WATER LILIES.

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

Somewhat like a lily, too, Arr I! Ah, now a merry cry
Rings from her laughing lips, "Fie, fiel"
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 thing 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 iily dips and drinks at will, That she can never quant 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

Though deep her roots like anchors trend where life and sustenance abide, with water round, below, beside, Her thirst unsaked, unsatisfied, Still knows no end.

Thus, then, sweet lily love, am I Lake to this ever thirsting flower— The more the love that then 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 oreatures taste The greater is their panting haste To quaff again.
—Will Hill in Chambers' Journal

A BASE BETRAYAL.

BY CHARLES D. 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 isands disappeared in 1863, and soundings over the spot show a depth of the fathoms. It was on this island, owever, 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 spod. Ge found evidences that fishermen

and shell gatherers visited the is-land at intervals, but it was 130 days after landing before he saw a uman face.

Matthews had been on the island shout 60 days when a strange thing dappened. There was a coral rest exciteing the island and at low tide with of it was visible.

One morning he awoke to find but the water had receded in all ections until he could walk from words, where there had been from to ten feet of water he now und the ocean bed.

As the sailor looked about him nd 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 its side, and he soon made out that had tumbled off its bed on the as the waters receded. It was imost dry ground between him and he hulk, and he at once started out examine her. It was a curious covery ne made—an old wooden all, incased in an armor of shells a out thick. He judged the craft to save been of about 200 tons burden, nd she had been brig rigged. Her easts had been broken off short tar the deck, her rudder was gone, nd there was a great hole in her oftom where she had crashed on hereef. Although in fear that the alers would return at any moent, the sailor gave the hulk a petty thorough overhauling. He found that she had been armed

fight, and close against the reef found two small cannon, the hilt a crosse and the rusty harrols of bree or four pistols. So thoroughincased was the hulk in her shell rmor that there was no way of get-ing into her without proper tools. for bulwarks had been swept away o the last inch, but the crust over er decks was thicker than on her

At the end of an hour Matthews eard a great rearing outside the eaf, and realizing that the waters ere returning he ran for the beach. mething like a tidal wave swept after him; and had he not caught le limb of a tree and pulled him-lf up he would have been killed or

awn out to sea. It was half an hour before the sea tew quiet, and he then found that hulk had been swept in and left sed, and a casual observer would Posed, and a cassal At taken her for a rock

At the first low tide Matthews aried the hull and pounded off shells about the cabin hatch and ally made his way to the cabin he gained nothing. He realized it so long as the hulk remained ere she was he could not pene te the interior. He did not even and her again during his stay on

ome 50 days after his arat dis-tay he was taken off by a native at and 20 days later was so ore at Singapore. His reschors not notice the shell incrusted

bulk, nor did the saitor 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 harbor.

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

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 an 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

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 not moved an inch since Matthews 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 nower move the hulk up the shore, but for half an bour the scheme was a failure.

The cable tightened until it sang like a telegraph wire, but the bulk 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 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, some-times 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 and felt that the heaviest part of our work was accomplished. Next day we ran the schooner around through an opening in the reef and into a small bay, to be left to care 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 out. She must have been under water for 30 or 40 years to take on such an armor as she had. In some an upright keel so near the beach places it was quite two feet thick and as tough as iron. On the level decks it was thicker than on the sides, and two feet of her sides were 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 the cabin. There was two feet or more of mud and sand on the floor, and shells and grauses had attached themselves everywhere. It was only a small cabin, with three herths for officers, and nothing of value was discovered. The between decks had been fitted up for the men's quarers, and here we found evidences of what the kulk had been in other

There were quarters for at least 60 men, and we found cutlesses and pistols and makets valors or at

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 \$73,600, 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 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 pooket some jewels which I 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 of a fortune

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 jacket got into his mouth and was swallowed, or at any rate went down his esophagus, and, according to the Western chronicler, stung him in the stomach. It took a physician's services to give the bee its 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 Faverite.

Dr. L. M. Gillam, who practiced medicine over forty years, originated, used and claimed that Botanic Blood Balm, (B. B. B.) which has now been in use about fifty-five years, was the best Tonic and Blood Parifier ever given to the world. It never fails to cure the most malignant ulcers, sores, rheumatism, catarrh, and all skin and blood diseases. Beware of substitutes. Use this standard remedy. Price per large bottle \$1.00. AFTER SEVERAL DOCTORS FALED.

I have been afflicted with Catarrh 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 Botanic Blood Balm, (B. B. B.), a few bottles of which effected an extire cure. I recommend it to any merchant or banker of Athens, Ga., and will seply to any inquiries.

For sale by Druggist.

For sale by Druggist.

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 perch 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 intolrely." "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.

NOTICE.

AUDITOR'S OFFICE, ANDER ON, S. C.

THIS office will be open to receive Roturns 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

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 assessment of Reality will stand for the next four years. Consult your deeds and give the number of acres exactly.

Under the new assessing laws the Township Axcessors are required to make Returns for all Texneyers that fall 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.

Moselay, Thursday, January 13.

Moffatisville, Friday, January 14.

Storeville, Monday, January 18.

Piercetown, Wednesday, January 19.

Biskop's Branch, Thursday, January 20.

Antun, Friday, January 21.

Wyatt's Store, Monday, January 23.

Wigington's Store, Wednesday, January 24.

Cedar Wreath, Tuesday, January 28.

Townville, Friday, January 28.

Townville, Friday, January 28.

Townville, Friday, January 29.

Hones Path Wednesday and Thursday, January 13 and 15.

Belton, Friday and Saturday, January 14 and 15.

Pledmont, Monday and Tuesday, January 17 and 18.

Pledmont, Monday and Tuesday, January 17 and 18.
Pelzer, Wednesday, Thursday and Friday, January 19, 20 and 21.
Williamston, Monday and Tuesday, January 24 and 25.

G N. C. BOLEMAN, Auditor Anderson County. Den 8, 1897

NOTICE.

WILL be let to the lowest responsible bidder—
Tuesday, Dec 21, at 11 a. m., the Repairing or Building of the Bridge over Broad way, near Mr. Samuel Smith's, in Broadway Township.

Also, same day, at 3 p. m., the Repairing of the Bridge at A A. Carpenter's Mill.

Plans and Specifications made known on day of letting.

W. P. SNELGROVE,

Co. Supervisor, A. C. Dec 8, 1897

THE STATE OF SOUTH CAROLINA, COUNTY OF ANDERSON. COURT OF COMMON PLEAS.

J. S. Fowler, Plaintiff, against Marion Eskew, Defendant -Summons for Relief-Complaint not Sorred. To the Defendant above named :

You are hereby summoned and required to any swer the Complaint in this action, which is filed in the critee of the Clerk of the Court of Common Pleas, at Anterson C. H., S. C., and to serve a copy of your Anterson 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 627 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.

Dated November 18th, A. D. 1897.

Dated November 18th, A. D. 1897.
TRIBBLE & PRINCE,
Plaintin's Attorneys, Anderson, S. C.
[SEAL] JOHN C. WATERE, C. C. C. F.

To Marion Eskew, Defendant above named:

Tou will take fortice that the Complaint in this action, together with the Summons, of which the foregoing is a copy, were filed in the office of the Clark of Court of Common Pleas for the Court of Anderson, November 18, 1897.

TRIBBLE & PRINCE, Plaintin's Afternoys.

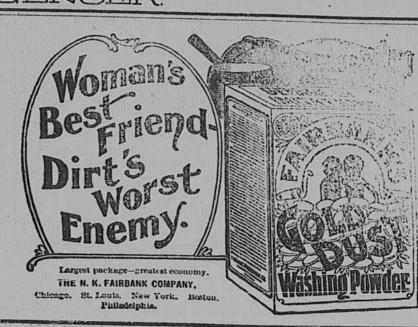
Anderson, S. C., Nov. 28, 1897.

28—4

NOTICE.

The undersigned has just received a L. Car Load of fine Kentucky Horses and Mules, which he will sell on the hasis of 5 cent cotton. Come and see them. No trouble to show them.

W. B. MAGRUDER,



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.

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,

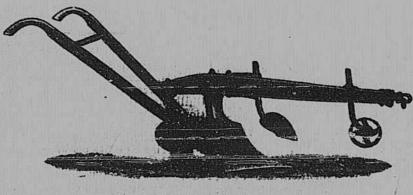
NEW NUTS of all kinds, CANNED MEATS. CANNED FRUITS, CANNED VEGETABLES, BOTTLED PICKLES, SAUCES, CATSUPS, Etc., Etc. We are also receiving every week APPLES, ORANGES, BANANAS,

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,

Free City Delivery.

G. F. BIGBY.



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.

GUR LADIES' LINE—

Women's Heavy Winter Shoes at 69c.
Women's Whole Stock Heavy Winter Shoes at 80c.
Women's Olove Grain Button at 90c.
Women's Dongola Button, solid, at 95c.
Women's Dongola Button, Nest and Stylish, at \$1.20.
Women's Dongola Button, a Real Fine Shoe, at \$1.35.

MEN'S ROCK BOTTOM LINE—

Men's Heavy Plow Shoes, Solid Leather, at 98c.
Men's Creole Congress at \$1.20.
Men's Creole Congress 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, 98c.
The same shoe in all the different toes, lace.

Men's Congress and Lace—a shoe for hard service—\$1.20.

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.

P. S.—Car RED RUST PROOF OATS Cheap.

PREPARE FOR WAR IN TIME OF PEACE!"

Buy your HEATING STOVES before Cold Weather.

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. 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 seatisfied with the price.

TIN WATER SETS, GALV. WATER SETS, ENAMELED WATER SETS. 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 satisfy yourselves that we are in the business to stay, if a large Slock, 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 Parmers and Merchants' Bank, ANDERSON, S. O.



ATLANTA, CHARLOTTE.

NEW ORLEANS AND

NEW YORK, BOSTON, RICHMOND. WASHINGTON, NORFOLK. PORTSMOUTH.

SCHEDULE IN EFFECT VER. 7, 1896. BOUTHBOUND Lv Norfolk, via S. A. L. Lv Portsmouth. . *8 30 pm *9 05am . 8 45 pm 9 20am Ar Durham, Ly Durham, †7 32 am †4 09 pm †5 20 pm †11 10 am Ar Charlotte *8 30 am *10 26pm Ar Chester, *8 10 am 15 47 pm Ly Columbia, C. N. & L. R. R. Ar Clinton S. A L.
Ar Greenwood ...
Ar Abbeviile, ...
Ar Elberton, ...
Ar Athens, ...
Ar Winder, ...

NORTHBOUND.

Lv Atlanta,8.A.L.(Cen. Time) *12 00 n'n *7 56 pm Lv Winder, 240 pm 10 42 pm Lv Athens, 316 pm 11 25 pm Lv Elberton, 415 pm 12 33 am Lv Abbeville, 515 pm 1 40 am Lv Greenwood, 541 pm 2 09 am Lv Clinton, 634 pm 3 05 am Ar Columbia, C. N. & L. R. B... *4 80 p m *7 # 60 Ly Chester, 8. A. L 8 13 pm 4 33 am Av . harlott ... °10 25 pm °8 30 am ... 9 40 pm 6 05 mm. ... 11 23 pm 8 15 sm Ar Wilmingto ... 15 80 am 12 30 pm Ly Southern Pines, Ly Raleigh, Ar Hendesson ... 12 14 am ... 2 16 am ... 8 28 am .. †7 12 am †4 09 pm ... †5 20 pm †11 10 ac Ar Portsmouth S. A. L. Nos. 403 and 402 "The Atlanta Special," Solid Vestibuled Train, of Pullman Sleepers and Concise to between "Washington and Atlanta, also Pellin man Sleepers between Portsmouth and Chester, 8

C.

Nos. 41 and 38, "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 Hense Atlanta, Ga.

Wm. B. Clements, T. P. A., 6 Rindolf Delto Atlants, Ga. E. St John, Vice-President and Gen'l. Manger V. E. McBee General Superintendent. H. W. B. Glover, Traffic Manager. T. J. Anderson, Gen'l. Passenger Agent. General Officers, Fortamonth, Vo.

BLUE RIDGE RAILROAD H. C. BEATTIE, Receiver.

Emthound Between Anderson and Wall Wester STATIONS.

J. P. ANDERSON, Seperintendent.
W. C. COTHRAW, General Agent.
Connections at Senera with Southern Indivage
No. 11. At Anderson with Southern Railway Hos.
11 and 12.

CHARLESTON AND WESTERN CAROLINA RAILWAY. AUGUSTA AND ASKEVILLE SHORT LENG In effect February 7, 1897.

Lv Augusta... Ar Greenwood Ar Anderson Ar Laurens... 9 40 am 1 60 pm 1 15 pm 7 00 am 8 2 00 pm 10 15 am 4 05 pm 9 26 am 5 25 pm 7 00 pm 7 00 pm Ar Saluda Ar Hendersonville Ar Asheville..... 8 20 am 11 45 am 10 00 am Lv Calboun Falls... Ar Baleigh....... Ar Norfolk...... Ar Petersburg Ar Richmond... Lv Augusta... Ar Allendale.. Ar Fairfax.... Ar Yemassee 9 30 am 10 35 am 10 50 am Close connection at Calhoun Falls for 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. Ballway, and at Spartanburg with Southern Ballway.
For any information relative to tickets, rates, schedule, etc., address
W. J. CRAIG, Gen. Pass. Agent, Augusta, Gs. E. M. North, Sol. Agent.

ATLANTIC: COAST LINE

TRAFFIC DEPARTMENT, WILMINGTON, N. C., Nov. 27, 1897 Fast Line Between Charleston and Columbia and Upper South Carolina, Nossh Carolina, CONDENSED SCHEDULE.