THE NEWBERRY HERALD.

Farm, Garden & Household.

SEPTEMBER.

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SLEEP AS A FARM CROP.

BY TIMOTHY BUNKER, ESQ.

American Agriculturist for Sept.

'Well, Doctor,' inquired Mrs. Bunker, 'the railroads are built; the folks keep coming—what are you going to do about it?'

'Do the best we can, Mrs. Bunker,' continued the Doctor. 'There is so much in society, and in our artificial habits, that sleep will no longer grow, as a wild plant, and take care of itself. We must cultivate it as we do corn and potatoes. There is no health without sound sleep; and thrift on the farm, as everywhere else, depends largely upon physical vigor. Sleep is a powerful medicine, which helps to cure irritability of temper, peevishness, uneasiness of any kind, like nervous dyspepsia. It is good for a broken spirit. We might change the hymn a little, without damage, and sing, 'Earth has no sorrow that *sleep* can not cure.' Sleep, to be perfect, and profound, and restorative, should be so prepared for, that not a single discomfort should interrupt it. We should get ready for it just as we prepare for a day's work—have the tools all ready and and every hindrance removed.'

'Well, how are you going to get it when it don't come?' inquired Mrs. Bunker.

'It will come,' continued the Doctor, 'if you get ready for it, like any other welcomed guest. The sleeping room, if possible, should be in the most quiet part of the house, above the first story, well sunned and ventilated, with as little furniture as possible in it—consecrated to sleep. Put away your feather beds and comfortables, as unfriendly aids to sleep, and wood bedsteads and bed-cords, with their untimely squeaking. Have solid iron bedsteads, with sheets and blankets that will take care of the perspiration, or, rather, prevent it, and keep the body at the most comfortable temperature. Rule your own house, and have a set time for going to bed, the sooner after nine o'clock the better, when every member of the household shall be ready for the main business of the night, no matter what is going on at the lodge, the hall, the ball, the temperance discussion, or the prayer-meeting.'

'What is going to become of our duties to society?' inquired Mr. Spooner.

'A man's first duty to society is to take care of his body,' responded the Doctor. ''Thou shalt not kill,' is a part of the decalogue, and neither man nor woman owes any duty to society that is not compatible with a sound mind in a sound body. Sleep is the one thing needful, if we would have either. What is a man worth to society with shattered health? Cultivate sleep, and be worth something while you are awake.'

'I am glad you are so orthodox on sleep,' interrupted Deacon Smith. 'But I am afraid, Doctor, if Hookertown adopted your views, you would soon be without patients. I have followed your theory for 30 years, and hardly had a doctor in my house.'

ICE FOR TEETHING CHILDREN.—The New York *Sun* has the following bit of good news for worried mothers and tortured babes:

The pain of teething may be almost done away, and the health of the child benefited, by giving it fine splinters of ice, picked off with a pin, to melt in its mouth. The fragment is so small that it is but a drop of warm water before it can be swallowed, and the child has all the coolness for its feverish gums without the slightest injury. The avidity with which the little things taste the cooling morsel; the instant quiet which succeeds hours of fretfulness, and the sleep which follows the relief are the best witnesses to this magic remedy. Ice may be fed to a three-months' child this way, each splinter being no larger than a common pin, for five or ten minutes, the result being that it has swallowed in that time a teaspoonful of warm water, which, so far from being a harm, is good for it, and the process may be repeated hourly as often as the fretting fits from teething begin.

TO RELIEVE ASTHMA.—Soak blotting or tissue paper in strong saltpetre water. Dry and burn at night in the bed-room.

Our Chip Basket.

Vanderbilt's income from Government bonds is $2,700 a day.

Thirteen female physicians are practicing in Clayton County, Iowa.

Twenty-four white women have married negroes in Boston in one year.

Queen Victoria's annual income is $2,000,000, one half of which she saves to add to her principal.

Gen. J. E. B. Stuart's widow is at the head of the Staunton (Va.) Institute, a successful school.

Laurinburg, N. C., challenges the world with a female child fifteen months old, weighing 173 pounds.

Bodies of people drowned in Lake Tahoe never rise to the surface, the water being so cold as to prevent the formation of gases.

Mrs. Hayes' portrait presented by the women of the United States, cost $3,000. It was painted by Daniel Huntington, of New York.

A weather sage in New York who has been keeping a record says that Vennor's prophecies are sheer nonsense. His guesses are right only once in eight times.

The whisky product of the United States for last year was 2,040,000 barrels. By calculation that would give 81 drinks to every man, woman and child of the population.

The Jewish population of Vienna is reported to have more than doubled itself according to the recent census, within the past 10 years. In 1870 it was 30,200. It is now 72,000.

Mr. Flood, of the Nevada Bonanza, intends to erect in Fifth avenue a larger and more costly residence than that of Mr. Vanderbilt. The outlay will not be less than $3,000,000.

Certificates to the amount of $125,000 in Government bonds have been placed in the hands of Mrs. Garfield, as a part of the subscribed fund of $250,000 which Mr. Field started.

Gen. McDowell is a man so exceptionally and supernaturally abstemious that he has not only never drank a glass of spirituous liquor, but has refrained all his life from both tea and coffee.

Texas people do not throw themselves on epitaphs, no matter how much display they make at funerals. Down on the Rio Grande a plain board at the head of a mound tells the public that 'thirteen of them Mexican Greasers are planted here.'

The Derby hat will be worn this fall by natty young ladies, but instead of a single black or pearl-colored one there will be a variety in the rich shades of the dark admiral blue, hunter's green, dahlia color, olive and seal brown, to match various seal costumes.

'Be jabers,' said Patrick O'Rafferty, as he was reading about a case of suicide, 'be jabers, if iver I take me own life it will be wid chloroform.'

'Niver do the loike of that, Pat,' said Mrs. O'Rafferty, 'for yer inimies will bring it up agin ye afterward as long as ye live.'

The negroes in one of the Eastern Counties of Georgia have been trying by the prayers of one of their number, to raise an old negro, who has been dead over a year, from the dead. They set a day for the resurrection and gathered at the grave, but, after hours of waiting in the hot sun, they went home disappointed.

Two belles had a fight on the veranda of a White Mountains hotel. The cause is a secret, but the encounter was public, being in the presence of about 50 guests. The girls scratched faces, pulled hair, and tore clothes in a lively manner for a few seconds, and were not parted before both bore marks which lasted several days. They belong to wealthy and reputable families.

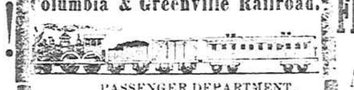
A lady recently departed in great haste from Long Branch on a Saturday morning. She was resplendent in silk, laces and diamonds, and made the remark at table just before she left that she wanted to do some shopping, but would be back on Monday morning. After she had gone one of the little girls remarked. 'You see, there's a rush of trade on Saturday night, and ma's gone up to help father tend in the store.'

Never give way to melancholy; nothing encroaches more; I fight against it vigorously. One great remedy is to take short views of life, or next week, or next month. Are you happy now! Are you likely to remain so till evening, or next year? Then why destroy present happiness by a distant misery which may never come at all, or you may never live to see it? For every substantial grief has twenty shadows, and most of them shadows of your own making.

—*Sidney Smith.*

Rail Roads.

Columbia & Greenville Railroad.



PASSENGER DEPARTMENT.
COLUMBIA, S. C., August 29th, 1881.

On and after Thursday, September 1st, 1881, the PASSENGER TRAINS will run as herewith indicated upon this road and its branches.

Daily, except Sundays.

No. 42. UP PASSENGER.

Leave Columbia, A	11.20 a m
" Alston,	12.26 p m
" Newberry,	1.21 p m
" Ninety-Six,	2.50 p m
" Hodges,	3.52 p m
" Belton,	5.05 p m
Arrive Greenville,	6.19 p m

No. 43. DOWN PASSENGER.

Leave Greenville,	10.33 a m
" Belton,	11.57 a m
" Hodges,	1.12 p m
" Ninety-Six,	2.35 p m
" Newberry,	3.47 p m
" Alston,	4.46 p m
Arrive Columbia, F	5.50 p m

SPARTANBURG, UNION & COLUMBIA RAILROAD.

No. 42. UP PASSENGER.

Leave Alston,	12.40 p m
" Strother,	1.13 p m
" Lyles Ford,	1.26 p m
" Shelton,	1.36 p m
" Fish Dam,	1.55 p m
" Santuc,	2.08 p m
" Union,	2.35 p m
" Jonesville,	3.04 p m
" Pacolet,	3.24 p m
" Spartanburg, S. U. & C. Depot, B	4.03 p m
Arrive Spartanburg, R. & D. Depot, E	4.12 p m

No. 43. DOWN PASSENGER.

Leave Spartanburg, E & D. Depot, H	12.48 p m
" Spartanburg, S. U. & C. Depot, G	1.07 p m
" Pacolet,	1.39 p m
" Jonesville,	1.59 p m
" Union,	2.36 p m
" Santuc,	3.02 p m
" Fish Dam,	3.15 p m
" Shelton,	3.37 p m
" Lyles Ford,	3.47 p m
" Strother,	4.01 p m
Arrive at Alston,	4.36 p m

LAURENS RAILWAY.

Leave Newberry,	3.55 p m
Arrive at Laurens C. H.,	6.45 p m
Leave Laurens C. H.,	8.30 a m
Arrive at Newberry,	11.30 p m

ABBEVILLE BRANCH.

Leave Hodges,	3.56 p m
Arrive at Abbeville,	4.40 p m
Leave Abbeville	12.15 p m
Arrive at Hodges,	1.05 p m

BLUE RIDGE RAILROAD AND ANDERSON BRANCH.

Leave Belton at,	5.08 p m
" Anderson	5.41 p m
" Pendleton	6.20 p m
Leave Seneca C,	7.25 p m
Arrive at Walhalla	7.45 p m
Leave Walhalla at,	9.23 a m
Leave Seneca D,	9.54 a m
" Pendleton,	10.30 a m
" Anderson,	11.12 a m
Arrive at Belton,	11.48 a m

On and after the above date, through cars will be run between Columbia and Hendersonville without change.

CONNECTIONS.

A. With South Carolina Railroad from Charleston.
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.
B. With Asheville & Spartanburg Rail Road for points in Western North Carolina.
C. With A. & C. Div. R. & D. R. R., from all points 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 Charleston.
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 Charlotte and beyond.

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

J. W. FRY, Superintendent.
A. POPE, General Passenger Agent.

South Carolina Railroad Company.

PASSENGER DEPARTMENT.
CHANGE OF SCHEDULE.

On and after September 4, 1881, Passenger Trains on this road will run as follows until further notice:

GREENVILLE EXPRESS.

GOING EAST, (DAILY EXCEPT SUNDAYS.)

Leave Columbia at	5.55 P. M.
Arrive Camden at	8.37 P. M.
Arrive Charleston at	10.30 P. M.

GOING WEST, (DAILY EXCEPT SUNDAYS.)

Leave Charleston at	6.20 A. M.
Leave Camden at	7.45 A. M.
Arrive Columbia at	10.55 A. M.

WAY FREIGHT AND PASSENGER.

GOING EAST DAILY EXCEPT SUNDAYS.

*Leave Columbia at	5.10 A. M.
Arrive Camden at	1.00 P. M.
Arrive Augusta at	3.20 P. M.
Arrive Charleston at	1.55 P. M.

GOING WEST DAILY EXCEPT SUNDAYS.

*Leave Charleston at	9.05 A. M.
Leave Augusta at	7.55 A. M.
Arrive Columbia at	6.20 P. M.

*Passengers leaving Columbia or Charleston on these trains will have to change cars at Branchville to reach Charleston at 1.55 P. M., or Columbia at 6.20 P. M.

NIGHT EXPRESS.

GOING EAST DAILY.

Leave Columbia at	9.30 P. M.
Arrive Augusta at	7.25 A. M.
Arrive Charleston at	5.50 A. M.

GOING WEST DAILY.

Leave Charleston at	8.00 P. M.
Leave Augusta at	7.00 P. M.
Arrive Columbia at	5.00 A. M.

On Columbia Division Night Express Trains run daily; all other Trains daily except Sunday.

On Augusta Division all Passenger Trains run daily.

Sleeping Cars are attached to Night Express Trains—berths only $1.50—between Columbia, Charleston and Augusta. On Saturdays and Sundays, round trip tickets are sold to and from all Stations at one first class fare for the round trip, good till Monday noon to return. Connections made at Columbia with Greenville and Columbia Railroad and Charlotte, Columbia and Augusta Railroad at Charlotte Junction by train arriving at Columbia at 10.55 A. M. and leaving Columbia at 5.55 P.M., to and from all points on both Roads. At Charleston with Steamers for New York on Wednesdays and Saturdays; also, with steamer for Jacksonville and points on St. John River and 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

A. B. DESAUSSURE, Agent, Columbia.
D. C. ALLEN, G. P. & T. A.
JOHN B. PECK, General Superintendent.

NOTICE
To Tourists and Health-Seekers.

Summer Schedule to the Mountains of Western North Carolina.

SPARTANBURG, UNION & COLUMBIA R. R.,
AND
ASHEVILLE & SPARTANBURG R. R.

On and after Monday, May 16th, 1881, the following Schedule will be run over these Roads daily, (Sundays excepted):

DOWN TRAIN—NO. 1

Leave Hendersonvile	8.00 a. m.
" Spartanburg	12.10 p. m.
" Union	2.14 p. m.
Arrive at Alston	4.25 p. m.

UP TRAIN NO. 2.

Leave Alston	12.10 p. m.
" Union	2.15 p. m.
" Spartanburg	4.00 p. m.
Arrive at Hendersonville	7.00 p. m.

DOWN TRAIN NO. 3—ACCOMMODATION.

Leave Spartanburg	6.00 a. m.
" Union	8.20 a. m.
Arrive at Alston	11.25 a. m.

UP TRAIN NO. 4.

Leave Alston	5.00 p. m.
" Union	7.50 p. m.
Arrive at Spartanburg	9.15 p. m.

This train makes close connection at Alston with down train on C. & G. R. R. from Newberry.

Close connection is made at Alston with train from Columbia on Greenville & Columbia Road. At Columbia, connection is made from Charleston, Wilmington and Augusta.

At Spartanburg, connection is made at Air Line Depot with trains from Atlanta and Charlotte, also with Stage Line to Glenn Springs.

Parties desirous of visiting Cæsar's Head or other points of interest can be provided with first class conveyances from the Livery Stables in Hendersonville at reasonable rates.

These Roads are in excellent condition; furnished with first class Coaches; provided with all necessary appliances for safety and comfort of Passengers. At Spartanburg and Hendersonville the Hotel accommodations are now ample for a large increase of travel. They will be found well supplied with good Mountain fare at reasonable rates.

JAS. ANDERSON, Supt.