

[illegible]

NUMBER 16

**MILKING.**—The manner of milking has

the productiveness of the cow than most

man knows. The first requisite for a good milk is, of course, utter cleanliness. Without this, the milk is undrinkable. The udder should, therefore, be carefully cleaned before the milking commences. The milk may begin to gradually and gently, but should steadily increase the rapidity of the operation till the udder is emptied, using a milking machine.

large enough to hold all, without the necessity of changing. Cows are very sensitive, and the pail cannot be changed, nor can the milker stop or rise during the progress of milking without leading the cow more or less to with-hold her milk. The utmost care should be taken to strip till the last drop, and do it rapidly, and not in a slow and negligent manner, which is sure to have its effect.

on the yield of the cow. at any milk is left, it is reabsorbed into the system or else becomes caked, and diminishes the tendency to secrete a full quantity afterward. If gentle and mild treatment is observed and preserved in, the operation of milking appears to be one of pleasure to animals, as it undoubtedly is; but if an opposite course is pursued—if, at every milking, the animal is treated by the pressing a sore heat, the animal is hardly

ly spoken to—she will be likely to kick as a habit, and it will be difficult to overcome it afterward: To induce quietness and readiness to give down the milk freely, it is better that the cow should be

fed at milking time with cut-wood or roots, placed within her easy reach. The same persons should milk the same cows regularly, and no change from one to another unless there is special reason for it.

We copy from the *Canton Mail* the subjoined report of a marriage in high life:

On Monday last, the 2d inst., an eight (colored) constable and ex-officio high priest of the African church, united in the holy bonds of matrimony Mr. Hiram Hightower to Miss Ann Hildreth Black (very black). The ceremony was read by the officiating officer, or priest, or what not from a book, and when he

came to that part "With this ring I thee wed," discovered that the contracting parties were not supplied with one, so he said, "we'll skip the ring part," and with that, turned several pages and brought up at what he supposed was the conclusion of the ceremony, but lo! and behold, he was in the burial service, and was much taken aback when he read

an the resurrection and the life," and the spectators began to laugh. He shut the book, and telling the happy pair to join hands, pronounced their man and wife and closed with the benediction: "God might have mercy on their souls!"

The money order system is the greatest feature of the Post-office service. Last year it issued \$60,000,000 worth of orders, during the panic it made itself more popular than ever by its ability to transfer money, and during the holiday

Said Prof. Richard A. Proctor, the celebrated English astronomer, in one of his recent American lectures: "The sun seems to us to be perfectly still."

When we consider what we have learned about him, we know that all the forces that upbraid on the earth are as absolutely quiet. Even the hideous groaning of the earthquake is surpassed a millionfold by the disturbances of every square mile of that inflamed sea. This is no idle dream. This great central heart pulsates with life and will continue to pulsate.

Of all fruits and vegetables, the apple is found upon careful analysis to contain most phosphorus for the brain and eliminative acid for torpid livers. Its effect upon the thinking faculties is organically nourishing and stimulative; and its juice acts as a chemical equivalent for the muscular exercise that should work off the nervous energy.

**FAMINE IN INDIA.**—The famine in India is increasing. It is estimated that one hundred and fifty thousand<sup>1</sup> natives are already distressed, and the number now in danger is not less than twenty-four millions. The English government is exerting itself to prevent a vast calamity.

ity. The present plan is to raise two hundred and thirty thousand tons of rice. It is expected that private generosity will contribute two hundred thousand tons more.

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**SPANISH PROVERBS.**—"He who has nothing to do, let him buy a ship or marry a wife." "From many children and little bread, good Lord deliver us."

Hon. J. J. Roach, Deputy of the Parsons of Husbandry, for this District, has just returned after thirty days good work in old Clarke. He informs us that he has organized fourteen Granges in Clarke during his recent visit to that county.

and that there are now nineteen working Granges in that county, with a membership of nearly seven hundred.—*Camden Vindicator.*

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A bachelor says if you hand a lady newspaper with a paragraph cut out of it, not a line or it will be read, but ever a bit of interest fell in the paper by the lady will centre in finding out what the

missing paragraph contained.





## A Drunkard's Dream.

It seemed as though I had been suddenly aroused from my slumbers. I looked around, and found myself in the centre of a gay crowd. The first sensation I experienced was that of being borne along with a peculiar, gentle motion. I looked around and found I was in a long train of cars, which were gliding over a railroad many miles in length. It was composed of many cars. Every car was open at the top, and was filled with men and women, all gaily dressed, all happy, all laughing, talking, and singing. The peculiar, gentle motion of the cars interested me. There was no rattling, such as we hear on a railroad. This, I say, interested me. I looked over the side, and to my astonishment found the railroad and cars made of glass. The glass wheels moved over the glass rails without the least noise or oscillation. The soft, gliding motion produced a feeling of exquisite happiness. I was happy. It seemed as if everything was at rest within—I was full of peace.

While I was wondering over this circumstance, a new sight attracted my gaze. All along the road, on either side, within a foot of the track, were laid long lines of coffins, and every one contained a corpse, dressed for burial, with its cold, white face turned upward to the light. The sight filled me with horror. I yelled in agony, but could make no sound. The gay throng who were around me, only redoubled their songs and laughter as the sight of my agony and weeping on, gliding with glass wheels over the glass railroad, every moment nearer to the bend of the road, far, far in the distance.

"Who are these?" I cried, at last, pointing to the dead in their coffins.

"These are the persons who made the trip before us," was the reply of the gayest persons near me.

"What trip?" I asked.

"Why, the trip we are now taking—the trip on the glass railway," was the answer.

"Why do they lie along the road, each one in his coffin?"

I was answered by a whisper and a half-laugh, which froze my blood:

"They were dashed to death at the end of the railroad," said the persons whom I addressed.

"You know the railroad terminates at an abyss, which is without bottom or measure. It is lined with pointed rocks. As each car arrives at the end, it precipitates its passengers into the abyss—"

"They are dashed to pieces against the rocks, and their bodies are then brought here and placed in the coffins, as a warning to other passengers; but no one minds it, we are so happy on the glass railroad!"

"I can never describe the horror with which these words inspired me."

"What is the name of the glass railroad?" I asked.

"The person whom I addressed, replied in the same strain:

"It is very easy to get into the cars, but very hard to get out; for once in these cars every one is delighted with the soft, gliding motion. The cars move so gently! Yes, this is the railroad of Habit, and with glass wheels we are whirled over a glass railroad to a fathomless abyss. In a few moments we'll be there, and they'll bring our bodies and put them in coffins as a warning to others, but nobody will mind it, will they?"

I was shocked with horror. I struggled to breathe, and made frantic efforts to leap from the cars, and in the struggle awoke. I knew it was only a dream, and yet, whenever I think of it, I can see that long train of cars moving gently over the glass railroad. I can see the dead in their coffins, clear and distinct, on each side of the road. While the laughing and singing of the gay and happy passengers resound in my ears, I only see those cold faces of the dead, with their glass eyes up-lifted, and their frozen hands upon their white shrouds.

It was indeed a horrible dream. A long train of glass cars gliding over a glass railroad, freighted with youth, beauty, and music, while on either hand stretched the victims of yesterday—gliding over the fathomless abyss.

Uncooked cabbage or cold slaw is much more digestible than cooked cabbage, notwithstanding it is hard to believe.

The Irish potato was originally a wild grain in Chili, and cultivation has produced our cabbage out of a once poisonous plant.

The little busy bees of the United States produce annually eight million dollars worth of honey.

The aggregate length of telegraph lines in the various nations of the world is three hundred and fifty-seven thousand miles.

TO THE WEST! TO THE WEST!

Before making your arrangements to follow the advice of the "thousands who have already gone," it would be well to consider what has been done to make the journey to your "Home in the West" as pleasant and as free from danger as human skill and courage can accomplish.

By consolidation and construction a road has been put into operation on the shortest possible line from Nashville to St. Louis. This line, the "St. Louis & Southern Railway," has, during the past year, earned an enviable reputation by its prompt, safe, and sure service, and the magnitude of its passenger equipment. Its trains are made up of new and commodious day cars, provided with the celebrated Pullman and platform, and the Westinghouse air-brake.

It is positively the only line running Pullman Palace Drawing Room Sleeping Cars through without change from Nashville to St. Louis. No other line pretends to offer such advantages, either in distance, time, or equipment. Why, then, journey by direct route? Do not be induced to purchase tickets to St. Louis or the West by any other line, remembering that:

The "St. Louis & Southern Railway" is the shortest, swiftest, and surest, and only line under one management from Nashville to St. Louis, and is from 60 to 200 miles the shortest route to St. Louis, Kansas City, Denver, California, Texas, and all western points. It is also the "Chicago Shortest Line," via Evansville, Ind., and you can secure the shortest route for yourself and your valuables on application, in person or by letter, to C. S. BARNETT, Southern Passenger Agent, Postoffice Box 245, Chattanooga, Tenn., or to the undersigned.

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**15th of September,**

and make the first year's school operations a nucleus for future work.

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Music on Piano, \$15.00 per term, including use of instrument.

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Aug. 14, 1873-4.

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