

WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD.

Going South No 48 No 40
Wilmington 9:30 p m 11:10 p m
Arrive at Florence 1:30 a m 2:20 a m
Arrive at Columbia 6:40 a m 7:30 a m

SPARTANBURG AND GREENVILLE RAILROAD
On and after May 12, 1884, passenger trains will run daily, except Sunday, between Spartanburg and Hendersonville as follows:

CONDENSED TIME TABLE
Magnolia Passenger Route.
In effect September 14, 1884.

GOING SOUTH
Leave Greenwood 5:30 a m 4:00 p m
Arrive Augusta 11:30 a m 8:00 p m
Leave Augusta 10:30 a m 9:00 p m
Arrive Atlanta 5:45 a m 6:40 a m

ATLANTIC COAST LINE
PASSENGER DEPARTMENT
Wilmington, N. C., July 10th, 1884.
NEW LINE between Charleston and Columbia and Upper South Carolina.

COLUMBIA AND GREENVILLE RAILROAD
On and after October 5, 1884, PASSENGER TRAINS will run as herewith indicated upon this road and its branches.

COLUMBIA AND GREENVILLE RAILROAD
GOING WEST
7:00 a m Lv. Columbia 9:45 p m
7:45 a m " " " " 8:05 "
8:45 a m " " " " 6:45 "
1:15 p m Ar. " " " " 1:35 "
2:31 p m " " " " 1:48 "
3:45 a m " " " " 2:44 "
4:25 a m " " " " 1:00 "
4:50 a m " " " " 1:10 "
5:15 a m " " " " 1:20 "
6:30 a m " " " " 1:00 "
6:50 a m " " " " 1:00 "

COLUMBIA AND GREENVILLE RAILROAD
GOING EAST
7:00 a m Lv. Columbia 9:45 p m
7:45 a m " " " " 8:05 "
8:45 a m " " " " 6:45 "
1:15 p m Ar. " " " " 1:35 "
2:31 p m " " " " 1:48 "
3:45 a m " " " " 2:44 "
4:25 a m " " " " 1:00 "
4:50 a m " " " " 1:10 "
5:15 a m " " " " 1:20 "
6:30 a m " " " " 1:00 "
6:50 a m " " " " 1:00 "

SPARTANBURG AND GREENVILLE RAILROAD
On and after October 5, 1884, PASSENGER TRAINS will run as herewith indicated upon this road and its branches.

SPARTANBURG AND GREENVILLE RAILROAD
GOING SOUTH
Leave Spartanburg 6:00 p m
Leave Spartanburg A. L. depot 6:10 p m
Leave Saluda 8:50 p m
Leave Flat Rock 9:15 p m
Arrive Hendersonville 9:50 p m

COLUMBIA AND GREENVILLE RAILROAD
On and after October 5, 1884, PASSENGER TRAINS will run as herewith indicated upon this road and its branches.

SPARTANBURG AND GREENVILLE RAILROAD
GOING SOUTH
Leave Spartanburg 6:00 p m
Leave Spartanburg A. L. depot 6:10 p m
Leave Saluda 8:50 p m
Leave Flat Rock 9:15 p m
Arrive Hendersonville 9:50 p m

SOUTH CAROLINA RAILWAY COMPANY.
Commencing Sunday, Sept. 7th, 1884, at 2:35 a. m., Passenger Trains will run as follows until further notice: Eastern time.
Columbia Division—Daily.

Connections.
Made at Columbia with Columbia and Greenville railroad by train arriving at 11:00 a. m. and departing at 5:27 p. m.; at Columbia Junction with Charlotte, Columbia and Augusta railroads by stage train to and from all points on both roads.

The Georgia Pacific RAILWAY.
New Short Line, via Atlanta, Ga., and Birmingham, Ala., to Points in Alabama, Mississippi, Louisiana, Arkansas, Texas and the West and Northwest.

The favorite route TO THE WORLD'S FAIR, NEW ORLEANS, LA.
COMMENCING December 1st, 1884, Double Daily Trains, with elegant Sleeping Cars attached, for which the low rate of \$1 for each section is charged—the lowest sleeping car rates in the United States. Berths secured ten days in advance.

ATLANTA, VIA THE GEORGIA PACIFIC RAILWAY AND BIRMINGHAM, ALA.
For further information write to or call on

Richmond and Danville RAILROAD
Passenger Department.—On and after Aug. 31, 1884, passenger train service on the A. and C. Division will be as follows:
Northward. No. 51* No. 53*

COLUMBIA AND GREENVILLE RAILROAD
On and after October 5, 1884, PASSENGER TRAINS will run as herewith indicated upon this road and its branches.

COLUMBIA AND GREENVILLE RAILROAD
GOING WEST
7:00 a m Lv. Columbia 9:45 p m
7:45 a m " " " " 8:05 "
8:45 a m " " " " 6:45 "
1:15 p m Ar. " " " " 1:35 "
2:31 p m " " " " 1:48 "
3:45 a m " " " " 2:44 "
4:25 a m " " " " 1:00 "
4:50 a m " " " " 1:10 "
5:15 a m " " " " 1:20 "
6:30 a m " " " " 1:00 "
6:50 a m " " " " 1:00 "

SPARTANBURG AND GREENVILLE RAILROAD
On and after October 5, 1884, PASSENGER TRAINS will run as herewith indicated upon this road and its branches.

SPARTANBURG AND GREENVILLE RAILROAD
GOING SOUTH
Leave Spartanburg 6:00 p m
Leave Spartanburg A. L. depot 6:10 p m
Leave Saluda 8:50 p m
Leave Flat Rock 9:15 p m
Arrive Hendersonville 9:50 p m

WHAT WAS IT?

THE SKELETON OF THE ANIMAL FOUND AFTER MANY YEARS, BY RAILROAD HANDS.

The building of a railroad through the Black mountains, in Arkansas, explained a mystery which for years was regarded beyond the power of earthly agencies to solve.

Years ago when all traveling was done by stage coach or private conveyance, the road which crossed Black mountains was regarded as the best in the State. At one place the road wound around through a narrow pass, on each side of which, rising perpendicularly for hundreds of feet, was so narrow that it required quite an experienced driver to go through without striking the walls.

One night, as the stage, loaded with passengers, had gained the dreariest part of the pass, the horses stopped and the driver was heard to exclaim, "Great God!"

Atlanta, via the Georgia Pacific Railway and Birmingham, Ala.
For further information write to or call on L. S. BROWN, Gen. Pass. Agent, Birmingham, Ala.

Richmond and Danville RAILROAD
Passenger Department.—On and after Aug. 31, 1884, passenger train service on the A. and C. Division will be as follows:
Northward. No. 51* No. 53*

COLUMBIA AND GREENVILLE RAILROAD
On and after October 5, 1884, PASSENGER TRAINS will run as herewith indicated upon this road and its branches.

SPARTANBURG AND GREENVILLE RAILROAD
On and after October 5, 1884, PASSENGER TRAINS will run as herewith indicated upon this road and its branches.

SPARTANBURG AND GREENVILLE RAILROAD
GOING SOUTH
Leave Spartanburg 6:00 p m
Leave Spartanburg A. L. depot 6:10 p m
Leave Saluda 8:50 p m
Leave Flat Rock 9:15 p m
Arrive Hendersonville 9:50 p m

FIGHTING THEIR BATTLES OVER.

Jeff Davis and General Sherman at Loggerheads—Blood in the Eye of Tecumseh—The Ex-President Charges Falsehood and Slender.

At the opening of the new hall of the Frank P. Blair Post, G. A. R., a few weeks ago, General Sherman addressed a gathering of old soldiers, and in the course of his remarks took occasion to pay his respects to Jefferson Davis, which he did in such a vigorous way that Mr. Davis has repelled the charges made in language equally forcible.

"Here's a chance for you, Dave," said Captain Lomal, addressing the blacksmith. "I can't leave home," Caldron replied. "I am not afraid, I don't believe that's anything the matter out there, but I've got too much work to do at home, and sides all that, I ain't got the money to spar for their trip."

"What's the matter?" demanded the superintendent of the road, who happened to be in the coach. "Just come here!" the driver said. "I ain't no coward, an' have fit many a man in my life, but if this thing don't skeer me then I am willin' to throw down the lines to the first man that comes along."

Atlanta, via the Georgia Pacific Railway and Birmingham, Ala.
For further information write to or call on L. S. BROWN, Gen. Pass. Agent, Birmingham, Ala.

Richmond and Danville RAILROAD
Passenger Department.—On and after Aug. 31, 1884, passenger train service on the A. and C. Division will be as follows:
Northward. No. 51* No. 53*

COLUMBIA AND GREENVILLE RAILROAD
On and after October 5, 1884, PASSENGER TRAINS will run as herewith indicated upon this road and its branches.

SPARTANBURG AND GREENVILLE RAILROAD
On and after October 5, 1884, PASSENGER TRAINS will run as herewith indicated upon this road and its branches.

SPARTANBURG AND GREENVILLE RAILROAD
GOING SOUTH
Leave Spartanburg 6:00 p m
Leave Spartanburg A. L. depot 6:10 p m
Leave Saluda 8:50 p m
Leave Flat Rock 9:15 p m
Arrive Hendersonville 9:50 p m

THE WORK OF CONGRESS.

Congress meets on December 1st. There is a strong probability that it will do very little of importance the coming session beyond passing the necessary appropriation bills. It will be practically a two month's session.

The calendars have just been printed. They consist altogether of nearly one hundred pages. There are about thirteen hundred bills now before the House in various stages of incompleteness. If Congress meet to-morrow and introduced no new business it could not act on half of these measures.

There are two measures of the three upon the Speaker's table which are party measures, and will provoke debate. These are the Mexican war pension bill and the bill to forfeit certain land grants. These land grant measures will be crowded by Mr. Cobb and other Democrats. Another attempt will be made to secure legislation looking to a reduction of the surplus in the Treasury.

There are two measures of the three upon the Speaker's table which are party measures, and will provoke debate. These are the Mexican war pension bill and the bill to forfeit certain land grants. These land grant measures will be crowded by Mr. Cobb and other Democrats. Another attempt will be made to secure legislation looking to a reduction of the surplus in the Treasury.

There are two measures of the three upon the Speaker's table which are party measures, and will provoke debate. These are the Mexican war pension bill and the bill to forfeit certain land grants. These land grant measures will be crowded by Mr. Cobb and other Democrats. Another attempt will be made to secure legislation looking to a reduction of the surplus in the Treasury.

There are two measures of the three upon the Speaker's table which are party measures, and will provoke debate. These are the Mexican war pension bill and the bill to forfeit certain land grants. These land grant measures will be crowded by Mr. Cobb and other Democrats. Another attempt will be made to secure legislation looking to a reduction of the surplus in the Treasury.

There are two measures of the three upon the Speaker's table which are party measures, and will provoke debate. These are the Mexican war pension bill and the bill to forfeit certain land grants. These land grant measures will be crowded by Mr. Cobb and other Democrats. Another attempt will be made to secure legislation looking to a reduction of the surplus in the Treasury.

There are two measures of the three upon the Speaker's table which are party measures, and will provoke debate. These are the Mexican war pension bill and the bill to forfeit certain land grants. These land grant measures will be crowded by Mr. Cobb and other Democrats. Another attempt will be made to secure legislation looking to a reduction of the surplus in the Treasury.

There are two measures of the three upon the Speaker's table which are party measures, and will provoke debate. These are the Mexican war pension bill and the bill to forfeit certain land grants. These land grant measures will be crowded by Mr. Cobb and other Democrats. Another attempt will be made to secure legislation looking to a reduction of the surplus in the Treasury.

CLEVELAND'S POLICY.

An Address from the "Independent" to the President-Elect.

MILWAUKEE, November 19.—It is learned here to-night that the Independent National Committee have prepared and will presently issue an address to President-elect Cleveland. The address has been approved by Carl Schurz and other leaders and the Independent State Committee.

"I have read the letter of Jefferson Davis in this morning's paper, and I have nothing to say to the newspapers." He laid down his pen, and, turning in his chair, said, with that firm tone which showed that the subject had stirred up his ire:

"This is an affair between two gentlemen. I will take my time about it and write to Mr. Davis myself. We will settle the matter between us." "Have the papers misrepresented you in your remarks before the Frank Blair Post, G. A. R.?" Was asked.

"I say nothing about that. My reply to Mr. Davis will not be through the papers. They are not the arbiters of this question nor the go-between for any dispute. I have no more to say."

The following is the correspondence that took place when Conkling's service as counsel was secured by the Democratic Committee:

New York, November 8, 1884.—My Dear Sir: There seems to be reason to apprehend a design to involve in litigation and uncertainty the Presidential election in this State, and perhaps elsewhere. The Democratic Committee have no doubt of the result of the election, and wish to establish the exact truth in the mode presented by law.

New York, November 10.—My Dear Sir: Your letter of the day before yesterday has been carefully considered. I am in full accord with the purpose you declare. Nothing could be more plainly hurtful to the State of New York and the country than a successful attempt to confuse and ensnare the result of the late Presidential election.

New York, November 10.—My Dear Sir: Your letter of the day before yesterday has been carefully considered. I am in full accord with the purpose you declare. Nothing could be more plainly hurtful to the State of New York and the country than a successful attempt to confuse and ensnare the result of the late Presidential election.