water then churning for 10 minutes with boiling hot water, and if steam is available steam it sufficient to make the churn hot enough to dry itself.

THE LOSS OF THE VICTORIA.

Three Hundred and Sixty Men Die in Three Horrible Forms of Death.

TRIPOLI, Syria, June 26.—About three o'clock last Thursday afternoon the English fleet came in sight of El Mina, the port and town of tripoli. It was coming from the northeast and making directly for the harbor.

The five big ironclads, Victoria, Camperdown, Edinburgh, Nile and Sanspareil were drawn up in full front. The Victoria was in the centre, the Camperdown was on her left and the Edinburgh on her right.

When they were within five miles of shore Vice Admiral Sir George Tyron signalled to turn and form in double line. This meant that the Victoria and the Camperdown were to go ahead a little and describe a turn—the Victoria turning to the left and the Camperdown to the right—then they would advance side by side in the direction from which they had come; the others would swing into double column order and advance two and two behind the leaders.

When the order was given the distance between the ships was less than two cables' length. The execution of the order was easy enough for ships further away from the centre, but extremely difficult for the Victoria and Camperdown.

In turning their bows would pass within a few fathoms of each other, even if the movement was executed with the greatest precision.

This movement is rarely made, and is chiefly for the purpose of training the ship commanders to move expeditiously away from shoaling waters.

Whether because Admiral Markham of the Camperdown could not believe this movement was to be tried when the ships were so close together, or because he thought Admiral Tyron had miscalculated the distance, he did not set about executing Admiral Tyron's order, but he signalled that he did not understand it.

The Victoria and the other vessels had not hesitated. The Victoria began to turn at once, as she still held to the signals.

The Camperdown no longer hesitated, but also began to turn. The brief delay, however, had been fatal. The Victoria had nearly turned, and the Camperdown, swinging around, bore down upon her.

BOTH ADMIRALS WERE QUICK TO ACT.

Admiral Tyron swung the Victoria so as to receive at the smallest angle the blow which both officers saw was inevitable, and Admiral Markham did the same for the Camperdown besides reversing her screws.

The 12-foot ram of the Camperdown struck the hull of the Victoria just in front of the armored bulkhead, and the forward part of the Victoria above the water line was mere cardboard to the great iron wedge so mightily propelled.

There was a smashing of wood and iron plates, and the ram and eight feet of the bow of the Camperdown crashed 20 feet into the bowels of the Victoria.

The Camperdown was halted by the heavy armor of the Victoria, and as her screws were reversed she at once

BEGAN TO BACK AWAY.

As all the other vessels were moving to get into double line behind the two leaders, they were bearing down upon the entangled ships, and a catastrophe involving all the ironclads was imminent.

Only the coolness and prompt action of the other commanders prevented a general disaster.

The Victoria's bow was now pointed full toward the shore. It seems that Admiral Tyron did not realize the extent of the damage to the Victoria. As no accident of exactly this kind had happened before he could not know what the effect of the hole in the compartment was to be.

He no doubt thought that as only one compartment was damaged the others would keep his ship afloat, so when the Camperdown and other ships signalled offers of boats he replied that he did not need them.

The Victoria began to forge straight for the shore under full steam. It is one of the

RULES OF THE BRITISH NAVY

that if a ship is in danger of sinking and shore is not far away she must be got into shallow water, so that if she goes down she may be raised again.

So Admiral Tryon was making for the shore and was widening the distance between the Victoria and the other ships.

When the Camperdown's ram struck the Victoria, Admiral Tryon, the navigating officer, two signal officers, and the men at the wheel were upon the bridge in full view or in the chart house.

Most of the crew were on the forward deck, lounging about trying to keep cool under the blazing sun of the clear, calm day.

With the crush they rushed into the battery and as far aft as possible, but when the two vessels seperated all

RETURNED TO THEIR PLACES.

Discipline was perfect, and the admiral and the officers remained upon the bridge setting an example.

So good was the discipline that within five minutes after the blow a diving suit had been brought on deck, and a diver was getting into it to obey an order to go below and find out the extent of the damage.

The untangling and the getting under full headway had taken some little time. About ten minutes after the blow, the Victoria having got something like two miles nearer shore from the scene of the collision, all at once leaned away over to the starboard and with a great roll and plunge buried her bow beneath the calm surface of the sea.

It was almost instantaneous.

There was only a chance for a few wild cries and the Victoria was only half submerged, bow foremost, with her swiftly revolving screw whirring clear of the water and high in the air.

Those on deck were

PLUNGED IMMEDIATELY INTO THE WATER

The men forward and below had no time to rush to the deck, but found themselves groping for doors of rooms filled with water and compressed air. There was a little more time for those in the officers' quarters. They heard the shouts and warning crys and rushed to the almost perpendicular deck.

Commander Jellicoe, lying in his berth, sick with fever, started up and dashed to the deck in pjamas, to find himself immediately struggling in the water.

A lieutenant swam up to him, put his arm around him, and despite the handicap of supporting a helpless man was able to get

AWAY FROM THE SIDE

of the sinking ship. It took a strong, skilful swimmer in full possession of his senses to do this.

The huge hull was drawing in the water as it went down, and several hundred men hurled suddenly into the water fully dressed, had to battle against the increasing suction.

A moment more and a new peril, more horrible, descended upon them. The great engine, deep in the heart of the hull, and enclosed in water tight compartments, was still throbbing at full speed, and the great steel flanges of the twin screws were whirling around up in the air.

As the vessel sank these screws came nearer and nearer to the water and descended into the midst of the struggling human beings.

The vessel sank slowly, and when the screws were low enough to begin to whirl in the water again the suction had increased until there was a deepening vortex like a maelstrom.

At the bottom of this maelstrom the screws were revolving like circular knives. The

POOR CREATURES BATTLED IN VAIN

against the suction. They were drawn down and thrown against the swift blades.

Then came a scene which made the officers on the decks of the other warships of the fleet turn away, sick with horror.

Screams and shrieks arose, and in the white foam appeared reddened arms and legs and wrenched and torn bodies.

Headless trunks were tossed out of the vortex, to linger a moment on the surface and sink out of sight.

All within reach of that vortex lost their presence of mind. Men who knew how to swim ceased swimming and fought with the waters. Men clutched each other in frenzy and struck each other off.

The deep cone of whirling water, with the swift knives chopping human bodies at the bottom of it, was a horror

TO DAUNT THE BRAVEST.

One man who escaped says that he saw in this great vortex at least 50 of his fellows fighting with each other and with inevitable death.

In a moment or so the knives disappeared and the vortex began to close up.

The ship was beneath the surface just as the whirl was swallowed almost to the surface. Then there was a muffled sound of thunder, the waves were tossed up and steam burst from them.

Again the shrieks and screams burst from the swimmers. The boilers had exploded, the sea had rushed into the furnaces, and the swimmers were beating waves of scalding water.

Thus, in less than ten minutes, death in three awful forms attacked the officers and crew of the Victoria—death by drowning, death by the knife-like screws, and death by scalding water.

With the first under-plunge of the Victoria all the boats were called away from all the other ships, and came straining over the calm sea to save the strugglers.

The boats were soon picking up those fortunate ones who had got out of the reach of the terrible vortex. So long as the vortex was there the boats dared not venture near, but they did lift from the scalding water several wretched sailors who were horribly burned.

It is thought that more than half of those drowned got out of the ship, but were caught in the vortex or scalded to death by the boiling water.

ADMIRAL TRYON STOOD ON THE BRIDGE.

and refused to leave it. Just before the Victoria made her under-plunge he saw what was about to happen and issued an order for each man to save himself; but the order never got beyond the bridge, for ruin descended straightway.

The diver whom he had ordered below to look into the damage was still on deck and dressed for his descent, except his helmet. He would have been dragged to the bottom by his heavy lead-soled shoes had it not been for a seaman who stopped to cut him loose from his heavy clothes.

The diver was saved, but the man who cut him free was drowned.

There were many acts of heroism. The peril of those in the water was increased by the fact that the sea hereabouts is infested with sharks.

It is the duty of the marines when a collision occurs to immediately go below and close all the water-tight compartments. When the Camperdown struck the Victoria the Victoria's marines went below for their duty, and as a result out of 120 marines on the ship 99 were lost.

NUMBER OF THE LOST.

LONDON, June 26.—A number of questions were asked by members of the house of commons today regarding the foundering of the Victoria.

Some of the men belonging to the Victoria had been detached temporarily from that vessel and detailed for duty on other vessels of the fleet during the manœuvres. These men had of course escaped.

So far as now ascertained the lost number 260, comprising 22 officers and 338 men. The saved number 287, including 26 officers and 261 men.

F. W. Issacson asked if the government intended keeping the Sans Pareil, the sister ship of the Victoria, in commission, or to have her ordered home from the Mediterranean in order to have experts consider her construction and, if possible ascertain what, if anything, was faulty in it.

The secretary of the admiralty strongly deprecated the asking of such questions, saying that the time had not come when they ought to be asked.

This statement was greeted with cries of "Hear, hear."

LONDON, June 27.—In connection with the loss of the Victoria, it is understood that rear admiral Markham will be court martialled with the officers of the Camperdown, as that vessel carried his flag as second in command of the squadron when she collided. Further particulars of the occurence are contained in a despatch from Malta which states that the Victoria was cut in two aft of the barbette. Most of those who lost their lives were drowned by being drawn under the water by the suction caused by the sinking ship.

Vice-Admiral Sir George Tyron was picked up after the foundering of the flagship, and carried on board the battleship Edinburgh, where he died shortly afterwards.

The despatch vessel Surprise, commander B. F. Tillard, has conveyed to Malta the body of Tyron. The damage sustained to the Camperdown was less than expected. But the vessel is seriously damaged and will be docked for repairs. Funds are being started in different parts of the country to aid those who have lost their supporters. Her Majesty has donated £100.

On Sunday morning the names of those who had been saved were received at the admiralty office. A crowd of thousands had gathered. It was a sad scene and one that will never be forgotten by those who witnessed it. In some cases persons composing the crowd argued that their particular relatives or friends must have escaped drowning, but their tones and language were such that it could readily be inferred that they were hoping against hope and steeling their hearts for the worst news that could come to them. Through the long hours of the night the crowd gained fresh accessions and when the list of the saved were posted there was terrible pushing towards the bulletin board to learn who had escaped the fate that had so suddenly carried off hundreds of England's defenders. Those who were in rear of the crowd, or were too far away to see the names inscribed on the bulletin were aided in their search for information by stentorian voiced men who read aloud the names of the saved. It was painful to see with what eagerness and intensity the people listened. When women found that the names they were listening for were not on the list they cried bitterly, and turning from the crowd walked slowly and despondently away. Others were more violent in their demonstrations of sorrow, while still others fainted away and had to be attended to by the police, extra numbers of whom were on duty in the vicinity.

The only touch of gladness to the scene was when some one in the crowd heard the name of a husband, father or lover read. In an instant the look of despair would vanish and be replaced with a smile and a brightening of the eyes that brought forth reciprocated smiles from those who were only attracted to the place through curiosity.

FARM TOPICS.

A comparative failure of grass and corn for a couple of years would not be an unmixed evil. It would show pretty clearly that there is no money in poor stock, and might help reduce the supply.

There is no staple product on the farm that will do to tie to, more than the growing of prime beef. Study the business and learn how to produce quantity and quality at the lowest possible cost.

Growing sheep exclusively for wool is a luxury that not many farmers can afford to indulge in. Mutton is a safer stand by, and should be the main object with wool as an extra.

Where there is humus in the soil cultivation in warm weather admits oxygen to the mass and helps to decompose it. This liberates not only carbonic acid gas, but more or less available nitrogen. Keep the ground stirred as much as possible while the air is warm, and especially after rains have encrusted the surface. It practically makes a direct increase in available fertility.

The advantage of thorough manuring is mainly lost unless equally thorough cultivation follows it. The breaking up of the soil and mixing it with the manure is not all that cultivation does. Every time the soil is stirred it is opened to admit air, which is always warmer than the soil. This increase of warmth is directly helpful to most growing crops, and it indirectly helps by aiding the decomposition of the manure.

At this season cows in full flow of milk need often to be milked, at noon especially, if the milking is done early in the morning and somewhat late at night. But while a cow thus milked three times a day will give more milk and butter, she will do it at the expense of flesh unless fed extra. There is absorption of fat from milk while it is in the udder, and if the milk is taken very frequently the cow has the greater drain on her system.

Many farmers have learned that the superiority of peas to corn for feeding hogs make them a profitable grain to grow. They take little labor, as the hogs will, if need be, do the harvesting. They enrich the soil, and if the stubble can be cleared so as not to be plowed under they make an excellent preparation for winter wheat; but if weeds and pea tops are plowed under they make the land too light, causing it to fill with water in winter, and thus winter kill the grain.

A farmer in France claims to have discovered a remedy for rust on wheat, which is simple and at the same time effective. In the experiments reported, wheat which has been sown in the fall was sprayed in the spring with a mixture of 4½ lbs. of sulphate of copper and 6¾ lbs of sulphate of soda, dissolved in water. This treatment gave an increase of fourteen bushels over wheat not so treated. It would be interesting to know what results spraying with the Bordeaux mixture would give.

There is a certain time up to which clover will not be eaten by cattle if they can get any grass. We have seen them often in May and until near the first of June eating the grass out of the corners of fences bare to the ground, while large mouthfuls of clover would be passed by untouched. But so soon as buds and blossoms begin to appear they would be greedily eaten, and in a very few days the whole plant would be eaten. About the time the clover is in full blossom is therefore the best time to cut it for hay, the cow being the judge.

As farmers are getting use to the cow pea, its value as a soiling plant and for putting into the silo is becoming apparent. It is richer in the more expensive elements of plant food than corn is, as the peas gets nitrogen from the atmosphere in the soil through its roots as corn gets carbonic acid through its leaves. For making the ground rich the cow pea is far preferable to corn. The chief trouble in northern localities is that the season is not long enough to ripen the seed. Yet crops of fodder can be profitably grown even though the seed will not ripen. The south grows the cow-pea seed, and as its fodder is good for stock, even from matured plants, the crop is a profitable one.

JACK THE RIPPER.

LONDON, 26.—The foul crimes of Jack the Ripper were again called to mind last night by a murder that was committed in Rotherhithe, a suburb a short distance to the southeast of London. The body of a woman was found with the throat cut, as was the case in all the murders committed by the Jack the Ripper. Persons in the streets at the late hour at which the murder was done state that they heard a woman screech two or three times. They ran in the direction from which the sounds came and found the woman lying on the pavement with the blood streaming from an awful gash in her throat. She was unconscious when found and died a few minutes afterward. The police were promptly on the scene, and think the crime was due to jealously or a drunken quarrel between the woman and some man whose acquaintance she had made on the streets.

Betrayed Her Femininity. Mamma (binding up Tommy's split finger)—You poor child! Why can't you play baseball with a softer ball? Tommy (with intense disgust)—Aw, anybody'd know you was a g-i-r-l!