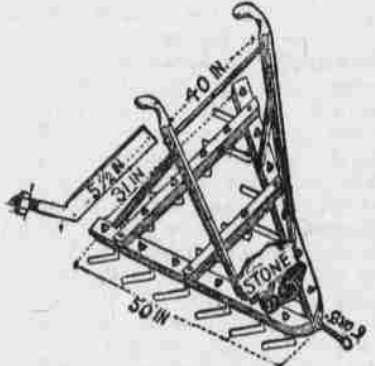


FARM & GARDEN

FARMING IMPLEMENTS.

Harrow For Leveling the Furrow Slice and a Good Plank Drag.

An Ohio Farmer correspondent sends that paper a drawing of an implement for leveling the furrow slice and says: The handles are seldom needed to lift the harrow, but I found the left one struck the plow beam every once in awhile when the harrow wanted to tip over too far from any cause. For this purpose I had to brace the handles quite wide apart—forty inches—too far for use in corn rows, but they can be placed in or out, as occasion requires, by substituting another round between the handles. Near the rear at the left is a crooked steel or iron rod seven-



HARROW FOR LEVELING FURROW SLICE. eighths of one inch, bent as indicated, to rub on the bottom and side of the furrow and fastened to the harrow by going diagonally from the lower outside corner to the upper inside corner, with a nut to hold it.

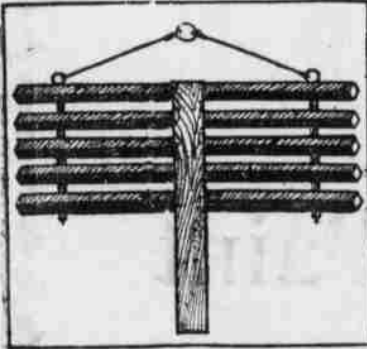
The teeth I used were not all knife shaped, like the one illustrated, yet I think it would be well to make them all of this style, as holes can then be bored perpendicularly any place you find the teeth are needed or work best, and they can be changed very easily with only a wrench to unscrew the nut. The holes should be large enough so the teeth will slip in or out easily, as they can be screwed up tight to hold them in the direction desired.

This little harrow is attached to the singletree of the horse in the furrow with the short chain so that it will harrow the furrow turned the round before, working just forward of the furrow being turned by the plow. This furrow, however, may fall partially on the rear side of the harrow working in the furrow. This does no harm, but only helps to hold that point down to its place. The left upright support for the handle should be placed well forward, so the furrow slice will not strike it.

For those who plow with three horses abreast and use a large sized chilled plow with jointer, and also rolling colter attached, this little harrow will surely be appreciated, as it does such thorough pulverizing of each furrow as fast as plowed.

Dimensions.—Width of harrow at the back end, 31 inches, inside measure; width between handles, 40 inches; length of harrow, 50 inches; made of 2 by 4 scantling; crosspieces 2 by 3. Bolt the crosspieces on top or notch down but little, so they will not rub the ground. If all the teeth are made like the one indicated, the holes can all be bored perpendicular through the wood, and the right slope or slant back will be obtained. The hinge at the front is made of a pair of strap hinges placed so that a strong bolt passing through the chain, then through the eyes of the straps, make a good hitch as well as a hinge.

A plank drag is also figured in the paper mentioned. It consists of four 4



by 4 scantling fastened together with rods with small blocks two inches thick between the scantlings, with rings on the ends of the rods hitched to by means of rods and a ring or a chain and ring. The slat is for the purpose of lifting the drag to free it from rubbish or stone. This drag carries fine dirt along between the scantlings, which fills up all low places and levels the ground. A drag of this description eight feet long is a good load for a team of horses without a harrow attached behind. If more weight is wanted, the man can ride the drag. It does effectual work in leveling and putting the ground in order.

News and Notes.

Look out for the flat headed borer in

the young trees. In some localities it lays most of its eggs in April and May.

The Cornell (N. Y.) university is now endeavoring to get a state appropriation of \$250,000 for new agricultural buildings.

The American nurserymen's convention will meet at Buffalo June 10 and the apple shippers' at Niagara Falls Aug. 5.

A Canadian dairyman says the whole source of trouble in handling and caring of milk can be summed up in four letters, d-l-r-t.

Whales in the Thames.

In former times the appearance of a whale in the river Thames was considered ominous. One was caught off Greenwich three months prior to the death of Oliver Cromwell, and the common opinion was expressed by Heath in his "Flagellum." "It pleased God," he remarks, "to usher in his end with a great whale three months before, June 2, that came up as far as Greenwich and there was killed." Evelyn, in his "Diary," under the date of June 8, 1658, mentions that a whale was killed off Greenwich and that it drew an "infinite concourse to see it by water, horse, coach and on foot from London and all parts." According to Robert Hubert, in his "Catalogue of Natural Rarities," the tongue of this whale was exhibited daily for some time at the "Miter, near the west end of St. Paul's church."

In February, 1837, another whale was caught in the Thames, and in the Times of that month appeared an advertisement for a piece of ground, some 40 feet by 60 feet, "on which to exhibit a whale." The piece of ground advertised for was found in the Mile End road, and the whale was exhibited until March 14. In the same month—namely, on March 21—expired the house of commons, which had been elected in 1832.

Having Fun With a Tragedian.

On one of the times when Barry Sullivan, the great Irish tragedian, was playing Hamlet a certain clever low comedian named Hoskins was the gravedigger. After answering Sullivan's question, "How long will a man lie in the earth ere he rot?" Hoskins proceeded with the business of illustrating his reply.

Taking up Yorick's skull he spoke the words of the text: "Now, here's a skull that hath lain in the earth three and twenty years. Whose do you think it was."

"Nay, I know not," replied Sullivan as Hamlet.

"This skull, sir," said Hoskins, "was Diavolo Antonio's, whom Booth fought in this city."

The house roared with laughter, while Sullivan stamped and fumed, exclaiming: "Yorick's, sir! Yorick's!"

"No," said Hoskins coolly, when the tumult had subsided, and taking up another skull. "This is Yorick's skull, the king's jester; but t'other's Antonio's, just as I told you."—Kansas City Independent.

Bottom of a Sea Falling Out.

Scientists tell us that, counting from the sea level, the lowest body of water on the globe is the Caspian sea. For centuries its surface has been gradually settling down until now it is eighty-five feet lower than that of its near neighbor, the Black sea, which also lies far below the level of the oceans. The common conclusion all along has been that the Caspian was simply losing its waters by evaporation, but recent investigation shows that this is not the case. Soundings made and compared with records of soundings made over 100 years ago reveal the astounding fact that there is even a greater depth of water now than then. This leaves but one hypothesis that would seem at all tenable—that the bottom of the sea is actually sinking. There is much speculation in scientific circles as to what will be the final outcome.

Rice Paper Not Made From Rice.

Rice paper is not made from rice nor from rice stalks, nor has it any connection whatever with rice. It is of Chinese manufacture and is made from the pith of a certain tree resembling the elder. The pith is extracted from the tree in large cylindrical masses, and with sharp knives the Chinese pare off the cylinder till instead of a cylindrical form they have a large flat sheet. This is pressed and other sheets added until the required thickness is secured. The paper is then rudely sized and is ready to use. It was called rice paper under the supposition that when it was first introduced into Europe it was made from rice stalks, and the name has never been changed.

Cheese.

Cheeses come under three general heads, whole milk, skim or sour milk and whole milk and cream. The ripening of cheese, upon which depends its flavor, is due to the action of bacteria, which are ever present in milk; also in the rennet which is used in the manufacture. Cheese which has been improperly handled is apt to accumulate deleterious bacteria. Cheese has great nutritive value. It yields nearly three times the amount of caloric yielded by moderately lean beef.



GRADUAL DECLINE

This is the fate of sufferers from Kidney trouble, as the disease is so insidious that often people have serious Kidney trouble without knowing the real cause of their illness, as diseased kidneys allow the impurities to stay in the system and attack the other organs. This accounts for the many different symptoms of Kidney Disease.

You begin to feel better at once when taking

FOLEY'S KIDNEY CURE

as it stimulates the heart, increases the circulation and invigorates the whole system. It strengthens the urinary organs and gives you new life and vigor.

TWO SIZES 50c and \$1.00

Chicago Business Man Cured

Foley & Co., Chicago, Gentlemen:—About a year ago my health began to fail, I lost flesh and never felt well. The doctor thought I had stomach and liver trouble, but I became convinced that my kidneys were the cause of my ill health and commenced taking FOLEY'S KIDNEY CURE. It increased my appetite and made me feel stronger, and the annoying symptoms disappeared. I am now sound and well.—J. K. Horn, 1354 Diversey Blvd., Chicago, June 11, 1902. Cured His Wife

E. C. Watkins, sexton of the Methodist Church, Springfield, Pa., writes: "My wife has been very bad with kidney trouble and tried several doctors without benefit. After taking one bottle of FOLEY'S KIDNEY CURE was much better, and was completely cured after taking four bottles."

One Bottle Cured Him

A. H. Davis, Mt. Sterling, Ia., writes: "I was troubled with kidney complaint for about two years, but a one-dollar bottle of FOLEY'S KIDNEY CURE effected a permanent cure."

J. F. O'Donnell, 208 First Street, Portland, Ore.

Top buggies, \$55 and up Binders, Mowers, Rakes, Hay
Open buggies \$25 and up Presses, Iron and Wood, Pumps
Carriages and Hacks, Milburn Plows and Harrows, Cream Sepa-
Wagons, Corumbus Buggies. rators.

IT TAKES BRASS

To braze cast iron, but that is not all, we have the rest and the "know how" Light and Heavy Castings Brazed and Guaranteed
WE REPAIR BICYCLES
GUNS, UMBRELLAS, LOCKS, ETC.
in fact, "most any old thing"

The largest stock of BICYCLE TIRES AND SUNDRIES in Clackamas county. GUNS, REVOLVERS, FISHING TACKLE, AMMUNITION and Warranted CUTLERY, all at prices that are right. Come and see the New Morrow Brake, the "best ever," and say, if you want a new wheel, don't fail to see ours, they are prize winners

Tribunes at \$40 and \$50
Iver Johnson from \$30 to \$50
Days \$25 to \$30 Arden \$25
SECOND HAND WHEELS AT ALL PRICES
LAMB & SAWYER
Oregon City Bicycle and Gun Store
MAIN STREET, OREGON CITY

BECKERS MILLINERY

HAS MOVED TO
214 Third St., Cor. Salmon, PORTLAND, ORE.

A Complete Assortment of

:: Selected Pattern Hats ::

—ALSO A VARIETY OF—

Trimmed Hats at Greatly Reduced Prices

You are cordially invited to call and inspect our display :: ::

Brunswick House and Restaurant

NEWLY FURNISHED ROOMS
Meals at All Hours Open Day and Night
Prices Reasonable
Only First Class Restaurant in the City
CHAS. CATTI, PROP.
Opposite Suspension Bridge OREGON CITY, ORE

Ladies Appreciate

the roomy retiring rooms, cosy compartments and the many little conveniences especially arranged for their comfort on the

North-Western Limited

"The Train for Comfort" every night between Minneapolis, St. Paul and Chicago via.



Before starting on a trip—no matter where—write for interesting information about comfortable travelling.

H. L. SISLER, General Agent.
2218 Alder St., Portland, Ore.
T. W. TEASDALE, General Passenger Agent, St. Paul, Minn.

Daily River Excursions OF OREGON CITY BOATS

TIME CARD

DAILY and SUNDAY

Leaves Portland	Leaves Oregon
8 30 A. M.	7 00 A. M.
11 30 "	10 00 "
3 00 P. M.	1 20 P. M.
6 15 "	4 30 "

No Way Landings
ROUND TRIP 25 Cents
Oregon City Transportation Co.
OFFICE AND DOCK FOOT OF TAYLOR ST.
Phone 40 PORTLAND
Subject to change without notice

Something New Eastbound.

Double daily service to Chicago via the Union Pacific and Chicago Milwaukee & St. Paul Line. New overland service. It is as satisfactory as it is new.

H. S. ROWE, General Agent, Chicago, Milwaukee and St. Paul Railway 134 Third Street, Portland, Ore.

The Railroads



TO THE EAST
The O. R. & N. Co. gives the choice of

THREE DAILY TRAINS

TWO VIA THE OREGON SHORT LINE 9 a. m. 9 p. m.	ONE VIA THE GREAT NORTHERN 6 p. m.
TO SALT LAKE DENVER CHICAGO and KANSAS CITY	TO SPOKANE MINNEAPOLIS ST. PAUL and CHICAGO

Ocean Steamers Leave Portland Every 5 Days For
SAN FRANCISCO

Boats Leave Portland Daily for Willamette and Columbia River Point.

Monthly Steamers to China and Japan

For full information call on or address nearest O. R. & N. Co. ticket agent or address
A. J. CRAIG, O. P. A., Portland, Oregon



THE SCENIC LINE

Through Salt Lake City, Leadville, Pueblo, Colorado Springs, Denver, and the Famous Rocky Mountain Scenery and by Daylight to all points east.

3 fast trains daily between Ogden and Denver
Modern equipment, through Pullman and Tourist Sleeping Cars and Superb Dining Car Service

Stopovers Allowed

For rates, folders and other information address
W. C. McBride, 421 Third St. Portland, Ore.