The Lexington Dispatch

Burned April 25th; rebuilt July 19, 1894.

G. M. HARMAN, Editor and Publisher

LEXINGTON, S. C.,

WEDNESDAY, JULY 20, 1898.

Special Tax On Fertilizers.

A Full Statement of the Whole Matter—Smaller Number of Deficient Fertilizers Than Ever Before.

The recent remarks of Hon. George D. Tillman at one of the campaign meetings in reference to the fertilizer tax has called forth the following reply:

Clemson College, July 1, 1898.

The attack made by Col. Geo. D. Tillman on the management of the fertilizer department of Clemson College, also the letter of Senator S. L. Connor making similar charges, seem to demand a statement from this department of the real facts, so that the people of the State may know how the law is enforced.

Col. Tillman is quoted as saying: "The college only admits having raised $60,000 from the fertilizer tax last year, whereas it is believed she ought to have at least $100,000 more than that if the tax had been faithfully collected and honestly accounted for. But there is something wrong, very, very wrong, about both the collection and disbursement of that tax." He further says: "Prior to that time the State agricultural department had faithfully and efficiently executed the fertilizer tax law, not only in analyzing guano, but in collecting the tax, paying it over to the State treasurer, collecting more in proportion to guano used than Clemson acknowledges she received last year."

Col. Tillman is either densely ignorant as to the facts of this business, or is trying by misrepresentation to make political capital for himself at the expense of the officials of the department. I prefer in charity to take the former view of the matter. In contrasting the present administration of the fertilizer law with the State agricultural department of the past, he would have you believe that under the old system there could be no chance for dishonesty in accounting for the money collected, while under the present system the privilege tax money is collected by irresponsible officials, and such returns of same made as they see fit, while the facts are, under the old system the tax money was collected by the commissioner of agriculture and his agents, and turned over by them to the State treasurer, and under the present system every dollar of this money is paid direct to the State treasurer, and no official of the department is allowed to receeived any part of it. The law requires that it be paid to the treasurer of the State, and in our instructions sent out to fertilizer manufacturers we state that all applications for tax tags must be made to the State treasurer, and all checks, money, etc., in payment therefor must be made payable to his order; so if there is any failure to account for the money collected under the present system, the State treasurer must also be a party to the transaction. In the foregoing statement I do not wish to be understood as making any charge against the old agricultural department. I mention it only to show that there are more safe-guards in regard to accounting for the money collected under the present system than under the former.

Again, Col. Tillman's statements as to the amount of fertilizers consumed in the State show plainly his ignorance on this point. He estimates that 628,000 tons were consumed in this State last year. Georgia uses by far more fertilizers than any other State in the Union, and according to the most reliable statistics she used about 400,000 tons last year. South Carolina stands next in the amount consumed, but she has never used more than 250,000 tons all this year. One of our State Senators, who has taken great interest in this fertilizer question, has recently compiled a report showing the total amount of commercial fertilizers delivered at all points in the State, and he finds the amount to be, in round numbers, 257,000 tons. Privilege tax has been collected this year on 254,000 tons. This small difference can easily be accounted for by the fact that many oil mills, also many dealers, buy large lots of fertilizers from the factories and sell and reship the same goods to small adjacent towns, and in such cases the railroads deliver the same goods twice, but of course they are taxed only one time.

In view of the foregoing facts, can anyone believe that there is $100,000 of the privilege tax uncollected or unaccounted for?

Now, as to Senator Connor's charges: The substance of his first charge is, that he knows the fertilizer law can be evaded, because he did it himself. He took 100 "old tags that had been used," and sent them to a manufacturer, with an order for fertilizers, and asked that he be credited with the value of the 100 tags. The manufacturer, presuming that a man of Senator Connor's standing would procure tax tags only in a legitimate way, of course gave him credit for them. There is no violation of the law on the part of the manufacturer, as he pays the tax on the goods sold. The only fraudulent part of the transaction is Senator Connor's obtaining the tags in an illegitimate way.

In like manner it might be proved that many laws on our statute books can be evaded. I admit, however, that there is a weak place in the fertilizer law just here. The law should make it a misdemeanor for manufacturers or dealers to obtain tax tags from anyone except those legally authorized to sell them. The other irregularities referred to by Senaton Connor were promptly reported, through the board of fertilizer control, to the attorney general of the State, with all the evidence in our possession, and the compromises made by his advice. We know perfectly well that the fertilizer law is violated in some cases every year, sometimes through ignorance of the law, and at other times, perhaps, willfully, but the records of the present administration show that there are a smaller number of cases of evasion of the tag tax, also of deficient fertilizers the past season than ever before.

That the fertilizer law is imperfect in some respects I admit, but that it has not been honestly administered I deny, and I defy Col. Tillman or any one else to prove the charges he makes.

As to the efficiency of the department in giving protection to the consumers, the people themselves must be the judges.

J. P. Smith, Sec.

Attention Veterans.

Head Quarters, Camp Steadman,
No. 668, U. C. V's.

Lexington, S. C, July 13, 1898.

The fourth annual meeting of Camp Steadman, No. 668, U. C. V's, will be held at Lexington, S. C., on Tuesday, August the 9th, 1898, at 10 o'clock a. m. This will be a meeting of importance and it is earnestly desired that each and every member be present in attendance at the same. New officers will be elected for the coming year, and as the welfare of the camp depends upon the actions of its officers, members should come to the meeting prepared to vote for good and active men.

We hope to have several speeches on the occasion and thereby make the meeting not only interesting but beneficial to those who attend.

A cordial invitation is hereby extended the general public to be present. By order of

J. H. Counts, Commander.
M. D. Harman, Adjutant.

Washington, July 5.—Representative Berry, of Kentucky, introduced the following resolution today: "Resolved. That the thanks of congress and of the American people are hereby tendered to Commodore Schley, U. S. N., for his heroic and distinguished conduct in destroying the Spanish fleet in Cuban waters on the 3d of July last." The body of the resolution omits reference to those of Schley's command, who are duly recognized in the title.

Sampson has the largest fleet of vessles under his command ever directed by a single officer. It numbers one hundred and ten.

The first ingredient in conversation is truth, the next good sense, the third good humor, and the fourth wit.

A man seldom forgives an injury until after he has availed himself of an opportunity to get even.

The Cruel Knife!

It is absolutely useless to expect a surgical operation to cure cancer, or any other blood disease. The cruelty of such treatment is illustrated in the alarming number of deaths which result from it. The disease is in the blood, and hence can not be cut out. Nine times out of ten the surgeon's knife only hastens death.

My son had a most malignant Cancer, for which the doctors said an operation was the only hope. The operation was a severe one, as it was necessary to cut down to the jaw bone and scrape it. Before a great while the Cancer returned, and began to grow rapidly. We gave him many remedies without relief, and finally, upon the advice of a friend, decided to try S. S. S. (Swift's Specific), and with the second bottle he began to improve. After twenty bottles had been taken, the Cancer disappeared entirely, and he was cured. The cure was a permanent one, for he is now seventeen years old, and has never had a sign of the dreadful disease to return. J. N. MURDOCH, 279 Snodgrass St., Dallas, Texas.

Absolutely the only hope for Cancer is Swift's Specific,

S.S.S. For The Blood

as it is the only remedy which goes to the very bottom of the blood and forces out every trace of the disease. S. S. S. is guaranteed purely vegetable, and contains no potash, mercury, or other mineral.

Books on Cancer will be mailed free to any address by the Swift Specific Co., Atlanta, Ga.

Declares for Ellerbe.

The Headlight Always Leads—Others Must Follow.

When The Headlight, months ago, spoke kindly of Gov. Ellerbe, and demanded for him fair play, the report was at once started that "Gantt had sold out to Bill Neal." Among our maligners none were more bitter than the Laurensville Herald, which surprised us; because we had always looked upon its editor, Col. Tom Crews, as a fair man and our friend. But from the following editorial, taken from the last issue of the Herald, it seems that Brother Crews has either had his eyes opened or has fallen a victim to the wiles of Col Neal. It is now in order for candidates Archer and Watson to dip their syringe into some cesspool and bespatter Tom Crews. But from the way the State press is coming over to the Ellerbe side, he must have gotten hold of Vanderbilt's fortune to use as a corruption fund. Here is how the Laurensville Herald raises the flag of rebellion against bossism announcing that its editor has written his own emancipation proclamation:

"Probably no man, unless it was Ben Tillman himself, has ever made a braver, cleaner or more determined campaign than Governor Ellerbe is now making to succeed himself as Governor of the State. With every faction and shade of opinion arrayed against him, the clean, honest and brave campaign he is making has served not only to weld his admirers the closer to him, but to extort from those who have been disposed to criticise and oppose him that well merited support which his calm, dignified and unanswerable defense of himself on the stump so eminently deserves. The Herald is one of those who has recognized the combined fight now waging against the Governor, and next week will show our readers the unholiness of this political combine. The Laurensville Herald is an independent newspaper and its editor does his own thinking and consults his own judgment. While cheerfully according perfect liberty of opinion to every man, he claims the same privilege for himself: and while giving a willing ear to the advice or suggestions of his friends, he repels dictation as contemptuous, preferring to do his own thinking along political lines, which he conceives to be for the best good of the State without regard to the selfish motives of professional politicians. He scorns to wear any man's collar, and next week will give his reasons for supporting Governor Ellerbe in the present campaign. The fight is now on, and it remains to be seen whether a combination of politicians is to triumph against him, or whether the will of an honest, reflecting people is to prevail. The Herald will continue to be for the people, let the result be what it may."

The Sure La Grippe Cure.

There is no use suffering from this dreadful malady, if you will only get the right remedy. You are having pain all through your body, your liver is out of order, have no appetite, no life or ambition, have a bad cold, in fact are completely used up. Electric Bitters is the only remedy that will give you prompt and sure relief. They act directly on your Liver, Stomach and Kidneys, tone up the whole system and make you feel like a new being. They are guaranteed to cure or price refunded. For sale at J. E. Kaufmann's Drug Store, only 50 cents per bottle.

The Hawk and Alfonso XII.

Key West, July 9, 6:50 p. m.—There is now little doubt that the Spanish steamer destroyed by the Hawk, Prairie and Castine at Mariel on Wednesday last was the trans-Atlantic liner Alfonso XII of nearly 6,000 tons. Although the American ships were unable to approach close enough to clearly establish her identity on account of the brisk fire from the steamer and the shore batteries, her appearance corresponded almost exactly with the description of the Alfonso XII, as given in Lloyd's.

The destruction of the ship, was a daring piece of work. The credit does not all belong to the Prairie, whose big guns finally encompassed the Spaniard's ruin and left her a mass of blazing wreckage on the beach. The work of the little converted yacht Hawk was heroic to a degree. It was she who first discovered the enemy and alone gave chase, running back for the assistance of the two larger gunboats only when the Spaniards drew in under the Mariel batteries and close to two Spanish gunboats lying in the harbor.

Before seeking aid, however, the Hawk lowered a small boat, manned by Ensign Schofield, and a crew of six. In the bright light of the tropical moon they pulled boldly into within a ship's length of the Spaniard after she had gone aground, their mission being to learn her name. From the time they left the Hawk until their return the small boat and her crew made a brilliant target for the machine guns and small arms aboard the steamer, and an incessant fire was directed at them. Nothing daunted, they drew close enough to hear spoken orders on the enemy's deck. Shots were flying all around them, but none struck and they were eventually compelled to return to their ship without fulfiling their purpose:

The fire, not only from the ship, but also from the Mariel tower, sand battery and Spanish gunboats, continued until the Castine and Prairie came up and silenced them and destroyed the Alfonso XII.

Mr. C B Busb, president of the Gilmer county court, tells briefly his experience with an epidemic of bloody flux in his family. He writes under date of October 8, 1896, at Auburn, W, Va. "During the past summer we had three cases of bloody flux in our family which we cured in less than one week with Chamberlain's Colic, Cholera and Diarrhoea Remedy. In some instances there were twenty hemorhages a day." This remedy never fails to cure the worst cases of bloody flux and all bowel complaints and every family keep it at hand. For sale by J. E. Kaufmann.

WINE OF CARDUI

THE NEW WAY.

WOMEN used to think "female diseases" could only be treated after "local examinations" by physicians. Dread of such treatment kept thousands of modest women silent about their suffering. The introduction of Wine of Cardui has now demonstrated that nine-tenths of all the cases of menstrual disorders do not require a physician's attention at all. The simple, pure

McELREE'S Wine of Cardui

taken in the privacy of a woman's own home insures quick relief and speedy cure. Women need not hesitate now. Wine of Cardui requires no humiliating examinations for its adoption. It cures any disease that comes under the head of "female troubles"—disordered menses, falling of the womb, "whites," change of life. It makes women beautiful by making them well. It keeps them young by keeping them healthy. $1.00 at the drug store.

For advice in cases requiring special directions, address, giving symptoms, the "Ladies' Advisory Department," The Chattanooga Medicine Co., Chattanooga, Tenn.

W. I. ADDISON, M.D., Cary, Miss., says: "I use Wine of Cardui extensively in my practice and find it a most excellent preparation for female troubles."

WINE OF CARDUI

A Deserved Compliment.

The Batesburg correspondent of the Augusta Herald of July 8th, thus pleasantly refers to Hon. C. M. Efird of our town:

"Hon. C. M. Efird, reporter for the Supreme Court of South Carolina, was in town on legal business yesterday. Mr. Efird represented Lexington county in the State senate one term and was then elected to the position which he now holds.

He is the senior member of the law firm of Efird & Dreher at Lexington court house, and is considered the ablest lawyer at that bar. As a statesman Senator Efird stood second to none in the Senate, and it was through his persistent efforts that the State was re-districted a few years ago. He was considered to be one of the most conservative men in public life during the political reformation in this State a few years ago, and for this alone be endeared men of all factions to him, and made thousands of friends all over the State."

E. C. Blanks, of Lewisville, Texas, writes that one box of DeWitt's Witch Hazel Salve was worth $50 00 to him. It cured his piles of ten years standing. He advises others to try it. It also cures eczema, skin diseases and obstinate sores. J. E. Kaufmann.

The Spanish cruiser Alfonso XII has been knocked to pieces by the American blockading squadron. She was attempting to sneak in at Havana harbor and was hugging the shore when discovered. She stranded, but her crew and a part of her cargo were saved by a detachment of Spanish infantry and artillery from the shore. Five hundred shots were fired at her by the Americans. Latter report says the ship and cargo were a total loss with many lives.

The chief Burgess of Milesburg, Pa, says DeWitt's Little Early Risers are the best pills he ever used in his family during forty years of house keeping. They cure constipation, sick headache and stomach and liver troubles. Small in size but great in results. J. E. Kaufmann.

The State of Texas, is about 75,000 square miles larger in area than Spain.

Three-fifths of the Spanish soldiers in Cuba are under 25 years of age.

Every man is a good pilot in a calm sea.

Every man is a lion in his own cause.

Bucklen's Arnica Salve.

The Best Salve in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and Skin Eruptions, and positively cures Piles or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale at J. E. Kauffman's.

The future of the Phillipines has been definitely agreed upon by Dewey and the insurgent chief Aguinaldo, as follows: The independence of the Phillippines shall be proclaimed, a republic is to be established, the government whereof shall be designated by President Aguinaldo, subject to the approval of Admiral Dewey or Gen. Merrit; an American protectorate over the islands shall be accepted on conditions identical with those arranged by Cuba: all the commerce of the Phillipines shall be free to all nations; complete liberty of press and an association to be declared; the new government will prevent reprisals against Spaniards and will preserve order.

Capt. Clark, of the Oregon, who brought his ship 14,000 miles from ocean to ocean, and who did tremendous execution in the naval battle in destroying Cervera's squadron, is actually lower in rank today than he was before the war began. True, as captain of the Oregon, for that days work, he receives $2,500 bounty, but is he not entitled to promotion?

Sour Stomach Cure.

A long time I was great sufferer from Liver and Stomach troubles. I had a dull pain in my left side under my heart At times my side became swollen and the pain acute. My stomach was always sour and I would vomit every time I ate. My bowels were very irregular, causing me pain and distress. I tried many things without any benefit. I read of your medicine and concluded to try it, and am glad that I did. I felt better after the first dose. I continued to take Ramon's Liver Pills & Tonic Pellets until I was entirely cured.—D. W. Penland, Otto, Macon Co., N. C. Sold by G. M. Harman and J. E Kaufmann. 38

COLUMBIA, NEWBERRY AND LAURENS RAILROAD.

In Effect October 17th, 1897.

No. 52		No. 2
11 00 a m	lv..Columbia..lv	5 00 pm
11 10 a m	ar..Leaphart..ar	5 21 pm
11 17 a m	ar....Irmo...ar	5 33 pm
11 23 a m	ar..Ballentine..ar	5 48 pm
11 28 a m	ar..White Rock..ar	5 57 pm
11 35 a m	ar...Chapin...ar	6 12 pm
11 45 a m	ar..L. Mountain..ar	6 30 pm
11 49 a m	ar...Slighs...ar	6 40 pm
11 58 a m	ar..Prosperity..ar	7 00 pm
12 10 p m	ar..Newberry..ar	7 25 pm
12 23 p m	ar...Jalapa...ar	8 00 pm
12 27 p m	ar...Gary...ar	8 10 pm
12 31 p m	ar...Kinard...ar	8 20 pm
12 38 p m	ar..Goldville..ar	8 30 pm
12 50 p m	ar...Clinton...ar	8 50 pm
1 10 p m	ar...Laurens...ar	10 00 pm

RETURNING SCHEDULE.

No. 53		No. 1
1 45 p m	lv...Laurens...lv	6 00 am
2 10 p m	lv...Clinton...lv	6 35 am
2 22 p m	lv...Goldville...lv	6 57 am
2 30 p m	lv...Kinard...lv	7 07 am
2 35 p m	lv...Gary...lv	7 17 am
2 41 p m	lv...Jalapa...lv	7 28 am
2 57 p m	lv...Newberry...lv	7 50 am
3 13 p m	lv...Prosperity...lv	8 15 am
3 22 p m	lv...Slighs...lv	8 33 am
3 30 p m	lv...L. Mountain...lv	8 40 am
3 45 p m	lv...Chapin...lv	8 57 am
3 55 p m	lv...White Rock...lv	9 12 am
4 01 p m	lv...Ballentine...lv	9 20 am
4 10 p m	lv...Irmo...lv	9 37 am
4 17 p m	lv...Leaphart...lv	9 50 am
4 40 p m	ar...Columbia...ar	10 10 am

Train No. 52 connects at Laurens for Greenville, Spartanburg and Augusta.

Train No. 53 connects at Columbia for Charleston and all points East.

Train No. 2 carries through sleeper to Atlanta daily except Sunday. Berth fare $1 00.

Train No. 1 carries through sleeper from Atlanta daily except Sunday.

For tickets and any other information, call on

B. F. P. LEAPHART,
City Ticket Agent,
Columbia, S. C.

THE CHARLESTON LINE

SOUTH CAROLINA AND GA, R. R. Co.

Schedule corrected to December 19, 1897.

(Eastern Time.)

lv Charleston	*7 10 a m	*5 30 p m	*7 10 a m
ar Columbia	10 55 a m	10 10 p m	10 55 a m
lv Columbia	11 25 a m	.....	11 35 a m
ar Spartanb'g	.....	.....	2 40 p m
ar Ashville	.....	.....	6 30 p m
lv Columbia	.....	.....	11 35 a m
lv Charlotte	8 30 p m	8 55 a m	.....
lv Danville	12 00 n'g't	1 30 p m	.....
ar Washing'n	6 42 a m	9 25 p m	.....
ar Baltimore	8 05 a m	11 25 p m	.....
ar Philadel'a	10 25 a m	2 56 a m	.....
ar New York	12 53 p m	6 23 a m	.....
ar Boston	*8 30 p m	*3 30 a m	.....
lv Boston	*9 00 a m	*4 00 p m	.....
lv New York	*3 20 p m	*12 05 a m	.....
lv Philadel'a	5 55 p m	7 20 a m	.....
lv Baltimore	8 37 p m	9 42 a m	.....
lv Washing'n	10 05 p m	11 15 a m	.....
lv Danville	4 45 a m	6 00 a m	.....
ar Charlotte	8 40 a m	10 00 a m	.....
ar Columbia	.....	.....	3 55 p m
lv Asheville	.....	.....	*8 00 a m
lv Spartanb'g	.....	.....	11 45 p m
Ar Columbia	3 45 p m	.....	3 55 p m
lv Columbia	4 00 p m	7 00 a m	4 00 p m
ar Charleston	*8 00 p m	*11 00 a m	*8 00 p m

*Daily. †Except Sunday.

AUGUSTA DIVISION.

(West-Daily.)

leave Charleston	7 10 a m	5 30 p m
arrive Augusta	11 51 a m	10 45 p m
arrive Atlanta	8 20 p m	5 00 a m
arrive New Orleans	.....	8 20 p m
arrive Chattanooga	1 00 a m	1 00 p m
arrive Nashville	6 40 a m	6 55 p m
arrive Evansvlil	1 40 p m	1 25 a m
arrive St Louis	7 32 p m	7 20 a m

THROUGH TRAIN SERVICE.

Pullman Palace Sleeping cars between Charleston and St. Louis, via Atlanta Chattanooga, Nashville and Evansville, without change.

Augusta Division.—Through Sleepers between Charleston and Atlanta, leaving Charleston at 5 30 p. m., arriving in Atlanta at 5 a m.

Columbia Division.—Through Coaches between Charleston and Asheville, both directions.

Shortest route to Asheville and Hot Springs, N. C, and all resorts of Upper North and South Carolina.

Through tickets can be purchased, sleeping car reservations secured, baggage checked to destination and all other information obtained by applying to Wm H. Evans, C. T. A., Charleston Hotel, or G W. Dewees, Ticket Agent, Line Street Station.

L. A EMERSON,
Traffic Manager.
J. H. SANDS, General Manager.

SOUTHERN RAILWAY.

Central Time Between Columbia and Jacksonville. Eastern Time Between Columbia and Other Points.

Effective June 12, 1898.

Northbound.	No. 38 Daily.	No. 36 Daily.
Lv. J'ville, F.C.&P.Ry	8 00 a	7 00 p
" Savannah	12 08 p	11 35 p
Ar. Columbia	4 05 p	4 24 a
Lv. Charl'ton, S.C.&G.RR.	7 30 a	5 30 p
Ar. Columbia	10 55 a	10 10 p
Ar. Spartanburg, So. Ry	2 35 p	11 25 a
Ar. Asheville	6 00 p	2 45 p
Lv. Augusta, So. Ry	2 10 p	9 20 p
" Graniteville	2 30 p	10 15 p
" Trenton	3 08 p	11 00 p
" Johnstons	3 19 p	11 20 p
Ar. Columbia Un. dep't	4 51 p	2 10 a
Lv Col'bia Bland'g st	5 15 p	5 34 a
" Winnsboro	6 07 p	6 28 a
" Chester	6 54 p	7 18 a
" Rock Hill	7 20 p	7 58 a
Ar. Charlotte	8 15 p	9 00 a
Ar Greensboro	10 43 p	12 16 p
Lv. Greensboro	10 50 p	.....
Ar. Norfolk	7 50 a	.....
" Danville	11 51 p	1 35 p
Ar. Richmond	6 40 a	6 25 p
Ar. Washington	6 42 a	9 35 p
" Baltimore Pa. R. R.	8 03 a	11 35 p
" Philadelphia	10 15 a	2 50 a
" New York	12 45 p	6 22 a

Southbound.	No. 37 Daily.	No. 35 Daily.
Lv. New York, Pa. R R.	4 20 p	12 15nt
" Philadelphia	6 55 p	3 50 a
" Baltimore	9 20 p	6 31 a
Lv. Washton, So. Ry	10 43 p	11 15 a
Lv. Richmond	12 10nt	12 01m
Lv. Danville	5 50 a	6 15 p
Lv. Norfolk	9 35 p	.....
Ar. Greensboro	6 45 a	.....
Lv. Greensboro	7 05 a	7 32 p
" Charlotte	9 35 a	10 20 p
" Rock Hill	10 20 a	11 06 p
" Chester	10 55 a	11 37 p
" Winnsboro	11 41 a	12 26 a
Ar Col'bia Bland'g st	12 40m	1 37 a
Lv. Columbia Un. dep't	1 15 p	4 00 a
" Johnstons	2 53 p	6 00 a
" Trenton	3 08 p	6 25 a
" Graniteville	3 28 p	7 07 a
Ar. Augusta	4 15 p	8 00 a
Lv. Asheville	8 20 a	3 05 p
Lv. Spartanburg	11 40 a	6 15 p
Lv. Col'bia, S.C.&G.Ry	3 00 p	7 00 a
Ar. Charleston	6 40 p	11 00 a
Lv. Col'bia, F.C.&P.Ry	11 55 a	12 47 a
" Savannah	4 47 p	5 35 a
Ar. Jacksonville	9 25 p	9 15 a

SLEEPING CAR SERVICE.

Excellent daily passenger service between Florida and New York.

Nos. 37 and 38—Washington and Southwestern Limited. Solid Vestibuled train with dining cars and first class coaches north of Charlotte.

Pullman drawing room sleeping cars between Tampa, Jacksonville, Savannah, Washington and New York.

Pullman Sleeping Cars between Charlotte and Richmond.

Pullman drawing room sleeping cars between Greensboro and Norfolk. Close connection at Norfolk for OLD POINT COMFORT, arriving there in time for breakfast.

Solid train, with Parlor cars, between Charleston and Asheville.

Nos. 35 and 36—U. S. Fast Mail. Through Pullman drawing room buffet sleeping cars between Jacksonville and New York and Pullman sleeping cars between Augusta and Charlotte. Pullman sleeping cars between Jacksonville and Columbia, en route daily between Jacksonville and Cincinnati, via Asheville.

FRANK S. GANNON, J. M. CULP,
Third V.P. & Gen. Mgr. T. M., Washington.
W. A. TURK, S. H. HARDWICK,
G. P. A., Washington. A. G. P. A., Atlanta.

SOUTHERN RAILWAY.

Condensed Schedule in Effect

JULY 4, 1897.

STATIONS.	Daily No. 11.
Lv. Charleston	7 10 a m
Lv. Columbia	11 00 a m
" Prosperity	12 11 p m
" Newberry	12 22 p m
" Ninety-Six	1 25 p m
Ar. Greenwood	1 45 p m
" Hodges	2 25 p m
Ar. Abbeville	2 55 p m
Ar. Belton	3 10 p m
Ar. Anderson	3 35 p m
Ar. Greenville	4 20 p m
Ar. Atlanta	9 30 p m

STATIONS.	Daily No. 12.
Lv. Greenville	10 30 a m
" Piedmont	10 55 a m
" Williamston	11 18 a m
Lv. Anderson	11 05 a m
Lv. Belton	11 35 a m
Ar. Donnalds	12 02 p m
Lv. Abbeville	11 45 a m
Lv. Hodges	12 30 p m
" Greenwood	1 00 p m
" Ninety-Six	1 25 p m
" Newberry	2 23 p m
" Prosperity	2 37 p m
Ar. Columbia	3 50 p m
Ar. Charleston	8 00 p m

Daily No. 9.	Daily No. 13	STATIONS	Daily No. 14	Daily No. 10
5 30p	7 10a	Lv... Charleston. Ar	8 00p	11 00a
8 30a	11 20a	" ..... Columbia ..... "	3 25p	9 35p
9 07a	12 15p	" ..... Alston ..... "	2 45p	8 53a
10 04a	1 25p	" ..... Santuc ..... "	1 25p	7 49p
10 30a	2 02p	" ..... Union ..... "	1 03p	7 30p
10 38a	2 22p	" ... Jonesville ..... "	12 50p	6 59p
10 54a	2 37p	" ... Pacolet ..... "	12 14p	6 47p
11 22a	3 10p	Ar... Spartanburg. Lv	11 45a	6 20p
11 45a	3 23p	Lv... Spartanburg. Ar	11 20a	6 05p
2 45p	7 00p	Ar... Asheville..... Lv	8 30a	8 05p

"P," p. m. "A," a. m.

Trains 9 and 10 carry elegant Pullman sleeping cars between Columbia and Asheville, enroute daily between Jacksonville and Cincinnati.

Trains leave Spartanburg, A. & C. division, northbound, 6:37 a. m., 3:47 p. m., 6:18 p. m., (Vestibule Limited); southbound 12:36 a. m., 8:15 p. m., 11:37 a. m., (Vestibule Limited.)

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