PRACTICAL DRAINING HINTS.

The County Gentleman offers some good ideas on drainage, and we clip out a few paragraphs for the readers of The Cultivator who are just now so much interested in the subject:

Drains should always be cut as narrow as possible, the bottom be ing just wide enough to receive the pipes, which renders the drain more efficient. The length and depth of drains, and their distance apart regulate the size of the pipe that should be used, but level ground requires larger pipes than where the inclination is greater. The capacity of the pipes for minor drains should be just sufficient to carry off the maximum flow of water, for if too large, the sediment will lodge in the bottom of the pipes and choke the drains.

Dealing with the different methds of underdgaining, Prof. Scott alludes to the practice which prevailed before drain pipes came into use, of forming the drains of stones gathered from the fields. These, however, are only used now on very stony land, where it is difficult otherwise to get rid of these hindrances to cultivation. Nobody would now think of carting stones to the field for this purpose. Besides, double the labor is required for the stone drain, and it is neither so effective nor so durable as tile draining; while in loose soils the stone channels are more apt to get sifted up. A cartload of pipes will go a hundred times as far as a cartload of stones, besides requiring less excavation in laying them.

Mr. Bailey Denton has placed on record that he has traced the roots 9 feet deep, and the roots of perennial grasses he has found in drains 4 feet deep, while he cites an instance where the roots of mangolds were found at a depth of 5 feet. Clay lands with a southern slope require to be drained to greater depth than lands with a northern aspect. But, however, much practical men may differ over the value of deep as against shallow drains, Professor Scott says there can be little doubt that closer draining is now being practiced than was formerly believed necessary by the advocates of peep draining, and the inference is that they are at the same time draining shallower. The excessive distance between the drains was being resorted to by land-owners to save expense because of their being obliged by the enclosure commissioners to drain to a depth of four feet; but a less interval is now being adopted, while the minimum depth on which the commissioners insist is placed at three feet, except in special cases where a greater depth is considered necessary. The distance between drains on strong clay lands, should, generally speaking, be from four to six times the depth; on strong loams six to eight times the depth, and on light soils eight to ten times the depth.

FEED THE GRAPE VINE -The oldest grape growers we know always manured their vines plenteously, and never dreamed of giving them too much. Of late years there has risen a class of grape growers who contend that but little manure is needed; that in fact the poorer the land the better. We are not among this class. We have found that the richer the soil the better. We have even known dead animals to be buried at the roots; though we think this is carrying the manure question a little too far. Vines will sometimes fail in rich land, we are aware, but it is from other causes than the soil being too rich; there are other plagues in the way. It may be mildew; it may be the little dusty-looking worm which sometimes strips the vine of its foliage; or it may be the phylloxera which attacks the roots and plays havoc with them; others think there is something in the climate, and so on. We do not pretend to decide and every time I would fire the dog the question; we only know that if would set up a long howl. we do the best we can in the cultivation of the vines, success will reward us in a majority of cases; but when failure is the result we feel very sure that is not high feeding. The grape vine, we are confident, and all our experience goes to show The grape vine, we are consident, and all our experience goes to show it, is a good liver, and we run less risk in overfeeding than starving it.

—Germantown Telegraph.

Do you call that a dog that for the trouble of writing us. Full particulars, directions, etc.. sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure. D'ut delay, Start now. Address Stillson. Jo., Portland, Main.

Humorous.

HOW HE WORKED IT.

A drummer on his first trip was seated in the same car with an old experienced knight of the road, and their conversation turned on their relative daily expenses.

"I always manage to include in my expenses," said the elder, "hats, boots, overcoats, etc., and every drummer who has any respect for his noble calling ought to do the same. Make the firm stand 'em."

a very good idea, and on his return from his trip he included among

His employers expressed themelves as well pleased with his success as a salesman, but objected to

On his next trip he was fortunate enough to meet his former acquain-

your firm will stand overcoats as wrapper. legitimate expense when mine

kicked on a pair of boots?" "You didn't put down boots in your expense account, did you?"

"Certainly," said the young man "Well, you are a chump. You should have dovetailed the price of boots into the postage stamps

and sundries." When the young man again submitted his account his firm remark-

"We don't see any memorandum for 'boots,' or anything of that nature, Mr. So-and-so.'

"No," Mr. So-and-so said softly, to himself. "You don't see it, but there is a forty dollar overcoat there just the same."-Philadelphia Evening Call.

A VERBAL DISCUSSION. - A husband and wife were talking grammar. "Would you," said she, "say scissors are, or scissors is?"

"I'd say scissors are, of course," he replied. "Would you say molasses is or

molasses are?" "Molasses is, of course." "Well, then, would you say the family are well?"

"No." "What? You wouldn't say the family are well, when family is a singular noun, would you?"

"What would you say, then, I'd

"Why, love, I'd say the family was not well; that you had the grunts, that Tommy had a sore finger, that the baby had the colic, that Katie had the headache, and that I was trying to make an average by being well enough for four." She went out of the room and didn't speak to him for two days. -Merchant Traveler.

A TERRIBLE RESOLVE .- "Do you see that dudish looking fellow over there, the one that looks more like an organ grinder's monkey than any of the others?"

"Well I hate uim and I am going to drive him into an insane asvlum. where he will never be heard of

"Oh! come now. In the first place, you would not do such a thing, and in the second place, you could not."

"But I can, though." "How in the world can you?"

"Easily enough. There is to be a grand party to-night, and we will be there." "Yes."

"I am to write a notice of it for he society paper, and in less than than forty-eight hours he will be so crazy that the doctors will bave him locked up."

"Goodness gracious! how will you manage it? "I will spell his name wrong .-

AN INTELLIGENT Dog .- "I thought you said that dog knew his business," said a metropolitan youth who had been out after ducks and had hired the dog to assist him.

"So I did," was the reply; there Hats, isn't a better bird dog in this part of the country."

"He's the worst mongrel I ever saw," continued the youth. "Why, I hadn't been out more than a half an hour before he left me in the

"What did he do?" asked the

"Why the first duck I saw was perched on a fence and, through some trouble with the gun, I fired at it seven times without hitting it

"Blessed be the man,' said Don Quixote's weary squire, "who invented sleep." San-cho's gratitude is ours, but what if one cannot for any reason enjoy that excellent in-vention? "Nervousness in me had become a disease," writes Mr. William Coleman, the well known wholesale druggist of Buffalo,

HALF OUT OF HIS HEAD.

N.Y.
"I could not sleep, and my nights were either passed in that sort of restlessness which nearly crazes a man, owin a kind of stupor, haunted by tormenting dreams. Having taken Parker's Tonic for other Having taken PARKER'S TONIC for other troubles, I tried it also for this. The result both surprised and delighted me. My nerves were toned to concert pitch, and, like Cæsar's fat men. I fell into the ranks of those who sleep o' nights. I should add that the Tonic speedily did away with the condition of general debility and dyspepsia exceptional by my previous sleeplessness. occasioned by my previous sleeplessness, and gave me strength and perfect digestion. In brief, the use of the Tonic thoroughly re-established my health. I have used Par-The younger man thought that KER'S TONIC with entire success for seat sickness and for the bowel disorders inciden-

to ocean voyages."
This preparation has heretofore been other items of expense one pair of heats \$12 word "ginger." HISCOX & Co., are induced to make his change by the action of unprincipled dealers who have for years deceived their customers by substituting inferior preparatious under the name of ginger. We drop the misleading word all the more willingly, as ginger is an unimportant flavorwillingly, as ginger is an unimportant fluvor

ing ingredient in our Tonic.

Please remember that no change has been or will be, made in the preparation itself, and all bottles remaining in the hands of dealers, wrapped under the name of Par-"How is it?" he asked, "that medicine if the fac-simile signature of History firm will stand overcoats as

TORPID BOWELS, DISORDERED LIVER, and MALARIA.

From these sources arise three-fourths of the diseases of the human race. These symptoms indicate their existence: Loss of Appetite, Bowels costive, Sich Headache, fullness after cating, aversion to exertion of body or mind, Eructation of food, Irritability of temper, Low spirits, A feeling of having neglected some duty, Dizziness, Fluttering at the Heart, Dots before the eyes, highly colored Urine, CONSTIPATION, and demand the use of a remedy that acts directly mand the use of a remedy that acts directly on the Liver. As a Liver medicine TUTT'S PILLS have no equal. Their action on the Kidneys and Skin is also prompt; removing all impurities through these three "scavengers of the system," producing appe-tite, sound digestion, regular stools, a clear skin and a vigorous body. TUTT'S PILLS cause no nausea or griping nor interfere with daily work and are a perfect

ANTIDOTE TO MALARIA HE FEELS LIKE A NEW MAN.

"I have had Dyspesia, with Constipa-tion, two years, and have tried ten different kinds of pills, and TUTT'S are the first that have done me any good. They have cleaned me out nicely, My appetite is splendid, food digests readily, and I now have natural passages. I feel like a new man." W. D. EDWARDS, Palmyra, O. Soldeverywhere, 25c. Office, 44 Murray St., N. Y TUTT'S HAIR DYE.

GRAY HAIR OR WHISKERS changed in stantly to a GLOSSY BLACK by a single ap plication of this DYE. Sold by Druggists or sent by express on receipt of \$1. Office, 44 Murray Street, New York. TUTT'S MANUAL OF USEFUL RECEIPTS FREE

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They who work early and late the year round need, occasionally, the healthful stimulous imparted by a wholesome tonic like Hostetter's Stomach Bitters. To all, its purity and efficiency as a remedy and preventive of disease commend it. It checks incipient rheumatism and malarial symptoms, relieves constitution, dyspepsia and biliousness, arrests premature decay of the physical energies, mitigates the infirmities of age and hastens convalescence. For sale by all Druggists and Dealers generally.

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Liver, Kidney or Stomach Trouble. Symptoms: Impure blood, costive bowels rregular appetite, sour belching, pains in ide, back and heart, yellow urine, burning when urinating, clay-colored stools, bad breath, no desire for work, chills, fevers, irritability, whitish tongue, dry cough, dizzy heed, with dull pain in back part, loss of memory, foggy sight. For these troubles "SWAYNE'S PILLS" are a sure cure. Box.

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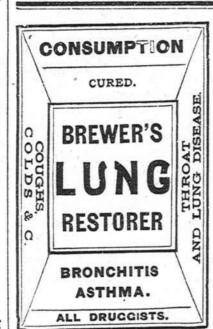
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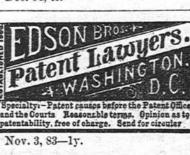
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On and after Monday, Feb. 4, 1884, the
PASSENGER TRAINS will run as herewith indicated upon this road and its branches
Daily, except Sundays. No. 53. UP PASSENGER. Leave W., C. & A. Junction

" Alston,
" Newberry,
" Ninety-Six,
" Hodges,
" Belton,
" Arrive Greenville, No. 52. DOWN PASSENGER. Greenville, - 9 Hodges "Ninety-Six, - - 1.48 p m
"Ninety-Six, - - 1.48 p m
"Newberry, - - 3.14 p m
"Alston, - 4.19 p m
Arrive Columbia,F - 5.20 p m
Arrive W., C. & A. Junction. - 5.38 p m

SPARTANBURG, UNION & COLUMBIA RAILEOAD.
NO. 53. UP PASSENGER.
Leave Alston, - 1.10 p m
Strother, - 2.05 p m Santuc, 4.15 p m 4.57 p m 6.15 p m Union. Arrive Spartanburg, No. 52. DOWN PASSENGER.

Santuc, Shelton, LAURENS RAILWAY LAURENS I Leave Newberry, -Arrive Laurens C. H., Leave Laurens C. H., Arrive Newberry,

ABBEVILLE BRANCH. Leave Hodges,
Arrive at Abbeville,
Leave Abbeville,
Arrive at Hoges, 11.30 p m 12.30 p m BLUE RIDGE RAILROAD AND ANDERSON Leave Belton " Anderson
" Pendleton Leave Seneca C, Arrive Walhalla Leave Walhalla, Leave Seneca C. Pendleton

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With Wilmington, Columbia and Augusta
Railroad from Wilmington and all
points North thereof.

With Charlotte, Columbia and Augusta
Railroad from Charlotte and all points
North thereof.

With Asheville & Spartanburg Rail Road
for points in Western North Carolina.

With A. & C. Div, R. & D. R. R., from all
points South and West.

Doints South and West.

D. With A. & C. Div., R. & D. R. R., from Atlanta and beyond.

E. With A. & C. Div., R. & D. R. R., from all points South and West.

F. With South Carolina Railroad for Charles-

with Wilmington, Columbia and Augusta
Railroad for Wilmington and the North.
With Charlotte, Columbia and Augusta
Railroad for Charlotte and the North.
G. With Asheville & Spartanburg Railroad

from Hendersonville. H. With A. & C. Div., R. & D. R. R., from H. With A. & C. Div., R. & D. R. R., from Charlotte and beyond.

Through Coach for Hendersonville will be run from Columbia daily.

Standard Time used is Washington, D. C., which is fifteen minutes faster than Columbia.

J. W. FRY, Superintendent.

M. SLAUGHTER, General Passenger Agent.

D. CARDWELL, Ass't General Passenger Agt., Columbia, S. C.

South Carolina Railway Company. CHANGE OF SCHEDULE. On and after Jan. 20th, 1884, Passenger Frains on this road will run as follows un-TO AND FROM CHARLESTON.

GOING EAST,
Leave Columbia *6.40 a m
Arrive Charleston 11.23 p m Leave Columbia GOING WEST,
Leave Charleston | 7.00 a m
Arrive Columbia | 11.40 a m
| Daily | *Daily except Sunday.
| TO AND FROM CAMDEN.

GOING EAST,
Leave Columbia *6 40 a m
Arrive Camden 1.55 a m
GOING WEST
Leave Camden 47.15 a m
Arrive Columbia 11.40 a m GOING WEST
Leave Camden 47.15 a m
Arrive Columbia 11.40 a m
*Daily except Sundays.
TO AND FROM AUGUSTA. GOING EAST, Leave Columbia *6.40 a m Arrive Augusta 12.05 p m

GOING WEST

Leave Augusta *6.08 a m Arrive Columbia 11.40 p m *Daily except Sundays. CONNECTIONS.

Connection made at Columbia with the Columbia and Greenville Rail Road by train arriving at 11.28 P. M., and departing at 6.58 Connection made at Columbia June P. M. Connection made at Columbia Junction with Charlotte, Columbia and Augusta Rail Road by same train to and from all points on both roads with through Pullman Sleeper between Charleston and Washington, via Virginia Midland route, without change. Connection made at Charleston with Steamers for New York on Wednesdays and Seturdays; also, with Sayannah and with Steamers for New York on Wednesdays and Saturdays; also, with Savannah and Charleston Railroad to all points South.

Connections are made at Augusta with Georgia Railroad and Central Railroad to and from all points South and West.

Through tickets can be purchased to all points South and West, by applying to D. McQUEEN, Agent, Columbia.

D. C. ALLEN, G. P. & F. A.

JOHN B. PECK, General Manager. Asheville and Spartanburg Railroad. SPARTANBURG. S. C., September 1, 1881.
On and after Monday. October 1st, 1883,
passenger trains will be run daily (Sundays
excepted) between Spartanburg and Hendersonville, as follows:

UP TRAIN. Leave R. & D. Depot at Spartanburg 1.30 p m Arrive at Hendersonville...... Arrive R. & D. Depot, Spartanburg. H. Sop in Both trains make connections for Colum-bia and Charleston via Spartanburg. Union and Columbia and Atlanta and Charlotte by Air Line. JAMES ANDERSON, Superintendent.

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-AND THE-

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THIS PAPER

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HERMANN BULWINKLE KERR'S WHARF,

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NEUTRALIZING CORDI Is as pleasant and harmless as Blackh Wine—contains no Opium and will not op pate. Specially recommended for Seasick and Teething Children. German and English Directions on each Bottle Price 25c, and \$1.00.

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