

The Herald and News.

PUBLISHED EVERY WEDNESDAY AT No. 222 S. C.

The Inter-State Commerce Bill.

The House will probably adopt the Inter-State Commerce bill to-day, and there is no reason to doubt that the President will sign it, and that it will thus be very soon a part of the law of the land.

We observe a suggestion here and there that some railroad corporations will attempt to make the law odious by their manner of obeying it. We suppose the ingenuity of the railroad managers, aided by the ingenuity of highly paid lawyers, could contrive to inconvenience the public by their treatment of the law. But we advise railroad directors and managers not to do this. It will be a mistake, and it may turn out a very bad mistake for them.

Our advice to the railroad corporations is to accept the measure in good faith, to carry it out loyally and give all its provisions a fair trial, and to show the public and Congress that they are ready to help cure the many abuses which undoubtedly exist in the transportation system of the country. The bill is not a bad measure. Some of its provisions which have been strongly objected to will, we believe, be generally accepted by railroad men as harmless and wise after they have had a fair trial. Many of the evils which the public has justly complained of are struck at by it, and ought to be.

No capable and honest railroad manager denies in private that the present system is so utterly bad that almost anything is better, and hardly anything can be worse for the railroads themselves. The bill forbids pooling, but what are pools except pretexts, promises, made to be broken by the least scrupulous roads? And no honest railroad manager will justify or defend the secret rebates, special rates and other cut-throat arrangements which are so notorious.

One form of pool is possible under the provisions of the bill, and this we recommend to the corporations affected by it. They may meet together and determine to carry out all its provisions in good faith, and to sue and bring to justice in every case every road which violates them. Such a pool as that the public would welcome, and if it is formed and the engagements we propose are rigorously carried out, we shall see, for the first time in many years, the business of railroading conducted without trickery, without a constant cut-throat game among rival routes, and in a way which will make an upright manager ashamed.

For ourselves we have the greatest hope of good effects from those parts of the bill which command publicity in rates and accounts. We should have been willing to accept those parts alone as securing a great reform in railroad management. Thorough publicity for all the business of a corporation is on the whole the best security the public can have that these modern business monsters shall not become dangerous to their creators. Publicity enables public opinion to rally against their encroachments, to condemn and punish their misdeeds and to enforce the people's rights against them. It is because we believe that the public has a right to know in every detail what great corporations do, and that being thus informed the people will always be their masters, that we have urged that the commission of inquiry into the Pacific railroad management voted by the House shall have very broad scope and large powers, shall be highly paid and shall sit with open doors. We hope the Senate will amend the House bill in these directions, and we warn the corporations concerned that they would do well to welcome such an inquiry, and not secretly or openly to resist it.

As to the Inter-State Commerce bill, such a measure ought to have been passed long ago. If the present bill is faulty Congress can amend it, as experience may show to be advisable; but if the great transportation corporations whom it affects will agree together to give it a fair trial we believe it will require but little change hereafter.—New York Herald, Jan. 21st.

The Randall Bill.

The proposed bill for the reduction of taxes, which we suppose will be known as the Randall bill, seems to have been improved by the last amendments of it.

It is something to have the increased duties of the original draft stricken out, lumber and jute placed on the free list, and the taxes on steel rails reduced to \$13 a ton. But the measure is still in a most unsatisfactory shape. The only good purpose it can serve is that of bringing the subject before Congress.

If the House shall set aside the bills now on the calendar which have the precedence, the Randall bill may form the foundation of a useful law.

We should suppose that the revenue reformers could succeed in placing coal and the ores on the free list. The New England members should support such an amendment, and there are several Republican members from New York who can hardly refuse to vote for it.

If the reformers are not strong enough to make wool free, they can still make substantial progress by relieving the commodities we have mentioned from taxation.

It is possible that the House may abolish the tobacco taxes. Tobacco is a staple product which is raised in

most of the States, and there is no better reason for taxing it than there is for taxing corn, except that the use of tobacco is neither necessary nor beneficial. It is used only by men and a few women, and their use of it is entirely voluntary. It is therefore a convenient thing to tax. We would be quite willing to abolish the taxes on tobacco on the condition that the same amount should be thrown off from imported articles.

As to the taxes on spirits, we do not believe that the House will dare to repeal any of them. The revenue reformers may be able some day to give up the taxation on distilled spirits, but the protectionists must maintain it. There is no representative who can meet a Northern constituency after having voted to take taxes off from whiskey and to continue them upon food and clothing.

We are pleased to learn that the revenue reformers in the House will support Mr. Randall's motion to take up revenue measures should he determine to make it. This is in accordance with the advice the Star has given them. We will not assume that their action has been influenced by our advice, but we will have great pleasure in finding that the Star is in full agreement with the revenue reformers in the House.—New York Star.

CANDIDATES FOR APPOINTMENT ON THE NATIONAL RAILROAD COMMISSION.

The Southern States Have Several Applicants.

It is reported upon good authority that the President, in conversation on the subject of the complexion of the National Railroad Commission, has said that only men of established national reputation should be appointed to the places. He takes the ground that the legislation is of the most delicate and important character, and can be satisfactorily administered only by men of large experience whom the people know and trust. This is a death knell to the prospects of a great many aspirants, but the news has not as yet been widely distributed, and personal bores are daily lanced. General Lawton of Georgia, who was appointed to the Russian mission and found to be ineligible, is looked upon as a man whom the South would be glad to see chosen for a place on the board. There are also mentioned C. S. Mitchell of Dallas and H. B. Andrews of San Antonio, Tex., and E. K. Converse of New Orleans. Senator Cullom is suffering from an impression that prevails that his advice to the President as to the selection of the two Republican members of the board will be of unusual weight. His assistance is sought by all of the applicants, but as yet to all he is non-committal. The belief is that he has a friend in Illinois whom, should he have reason to think his recommendation would decide matters, he will press for a place.

Most, if not all, the Southern States will have Democratic candidates for places on the commission. Virginia presents Congressman J. Randolph Tucker, and Colonel Robert B. Beverly of national prominence as a granger. From North Carolina there are Colonel George Davis, formerly Confederate Attorney-General, and Senator John Hughes, once a Democratic candidate for Lieutenant-Governor, and President of the Atlantic and North Carolina Railroad.

South Carolina puts forward ex-General, ex-Governor and ex-Railroad Commissioner M. L. Bonham and General Edward McCrady, a prominent lawyer and member of the Legislature. Georgia has for candidates ex-Governor and ex-Railroad Commissioner James Miller Smith and Colonel John Serrey, merchant and planter, and lately president of the Savannah, Albany and Gulf Railroad. General P. M. B. Young, now Consul-General at St. Petersburg, would like to go to Bogota, but is not a candidate for Commissioner.

The friends of W. L. Bragg, late president of the Alabama Railroad Commission, would like to see him appointed, and Texas has at least one candidate, in the person of William W. Long, now Consul at Hamburg. Some years ago he was Jay Gould's immigrant agent in Europe, and lately a prominent granger.—Washington Correspondence of the New York Star.

"The Salvation Army."

A branch of the "Salvation Army" has been established in this city, Mr. Newton, a representative of the organization, having rented Gower & Reilly's hall for six months' time, with privilege of keeping it one year. On Sunday afternoon last religious services were conducted on the public square, near the Court House, in the open air. Adjutant Newton, as he is called, is assisted by his wife. Later in the afternoon, services were also held in the hall named, which were witnessed by a tolerably large audience. It was repeated in the same place at night. The purpose of the "Army" seems to be to preach salvation to those who do not attend any of the churches. Adjutant Newton says that he is here only to establish the branch of the organization, when he will pass on and his place be filled by others whose special mission it is to conduct the work.

Adjutant Newton wore a close-fitting red jacket, with a blue army frock coat and regulation military cap trimmed in red and bearing in gilt letters the words "Salvation Army." His wife was dressed in plain black, with a black poke bonnet, without ornamentation of

any kind except a red ribbon with "Salvation Army" on it and a metal badge at her throat. The singing is accompanied by music from a hand accordeon, and the services are very similar to revival meetings. Mr. and Mrs. Newton speak with great earnestness and sincerity.—Enterprise and Mountaineer.

WHAT KILLS AMERICA'S.

Poor Living—Reckless Eating—Hard Drinking—Poor Sleeping—Social Jealousy—Political Ambition—Violent Passions—The Race for Money.

The alarming disease of this country is nervous debility and prostration. It goes under many names but it is essentially the same complaint. Hospitals and private institutions for nervous patients are crowded. The average of life in the United States is decreasing every year. Sudden deaths from nervous collapse among our business, professional and public men are so frequent as scarcely to excite remark. The majority of suicides, committed without apparent reason, or under so-called "depression of spirits," are really prompted by nervous prostration, which is a fruitful source of insanity and crime with all their grief and horror.

These facts are startling. They threaten the very life of the nation. They assail the springs of its power and prosperity. They wreck manhood's strength and woman's usefulness and beauty.

Every one should know the causes. What are they? The answer is easy and terribly plain: Our vicious personal habits; our careless and lawless eating and drinking; the intense mental and physical strain arising from our mad race after money, position and influence; the fears and struggles of poverty; the use of narcotics and stimulants; our fashion of turning day into night and night into day; and, briefly, our desperate willingness to pay any price for an hour's pleasure or success. So we burn life's candle at both ends and fill the lunatic asylums and the graveyards.

The disease from which we suffer and die is, in plain English, Nervous Dyspepsia, as it is seated in the Nerves and in the organs of Digestion, Assimilation and Nutrition. Healthy digestion being impeded or destroyed, the whole body, nerves included, is literally starved; even when there is no emaciation to tell the sad story.

Nervous prostration sends out its warnings:—headache in the morning; a persistent dull heaviness or aching at the base of the brain; wakefulness; loss of appetite and disgust with food; loss of mental energy and interest in ordinary duties and business; restlessness and anxiety without any assignable reason; eructations; bad breath; foul mucous on the teeth; occasional giddiness; palpitation of the heart; salowness of the skin; coated tongue and gradual failure of strength and ambition.

The remedy is a total abandonment of the habits and customs which cause the disease in each individual case, and the use of Shaker Extract of Roots (Seigel's Syrup) to cure the mischief already done. This great remedy, prepared by the Shaker Community of Mt. Lebanon, N. Y., is especially adapted to eradicate Nervous Dyspepsia. To do this it acts directly and gently but powerfully upon the disordered stomach, liver and kidneys, restoring their tone and vigor, promoting the secretion of bile, expelling waste matters from the system, and purifying the blood.

Upon the nervous system Shaker Extract (Seigel's Syrup) acts as a safe and wholesome anodyne without the slightest narcotic effect, and then leaves the nerves to regain their natural tone and strength through its wonderful influence upon the function of nutrition.

It is safe to say more nervous dyspeptics have been restored by it from the depths of misery to a fresh enjoyment of life and labor than by any or all other forms of treatment combined.

Agricultural Licens with the priority clause for sale at this office.

ROYAL BAKING POWDER Absolutely Pure. This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight alums or phosphates powder. Sold only in cans. ROYAL BAKING POWDER CO., 100 WALL ST., N. Y.

STATE OF SOUTH CAROLINA, COUNTY OF NEWBERRY.

Williametta E. Ruff, Plaintiff, against Stout Goree, Defendant.

By virtue of a distress warrant directed to me by the above named Williametta E. Ruff, I have distrained for rent due and unpaid the following goods and chattels, to wit: Two beds and bedding, three chairs, two tables, one trunk, one shotgun, one cream-colored mare, one cow and calf, lot of lumber, three pair gears, one plow stock, saddle and bridle, as the property of Stout Goree; and the five days having elapsed since the said goods and chattels were so distrained, and no relivin having been sued out therefor.

Therefore, by virtue of the authority in me vested, I will sell the above enumerated goods and chattels to the highest bidder for cash, at the plantation of Mrs. W. E. Ruff, on Friday, the fourth day of February next, at 11 o'clock p. m., towards the satisfaction of said rent.

And, also, by virtue of a warrant to seize crops, I will sell, at the same time and place, for cash, the following articles, viz., lot fodder, lot hay, 13 bushels corn, 64 bushels cotton seed, 831 lbs. seed cotton, and about 8 bushels potatoes, seized as the property of the said Stout Goree, towards satisfying the agricultural lien in favor of the said Williametta E. Ruff.

JAMES F. EPTING, As Agent of W. E. Ruff, Landlord, and Special Deputy Sheriff.

Jan. 19, 1887—2t.

Notice. Is hereby given to Executors, Administrators, Guardians, Trustees and other fiduciaries, that Tuesday and Wednesday of each week during the months of January and February, 1887, are set apart for examining and filing their Annual Returns as required by law.

J. B. FELLERS, J.P.N.C.

That Dr. H. James Cannabis India is prepared in California, India from the purest and best Native Hemp, and is the only remedy, either in that country or this, that will positively and permanently cure CONSUMPTION, BRONCHITIS, ASTHMA, CATARRH, AND NERVOUS DEBILITY, or break up a fresh cold in 24 hours. \$2.50 per bottle, three bottles \$6.50. Graduated & Co., Proprietors, 1632 Race St., Phila.

PARKER'S HAIR BALM the popular favorite for dressing the hair, restoring color when gray, preventing the hair from falling out, cleaning the scalp, stops the hair falling, and is sure to please. Price, 50c. and \$1.00 per bottle.

BENSON'S PLEASANT TONIC FOR THE SYSTEM. The most potent, surest and best cure for Consumption, Rheumatism, Gout, Dropsy, etc. Sold by all Druggists.

Winter Exposure Causes Coughs, Colds, Pleurisy, Rheumatism, Pneumonia, Neuralgia, Sciatica, Lumbago, Backache and other ailments, for which Benson's Capsicum Tablets are admitted to be the best remedy known. They relieve a cure in a few hours when no other application is of the least benefit. Endorsed by 5,000 Physicians and Druggists. Beware of imitations under similar sounding names, such as "Capsicum," "Capsicum" or "Capsicum." Ask for Benson's and take it. All Druggists, Exc. Etc. SEABURY & JOHNSON, Proprietors, New York 1-19-11.

C. BART & CO., Importers and Wholesale Dealers in FRUIT! CHARLESTON, S. C. Are receiving by steamer and rail from the North and West full supplies each week of CHOICE APPLES, PEARS, LEMONS, POTATOES, CABBAGES, ONIONS, NUTS OF ALL KINDS, Etc., Etc. Orders solicited and promptly filled. 11-10

PIANOS AND ORGANS, From the world's best makers at factory prices, on easiest terms of payment. Eight grand makers and over three hundred styles to select from. PIANOS, Chickering, Mason & Hamlin, Mathushek, Bent and Arion. ORGANS, Mason & Hamlin, Packard, Orchestral and Bay State. Pianos and Organs delivered, freight paid to all railroad points South. Fifteen days trial and freight both ways if not satisfactory, and test in your own homes. Columbia Music House, branch of Ludden & Bates' Southern Music House. N. W. TRUMP, Manager, Columbia, S. C.

TO ALL WHOM IT MAY CONCERN, We now announce that our stock of Fall and Winter Clothing, Furnishing Goods, Hats, Boots, Shoes, etc.

It is complete in every respect, superior to any stock we have ever had. This is saying a good deal, for it is generally conceded that no one has ever surpassed us in quality, style, or otherwise. In fact it is often remarked that WRIGHT & COPPOCK KEEP THE BEST GOODS. While this is admitted, there are those who, prompted by selfish motives, would supplement this remark by adding, "but they sell them higher," to this we only reply that we will in every instance give as full value for the amount charged as any living business can do. This is our promise and we will make good the same. It is a source of gratification to have our goods and our conscientious representation of the same thus complimented by those who have tested them from year to year for so long a time. We respectfully invite an examination of our stock and values. Yours, WRIGHT & J. W. COPPOCK, 9-22-ct Mollohon Row

STYLE & FIT. ONLY TRY HARDY AS THY PURSE CAN BUY. HAMILT



The style and fit of a garment is more important to (people of the nicest taste) than the cost of a fabric, and the reader will please bear in mind that I have got the upper hold on style and fit. The best clothing—such as this stock certainly is—equal in all respects the majority of custom work. Which, then, shall it be, common tailoring or fine, good fitting My tailor-made and the Patent Square Shoulder Garments, including Overcoats and Suits, have stopped hundreds of sensible people from going to the dry-goods and disappearing tailors, while my low prices have saved them many a dollar. I will just mention here that I have some great bargains in fine Cutaway and Sack Suits I am offering them at the cost. The Furnishing Goods Department you will find complete in underwear, Hosiery, Handkerchiefs, Collars, Cuffs, Gloves, etc. Hats in all the latest shapes and sizes. The Gent's Department is filled with all the novelties of the season. Gent's Fine Shoes are a specialty. In all the leading styles of Congress, Button or Lace, also the celebrated Watkinson patent and Broad-way lasts are still the favorite. SPECIALTY have a line of Shoes for Men at \$3.00, and the same style for \$2.00, which I will guarantee in every respect to give satisfaction. Call and see this stock and the Douglas \$3.00 Shoe. Respectfully, M. L. KINARD, Columbia, S. C.

STOP THAT COUGH! HUGHES' COUGH-SYRUP. A simple and efficient remedy for COUGHS, COLDS, ASTHMA, Incontinent Consumption, and all affections of the THROAT and CHEST. It has been made and sold for many years, and needs but a trial to convince you of its virtue. WILL YOU TRY IT? For sale by all druggists. Price, 25 cents a bottle. R. A. ROBINSON & CO., PROPRIETORS, LOUISVILLE, KY. 12-7-1-2-3-10-11-12-cow

ELGIN. A simple and efficient remedy for COUGHS, COLDS, ASTHMA, Incontinent Consumption, and all affections of the THROAT and CHEST. It has been made and sold for many years, and needs but a trial to convince you of its virtue. WILL YOU TRY IT? For sale by all druggists. Price, 25 cents a bottle. R. A. ROBINSON & CO., PROPRIETORS, LOUISVILLE, KY. 12-7-1-2-3-10-11-12-cow

DIAMONDS, WATCHES, Jewelry, Clocks, SILVER PLATED WARE, Pocket and Table Cutlery, MUSICAL INSTRUMENTS. Watch Repairing a Specialty. EDUARD SCHOLTZ, Newberry, S. C. 1-13-11.

PIEDMONT AIR LINE, RICHMOND & DANVILLE R. R. Columbia & Greenville Division. Condensed Schedule. IN EFFECT DECEMBER 19, 1886. (Trains run on 7th Meridian time.) NORTHBOUND. Leave Columbia, 11:00 a.m. Newberry, 1:03 p.m. Spartanburg, 2:59 p.m. Greenwood, 4:54 p.m. Arrive Greenville, 5:53 p.m. Laurens, 6:40 p.m. Abbeville, 7:30 p.m. Spartanburg, 8:30 p.m. Seneca, 9:20 p.m. Walhalla, 10:10 p.m. Atlanta, 10:49 p.m. SOUTHBOUND. Leave Walhalla, 8:45 a.m. Seneca, 9:35 a.m. Spartanburg, 10:25 a.m. Abbeville, 11:15 a.m. Laurens, 12:05 p.m. Greenwood, 12:55 p.m. Ninety-Six, 1:41 p.m. Newberry, 2:31 p.m. Arrive Columbia, 3:07 p.m. Augusta, 5:30 p.m. No. 53 makes close connection for Atlanta. No. 52 makes connection for Augusta and Charleston at Columbia. Jas. L. Taylor, Gen. Pass. Agent. D. Cardwell, Asst. Pass. Agt. Columbia, S. C. Sol. Haas, Ticket Manager.

Wilmington, Col. & Augusta R.R. Condensed Schedule. TRAINS GOING SOUTH. DATED July 12th, 1885. No. 48. No. 47. Daily. Daily. Lv. Wilmington, 8:20 P. M. 10:10 P. M. Lv. L. Waccamaw, 11:30 " 11:30 " Lv. Marion, 11:35 " 11:35 " Lv. Marlboro, 12:25 " 12:25 " Lv. Florence, 1:25 " 1:25 " Lv. Charleston, 2:34 A. M. 4:24 " Lv. Columbia, 3:40 " 4:40 " TRAINS GOING NORTH. No. 48. No. 47. Daily. Daily. Arrive Sumter, 8:05 A. M. 11:05 " Leave Florence, 11:30 " 11:30 " Lv. Marion, 4:30 P. M. 5:07 A. M. Lv. L. Waccamaw, 7:14 " 7:44 " Ar. Wilmington, 8:33 " 9:07 "

Train No. 48 stops at all Stations. Nos. 48 and 47 stops only at Brinkley's Whiteville, Lake Waccamaw, Fair Bluff, Nichols, Marion, Pee Dee, Florence, Timmonsville, Lynchburg, Mayesville, Sumter, Wedgefield, Camden Junction and Eastover. Passengers for Columbia and Savannah on C. & G. R. R., C. & A. R. R. Stations, Aiken Junction, and all points beyond, should take No. 48 Night Express. Separate Pullman Sleepers for Savannah and for Augusta on train 48. Passengers for 40 can take 48 train from Florence for Columbia, Augusta and Georgia points via Columbia. All trains run solid between Charleston and Wilmington.

JOHN F. DIVINE, General Superintendent. T. M. EMERSON, Gen'l Pass. Agt. South Carolina Railway Company. COMMENCING SUNDAY, NOV. 29, 1885, at 6:05 A. M., Passenger Trains will run as follows: "Eastward" from Columbia, S. C. TO AND FROM CHARLESTON. EAST (DAILY). Depart Columbia, 6:30 a.m. 5:37 p.m. Due Charleston, 11:00 p.m. 9:00 p.m. WEST (DAILY). Depart Charleston, 7:20 a.m. 5:10 p.m. Due Columbia, 10:25 a.m. 10:00 p.m. TO AND FROM GARDEN. EAST (DAILY EXCEPT SUNDAY). Depart Columbia, 6:30 a.m. 5:05 p.m. 5:37 p.m. Due Garden, 12:37 p.m. 7:42 p.m. 7:42 p.m. WEST (DAILY EXCEPT SUNDAY). Depart Garden, 7:45 a.m. 8:15 p.m. 8:15 p.m. Due Columbia, 10:25 a.m. 10:00 p.m. TO AND FROM AUGUSTA. EAST (DAILY). Depart Augusta, 6:30 a.m. 5:27 p.m. Due Columbia, 11:35 a.m. 10:25 p.m. WEST (DAILY). Depart Augusta, 6:05 a.m. 4:40 p.m. Due Columbia, 10:35 a.m. 10:00 p.m. CONNECTIONS. Made at Columbia with Columbia and Greenville Railroad by train arriving at 10:35 a.m. and departing at 5:37 p.m. At Columbia Junction with Florence, Columbia and Augusta Railroad by same train to and from all points on both roads. Passengers by these trains take Super at Brinkleyville. At Charleston with Steamers for New York and on Tuesdays and Fridays with steamer for Jacksonville and points on the St. Johns River; also with Charleston and Savannah Railroad to and from Savannah and all points in Florida. At Augusta with Georgia and Central Railroads to and from all points West and South. At Blackville to and from points on Bay Rail Road. Through tickets can be purchased at all points South and West, by applying to D. McQUEEN, Agent, Columbia. JOHN B. PECK, General Manager. D. C. ALLEN, Gen. Pass. and Ticket Agt.

ATLANTIC COAST LINE. PASSENGER DEPARTMENT, Wilmington, N. C., Dec. 12 1886. FAST LINE BETWEEN Charleston and Columbia and Upper South Carolina. Condensed schedule GOING WEST. Leave Charleston, 7:00 a.m. Lanes, 8:42 a.m. Sumter, 9:51 a.m. Arrive Columbia, 10:55 a.m. Winstboro, 3:02 p.m. Chester, 4:18 p.m. Yorkville, 5:05 p.m. Lancaster, 6:05 p.m. Rock Hill, 7:01 p.m. Charlotte, N. C., 8:03 p.m. Newberry, S. C., 9:15 p.m. Greenwood, 1:05 p.m. Laurens, 4:50 p.m. Anderson, 5:40 p.m. Greenville, 6:35 p.m. Walhalla, 7:45 p.m. Abbeville, 8:45 p.m. Spartanburg, 9:45 p.m. Hendersonville, N. C., 7:10 p.m. GOING EAST. Leave Hendersonville, N. C., 7:00 a.m. Spartanburg, 11:20 p.m. Abbeville, 10:45 a.m. Walhalla, 8:55 a.m. Greenville, 10:00 a.m. Anderson, 10:40 a.m. Laurens, 8:20 a.m. Greenwood, 12:05 p.m. Newberry, 8:07 p.m. Charlotte, N. C., 2:02 p.m. Rock Hill, 7:45 p.m. Lancaster, 8:45 p.m. Yorkville, 11:45 a.m. Chester, 2:45 p.m. Winstboro, 3:48 p.m. Columbia, 5:27 p.m. Arrive Sumter, 6:42 p.m. Lanes, 7:57 p.m. Charleston, 9:45 p.m. On Sundays train will leave Charleston, S. C., 8:45 a.m., arrive Columbia 1 p. m., arrives Charleston 9:45 p. m. Solid Trains between Charleston and Columbia. Special Buffet Cars attached to this train. No extra charge for seat in these cars to passengers holding First Class tickets. J. F. DIVINE, General Superintendent. T. M. EMERSON, General Passenger Agent.