WATER LILIES.

How like you water lily fair Is my true love! In her I find Both in body and in mind Spotless purity combined With beauty rare.

Somewhat like a lily, too. Am I! Ah, now a merry cry
Bings from her laughing lips, "Fie, fie!"
Yet listen, saucy one, and I
Will prove it true.

Tis not for pow'r to charm or please,
'Tis not for comeliness of face, For purity like thine or grace. God knows I have but little trace Of such as these!

But this is why—though from her boat White rigged upon the waters still The lily dips and drinks at will. That she can never quaff her fill Is plain to note.

For when the fleecy cloud light whirls
The raindrops down her leaves unfold
Like sails and in her bosom's hold
She loves to store amid the gold The dewy pearls.

Though deep her roots like anchors trend Where life and sustenance abide, With water round, below, beside, Her thirst unslaked, unsatisfied,

Thus, then, sweet lily love, am I Like to this ever thirsting flower— The more the love that thou dost shower On me the more my will and power To drink thee dry.

To quaff of love, for maids and men Doth seem, I vow, but foolish waste; The more the thirsty creatures taste The greater is their panting haste
To quaff again.
—Will Hill in Chambers' Journal.

A BASE BETRAYAL.

BY CHARLES B. LEWIS.

In the year 1862 an English merchantman, called the Red Cross, was wrecked on a reef in the gulf of Siam, and the sole survivor of a crew of 16 men was a sailor named George Matthews.

He floated an entire night and part of a day on a piece of wreckage, and was finally cast ashore on one of the Panjang islands. All charts up to 1864 show a group of three islands. Those printed since show but two.

As a matter of fact, one of the islands disappeared in 1863, and soundings over the spot show a depth of 100 fathoms. It was on this island, lowever, that Matthews was cast ashore, after drifting for 30 or 40 miles, and he remained there for four months before being taken off.

His island was almost circular in form and about half a mile across, and between the wild fruits on the trees and the shellfish along the shore the sailor did not suffer for good.

He found evidences that fishermen and shell gatherers visited the isdays after landing before he saw a fluman face.

appened. There was a coral reef encircling the island and at low tide

One morning he awoke to find that the water had receded in all rections until he could walk from the beach to the reef. In other words, where there had been from found the ocean bed.

As the sailor looked about him and puzzled over the phenomenon he caught eight of the hulk of a small vessel lying in the basin and elose to the reef. It was resting on side, and he soon made out that had turnbled off its bed on the Sef as the waters receded. It was almost dry ground between him and the hulk, and he at once started out to examine her. It was a curious discovery he made—an old wooden hull, incased in an armor of shells a foot thick. He judged the craft to Hiave been of about 200 tons burden, and she had been brig rigged. Her masts had been broken off short near the deck, her rudder was gone, and there was a great hole in her bottom where she had crashed on the rest. Although in fear that the waters would return at any moment, the sailor gave the hulk a

pretty thorough overhauling. He found that she had been armed to fight, and close against the reef he found two small cannon, the hilt of a creese and the rusty barrels of three or four pistols. So thoroughly incased was the hulk in her shell armor that there was no way of getting into her without proper tools. Her bulwarks had been swept away the last inch, but the crust over her decks was thicker than on her

At the end of an hour Matthews were returning he ran for the beach. Something like a tidal wave swept in after him, and had he not caught the limb of a tree and pulled himself up he would have been killed or

drawn out to sea. grew quiet, and he then found that the hulk had been swept in and left on an upright keel so near the beach | places it was quite two feet thick and that the waters barely covered her as tough as iron. On the level decks at high tide. At low tide her whole it was thicker than on the sides, and decks and two feet of her sides were exposed, and a casual observer would

have taken her for a rock. At the first low tide Matthews boarded the hull and pounded off the shells about the cabin hatch and | the cabin. There was two feet or anally made his way to the cabin litself. It was full of water, of course, and he gained nothing. He realized that so long as the hulk remained where she was he could not pene-Erate the interior. He did not even board her again during his stay on

Some 50 days after his first dis-Povery he was taken off by a native boat and 20 days later was set ashore at Singapore. His rescuers

hulk, nor did the sailor say a word concerning her. It was curious enough that I was the first person he spoke to on landing at Singapore. I was a reporter on The Times and had been aboard of a craft in the

Matthews accompanied me to the office and gave me the particulars of his story, and in return I supplied him with money for his immediate wants. He said nothing to me of the wreck in telling his adventures. It was three days later before he sought me out and gave me that bit of information.

He had concluded from the first that the hulk was that of a Malay pirate, and he was strong in his belief that she would have treasure aboard. He could not get at her alone, and, being penniless and only a common sailor, he feared that if he gave his information away he would not be fairly dealt with. I think he trusted me simply because he felt obliged to trust some one, though having been a sailor myself my heart had warmed toward him a bit.

His plan was to equip a craft and send her to the island to overhaul the hulk. If there was no treasure, then it would be a dead loss; if anything were found, there would be no one to dispute our claims.

It wasn't a matter to be decided in a day, and as a matter of fact it was a week before I made up my mind to take the chances. I had a bit of money laid by, as did one of the political editors of the paper, and we took in as fourth man the proprietor of a marine store. The three of us were to bear the expenses and the four of us to share and share alike in whatever might be found.

.There was a little trading schooner in port, which we chartered at a moderate figure, and it was agreed with the captain that if any treasure was found he should have a handsome present in addition to his wages. I resigned my position on The Times to go as mate of her, and when we finally sailed away our crew consisted of Captain Cross, an Englishman and the owner of the craft, Matthews, myself and four Chinamen.

I had my last dollar in the outfit, as did the editor, and though we had induced the merchant to invest with us he had no confidence that anything of value would be found.

In due course of time and without adventure we reached the island, and the first thing before us was the hulk Matthews had told about. After a cursory examination Captain Cross pronounced her a native Malay craft, and the fact of her being armed seemed to prove that she had cruised as a pirate. She had Matthews had been on the island not moved an inch since Matthews bout 60 days when a strange thing | left the island, and we had to face the question of how to get at her.

We had talked this over before leaving Singapore, however, and had come prepared. Just where the hulk lay the reef made a curve toward the beach and approached it within a cable's length. Outside the plying the torch. reef there was deep water, and we could sail the schooner close up.

Our first move was to take blocks and tackles ashore and make them fast to the trees and to the bow of the hulk. Then the free end of a cable was brought off to the schooner and made fast to her stern, and after waiting a whole day for a change of wind we got it from off the island and gave her all sail. The idea was to make our sail power move the hulk up the shore, but for half an hour the scheme was a failure.

The cable tightened until it sang was heavy and imbedded in the sand. We were condoling with each other over the failure when there came a heavy gust of wind and the schooner began to crawl. Had the cable been smaller it would have of a fortune. broken under the heavy strain as the schooner surged away.

That hulk had to be moved up an incline a distance of 60 feet, and it moved almost inch by inch. Sometimes the schooner gained, sometimes she stood still, and we expected to see the sails fly away or the masts go overboard. Everything held, however, and at the end of an hour the hulk was so far up the beach that she would be entirely clear at low tide.

We secured her in that position our work was accomplished. Next day we ran the schooner around through an opening in the reef and heard a great roaring outside the into a small bay, to be left to care reef, and realizing that the waters | for herself, and set up a camp close by the hulk.

> We began work on the wreck by clearing away the shells from her starboard side and boring half a

dozen auger holes to drain the water It was half an hour before the sea out. She must have been under water for 30 or 40 years to take on such an armor as she had. In some we put in two full days' work before we had them cleared.

It was not until we had the main hatch off and saw that the craft was in ballast only that we entered more of mud and sand on the floor, and shells and grasses had attached themselves everywhere. It was only a small cabin, with three berths for officers, and nothing of value was discovered. The between decks had been fitted up for the men's quarters, and here we found evidences of what the hulk had been in other

There were quarters for at least | will reply to any inquiries. 60 men, and we found cutlasses and did not notice the shell incrusted pistols and muskets galore, or at | For sale by Druggist.

least the rusting remains. In the sand on the floor we found skulls and bones and bits of clothing, but not a coin or jewel of any sort. If there was a treasure room in the hulk, the entrance would be from the cabin, and there was nothing to do but clear away the sand.

It took us a day to accomplish this, but our labor was rewarded by finding a trapdoor leading to a lazarette. There was an iron bar across this, fastened with two huge padlocks, but all were so rusty and weak that they gave us no trouble. The trapdoor fitted so closely that no mud had filtered down, and the water had been drained off by the auger holes bored from the outside.

The lazarette was a little room just the size of the cabin overhead in length and breadth, but not over 4 feet high. I was first into it, carrying a light in either hand, and after one glance around I cried out in exultation. Even on the floor at my feet I caught the glitter of diamonds from a broken box. Bales of what had been choice goods had been stored here, but all had been reduced to pulp. Piled up at the far end against the bulkhead were 18 stout boxes, about a foot square, and to port and starboard were two iron chests just a trifle smaller than the trapdoor above. Leaving one of the candles behind, I picked up three loose diamonds, a large pearl and a sapphire ring and made my exit, and when I had gained the cabin there was much cheering and handshaking.

I will tell you exactly what we took out of that hulk, for I made the list with my own hand. Each of the 18 wooden boxes was packed with gold coins amounting to about \$6,000. Every nation was represented in these coins. In the iron chest were silver and gold amounting to \$73,000, and in the other jewels to the value of \$150,000. Nearly all the stones were set, and it was plain that at least a hundred women had been robbed to get such a lot together. There were a score of gold watches, ten gold snuffboxes, five jeweled sword hilts and a Chinese idol of solid gold weighing four pounds.

You may judge of our elation at coming across such a store of wealth. It took us two days to overhaul it and pack it away on the schooner, and we were then ready to set sail for Singapore. We had to wait for a change of wind, however, and this could not be expected before morning.

At about 9 o'clock at night Captain Cross suggested a last visit to the wreck for the purpose of setting her on fire. It struck me that it would be a good idea to get the hulk out of the way, and Matthews agreed. He was to remain and look THIS office will be open to receive Re after the schooner, and we left him with all going well on board. We had a walk of half a mile down the beach and around a point, and once we were aboard of the hulk we made a last search of her before ap-

We were gone about four hours in all and returned to the bay at 1. o'clock in the morning to find the schooner gone. A favorable breeze had sprung up during our absence and Matthews had taken advantage of it to get the scaooner out and run away with the treasure. She was out of sight when daylight came, and neither of us ever set eyes on her again or heard of the sailor.

The craft may have been lost at sea, or she may have landed him in Siam, China, Borneo or Java. I had in my pocket some jewels which I like a telegraph wire, but the bulk | had been cleaning up, and Captain Cross had others, and at Singapore these sold for more than enough to recoup us. That was poor consolation, however, when we realized that we had been basely defrauded

At the end of ten days we were taken off the island by a native craft and a year later there was no island there. A submarine disturbance opened the bottom of the sea and sucked it down, and along with it went the charred timbers of the pirate craft we had looted and been robbed in turn by a man who deserved hanging for his treachery and ingratitude.

While Peter Carson, of Kalama, Wash., was eating his dinner a yellow and felt that the heaviest part of jacket got into his mouth and was swallowed, or at any rate went down Mill. his esophagus, and, according to the Western chrenicler, stung him in the stomach. It took a physician's services to give the beeits quietus. Carson described his sensations as those a man might feel who was blown up by dynamite just as a house fell upon him. - New York Sun.

An Old Doctor's Favorite.

Dr. L. M. Gillam, who practiced medicine over forty years, originated, used and claimed that Botanic Blood Bahn, (B. B. B.) which has now been in use about fifty-five years, was the best Tonic and Blood Purifier ever given to the world. It never fails to cure the most malignant ulcers, sores, rheumatism, catarrh, and all skin and large bottle \$1.00.

AFTER SEVERAL DOCTORS FALED.

I have been afflicted with Catarrh for many years, although all sorts of medicines and several doctors did their best to cure me. My blood was very impure, and nothing ever had any effect upon the disease until I used that Gread Blood Remedy known as Botanie Blood Balm, (B. B. B.), a few bottles of which effected an entire cure. I recommend it to any merchant or banker of Athens, Ga., and R. R. SAULTER.

Sparrow and Mouse Fight. While waiting for a train at a country station at a very early hour in the morning I became witness of a novel encounter, which ended in a tragedy. A small bit of cheese lay on the ground not far from the platform, and quite a large mouse emerged from under the board sidewalk, first to nibble at the toothsome morsel and then to lug it into its hole, probably for the family breakfast. Just as the mouse was on the point of securing its morning meal beyond peradventure a gray old sparrow swooped down from its nerch and seized the bit of cheese before the astonished mouse could realize that its claim was disputed. Nevertheless, the mouse held fast to the bit of cheese, and the sparrow, finding that he would be obliged to drag rodent and all out of the hole if he were to have a square meal, did so in great shape, for an English descended sparrow is as strong as he is ferocious.

The feathered pirate having succeeded in pulling his antagonist and the prize out to the open, let them go, and rising many feet in the air descended upon the mouse with force, striking it on the head with its beak and on the sides with its wings. The mouse was evidently no fool. Knowing that if the rising and falling tactics of its adversary were continued it would be worsted, it dropped the cheese and managed to seize one of the bird's legs and hold it fast. But the powerful wings had full play, and in less than two minutes the sparrow killed his rival. and, taking the cheese in his mouth, flew away with it. He left a few drops of blood behind him, however.-Exchange.

From the Wrong Quarters.

"Hello, Mike! What are you doing there?" shouted the riding instructor to an Irish recruit who had suddenly parted company with his mount. "You are not training to become a broom. You are wanted as an ornament for one of her majesty's cavalry regiments."

"Faix, sorr, Oi know that, but it was the animal's fault intoirely."

"Well, you had better get on that horse again," said the good humored instructor. "Everything is regulated from headquarters, and if you want to roll about the ground you must get permission. I don't think you received orders from headquarters to lie down there, did you?"

"No, sorr," replied the recruit, entering into the spirit of the joke. "It was from hind quarters, sorr!"-Pearson's Weekly.

AUDITOR'S OFFICE, ANDERSON, S. C.

turns of REAL and PERSONAL property for taxation for the next fiscal year from the first of January, 1898, to the 12th February following, inclusive.

It is important that all Lands, Lots and Buildings be enumerated correctly; for, unless there is some change in the law, this a resment of Reality will stand for the next four years. Consult your deeds the next four years. Consult your deeds and give the number of acres exactly. Under the new assessing laws the Town-ship Assessors are required to make Rsturns for all Taxpayers that fail to return to the Auditor within the time prescribed by law, so that there is barely a chance for delinquents to escape the penalty.

For the convenience of Taxpayers we will also have Deputies to take Returns at the following times and places: Holland's, Monday, January 10, 1898.

Starr, Tuesday, January 11.
Cook's, Wednesday January 12.
Moseley, Thursday, January 13.
Moffattsville, Friday, January 14.
Storeville, Monday, January 17.
Clinkscales' Mill, Tuesday, January 18. Clinkscales' Mill, Tuesday, January 18. Piercetown, Wednesday, January 19. Biskop's Branch, Thursday, Jan. 20. Autun, Friday, January 21. Wyatt's Store, Monday, January 24. Cedar Wreath, Tuesday, January 25. Wigington's Store, Wednesday, Jan. 26. Equality, Thursday, January 27. Pendleton, Friday, January 28. Townville, Friday, January 28. Tugsloo, Saturday, January 29. Tugaloo, Saturday, January 29. Houea Path Wednesday and Thursday,

anuary 12 and 13. Belton, Friday and Saturday, January Piedmont, Monday and Tuesday, Jan-

Peizer, Wednesday, Thursday and Friday, January 19, 20 and 21.
Williamston, Monday and Tuesday, January 24 and 25. G N. C. BOLEMAN.

Auditor Anderson County.

NOTICE.

WILL be let to the lowest responsible bidder-Tuesday, Dec 21, at 11 a. m., the Repair

ing or Building of the Bridge over Broad way, near Mr. Samuel Smith's, in Broad-Also, same day, at 3 p. m., the Repairing of the Bridge at A. A. Carpenter's

Plans and Specifications made known on day of letting.
W. P. SNELGROVE, Co. Supervisor, A. C.

THE STATE OF SOUTH CAROLINA, COUNTY OF ANDERSON.

COURT OF COMMON PLEAS.

1. S. Fowler, Plaintiff, against Marion Eskew, Defendant -Summors for Relief-Complaint not Servet. To the Defendant above named

VOU are hereby summoned and required to an WOU are hereby summoned and required to answer the Complaint in this action, which is filed in the office of the Clerk of the Court of Common Pleas, at Anterson C. II., S. C., and to serve a copy of your aliver to the said Complaint on the subscribers at their office, at Anderson C. H., S. C., within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the Complaint within the time aforesaid, the Plaintiff in this action will apply to the Court for the relief demanded in the Complaint.

SEAL | JOHN C. WATERS, C. C. C. P.

To Marion Eskew, Defendant above named:
You will take notice that the Complaint in this section, together with the Summons, of which the foregoing is a copy, were filed in the office of the Clerk of Court of Common Plezs for the County of Anderson, November 16, 1897.

TRIBBLE & PRINCE, Plaintin's Altorneys.
Anderson, S. C., Nov. 26, 1897.

28-6

NOTICE.

THE undersigned has just received a Car Load of fine Kentucky Horses and Mules, which he will sell on the basis of 5 cent cotton Come and see them. No trouble to show them. W. B. MAGRUDER. Nov 24, 1897

THE N. K. FAIRBANK COMPANY, Chicago. St. Louis. New York, Boston. Philadelphia.

Pulv. Sugars, Shelled Almonds, Raisins, Nuts all kinds, Mince Meat, Butter, Royal Baking Powder, Citron, Dates, Prunes, Evaporated California Peaches, Dried Apples, Currants, Seedless Raisins. ALL KINDS FANCY CONFECTIONS.

Tenney's Candies, Tobaccos, Cigars and Cheroots a specialty. New lot of Magic Yeast, Fresh Cottolene.

H. B. FANT & SON.

CHRISTMAS IS COMING.

Free City Delivery.

YES, and the Housekeeper is making preparations for its reception. We are prepared to assist the Housekeeper, and are now receiving-

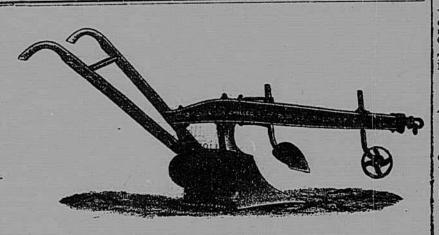
NEW CURRANTS, NEW RAISINS, NEW FIGS, NEW PRUNES,

NEW NUTS of all kinds, CANNED MEATS. CANNED FRUITS, CANNED VEGETABLES, BOTTLED PICKLES, SAUCES, CATSUPS, Etc., Etc.

We are also receiving every week APPLES, ORANGES, BANANAS, CRANBERRIES, and other Fruits. Our line of CONFECTIONS cannot be surpassed, and we still have a

lect Stock of CIGARS and TOBACCOS. Our Goods are fresh and first-class, and our prices will please you. Give us a call and see our Stock. Yours to please,

G. F. BIGBY.



THOSE CREAT

SYRACUSE CHILLED PLOWS

ARE still in the lead, and continue to receive the highest praises throughout Anderson County. Don't be deceived into buying a Plow that is said to be just as good as the Syracuse.

Make no mistake, and buy only the BEST at prices to beat the world. They are the lightest, the strongest, the best Turn Plow made.

Syracuse Plows are the Standard of the World. So come straight to headquarters and get a Plow that is guaranteed to give perfect satisfaction.

Remember that we are sole agents, and have just received a solid Car

Yours truly,

BROCK BROS.

P. S .- We have a few LADIES' BICYCLES that we are offering at a great sacrifice. See us before buying.

SHOES, SHOES!

To be given Away for the Least Money ever Heard Of. Bargains in Job Lot of Shoes.

Women's Heavy Winter Shoes at 69c. Women's Whole Stock Heavy Winter Shoes at 80c-Women's Glove Grain Button at 903. Women's Dongola Button, solid, at 95c. Women's Dongola Button, Neat and Stylish, at \$1.20. Women's Dongola Button, a Real Fine Shoe, at \$1.35. EN'S ROCK BOTTOM LINE— Men's Heavy Plow Shoes, Solid Leather, at 98c. Men's Creole Congress at \$1 20.

Men's Oak Kip Whole Stock Brogans at \$1.20. Men's Light Weight Calf Congress, Opera Tip, 98c. Men's Light Weight Calf Congress, Globe Tip, 98c. Men's Light Weight Calf Congress, Plain Toe, 983. The same shoe in all the dif-

Men's Congress and Lace-a shoe for hard service-\$1,20. Our finer line of shoes just as cheap in proportion. While our prices are the lowest, it is in no wise suggestive of poor quality and it is our aim in the future to watch carefully the interest and demands of our increasing

trade on Shoes. We want everybody to look at our goods whether you buy or not. All above goods guaranteed to give satisfaction or money refunded.
Yours, working for trade.

O. D. ANDERSONI& BRO. P. S .- Car RED RUST PROOF OATS Che

"PREPARE FOR WAR IN TIME OF PEACE!"

WE have a large line of Air Tight Wood Heaters, of Coal Heaters, of Open Grate Heaters, and of Box Stoves that we are offering at LOW COTTON PRICES.

Buy your HEATING STOVES before Cold Weather.

We have left a few TEA SETS and DINNER SETS. They must be [sold, so be sure to get our prices before buying. We have an elegant line of JARDINIERS. See them and you will be satisfied TIN WATER SETS, GALV. WATER SETS, ENAMELED WATER SETS.

A large stock on hand, so save money by seeing them before buying. LAMPS from 10c, each to \$6.00. Some beauties with Shades for only 85% If you have never traded with us just call and be shown through our Stock and sales of vourselves that we are in the business to stay, if a large Stock, fair treatment and LOW PRICES has anything to do with it. Remember we have—

Tinware, Cook Stoves, Crockery, &c.

Yours for Trade,

OSBORNE & CLINKSCALES.

J. C. WHITEFIELD, DENTIST.

OFFICE-Front Room, over Farmers and Merchants' Bank, ANDERSON, S. C.



ATLANTA, CHARLOTTE. WILMINGTON. NEW ORLEANS

NEW YORK, BOSTON, RICHMOND,

WASHINGTON, NORFOLK. PORTSMOUTH.

SCHEDULE IN EFFECT FEB. 7, 1896. BOUTHBOUNL

	No. 403.	No. 4.
Lv New York, via Penn B Lv Philadelphia, "	1 12 pm	*9 00 pa 12 05 am
Ly Baltimore	3 15 pm	2 50 an
Di it montingeon,	4 40 pm	4 50 an
Lv Norfolk, via S. A. L Lv Portsmonth, "	*8 30 pm	*9 05ad
Lv Weldon, "	*11 28 pm	
Ar Durham, "	†7 32 am †5 20 pm	†4 09 pm
Ar Kaleigh, via S. A. L	\$2 16 am	*3 34 pm
The state of the s	3 35 am	5 03 pm
Ar Hamlet, "	5 10 am	5 55 pm 6 53 pm
	5 54 am	8 11 pp 9 12 pp
Ar Charlotte, "	*8 30 am	*10 25pm
	*8 10 am	10 47 pm
Lv Columbia, C. N. & L. 1	R, R	†6 00 pa
1 011		*12 10 am
Ar Greenwood "	10 35 am	1 07 au
Ar Abbeville, "	11 05 am	1 40 at
Ar Athens	12 07 pm	2 41 30
Ar Athens, "	1 15 pm	3 45 ac

Ar Atlanta, S A. L. (Cen. Time) 2 50 pm 5 20 am NORTHBOUND. No. 4172. Lv Atlanta,8.A.L.(Cen. Time) *12 00 n'n *7 50 pm Lv Winder, " 240 pm 10 42 pm Lv Athens, " 316 pm 11 25 pm Lv Elberton, 415 pm 12 33 am Lv Abbeville, " 415 pm 12 33 am Lv Greenwood, " 541 pm 2 09 am Lv Clinton, 6 34 pm 3 05 am Ar Columbia, C. N. & L. B. R ... \$4 30 pm *7 45 am S. A. L 8 13 pm 4 33 am Ly Chester, .010 25 pm *8 30 am Ly Monroe, Ly Hamlet. . 9 40 pm 6 05 sm . 11 23 pm 8 15 sm Ar Wilmington _ \$5 30 am 12 30 pm Ly Southern Pines, Ly Baleigh, Ar Hendesson . 12 14 am 9 20 am .. *2 16 am 11 35 am . 3 28 am 1 00 pm †7 12 am †4 00 pm †5 20 pm †11 10 ac Ar Weldon, Ar Richmond Ar Portsmouth S. A. L. 7 80 am 5 50 pm Ar Norfolk 27 50 am 6 05 pm Daily. †Daily, Ex. Sunday. †Daily Ex. Monday.

Nos. 403 and 402 "The Atlanta Special," Solid Vestibuled Train, of Pullman Sleepers and Conthes between Washington and Atlanta, also Pell-man Sleepers between Portsmouth and Chester, 8 Nos. 41 and 39, "The S. A. L. Express," Solid Train, Coaches and Pullman Sleepers between Portsmouth and Atlanta.

For Pickets, Sleepers, etc., apply to B. A. Newland, Gen'l. Agent Pass. Dept. Wm. B. Clements, T. P. A., 6 Kimball House Atlanta, Ga.

E. St John, Vice-President and Gen'l. Manger
V. E. McBee General Superintendent.

V. E. McBee General Kanager.

II. W. B. Glover, Traffic Manager.

T. J. Anderson, Gen'l. Passenger Agent. General Officers, Portsmouth, Va.

BLUE RIDGE RAILROAD H. C. BEATTIE, Receiver.

astbound Between Anderson and Wal- halla.			
MIXED 12.	STATIONS.	No. 1	
	ArLy	3 35 pm	
10 23 a m	Denver	3 55 p B	
10 15 2 m	Autun	4 05 P R	
10 00 a m	Pendleton	4 15 pm	
9 42 a m	Cherry's Crossing	4 25 P II	
9 35 a m	Adam's Crossing	4 35 pm	
8 55 a m	Seneca	5 05 P H	
	***************************************	5 50 pm	
8 25 2 m	West Union	\$ 20 p	
3 15 a m	Walhalla	6 30 p	

J. E. ANDERSON, Seperintendent W. C. COTHRAN, General Agent

CHARLESTON AND WESTERN

CAROLINA RAILWAY. Augusta and asseville shorp line

In effect February 7, 1897.				
Lv Augusta	9 40 sm	1 40 pm		
Ar Greenwood	12 17 pm			
Ar Anderson		C 10		
Ar Laurens	1 15 pm	7 00 ass		
Ar Greenville	3 00 pm	10 15 am		
Ar Glenn Springs				
Ar Spartanburg		9 25 am		
Ar Saluda	5 23 pm			
Ar Hendersonville	5 51 pm			
Ar Asheville	7 00 pm	l		
Lv Asheville		1		
Ly Spartanburg	11 45 am	4 00 pm		
Ly Glenn Springs	10 00 am	4 00 pm		
Ly Greenville	11 55 am	4 00 pm		
Ly Laurens	1 30 pm	7 10 pm 7 00 am		
Lv Anderson				
Lv Greenwood		J		
Ar Augusta	5 00 pm	11 10 am		
Ly Calboun Falls	4 44 pm			
Ar Raleigh	2 16 am			
Ar Norfolk				
Ar Petersburg	6 00 am			
Ar Richmond	8 15 am	l		
Ly Augusta		2 55 pm		
Ar Allendale		5 00 pm		
Ar Fairfax Ar Yemnssee Ar Beaufort		5 15 pm		
Ar Yemassee	9 30 am	6 20 pm		
Ar Beaufort	10 35 am	7 20 pm		
Ar Port Royal	10 50 am			
Ar Savannah	***************************************	8 00 pm		
Ar Charleston	CARL CONTRACTOR CONTRA	-		
Lv Charleston		6 50 am		
Lv Savannah		6 50 am		
Lv Port Royal		8 15 au		
Lv Beaufort	35 p m	8 25 am 9 25 am		
Lv Yemassee'		10 32 am		
Ly Allendale		10 47 am		
Ar Augusta		12 55 pm		
		CONTRACTOR CONTRACTOR		
Close connection at Calhoun	ralla 10	r Athens,		

Atlanta and all points on S. A. L.

Close connection at Augusta for Charleston,
Savannah and all points.

Close connections at Greenwood for all points on
S. A. L., and C. & G. Railway, and at Spartanburg

rith Southern Railway.
For any information relative to tickets, rates, chedule, etc., address
W. J. CRAIG, Gen. Pass. Agent, Augusta, Ga:
E. M. North, Sol. Agent.

ATLANTICICOAST LINE TRAFFIC DEPARTMENT, WILMINGTON, N. C., Nov. 27, 1897

Fast Line Between Charleston and Col-umbia and Upper South Carolina, North Carolina, CONDENSED SCHEDULE. GOING BASE No. 53.

...Ar | 9 26 pen ...Ar | 7 46 pen ...Ar | 7 46 pen ...Ar | 6 36 pen ...Lv | 5 15 pen ...Lv | 3 18 pen ...Lv | 2 57 pen ...Lv | 1 45 pen Prosperity... Newberry... Clinton.... Laurens....