PICKENS SENTINEL.

PICKENS C. H., S. C.
J. E. BOGGS, Proprietor

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THURSDAY, SEPTEMBER 28, 1893.

The State Alliance Exchange advertises a wagon called the Ocala Platform. It ought to sell well in this State.

The following is taken from a letter to the Cotton Plant by W. M. Rodgers and is the best advice we have seen in a long time from a Reformer:

"Economize all you can. Help those who help you. Less cotton and more hog, corn, wheat—everything you need at home. Get a few dollars and keep them."

Governor Tillman is reported to have said that he will ask the legislature to [illegible] so that the dry [illegible] their pro rata [illegible] he constables. [illegible] y counties [illegible] enjoy the dis- [illegible] should be made to maintain her own constables.

Politics for next year are beginning to loom up and c ndidates are being talked of. It is rumored that J. R. Gossett, Esq., editor of the Easley Democrat, will run for the legislature. We do not know this to be true but have heard it. If he does there will be no Third partyism or any other kind of ism about him for he will run on the straight Democratic platform.

We are almost ready to compair of anything being done in the United States Senate very soon. It was hoped and believed that when they were called in extra session in August last that long before now they would have given the people relief long before this time. Our representatives, senators especially, do not seem to realize the terrible strait the people are in financially. It is useless to try to hold the party together unless the men in power do something to relieve the people in times like this. So far as indications go there does not seem to be any prospect of anything being done in the Senate soon.

JUDGE W. H. WALLACE.

We may have said good bye to him last Saturday for the last time as a judge, but hope not. His term expires this fall and his successor will have to be re elected at the next session of the legislature. Can there be found a man who can fill his place? There may be. He is a judge in the highest sense of the word. He holds the scales of justice evenly balanced and deals out equity to friend and foe alike. He does his duty, administers the law regardless of the consequences and without fear, favor or affection. While he does this he has a tender, sympathetic heart for the unfortunate and often shows mercy where mercy should be bestowed. Not only this but he is as pleasant a man to practice or to try a case before as the State contains. He never loses his temper or become impatient with the lawyers, jurors or witnesses, and yet dispatches business as rapidly as any one. Will the next legislature turn such a man as this out? We hope and believe not.

An Alledged Plan to Give this State to the Populists.

WASHINGTON, D. C. Sept. 20. A plan to turn South Carolina over to the third party developed here today. A Texas congressman stated that Ben Terrell, national alliance lecturer, was on his way to South Carolina to arrange with the re[illegible] leaders there, with the purpose of organizing the third party. Senator Irby is now in South Carolina to take part in the organization, so it is understood. This supposition is strengthened by the fact that this is a critical time in the Senate, when every silver man is needed.

No cause but a very urgent one would call him home at this time to South Carolina. Reform Congressmen here profess ignorance of this movement, but it is believed they know more then they will admit. A caucus of the South Carolina congressmen, except Mr. Brawley, was recently held here. It was decided to introduce into the next legislature a bill to redistrict the State so as to make a shoestring district of Brawley's and thus leave him out. The other districts are all Tillmanite already.—Savannah News.

What is Bimetalism.

Bimetalism is the free coinage of the two metals, gold and silver, with each at an equality with the other in debt-paying power. We have had no bimetalism since 1873 when the standard [illegible] be as coin.

The Bland Allison law of 1878 did not restore bimetalism. It remonetized silver, but it limited the coinage of that metal, and restriction or limitation in any degree whatsoever in the coinage of either of the two great money metals is incompatible with the idea of real bimetalism. Of course the act of 1890—the Sherman act is not bimetalism, or anything approaching it, for this act issues Treasury notes against deposits of silver bullion and provides for no coinage of standard dollars at all except such as may be needed for the redemption of these notes, and not many of them are needed, for the great bulk of them [illegible] who present these notes at the treasury demand gold for them, and gold is provided, as the law makes them redeemable in either sort of coin, at the option of the Secretary of the Treasury. Silver here is treated as a commodity. Notes are issued against it at its gold value, and nearly all these notes that are redeemed at all are redeemed in gold coin. Bimetallism is, as we have said, free coinage of the two metals, with equal debt paying power accorded to each.—St. Louis Globe Democrat.

Washington Letter.

From Our Regular Correspondent.

WASHINGTON, D. C., Sep. 22, '39.

The humiliation of Tom Reed and his lieutenant, Burrows, of Michigan, when they learned that the democrats of the House proposed to put an effectual quietus upon republican filibustering against the reporting of the Tucker bill for the repeal of all laws authorizing the presence of U. S. officials at elections, was a pleasing sight to democratic eyes. Because the democrats of the House in the adoption of regular rules had been extremely lenient towards the minority the republicans assumed that no check would be put on their filibustering. They were given a free rope for awhile because there was not a quorum of democrats on hand they were effectually squelched by an order reported from the committee on Rules and the bill was reported to the House. This order was not the result of any assumption of power by a single individual, as were the rulings of Tom Reed when he was Speaker; it was authorized by a democratic caucus; as such things always should be. The republicans are to be allowed to name any reasonable length of time during which the debate on this bill shall be carried on, but they are not to be allowed to filibuster against a vote upon it after legitimate debate has been exhausted.

The public tariff hearings were concluded this week, and the democrats on the House Ways and Means committee are now at work upon the new bill. Although the number of days were fewer than were given by some of the other committees, more time was given by the committee than was ever given before for public hearings. Chairman Wilson, speaking of the preparation of the new tariff bill, said: "The democratic members will work together, while others will be referred to sub committees for preparation, previous to being revised by the full democratic membership of the committee. It is not possible to say when the bill will be completed, but it will require more time than some of those who have never had a tariff bill to prepare seem to think necessary. We might fix up a measure in very short order, but it is not that kind of a bill we want to present to the country. Legislation affecting so many interests must be very carefully considered and its effect calculated before we can hope to perfect a bill which can stand the many tests to which it will be subjected when enacted into a law. Such a measure as this cannot be successfully hurried. We shall however, lose no time, and hope to present it to the House at the earliest possible moment consistent with the important interests involved."

Several times this week the Senate has aroused public expectation by appearing to be on the eve of the final contest over the Voorhees repeal bill, but the end is not yet. Senator Mills, of Texas, made one of the strongest speeches of the week, in favor of repeal; Senator Voorhees made a characteristic explanation of his position, in answer to criticisms because he has not forced a vote, calling the attention of the country to the fact that it is simply impossible to force a vote under the present rules of the Senate, rules which have not been materially changed for more than eighty years, and the republican senators, for against the bill, had a regular monkey and parrot time amusing themselves. It is expected that the attempt to reach a vote by means of a continuous session of the Senate will be made in a few days (the daily sittings have already been long enough) and if that fails the bill will either have to be abandoned or a compromise reached by concessions on both sides be accepted. President Cleveland is still confident that the bill can be passed and for that reason declines to consider anything in the shape of a compromise.

Chris Sprekles, the sugar king, was in Washington a few days ago for the purpose of getting his fingers in the Hawaiian pie, but he cut short his stay when he learned that the whole matter was already settled so far as the administration is concerned, and that President Cleveland is only waiting for the Senate to dispose of the Voorhees bill before he sends it a special message on Hawaii, accompanied by Mr. Blount's reports.

In nominating William B. Hornblower, of New York, to succeed to the vacancy in the Supreme court left by the death of Justice Blatchford, and J. J. Van Alen, of Rhode Island, to be Ambassador to Italy, President Cleveland sprung a double surprise on the politicians. The fitness of both gentlemen for the positions to which they have been nominated is conceded by all, and there will be no trouble about their confirmation.

The Cost of an Ex-President's Manuscript.

As an illustration of the money paid to writers as soon as they acquire a reputation, the September Cosmopolitan contains less than eight thousand words, for which the sum of sixteen hundred and sixty-six dollars was paid. Ex President Harrison, Mark Twain and William Dean Howells are the three whose work commands such a price.

The September number has more than one hundred illustrations, giving the chief points of interest in the Columbian Exposition and the Fair is treated by more than a dozen authors including the famous English novelist, Walter Besant; the Midway Plaisance, by Julian Hawthorne; the Liberal Arts Building, by Kunz, the famous gem expert of Tiffany & Company; the Department of Mines, by the chief of that department, etcetera.

A Psalm of Rum.

"Tell me not in mournful numbers"
Whiskey is but a pleasant drink.
For the men who tip the tumblers,
Oft to depths of ruin sink;
And seldom rise again.

"Life is real! life is earnest!"
But a hell will be its goal,
If thou to the dram shop turnest,
And there tarry o'er the bowl.
Shun temptation.

Wine and beer, they lead to sorrow,
As the first steps on the way,
If we take them, each tomorrow'll
"Find us farther than today."
Toward a drunkard's grave.

Behind the counter there is blinking,
"The devil's most seductive slave.
With his glasses ever clinking,
Funeral marches to the grave.
Beware of him.

Be not like dumb driven cattle!
Be a hero in the strife.
When you're drunk, and wish to battle,
Don't go home, and beat your wife.
That's not brave.

Girls, trust no boy, however pleasant,
If his breath of whiskey smell,
For the heaven of the present,
In the future'll be a hell.
If you marry him.

Lives of drunkards all remind us
We can make our lives the same,
And departing leave behind us
Deeds of evil and of shame.
Aim higher boys.

Lines to Baby Ruth.

"Tis a truth, 'tis a truth
Baby Ruth!
You've no sister
Have you kissed her,
Baby Ruth?
Are you quite resigned today
To move gently out the way
While your sister has a say,
Baby Ruth?

"Tis a truth, 'tis a truth,
Baby Ruth!
Cease your prattle
Yield your rattle,
Baby Ruth!
But did this your hope do troy,
Or put a bridle on your joy?
Didn't Grover send a boy,
Baby Ruth?

Exchange.

The Book of Zerachabonan.

1. Now when John the Senator had greatly deceived the people and sat in the seat of Wade, the just, he perceived how little he appeared in the eyes of all wise men.

2. But being exceedingly great in his own conceit, he did sound his trumpet before him as the hypocrits do, to be seen of men.

3. He did also seek to delude his followers by sending forth false writings through all the land, so that it might be thought that he was a man of wisdom.

4. And he did fall upon Hugh, the Captain of the Hosts, and others in authority, and spoke despitefully of them.

5. However, the people were not misled by his much speaking for they knew a Weaverite, though afar off.

6. And Hugh did prepare a great writing against him, whereby he showed that a fool was known by his folly, and John the Senator was sorely troubled in mind and answered not again.

7. There came also one James, called "Crabback," who showed the wicked practices of John the Senator, so that he became a jest and a byword among as many as knew him.

8. It chanced, furthermore, that John the Senator, went in and out among the venders of strong drink, who bereft him of his reason.

9. And as he journeyed he fell in with an Ethiopian, a servant of the carriers of travelers.

10. When he had fallen in with this son of Ethiopia, they drank wine in the morning and did mingle strong drink all the day long.

11. Now, when he was fully drunken the little reason he possessed departed from him, and he did behave himself unseemly among the people.

12. And when he had come unto the city of Benjamin, the Tillmanite, he did put as many as beheld him in great fear by reason of his warlike actions.

13. Having entered into a chariot he put the driver thereof in great fear so that he fled away from before his face and did hide himself from the wrath of John the Senator.

14. But when a deep sleep had come upon him, the driver of the chariot, notwithstanding his fear, did convey him unto the house of Benjamin, his master.

15. When he had arrived at the house of Benjamin, the Tillmanite, John did salute his brother, saying, "All is lost. I bring unto you bad news, even evil tidings."

16. Nevertheless, being cast down by much wine, he disclosed not the nature of the tidings which so sorely did rend his soul.

17. When Benjamin, the Tillmanite, had beheld him stretched out upon the chariot, and the driver thereof stricken with great fear, he was much troubled in spirit and lamented greatly.

18. And when Benjamin had delivered unto him a bottle of strong drink he straightway dismissed him unto his own house.

19. Then were the Tillmanites much troubled, and reasoned one with an other, while many reported them that they had despitefully treated Wade the just, and set an evil man in his stead to bear rule over them.—The State.

Are You Going to the World's Fair.

If so, see that your ticket reads via Cincinnati and the C. H. & D. and Monon the acknowledged "World's Fair Route."

The only line out of Cincinnati connecting with E. T. V. & G. and Q. & C. train No. 2, arriving Cincinnati 10:30 p. m. A solid train carrying through sleepers from Jacksonville, Savannah, Birmingham, Atlanta, Chattanooga, Macon and New Orleans via E. T. V. & G., Q. & C., C. H. & D. and Monon Route to Chicago.

You can stop over in Cincinnati if your ticket reads via the C. H. & D. and Monon Route, by depositing same with the Merchants' and Manufacturers' Association, Chamber of Commerce Building, corner of Fourth and Vine Streets, one block from Fountain Square (the C. H. & D. ticket office is in the same building.) This enables you to visit the picturesque "Queen City" at no additional cost, and special efforts will be made to entertain strangers hospitably.

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A stop over at Indianapolis, the capital of Indiana, may be obtained by depositing your ticket with the Secretary of the Commercial Club. This city is more worthy of a visit than almost any other of its size in the West, and offers the greatest inducement to traveler and tourist. Between Indianapolis and Chicago the line traverses the very best agricultural and commercial territory, and the ride is one of unparalleled comfort and beauty.

Bear in mind that the C. H. & D. and Monon Route trains all run via Burnside Crossing, from which point the Illinois Central suburban trains run direct to the World's Fair Grounds every moment. At Englewood connection is made with the electric cars, which run every five minutes to the grounds, but we recommend all persons to go directly into the Dearborn Station, which is located in the heart of the city and from which all street car lines converge, then go directly by car or cab to your hotel or boarding place. First locate yourself; know where and how you are to live while in Chicago. Get the locality firmly fixed in your mind, before going to the World's Fair by any numerous convenient ways: the cable cars, electric roads, elevated railroad, Illinois Central R. R., suburban trains and the steamboats afford accomodations for all possible visitors, and it is but five minutes ride from the business portion of the city to the grounds. Take your breakfast down town, buy your lunch at the grounds, and take your supper down town. If you follow the suggestions you will save money. The facilities for serving lunch at the World's Fair Grounds are extraordinary and the prices are cheaper than at your own home, but breakfast and supper should be taken down town, or at your boarding house. The World's Fair is already the most astounding and stupendous spectacle ever attempted by any people, and a day's visit will afford more delight and instruction than can possibly be obtained in any other way or by the same expenditure of money. For further particulars, descriptive pamphlets, rates, etc., address

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GREENVILLE, S. C.
Jan 12, 1893

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Ar. LEXINGTON,	(Q. & C. R. R.)	4:30 A.M.
Ar. LOUISVILLE,	(L.&N. So.)	7:59 A.M.
Lv. LOUISVILLE,	(Penn. R. R.)	8:15 A.M.
Ar. INDIANAPOLIS,	(Penn. R. R.)	11:40 A.M.
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Condensed Schedule in effect June 1, 1893.
Trains run by 90th Meridian Time.

No. 11 Daily	STATIONS	No. 12 Daily
7 35a	Lv Charleston Ar	8 10pm
11 50am	Columbia "	4 15 a
12 45p.m	Alston "	3 20pm
12 48pm	Prosperity "	3 11pm
12 58pm	Newberry "	2 59pm
1 20pm	Helena "	2 36pm
1 30pm	Chappells "	2 30pm
2 12pm	Ninety Six "	1 56pm
2 32pm	Greenwood "	1 32pm
3 00pm	Hodges "	12 55pm
3 06pm	Donaldson's "	12 49pm
3 25pm	Honea Path "	12 30pm
3 40pm	Ar Belton Lv	12 15pm
3 50pm	Lv Belton Ar	11 10pm
4 25pm	Anderson "	10 35pm
5 20pm	Pendleton "	10 26pm
5 30pm	Ar Greenville Lv	10 00pm
3 25pm	Ar Seneca Lv	10 40pm
4 00pm	Ar Walhalla Lv	9 30pm
5 10pm	Ar Greenville Lv	10 15pm

Between Anderson, Belton and Greenville.
Daily.

No. 12	STATIONS	No. 11
3 25pm	Lv Anderson Ar	12 00pm
3 30pm	" Belton Lv	11 50am
4 00pm	Lv Belton Ar	11 32pm
4 10pm	Ar Williamston Lv	11 02pm
4 20pm	" Pelzer "	11 03pm
4 40pm	Piedmont "	10 48pm
5 15pm	Greenville "	10 15pm

Between Charleston, Greenville, Alston and Spartanburg.
Daily.

No. 13	STATIONS	No. 14
7 25am	Lv Charleston Ar	10 30pm
11 25am	Lv Columbia Ar	7 30am
12 30pm	" Alston "	12 20pm
1 00pm	" Carlisle "	11 41pm
1 19pm	" Santuc "	11 22pm
1 47pm	" Union "	11 04pm
2 10pm	" Jonesville "	10 41pm
2 23pm	" Pacolet "	10 29pm
2 50pm	Ar Spartanburg Lv	7 00am
6 10pm	Ar Asheville Lv	8 12am

Between Newberry, Clinton and Laurens.
Daily Except Sunday.

No. 15.	STATIONS.	No. 16.
11 00am	Lv Columbia Ar	4 15pm
12 50pm	Newberry	2 36pm
1 00pm	Goldville	11 55am
1 15pm	Clinton	11 10am
2 50pm	Ar Laurens Lv	10 00am

Between Hodges and Abbeville.
Daily.

No. 17.	STATIONS	No. 10
3 05pm	Lv Hodges Ar	2 55pm
3 25pm	Darlington "	2 35pm
3 48pm	Ar Abbeville Lv	2 38pm
No. 9.		No. 61.
12 00pm	Lv Hodges Ar	12 35pm
1 00pm	Dunnsville "	12 00pm
1 15pm	Ar Abbeville Lv	11 50am

Connections via South Bound Railroad.
Daily.

No. 38.		No. 28
6 45am	Lv Columbia Ar	2 30pm
11 35am	Ar Savannah Lv	10 00am

Nos. 11 and 12 are solid trains between Charleston and Asheville.
Through coach between Savannah and Asheville on 11 and 12.
Trains leave Spartanburg, A. & C. division, northbound: 1 [illegible] p. m. [illegible] p. m. (Vestibuled limited, daily except Sunday) 2.51 p. m., 11.37 p. m. (Accommodation, northbound, W. N. C. [illegible] 7.20 p. m. for Hendersonville [illegible] Springs.
Trains leave Spartanburg, S. C. A. & C. division, northbound: 12.20 a. m., 1.00 p. m., 5.23 (Vestibuled limited, southbound, 1.50 a. m., 4.00 p. m., 12.25 p. m. (Accommodation, daily.
Transfer to Seneca, A. & C. division, northbound, 11.30 p. m., 2.27 p. m., and 4.10 p. m.; southbound, 5.25 a. m., 5.35 p. m. and 1.57 p. m.
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Atlanta & Charlotte Air-Line Division.
Schedule in effect July 2nd, 1893.

Northbound. Eastern Time.	No. 36 Daily.	No. 21. Daily.	No. 38 Daily.
Lv. Atlanta (E T)	6 45pm	9 50am	1 00pm
" Peachtree			
" Belt Junction		10 10am	
" Goodwin's		10 22am	
" Chamblee		10 28am	
" Doraville		10 31am	
" Norcross	7 25pm	10 39am	
" Duluth		10 50am	
" Suwanee		11 01am	
" Buford		11 13am	
" Flowery Branch			
" Odell's		11 26am	
" Gainesville	8 20pm	11 33am	2 22pm
" New Holland		11 46am	
" White Sulphur		11 50am	
" Lula		12 00m'n	
" Belton	8 40pm	12 12pm	
" Longview		12 14pm	
" Cornelia		12 28pm	
Ar. Mt Airy		12 36pm	
Lv. Mt Airy	10 05pm	12 42pm	
" Alpharetta	9 05pm	1 42pm	
" Ayersville		1 29pm	
" Tocoa		1 23pm	
" Folsom	9 57pm	1 18pm	
" Madison		1 03pm	
" Harbins		2 05pm	
" Westminster		2 21pm	
" Richland		2 30pm	
" Seneca	10 15pm	1 28pm	
" Keowee		2 52pm	
" Cobham		3 00pm	
" Central	10 35pm	3 05pm	4 33pm
" Liberty		3 19pm	
" Easleys	11 07pm	3 32pm	
" Crosswell		3 42pm	
" Greenville	11 25pm	4 05pm	5 23pm
" Taylor's		4 22pm	
" Greers		4 31pm	
" Duncan's		4 40pm	
" Wellford		4 45pm	
" Fair Forest		5 00pm	
" Spartanburg Junc'n		5 04pm	
" Spartanburg	12 22am	5 09pm	6 42pm
" Clifton		5 23pm	
" Cowpens		5 29pm	
" Thicketty		5 37pm	
" Gaffneys	12 56am	5 56pm	
" Blacksburg	1 13am	6 07pm	7 00pm
" Grover		6 18pm	
" King's Mountain		6 35pm	
" Bessemer City		6 45pm	
" Gastonia	1 53am	7 00pm	
" Lowell		7 12pm	
" Bellemont		7 22pm	
" Lodo		7 35pm	
Ar. Charlotte	2 30am	7 45pm	8 14pm

Southbound.	No. 35. Daily.	No. 11 Daily.	No. 37 Daily
Lv Charlotte	11 25pm	12 00 n	9.35am
" Lodo		12 11pm	
" Bellemont		12 27pm	
" Lowell		12 35pm	
" Gastonia	12 07am	12 50pm	
" Bessemer City		1 07pm	
" King's Mountain		1 19pm	
" Grover		1 35pm	
" Blacksburg	12 1am	1 47pm	10.48a
" Gaffneys	12 50am	2 07pm	
" Thicketty		2 22pm	
" Cowpens		2 30pm	
" Clifton		2 38pm	
" Spartanburg	1 35am	3 00pm	11.37am
" Spartanburg Junc'n		3 22pm	
" Fair Forest		3 07pm	
" Wellford		3 12pm	
" Duncan's		3 26pm	
" Greers		3 36pm	
" Taylor's		3 45pm	
" Greenville	2.28am	4 05pm	12.28pm
" Crosswell		4 20pm	
" Easleys	2.48am	4 35pm	
" Liberty		4 51pm	
" Central	3 15am	5 06pm	1 10pm
" Cobham		5 15pm	
" Keowee		5 24pm	
" Seneca	3.40am	5 32pm	
" Richland		5 39pm	
" Westminster		5 51pm	
" Harbins		6 03pm	
" Madison		6 11pm	
" Folsom		6 19pm	
" Tocoa	4.20am	6 25pm	
" Ayersville		6 36pm	
Ar Mt Airy		6 45pm	
Lv Mt Airy		7 00pm	
" Cornelia		7 30pm	
" Longview		7 35pm	
" Belton		7 35pm	
" Lula	5 13am	7 50pm	
" White Sulphur		7 52pm	
" New Holland		8 05pm	
" Gainesville	5 31am	8 12pm	3.33pm
" Odell's		8 20pm	
" Flowery Branch		8 33pm	
" Buford		8 40pm	
" Suwanee		8 54pm	
" Duluth		9 02pm	
" Norcross		9 20pm	
" Doraville		9 40pm	
" Chamblee		9 42pm	
" Goodwin's		9.50pm	
" Belt Junction			
" Peachtree			
Ar Atlanta (E. T.)	7 10am	10 15pm	4.55p

Stations. Eastern Time.	No. 18. Ex.Sun	No. S. on
Lv Atlanta, (E T)	5 00pm	2 50p
" Atlanta, (E T)	6 00pm	3 50p
" Peachtree	6 19pm	4 05p
" Belt Junction	6 20pm	4 06p
" Goodwins	6 25pm	4 18p
" Chamblee	6 43pm	4 30p
" Doraville	6 45pm	3 33p
" Norcross	6 57pm	4 43p
" Duluth	7 10pm	4 51p
" Buford	7 23pm	5 00p
" Suwannee	7 38pm	5 20pm
" Flowery Branch	7 52pm	5 33p
" Odell's	8 00pm	5 40p
" Gainesville	8 10pm	5 52pm
" New Holland	8 15pm	5 58p
" White Sulphur	8 23pm	6 07p
" Lula	8 31pm	6 20pm
" Belton	8 36pm	6 22pm
" Longview	8 50pm	6 38pm
Ar Cornelia	9 00pm	6 48pm

Note especially that trains Nos. 15, 16, 17 and 18 will run between Cornelia and Atlanta instead of Lula and Atlanta. Agents will give all possible information and have newspapers make local mention in accordance with our existing advertising arrangements.

W. A. TURK,
Gen'l Pass. Agt., Washington, D. C.
S. H. HARDWICK,
Ass't Gen'l Pass. Agt., Atlanta, Ga.
J. A. DODSON,
Superintendent, Atlanta, Ga.
W. H. GREEN,
General Manager, Washington, D. C
SOL. HAAS,
Traffic Manager Washington, D. D

THE ATLANTIC COAST LINE R.
PASSENGER DEPARTMENT.
Wilmington, N. C., June 18, 1893.
Fast Line between Charleston and Columbia and Upper South Carolina and Western North Carolina and Athens and Atlanta. Condensed Schedule:

Going West. *No. 52.	STATIONS.	Going East *No.
7.15am	Lv Charleston, S. C., Ar	8.45p
8.11am	Lanes	7.05p
9.38am	Sumter	5.45p
11 05am	Ar Columbia Lv	4.20p
12 20pm	Prosperity	2.57p
12 43pm	Newberry	2.42p
1.29pm	Clinton	2.00p
2.41pm	Greenwood	12.46p
3.09pm	Abbeville	12.15p
5.80pm	Athens	10.00a
6 1pm	Atlanta	7.30a
5.10pm	Winnsboro	11.51p
7.39pm	Charlotte, N. C.	9.35p
3.57pm	Anderson	8.08p
4.49pm	Greenville	7.36p
6.50pm	Spartanburg	10.20p
9 11pm	Hendersonville, N. C.	8.02p
10.15pm	Asheville, N. C.	7.00p

*Daily. Nos. 52 and 53 solid trains between Charleston and Clinton, S. C.

H. M. EMERSON,
Ass't Gen'l Passenger Agent
J. R. KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager