

**AGRICULTURAL.**

"Agriculture is the General Basis of Man's Life; it is the Basis of all others, and therefore, the most Useful and Honorable."

**MOON'S PHASES.**

Full.	16 h. 0 m.	11h.	Evening.
Last Q'tr.	15 h. 0 m.	10h.	Evening.
New.	8h. 32 m.	16h.	Morning.
First Q'tr.	16 h. 43 m.	23h.	Morning.

Apr.	DAYS.	SUN RISES.	SUN SETS.
10.	Friday,	5.36.	6.27.
11.	Saturday,	5.35.	6.28.
12.	Sunday,	5.33.	6.28.
13.	Monday,	5.32.	6.29.
14.	Tuesday,	5.31.	6.30.
15.	Wednesday,	5.30.	6.30.
16.	Thursday,	5.29.	6.31.

**Some of the Teachings of Experience in Agriculture.**

Dr. E. M. Pendleton, Professor of Agriculture in the Georgia State Agricultural College, at the close of an elaborate report on the results of his experiments, presents the following summary. We reprint it here as food for thought, and as furnishing a series of points of departure for further experiments, rather than as a system of agricultural science. Let all doubtful statements be put to the test of further experience:

1. That there is a great waste of ammonia when Peruvian guano is used in its concentrated form; it should be mixed with super-phosphate, alkaline salts, &c.

2. That no combination of salts, leaving but soluble phosphoric acid, will pay on our worn soils.

3. That taken separately none of the salts sold as fertilizers to make home compounds, will pay. Their virtues, if any, must be in chemical action upon each other, and the substances with which they are composted.

4. That soils treated with sulphuric acid will greatly improve their fertilizing qualities.

5. That two hundred pounds of a good ammoniated superphosphate is about the quantity to be used on an acre of cotton.

6. That a soil abounding in vegetable matter will pay a much better per cent. with commercial fertilizers than one having but little of this substance.

7. That a large amount of fertilizers (say half a ton per acre) will not pay with low priced cotton.

8. That with good cultivation, good fertilizers will pay, even at the lowest rates of cotton; but with bad cultivation they will hardly pay at any price.

9. That while potash is more indispensable to plant life than soda, the latter may replace the former under certain circumstances.

10. That di-phosphate of lime, being less soluble in cold water, is not so efficient as the bi-phosphate as a fertilizer.

11. That stable manure, either fresh or rotted, applied with a high graded superphosphate, makes a very efficient fertilizer for cotton.

12. That cotton seed applied with the it added to green manure in deep, in conjunction with a good superphosphate makes a powerful fertilizer.

13. That lime should never be used in conjunction with a superphosphate, and the application of superphosphates to calcareous soils is of doubtful utility.

14. Fertilizers applied during the growth of the crop, to keep up a supply of nutrition to the rootlets, will not pay under ordinary circumstances.

15. That ammonia is the most active and efficient form of nitrogen, when applied as a fertilizer, and that organic nitrogen in certain albuminoids is more effectual than the nitrates.

16. That the value of nitrogen and phosphoric acid to a farmer depends on their forms and combinations, not their commercial value, which is rated according to law of supply and demand.

17. That the application of soluble manures in a liquid form is better and more efficient than when applied in the dry state.

18. That lime will pay on soils abounding in organic matter; on other soils its application is doubtful utility.

19. That subsoils do not germinate seeds, or grow plants, like surface soils.

20. That early planted cotton will not produce as much as that planted later, when the ground becomes warm, and the plant is not retarded, but grows off vigorously and healthily.

21. That subsoiling cotton lands will pay for the extra labor on our clay soils.

22. That one stalk in a hill will produce more cotton than two or more stalks.

23. That topping cotton is rather a detriment than an advantage to the crop.

24. That cotton planted in narrow rows two and a half feet wide and fertilized, on this land, will produce more fruit than in wider rows, with a reasonable yield.

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Mar. 5 1874

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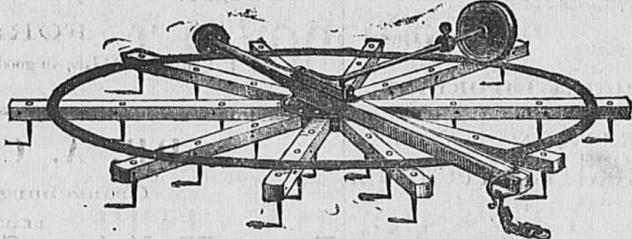
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Nov 20, c31 1y

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ONE Building Lot in the town of Orangeburg.  
ALSO  
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ALSO  
The Dwelling House, and grounds adjoining, of Mr. Geo. S. Shirer, on Rail Road Avenue, Twenty acres of land attached.

**TRAVELLERS' GUIDE.**

**SOUTH CAROLINA RAILROAD.**

CHARLESTON, S. C., Oct. 18, 1872.  
On and after SUNDAY, Oct. 19, the passenger trains on the South Carolina Railroad will run as follows:

FOR AUGUSTA.  
Leave Charleston - 9:00 a m  
Arrive at Augusta - 5:00 p m

FOR COLUMBIA.  
Leave Charleston - 9:00 a m  
Arrive at Columbia, - 5:00 p m

FOR CHARLESTON.  
Leave Augusta - 8:20 a m  
Arrive at Charleston - 4:20 p m  
Leave Columbia - 8:40 a m  
Arrive at Charleston - 4:20 p m

AUGUSTA NIGHT EXPRESS.  
(Sundays excepted.)

Leave Charleston - 8:30 p m  
Arrive at Augusta - 7:50 a m  
Leave Augusta - 6:00 p m  
Arrive at Charleston - 5:40 a m

COLUMBIA NIGHT EXPRESS.  
(Sundays excepted.)

Leave Charleston - 7:10 p m  
Arrive at Columbia - 6:30 a m  
Leave Columbia - 7:15 p m  
Arrive at Charleston - 6:45 a m

SUMMERVILLE TRAIN.

Leave Summerville - 7:25 a m  
Arrive at Charleston - 8:40 a m  
Leave Charleston - 3:10 p m  
Arrive at Summerville at - 4:30 p m

CAMDEN BRANCH.

Leave Camden - 6:50 a m  
Arrive at Columbia - 11:50 a m  
Leave Columbia - 1:50 p m  
Arrive at Camden - 3:35 p m

Day and Night Trains connect at Augusta with Macon and Augusta Railroad and Georgia Railroads. This is the quickest and most direct route, and as comfortable and cheap as any other route to Louisville, Cincinnati, Chicago, St. Louis and all other points West and Northwest.

Columbia Night Trains connect with Greenville and Columbia Railroad, and Day and Night Trains connect with Charlotte Road.

Through Tickets on sale, via this route to all points North.

Camden Train connects at Kingville daily (except Sundays) with Day Passenger Train, and runs through to Columbia A. L. TYLER, Vice-President.  
S. B. Pickens General Ticket Agent.  
Sep 27

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Dec. 25

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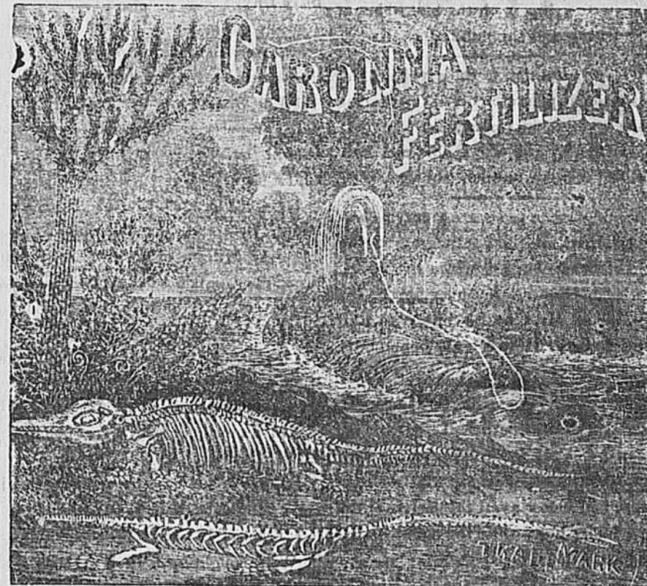
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May 7th, 1873.

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