

THE PHOENIX,
Published Daily and Tri-Weekly,
THE GLEANER,
Every Wednesday Morning,
BY JULIAN A. SELBY.
Editor and Proprietor,
Office on Richardson St., near Taylor.

THE PHOENIX is the oldest Daily Paper in South Carolina, has the largest circulation in the upper portion of the State, and has been regularly issued since its inception—March 21, 1865.

Subscription: Daily, six months, \$4; Tri-Weekly, 2 50; Weekly, 1 50.

Advertisements: Inserted in the Daily at \$1 a square of nine lines for first, and 50 cents each subsequent insertion; if not exceeding five lines in length, 75 cents. Long advertisements by the week, month or year, at less rates. Marriages, Funeral Invitations, &c., \$1.

Book and Job Printing of every description faithfully attended to.

Agents: Julius Poppe, Anderson. Robert Bryce, Spartanburg. J. A. Grigby, Bldgway. E. A. Scott, Newberry. H. W. Lawson, Abbeville.

Ze Moskeetare.
Petite moskeetare, your time he have come!

Ze froat he have called for you—go you now home;

All of your buz ze-buz in my ear, Now I am rid of it skeetare, my dear.

Ven to my bed in my garret I go, Zen viz your mosio you bozare me so;

Viz your tin trumpet you sing all ze night,

M'le Jack Frost now he freezes you tight,

Ahl vat a blessing cole vinter be, Ven he kill all ze moskeetare and flea;

Zen till ze spring time varm vedder sall bring,

Monsieur Moskeetare, no more you vill sing.

A Love Story of the War.

We were sitting in our room at the Glades Hotel, in Oakland, Maryland, one day with a charming lady who had dropped in on a visit. One of our windows looked into that of another room so placed by the position of the main building that half of its interior could be seen. We were looking up and admiring a little chubby, blue-eyed two-year-old, white as snow, who was pulling a bouquet to pieces and tossing out its fragments, or clapping her hands with delight as a train went thundering by.

"These rooms," said our visitor, "have some very tender associations for me."

"Why so?" we asked.

"Well," she answered, "during the war the greater part of the hotel was seized by the Government as a hospital, and we were crowded into few rooms. My sister and I had this. In that room where that little beauty is were two Union officers, one sick of the fever and another of a wound. It was hard to tell whether they were slowly dying or slowly getting well. I never saw such ghostly skeletons to be alive. We were 'seesh,' and not modest about it, either; but still our hearts ached for the poor young men, so ill, perhaps dying, far from friends and relatives."

"It bothers one to know how this should be a hospital," we said, "it is so far removed from active operations."

"It was thought," she answered, "that the mountain air of the glades would be more favorable to recovery than elsewhere, so this was made a hospital. One day one of these officers dragged himself to the window and under the impulse of the movement my sister asked if we could do anything for them, and he answered, gasping for breath, that a little chicken or soup would save their lives. Chickens were rare in those days—an army is hard on poultry. The men will work all night, after marching through the day, to secure a few chickens; so that when the hospital nurse and physician had an unlimited supply of luxuries in the way of wines, potted meats and canned vegetables, they were without anything fresh. We knew where a few chickens were hid in a cellar by a neighbor, and we coaxed one out of the owner, and after a deal of vexatious trouble—for at every turn we were met by a fixed bayonet and an insult—we got the soup ready, and as the guard in the hall would not permit us to approach our patients, my sister attempted to hand the bowl to the officer in the window. Just as he was feebly reaching for it and she stretching herself half out to give it to him, a harsh, ugly voice below cried aloud, 'Look out there—poison!' She nearly dropped herself, soup and all. Drawing back she hesitated a second, and then she took the spoon and began eating the broth. 'Oh, bother!' cried the officer. 'Don't waste it that way; I'm not afraid,' and she gave him the soup. It seemed to revive them, and they continued steadily to improve, as day after day we supplied them with chicken broth until the cellar was empty. During this time we stood at the window talking and we sang to them—sang 'My Maryland' and all the Southern songs we knew, until they were well enough to leave the hospital and return to duty. They both seemed sorry to go, and forced on as a quantity of hospital stores and some coffee, which last we needed sadly. Then one gave a ring and the other a brooch, as tokens of their kind feelings."

"And did they never return?" we asked.

"One did not; for, poor fellow, he was killed in the very next battle in which he was engaged. His companion wrote us about it, and the writer insisted upon opening a correspondence with my sister; and soon his letters grew into love letters, and after

a time they were engaged. Nearly a year subsequent to this our patient got leave of absence and came on to be married. He put up at a hotel, and—will you believe it?—our own brother, who was in the Confederate service, and knew nothing of my sister's affairs, led a band of guerillas into our town at night and captured his intended brother-in-law from his bed. This not only deferred the marriage, but deprived the young West Pointer of his promotion, that had been promised for gallant service in the field. It was really aggravating, for exchanges had almost ceased, and it looked as if the lovers would have to wait until this 'cruel war was over' before they could be united."

"You should have appealed to Abraham Lincoln to give a married brigadier for an unmarried lieutenant."

"We did better. Procuring passes, we went through the lines and appealed to Jeff Davis. Jeff said he would put my brother's prisoner in his sister's keeping. They have been happily married these many years. He is brevet-brigadier general now, and it all came of our nursing the enemy in that room."

Here is the foundation of a drama superior to that given by Boucicault in Belle Lamar.—Don Piat.

A lady with the terrible name, Mad. Nanette Falk Auerback, is singing in symphony concerts at Baltimore. With such a name, it would be needless to sing, "You'll Remember Me."

VICTORIA HOTEL,
Charleston, S. C.
HAS been entirely renovated and refurnished throughout. It is most centrally situated, in King near Market street, for the traveling public. They solicit their patronage. Board per day, \$2.50.

MRS. MARIA OPDEBECK,
Proprietress.
Oct 12 2mo

THE GREAT SOUTHERN DRY GOODS HOUSE.
FURCHGOTT, BENEDICT & CO.,
275 King Street, Charleston, S. C.
THE CHEAPEST
DRY GOODS,
NOTIONS,
OIL CLOTHS,
CARPETS,
MATTINGS,
RUGS, Etc.,
THIS SIDE OF NEW YORK.
For prices, see local. Sept 4 6mo

WALKER, HANS & COGSWELL
ESTABLISHED 1832.
Nos. 3 Broad Street and 109 East Bay Street,
CHARLESTON, S. C.
STATIONERS
PRINTERS
AND
BINDERS
FIRST-CLASS WORK
OUR SPECIALTY,
YET, BY USING CHEAPER GRADES OF STOCK,
WE CAN FURNISH WORK AT
LOWEST LIVING PRICES.
FINE FASHIONABLE STATIONERY,
Pieris Paper and Envelopes.
Wedding and Ball Invitations
ON THE BEST STOCK AND PRINTED IN THE
LATEST STYLE.
Sept 4 6mo

COLUMBIA MUSIC STORE.
LyBrand & Son
MAKE pleasure in calling, and attention of the public to an examination of their STOCK OF MUSICAL MERCHANDISE, consisting of Pianos, Church and Parlor Organs, Melodeons, Violins, Guitars, Banjos, Flutes, Accordions, Brass and Silver Band Instruments of all kinds. Also, Sheet Music and Instruction Books for every class of Musical Instruments on hand at all times. We are Sole Agents for the State of South Carolina of Estey & Co.'s grand, upright, and all kinds of Musical Goods sent by Express, when ordered, to any part of the State, marked C. O. D. Good, Strong, and Piano and Organs for sale cheap, for cash. Pianos, Organs and Melodeons Tuned and Repaired in a satisfactory manner; and will give special attention to Packing, Removing and Shipping Pianos for other parties to any point desired, at moderate prices.

All orders promptly attended to and satisfaction guaranteed to those favoring us with their patronage. Send for our catalogue of Sheet Musical and Musical Merchandise, Richardson street, a few doors above Phoenix office, Columbia, S. C. Nov 7

Butter and Cheese.
10 FIRKINS Choice SHED BUTTER,
50 English Dairy and Cream Cheese.
Just received and for sale low by
Nov 5 3 JOHN AGNEW & SON.

CLOTHING AND HATS

FOR
MEN, YOUTHS AND BOYS.

UNDER-WEAR! NECK-WEAR!
CELEBRATED STAR SHIRTS!

LATEST STYLES! LOW PRICES!

Broadway Silk Hats.

LARGEST STOCK IN THE CITY, AND AT THE LOWEST PRICES,
FOR CASH.

KINARD & WILEY.

PLEASE TAKE NOTICE
THAT THE LARGEST AND MOST COMPLETE STOCK OF MEN'S AND BOYS

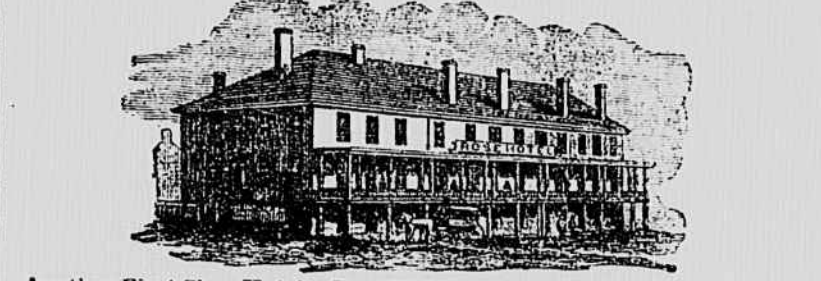
CLOTHING, FURNISHING GOODS AND HATS,

That ever came to Columbia can be found at

D. EPSTIN'S,
Under Columbia Hotel, and is being sold at the
Lowest Prices.

Every Department is replete with the choicest goods of the season, made expressly for this market, and for the Fall and Winter of 1874-1875. Be convinced of this by calling on

ROSE'S HOTEL, COLUMBIA, S. C.
WM. E. ROSE, Proprietor.



Another First Class Hotel—Fare \$2.50 a Day, including Omnibus Ride.
SITUATED NEAR THE CAPITOL and in the centre of the business part of the city. Rose's Omnibus will convey passengers to and from every Train. The Ladies' Apartments are complete, with private entrance on Assembly street. The BILLIARD and BATH ROOMS are all new and superior to any in the city.
April 5

GREAT SOUTHERN FREIGHT AND PASSENGER LINE
VIA
CHARLESTON, S. C.,
TO AND FROM
BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON,
AND
ALL THE NEW ENGLAND MANUFACTURING CITIES.

Three Times a Week from New York—Tuesday, Thursday and Saturday. 25-Elegant State Room Accommodations. Sea Voyage 10 to 12 Hours Shorter, "via Charleston." TOTAL CAPACITY, 40,000 BALES MONTHLY.

The South Carolina Railroad Company.
AND connecting Roads West, in alliance with the fleet of thirteen first class Steamships to the above ports, invite attention to the quick time and regular despatch afforded to the business public in the Cotton States at the PORT OF CHARLESTON, offering facilities of rail and sea transportation for Freight and Passengers not excelled in excellence and capacity at any other port. (The following splendid Ocean Steamers are regularly on the line:

TO NEW YORK.
CHARLESTON.....Jas. Berry, Commander. | CHAMPION.....B. W. Lockwood, Com'r.
JAMES ADGER.....T. J. Lockwood, Com'r. | MANHATTAN.....M. S. Woodhull, Com'r.
JAMES ADGER & CO., Agents, Charleston, S. C.

TO PHILADELPHIA.
Iron Steamships ASHLAND, Alex. Hunter, Com'r. | EQUATOR, C. Hinchley, Com'r.
Sailing Days—FRIDAYS. WM. A. COURTENAY, Agent, Charleston, S. C.

TO BALTIMORE.
FALCON.....Isinic, Commander. | SEA GULL.....Dutton, Commander.
Sailing Days—Every Fifth Day. PAUL C. TRENHOLM, Agent, Charleston, S. C.

TO BOSTON.
Steamships MERCEDITA and FLAG, Sail every Saturday.
JAMES ADGER & CO., Agents, Charleston, S. C.

Later guaranteed as low as those of competing lines. Marine Insurance, one-half of one per cent.

THROUGH BILLS OF LADING AND THROUGH TICKETS
Can be procured at all the principal Railroad Offices in Georgia, Alabama, Tennessee and Mississippi.

State Rooms may be secured in advance, without extra charge, by addressing the Agents of the Steamships in Charleston, at whose offices in all cases the Bills of Lading should be exchanged and Bills of Lading received. Through Tickets by this route include Transfer, Meals and State Room, when applicable.

THE SOUTH CAROLINA RAILROAD, GEORGIA RAILROAD
And their connecting lines, have largely increased their facilities for the rapid movement of Freight and Passengers between the Northern cities and the South and West. First Class Eating Saloon at Branchville. On the Georgia and South Carolina Railroads. First class Sleeping Cars.

Freight promptly transferred from the steamers to day and night trains of the South Carolina Railroad. Close connections are made with other Roads, delivering Freights at distant points with great promptness. The manager will use every exertion to satisfy their patrons that the line via Charleston is the most rapid and safe method of delivery of goods.

For further information, apply to T. J. GIBBS, Western Agent, Atlanta, Ga.; B. D. HARELL, General Agent, P. O. Box 4 979, (Chest 215 Broadway, N. Y.); S. B. PICKENS, General Passenger and Ticket Agent, South Carolina Railroad, at J. M. SELBY, Superintendent Great Southern Freight and Passenger Line, Charleston, S. C. Jan 30 11

MONEY TO LOAN,
On Marketable Collaterals.
EXCHANGE on New York, Baltimore, Philadelphia, Boston and all prominent cities of the United States and Europe bought and sold.
DEPOSITS received and interest-bearing certificates issued.
STOCKS, BONDS, GOLD and SILVER bought and sold.
ACCOUNTS of merchants and others from the city and country collected, and LIBERAL LINES OF DISCOUNTS granted by the CENTRAL NATIONAL BANK, Corner of Plain and Richardson streets.

Wrapping Paper.
A FULL supply of WRAPPING PAPER just received from the Atlantic Paper Mills, for which we are sole agents, and offered at lower prices than same quality can be delivered from the Northern cities. Call and examine quality and prices at the store of
JOHN AGNEW & SON.

Subscribe for the PHOENIX.

TO THE READING PUBLIC!

If you Want a Thorough Newspaper,
SUBSCRIBE FOR

THE PHOENIX,
Daily and Tri-Weekly; or

WEEKLY GLEANER
Issued every Wednesday,
IN COLUMBIA, SOUTH CAROLINA



The PHOENIX is the oldest daily paper in the State, and has been regularly issued since March, 1865.

THE LATEST INTELLIGENCE,
By Telegraph and Mail, from nearly all parts of the World; together with

FULL MARKET REPORTS;
Besides well selected MISCELLANEOUS and READING MATTER, of interest to everybody, will be found in these publications.

THE EDITORIALS
Are carefully prepared, by competent writers; while special attention is given

THE LOCAL DEPARTMENT.
Taken as a whole, NO BETTER OR MORE SATISFACTORY INVESTMENT can be made, than a subscription to one of the other of these publications. They are Conservative in politics, and are devoted to the best interests of the State. The following are the

TERMS FOR SIX MONTHS.
Daily PHOENIX.....\$4 00
Tri-Weekly.....2 50
Weekly GLEANER (48 columns).....1 50

These papers were the first issued in Columbia, in 1865, after its partial destruction, and have been regularly published ever since. They

CIRCULATE EXTENSIVELY
Throughout middle and upper Counties of the State, and are excellent

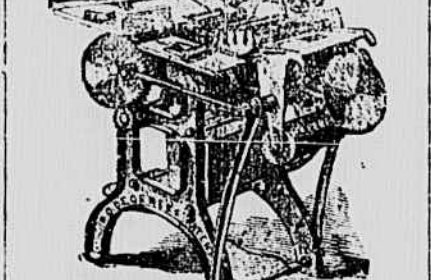
MEDIUMS FOR ADVERTISING.
The PHOENIX has a greater circulation through the upper part of South Carolina than any other daily paper. Merchants and others will find its columns an admirable means of communication with the people of the entire up-country. Advertising rates are reasonable. Send advertisements marked with the number of insertions desired, and they will be stopped upon the expiration of the time. Office on Richardson street, between Taylor and Blauding.

JULIAN A. SELBY, Proprietor.
Have your Job Printing done Home.

ESPECIALLY WHEN
Style and Price are the Same

THE PHOENIX
Book and Job
Steam Printing Office.

Is thoroughly supplied with POWER PRESSES of the Latest Improvement; TYPE of various grades and styles from one foot to the fifth part of an inch in size; BORDERS, CUTS, &c.; Black, Colored and Transfer INKS; PAPER, CARDS, &c. Work executed at shortest notice, in latest and best styles and at New York prices. CALL and EXAMINE SPECIMENS of



1, 2, 3 and 4 Sheet Posters, Hand-bills, Programmes, Circulars, Pamphlets, Bills of Fare, Briefs, Letter Heads, Dodgers, Bill Heads, Checks, Horse Bills, Receipts, Labels, Railroad Blanks, Legal Blanks, Tags, Cards all kinds and sizes—Wedding, Visiting, Business, Show.

JULIAN A. SELBY, Proprietor
PHOENIX and GLEANER Establishment

Greenville and Columbia Railroad CHANGE OF SCHEDULE.

PASSENGER TRAINS run daily, Sundays excepted, connecting with Night Train on South Carolina Railroad up and down; On and after Friday, August 28, the following will be the Schedule:

UP.
Leave Columbia at..... 7.20 a m
Leave Belton..... 9.05 a m
Leave Newberry..... 10.31 a m
Leave Cokesbury..... 2.15 p m
Leave Belton..... 3.50 p m
Arrive at Greenville..... 5.30 p m

DOWN.
Leave Greenville at..... 6.30 a m
Leave Belton..... 8.20 a m
Leave Cokesbury..... 10.13 a m
Leave Newberry..... 1.30 p m
Leave Belton..... 3.08 p m
Arrive at Columbia..... 4.50 p m
Anderson Branch and Blue Ridge Division

UP.
Leave Wallhalla..... 4.45 a m Arrive 7.15 p m
Leave Perryville 5.30 a m 6.55 p m
Leave Pendleton 6.10 a m 5.50 p m
Leave Anderson 7.20 a m 4.50 p m
Arrive at Belton..... 12.42 a m
Accommodation Train runs on Abbeville Branch Monday, Wednesday and Friday. On Anderson Branch, between Belton and Anderson, Tuesday, Thursday and Saturday. THOMAS DOTAMFAT, Gen. Supt. JAMES NORTON, General Ticket Agent

The Short Line Schedule.
CHARLOTTE, COLUMBIA & AUGUSTA R. R. CO. COLUMBIA, S. C., June 28, 1874.
The following Passenger Schedule will be operated on and after this date:

GOING NORTH. Train No 2 Train No 4
Leave Augusta..... 7.45 a m 4.15 p m
Graniteville..... 8.13 a m 5.11 p m
Columbia Junction..... 12.20 a m 19.15 p m
Arrive Columbia..... 12.50 p m 9.17 p m
Windsboro..... 2.49 p m
Chester..... 3.29 p m
Arrive Charlotte..... 10.45 p m
No 2 Train makes close connection, via Charlotte and Richmond, with all points North, arriving at New York 6 05 A. M.
No. 4 Train makes close connection, via Wilmington and Richmond to all points North, arriving at New York at 5 15 P. M.

GOING SOUTH. Train No 1 Train No 3
Leave Charlotte..... 8.50 a m
Chester..... 11.02 a m
Windsboro..... 12.38 p m
Arrive Columbia..... 2.42 p m
Columbia Junction..... 3.40 a m
Graniteville..... 4.15 a m
Arrive Augusta..... 17.15 p m 7.48 a m
Breakfast Dinner Supper
South bound Trains connect at Augusta for all points South and West. Through tickets sold and baggage checked to principal points. Sleeping cars on all Night Trains. JAS. ANDERSON, General Supt. A. PORE, Gen. Passenger and Ticket Agent

Wilmington, Columbia and Aug R. R. GENERAL PASSENGER DEPARTMENT.
COLUMBIA, S. C., Oct 18 1874.
The following Schedule will be operated on and after this date:

GOING NORTH. TRAIN NO 2 TRAIN NO 4
Leave Columbia..... 2.00 a m 8.45 p m
Florence..... 19.00 a m 2.10 a m
Arrive Wilmington..... 5.00 p m 7.15 a m
GOING SOUTH. TRAIN NO 1 TRAIN NO 3
Leave Wilmington..... 9.10 a m 16.10 p m
Florence..... 5.20 p m 11.57 p m
Arrive Columbia..... 1.50 a m 4.00 a m
Train No. 2, from Columbia, is an accommodation to Florence, and there connects closely with N. E. R. R., and at Wilmington with W. & N. R. R. to all points North.

Train No. 4 from Columbia is fast Express, making through connections, all rail, North and South, and water line connections via Portsmouth.

Train No. 1 from Wilmington, connects closely at Florence with N. E. R. R. for Charleston, and is an accommodation train thence to Columbia.

Train No. 3, from Wilmington, is a fast Express, connecting closely from and to all points North and South. Through tickets sold and baggage checked to all principal points. Pullman palace sleepers on night trains. Breakfast Dinner Supper. Accommodation Train No. 2 leaves Columbia daily, Sundays excepted. Express Train No. 4 leaves Columbia every night.

JAS. ANDERSON, General Supt. A. PORE, Gen. Passenger and Ticket Agent

Summer Schedule S. & U. R. R.
DOWN TRAIN UP TRAIN
Spartanburg..... Arrive Leave Arrive Leave
Spartanburg..... 11.00 2.45
Pacquet..... 11.32 11.35 2.17 2.20
Jocet..... 11.40 11.45 2.15 2.10
Newberry..... 12.15 12.22 2.58 2.55
Unionville..... 12.15 1.10 12.80 12.15
Santee..... 1.42 1.50 11.40 11.55
Fish Dam..... 2.12 2.16 11.10 11.20
Shelton..... 2.28 2.35 11.47 10.15
Lyles Ford..... 2.48 2.53 10.24 10.52
Strothers..... 3.07 3.15 10.80 10.10
Alston..... 4.00 3.10

June 25 W. W. DAVIES, Supt.

Change of Schedule.
SOUTH CAROLINA RAILROAD COMPANY, COLUMBIA, S. C., October 18, 1873.

The following Change Schedule will be operated on and after this date:

MAIL AND PASSENGER TRAIN.
Leave Columbia at..... 8.40 a m
Arrive at Charleston at..... 4.20 p m
Leave Charleston at..... 9.01 a m
Arrive at Columbia at..... 5.06 p m
NIGHT EXPRESS, FREIGHT AND ACCOMMODATION TRAIN, Sundays excepted

Leave Columbia 7.15 p m Arrive..... 6.30 a m
Arrive Charleston 7.10 p m Leave..... 6.45 a m
Camden Train runs Monday, Wednesday and Saturday, as follows:

Leave Columbia 1.50 p m Arrive 11.50 a m
Leave Camden 6.50 a m Arrive 6.35 p m
S. B. PICKENS, General Ticket Agent

Piedmont Air-Line Railway.
CONDENSED TIME TABLE, Richmond and Danville, Richmond and Danville R. W., N. C. Division, and North Western N. C. R. W.

GOING NORTH.
STATIONS. MAIL. EXPRESS
Leave Charlotte..... 7.10 P M 6.25 A M
Leave Salisbury..... 9.50 A M 8.54 A M
Leave Greensboro..... 11.20 A M 11.20 A M
Leave Danville..... 4.32 A M 1.22 P M
Leave Burkville..... 9.34 A M 6.40 P M
Arrive at Richmond..... 12.45 P M 9.30 P M

GOING SOUTH.
Leave Richmond..... 2.30 P M 6.10 A M
Leave Burkville..... 5.34 P M 8.28 A M
Leave Danville..... 10.41 P M 12.57 P M
Leave Greensboro..... 2.15 A M 4.60 P M
Leave Salisbury..... 4.57 A M 6.22 P M
Arrive at Charlotte..... 7.20 A M 8.20 A M

GOING EAST.
Leave Greensboro..... 1.45 A M 11.10 A M
Leave Company Shops 3.36 A M Arrive 2.01 P M
Leave Raleigh..... 1.05 A M 1.22 P M
Arrive at Goldsboro..... 11.55 A M

GOING WEST.
Leave Goldsboro..... 4.00 P M
Leave Raleigh..... 7.45 P M
Leave Company Shops 12.05 A M 2.15 P M
Arrive at Greensboro..... 1.30 A M 3.50 P M
Leave Kernersville 3.40 p m Arrive 10.50 a m
Leave Greensboro 9.00 a m Arrive 5.10 a m
Mailtrains daily, both ways, over entire length of road. Express daily between Company Shops and Charlotte. Sundays excepted. B. E. ALLIEN, Gen. Ticket Agent. T. M. J. TAYLOR, Engineer and Gen. S.

For Sale,
A LIGHT ROCKAWAY and a pair of small HORSES. For particulars, apply at PHOENIX office. Oct 10

GREENVILLE AND COLUMBIA RAILROAD CHANGE OF SCHEDULE.

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Anderson Branch and Blue Ridge Division

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Wilmington, Columbia and Aug R. R. GENERAL PASSENGER DEPARTMENT.
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