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THE TENNESSEE CENTENNIAL

VISIT OF THE SOUTH CAROLINA EDITORS TO THE ROCK CITY.

A Pleasant Party in a Pullman Car—What they saw on the Road and in Nashville—A Glimpse of and from Lookout Mountain, Chickamauga Park and its Monuments—The U. S. and Restaurants of Nashville—Struck by the Fine Roads in the Vicinity of the City. Practical Advice to Interesting Visitors to the Centennial—How to Travel with Comfort and Lodge and Eat Well and Cheaply—The Exposition, its Handsome Buildings and Their Various and Interesting Contents.

[News and Courier.]

Nashville, June 3.—The close of the present century it appears is to be marked with great expositions. First there came the World's Fair, at Chicago, then the San Francisco Midwinter Exposition, the Atlanta undertaking and now the celebration of the admission of Tennessee into the Union. These shows have been of untold benefit and their effects will extend over years and years. Not only do they bring together thousands and thousands of people from various States, but they are educational, the most pleasant kind of instructors. They show what a great and what a fertile country this is we live in. They exemplify the progress and thrift of certain sections of the country, and give the object lesson to other States. If Carolinians who went to Nashville only accept one thing they saw in the Volunteer State it will be that much of a gain. Other States may catch other ideas, but the Palmetto State could not do a wiser or better thing than to model her roads after the magnificent pikes that traverse the section of Tennessee visited in a trip incident to the Exposition.

When President Aull, of the State Press Association, announced that he had arranged a trip to Nashville for the members of the Association there was joy in the camp. The proposed trip was as pleasant as well as profitable lines, and very many more were able to go than had been expected. The newspaper man, however, cannot be expected to get off when he elects. Mr. Aull thought of the conveniences of making the trip in a Pullman car, and a happy suggestion it was, for it brought together a most congenial set of newspaper workers and was an economical plan. The car "Danteper" was in waiting for the party at Cross Hill, after the editors had a most enjoyable afternoon at the celebrated Harris Lithia Springs. Here are the excursionists who went to see the sights of Nashville and other villages. President E. H. Aull, Herald and News, Newberry.

Lieutenant Governor M. B. McSweeney, Hampton Guardian.
Louis Appelt, Manning Times.
S. R. Bridges, Leesville Lancer.
C. K. Pettigrew, Reform Advocate.
J. S. McKenzie, Reform Advocate, Florence.
Rice B. Harman, Lexington Dispatch.

T. J. Drew, Hartsville Messenger.
Mrs. M. W. Coleman, Carolinian.
C. G. Ligon, Aiken Journal and Review.
M. W. Culp, Union Times.
M. Staehel, Marion Star.
N. G. Gonzalez, The State, Columbia.
Mrs. Virginia D. Young, Varnville Enterprise.

H. G. Britton, Times, McCormick.
H. G. Osteen, Daily Item, Sumter.
C. P. Osteen, Watchman and Southern Star, Sumter.
C. C. Langston, Anderson Intelligencer.
Miss Starkhouse, Marion Star.
John R. Mathis, New Era, Union.
R. E. Hemphill, Abbeville Medium.
Miss Mary Hemphill, Abbeville Medium.

Miss Nannie Babo, Cotton Plant.
C. W. Breshmore, Wateree Messenger, Camden.
Mrs. J. J. Pluss, Cotton Plant.
E. H. DeCamp, Gaffney Ledger.
Miss Eugenia Young, Varnville Enterprise.
August Kohn, The News and Courier.
Thornwell Haynes, Leesville Lancer.
Major Henry H. Evans, Newberry.
Miss Genevieve Wharton, Laurens.

It was arranged that the ladies of the party occupy the forward section of the sleeper, and the gentlemen of the expedition did not sleep, joking, flirting, smoking, etc., in the other portion of the car.

THE RAILROAD MEN.

There was a brief stop in Atlanta on Friday morning; just long enough for a comfortable breakfast at Durant's and a stroll about the fast Exposition City. The Seaboard Air Line, which always does the right thing, had the special to arrive in Atlanta on time.

Mr. J. H. Latimer, of the Nashville, Chattanooga and St. Louis Road, anticipated the arrival of the party on his rail and came on to Atlanta with the party. The Western and Atlantic, which always does the right thing, had the special to arrive in Atlanta on time.

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WAR SCENES ON THE ROUTE.

A writer says: In none of the campaigns of the gigantic "war between the States" was there a more notable display of military strategy, of more watchful care on the part of the great commanders; of zealous, skillful and fearless leadership by their field officers, or of more heroic bravery, fortitude and cheerful endurance by the

soldiers than in those of 1863 and 1864, during which the world became familiar with the names of Chickamauga, Missionary Ridge, King's Mountain, Rocky Face, Dalton, Kessaca, Altoona, Kennew Mountain and Atlanta.

Frank, Sherman, Sheridan, Rosecrans, Thomas, McPherson, Scott, Hooker, Corse, Blair, Harter, Kirkpatrick, Stoneham and a host score of others scarcely less famous, who followed the "bright starry banner" of the Union; while Bragg, and afterwards Johnston, with Hardee, Hood, Polk, Longstreet, Cleburne, Breckinridge, Buckner, Forrest, French, Wildall and Wheeler, with brother chieftains as valiant and devoted, showed that the South had sent her bravest and her best men to stem the tide of invasion which was rolling through Georgia, the keystone State of the Confederacy, against Atlanta, which was then, as now, considered the "heart of the South."

VISIT TO LOOKOUT MOUNTAIN.

But to hurry on. The party reached Chattanooga about 1 o'clock, and after dinner went out to Lookout Mountain, one of the most celebrated and historic works of nature in America. Lookout Mountain is full of historic interest, and affords a sublime view of parts of Tennessee and neighboring States, but what most attracted the Carolinians was the wonderful new double cable-incline. This incline is a combination cable and electric line, and is a most wonderful piece of engineering. Although it is only 4,800 feet in length, it covers a rise of 1,500 feet. At the top of the "incline" the car goes up almost perpendicularly, and the bottom of the mountain seems miles and not a mile away. It is very much like going up a mile in an elevator, only the surrounding country is taken in, and the situation is fully exposed, while in an elevator there is no looking up or down. Everyone went up the incline, but when they did so they promised themselves they would not make the ascent again; once was enough for them.

At all events it is an experience worth the taking. The press party then went out to Point Lookout to take in the surrounding landscape. The view from Point Lookout one can see into seven States, viz., Tennessee, Alabama, Virginia, Georgia, North Carolina, South Carolina and Kentucky; but, of course, the afternoon of the visit had to be cloudy, and a full view could not be gained. It was, however, too cloudy for the enterprising photographer to get up souvenirs for the party.

CHICKAMAUGA BATTLEFIELD.

The feature of the day's trip was the visit to the battlefield, now the park of Chickamauga. History has put this one of the most sanguinary and important battles of the war. The slaughter may be gathered from these "official" figures:

Rosecrans—Killed, 1,657; wounded, 9,756; missing 7,577; a large number of the missing were killed. Total effective force, 25,000.
Bragg—Killed 2,398; wounded 13,412; missing 2,002. Total effective force, 63,557; loss 17,891. Total loss of both armies 33,974.

It is needless to relate the ups and downs of the battle, or of the valor of the troops, especially of those from South Carolina. The point is that the Federal Government has bought and set aside a park of 5,500 acres as a national park. It was to this park that the excursionists took an afternoon drive. The Government has erected the stations of the various brigades with iron tablets stating the movements of the troops and the States have been invited to place monuments on the battle ground in honor of the soldiers. It is stated that there are about 500 State monuments on the grounds. If South Carolina has had occasion to be proud of her soldiers in these engagements she has done nothing, absolutely nothing, to show it. The guides drive you by one Indian and Illinois and Wisconsin and Michigan monuments after the other, but the eye is weary looking in vain for something to show that Carolinians honor their dead, for no State had braver or stouter hearts than those that followed Capers and Walker and Johnston and the others through this engagement. The guide talks to you of the "Confederates as being the enemy" and you ride through the miles of road-way wondering where there were any soldiers to fight Rosecrans. The only monument that the Carolinians saw that recalled how was that bearing Kershaw's brigade, at the foot of Snodgrass Hill. Carolina can hardly hope to erect monuments to her fallen soldiers on many of the battlefields, but when other States erect them for reasons of State pride the Palmetto State should, it appears, have pride enough in its record to at least raise a State monument among the eulogistic shafts that record the final conquest of the Southland. Those who go to Nashville should be sure to make the stop at Chattanooga, if only long enough to take a hurried trip out to Chickamauga, which is about nine miles from the city of Chattanooga.

SAFE IN THE ROCK CITY.

Sunday morning the press pilgrims arrived in Nashville, "the Rock City," as it is called. It was a bright and pleasant day, and gave the Carolinians a favorable first impression of the city. Nashville is decidedly a city of hills and is all the more attractive because of the prominent buildings are on high summits, the Capitol building, Vanderbilt University, the Centennial structures, stand out conspicuously because of the high hills of the Rock City. To get a good idea of Nashville you can ride around and through the city on the electric cars for a nickel. For instance seven miles out to Glendale Park for a nickel and from the terminal station out to the Exposition for five cents. There are a number of cross town lines, which, together with the belt lines, give a splendid opportunity for "taking in" the city.

NOT A CYCLING CITY.

Bicycling ordinarily is a very good thing, and there are few better and cheaper ways of "seeing" a city than

with a good "bike," but Nashville is not built for the cyclist. The hills and inclines are so numerous that there is no pleasure in riding a bicycle, and for so large a city comparatively few wheels are to be seen.

Nashville claims a population of 100,000, and no doubt she has it, if Atlanta has 80,000.

President Aull arranged for the members of the Press Association to attend the services at the First Presbyterian Church and at Christ Episcopal Church. Both services were well attended, and at the Episcopal Church very fine music was heard.

THOSE ROUGH BARBERS.

Although Nashville is reputed to be one of the strongest denominational cities in the country, and it has a great many strong churches, it is a most cosmopolitan city, permitting great latitude in the observance of Sunday. While on the streets there appears to be a strict observance of anything that is wanted can be obtained, either through regularly open places or by means of what Carolinians call "blind tigers." About the only gouge that was experienced in Nashville was for a shave on Sunday. Almost anything petitioned the General Assembly to pass a law to prohibit Sunday barbering. Now when a person wants to get shaved on Sunday he is run into some back room, where about half a dozen barbers at work, and is charged twenty-five cents for the shave, on the ground that the barbers have to run the risk of being arrested for violation of the law, the law which they themselves have passed. You can go right across the street, and buy your cigars and soda water at regular prices, and the bar rooms are anxious enough to sell you beer at five cents a shooner, or any other drink at the customary week-day prices.

HOW TO VISIT NASHVILLE.

A few hints about the practical side of a trip to Nashville may not be amiss.

In the first place do not take any more baggage than is absolutely necessary. It will only be in the way. There is no occasion for style in Nashville. By all means take a satchel or knapsack. If one satchel will not do, take two, and unless you want to be worried about the hauling of a trunk and the uncertainty of getting it, and re-eking it, leave it at home. Ladies in Nashville wear shirt waists and blouses or dark skirts, just as they do in Columbia or Charleston. The same place always try to go with some one else. This is not a case where "two is company and three a crowd." There are a dozen and one things in which it is more pleasant, more agreeable and certainly more economical for a party of two or more.

A WORD AS TO ROOMS AND MEALS.

When you get to town there is no need to rush to the most expensive hotels—you can get good accommodations as you are accustomed to at a thousand places, more or less. Get a room at some hotel or private residence, near the street car line. A good room need not cost more than \$1 or \$2 a night. If you are with a friend or friends an expense will be reduced, dividing the cost of the room to 50 cents or \$1 at most. Nashville is a cheap place to live. You can get a meal, and a very good one, too, for 20 cents. Any meal under 20 cents is a steal. According to the style you put on it, the excellence of the service, here is where a party does good again. If you go to the Maxwell House, the Utopia or any other of the larger restaurants or hotels, everything is on the European plan. You order what you want and pay for what you get. Suppose there are four at breakfast, there is no need in the world to order four steaks, two will be ample, the meal may be diversified by ordering two omelettes, cream roast beef, baked ham with cabbage, broiled fish, etc. In all most every part of the city these 20-cent restaurants are to be found, and they are entirely respectable and serve very good meals; certainly worth the price asked. On the eating question there need be no competition. At the Exposition grounds Gerst serves several cafes. At the Vienna restaurant a good square meal can be had for 35 cents. Here is a simple menu: Cream of chicken, fried black bass, roast beef, baked ham with cabbage, fresh fruit, potato, cream, new peas, bread pudding, and give you what is on the bill. Gerst has other restaurants where you can order what you want, and in the woman's building there is a splendid cafe. So it will be seen that one can eat cheap enough or as expensively as desired while on the Exposition grounds. The service, the food and the prices on the grounds are vastly better than they were at the Atlanta Exposition. If you want to round off the day with a real feast take a table d'hôte dinner at the Maxwell for one dollar.

HOW TO GET TO THE EXPOSITION.

The best and quickest way to the Exposition grounds is by way of the special trains over the Nashville, Chattanooga and St. Louis Railroad. This road runs a train every few minutes between the Union station and the Exposition grounds. So it is convenient as was that of the Southern. To the Atlanta Exposition the fare is five cents. One or two trips might well be made over the electric street car line, which is more accessible, so as to see the beautiful residences and a part of the city proper.

Don't have your mail sent to any of the hotels, at least do not do so until you get there and arrange matters

with the prince of the town—the clerk. The best idea is to have mail sent care of the general delivery and call at the postoffice or mail box. The way to Nashville direct the postoffice to send it to some place where you are not liable to have a dozen people wanting something at the same time.

BEST ROUTE TO NASHVILLE.

As to routes that is largely a matter of location and preference. The Press Association went over the Seaboard, the Western and Atlantic and the Nashville, Chattanooga and St. Louis. The better route could not be chosen. Then you can go to Atlanta or Chattanooga over the Southern or to Atlanta over the Georgia. You either have to go to Atlanta or Chattanooga and from Chattanooga to Nashville over the Nashville, Chattanooga and St. Louis Road. The fare over any of the routes is the same from competitive points and the traveler may select his line, with the additional expense, if through connections are made, the fare from Atlanta on run three or more trains westward daily during the Exposition.

STYLE OF THE EXPOSITION.

The Exposition itself is far too large an enterprise to describe in this letter. It is better to see it than to have some one tell you of it. To begin with, one should get it in the patent office display, a model of the "Flying Dutchman," which was a kind of car propelled by walking a treadmill, is shown. It is credited to South Carolina 1829-30. The next in the line of railway evolution is the model of the "West Point," which was built at the West Point Foundry Works, in New York City for the South Carolina Railroad, forwarded to Charleston by the ship Lafayette, and after several experimental trials in February, 1831, made the first excursion to Charleston. The above refers to a drawing of the excursion train. Below the drawing are extracts from the Charleston Courier of January 17, 1831, and March 12, 1831. In the account of the "Pierrier" it is said that it is a flat car loaded with six boxes of coal, between the locomotive and passenger coach, such as it was. The account states: "The trip to the Five-mile House, two and three-fourths miles, was completed in eleven minutes, when the cars were stopped for the coals for about two miles. The next two and a quarter miles, the forks of the Dorchester Road were completed in eight minutes." The report says that the previous accident had been provided against by the Charleston Railroad, which was built by the State of South Carolina.

THE WOMAN'S BUILDING.

But enough of this. Suppose the woman's building is visited. Like everything with which woman has anything to do all is neatness and comfort about the building. There is the usual display of fine art and embroidery but, more than this, distinctive feature about the exhibit in the woman's building. In a charming room there are several thousand volumes of books written by women. All of the celebrated female authors have their writings in this hall and the management has done the best it could to get the publications of others. The works of many female writers have been obtained through the publishers and in such cases the finest bindings are provided.

South Carolina's place is not as conspicuous as it might be if many writers from the Palmetto State were to contribute a creditable collection of the works of South Carolina women. The catalogue shows the following writings on file in this State:

H. Cahill, scrap book of writings.
H. H. Raymond, "Swamp Lilies of South Carolina."
K. Courland, "Song from Poeland."
Mrs. P. W. Dawson, "The Ghost of a Sunbonnet," "A Midsummer Madness" and "Mc Annie own Little Umbrella."
F. Deas, "The Little Match Girl."
A. H. Winters, "Writings."
C. Gilman, Miscellaneous.
C. Kirkton, Poems.
L. C. A. Moore, "Mizpah."
Clarrissa Packard, "Recollections of a Housekeeper."
J. Peoples, scrap book of writings.
H. H. Raymond, Ashhurst and Life of Eliza Pinckney.
Grace Raymond, "How they Kept the Faith."
M. Richards, Miscellaneous.
I. Russell, Poems.
Virginia D. Young, "Beholding as in a Glass," "Power in a Desert."
Mrs. M. W. Coleman, "The Blue Chrysanthemum."
Miss Blue, "The Hand of Fate."

SOUTH CAROLINA NOT IN IT.

South Carolina, as a State, has no exhibit on the grounds. There is nothing to show that South Carolina has any industries or anything else. There is no need to undertake to explain why there is no State exhibit. Suffice to say that while Utah and Mexico all have displays and invitations to settlers there is nothing from South Carolina except the exhibit of the Harris Lithia Company. Mr. Harris never misses an opportunity to advertise his far-famed lithia waters and he has it on sale all over the grounds as well as in the city. Mr. Harris has arranged a handsome booth to show the lithia water for which he is finding such a large sale. Mr. Harris will have the lithia waters advertised by the fireworks display in a few days.

HOW HISTORY IS ILLUSTRATED.

One of the most interesting buildings on the grounds is devoted to history. It contains exhibits and relics of the Revolutionary, Mexican and Confederate wars, and Andrew Jackson, who is the special pride of Tennessee at this time, has a large place in the picture. There is an interesting statement on one of the walls in connection with the civil war; it shows these figures:

Forces engaged—Federal, 2,859,182; Confederate, 600,100.
At date of surrender the armies stood—United States America, 1,000,516; Confederate States of America, 272,025.

plays specimen uniforms of the soldiery from the days of the Puritan up to the present, in another department is shown in the evolution of the firearms, guns and cannon. The navy department shows models of the war vessels, of the light house lights and houses, and other things connected with the service. The treasury department has a specimen of every bill printed and issued by the Government, as well as of the coin.

The postoffice department, besides having millions of specimens of United States and foreign stamps, has a most interesting collection of dead letter letters, and illustrations of the progress of the postoffice service in this and in other countries.

The Indian, educational, agricultural and Smithsonian exhibits are all brimful of interest. The fisheries department shows some actual work, and the State department shows many most unique and interesting letters and official proclamations in every conceivable language. A day can be profitably and pleasantly spent in Uncle Sam's hall.

The patent office exhibit is decidedly valuable, and in the great show, in which South Carolina plays such a small figure, it will be interesting to note that South Carolina has some credit get it in the patent office display, a model of the "Flying Dutchman," which was a kind of car propelled by walking a treadmill, is shown. It is credited to South Carolina 1829-30.

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The 17th South Carolina regiment lost at Manassas 66 per cent; loss of Germans in Franco-German war, 3.10 per cent; Federals lost in Civil war, 4.7 per cent; Confederates lost in Civil war, 9 per cent.

The history building is largely devoted to relics of Andrew Jackson, and seems to have given the world no end of valuable relics. Governor Russell, in his speech, claimed Jackson as a native of North Carolina; the histories generally put him down as a North Carolinian, but in his belief that capital talk with Gen. R. R. Hemphill, gave about, and if they are willing to accept facts and not fiction, they will admit that Jackson was born in South Carolina, as Gen. Hemphill showed. Gen. Hemphill's talk was one of the few addresses made on such occasions that will be remembered and spoken of by those who seek facts. Lieutenant Governor McSweeney on the same occasion made a happy and creditable response for his State. The Nashville newspapers, which did not startle South Carolinians, for The News and Courier is a far better paper than any published in Nashville, insisted on calling the Lieutenant Governor of South Carolina Mr. Sweeney and not Mr. McSweeney.

NEGRO EXHIBIT A FAILURE.

The negro building is quite large, and is not nearly filled. The newspapers say the exhibitors haven't the money with which to get the exhibits out of the shops. The exhibits in this building are not good as they should be. The only thing in the hall from South Carolina that was seen was a frame of pictures, showing the faculty of Benedict University at Columbia. A native of Dahomey and a prize trier horse seem to be the chief attractions in this building.

The pity is that the colored race does not accept such opportunities to show the world what it is doing, and can do, instead of exhibiting pictures, a few pieces of bright, mechanical, some handwork and cases of embroidery and crocheting.

VANITY FAIR.

"Vanity Fair" is to Nashville what the Midway was to Chicago and Atlanta. There is something there to suit the young and the old, the women and the men. The Grand so-called is the feature of the row, as was the Ferris wheel at Chicago. Along the row there are the fakirs attractions, some of which are good and others better: Tent, Grand sea-saw, Spain's palace of illusions, Spain's mirror maze, Chinese village, cyclorama, old plantation, about the clock, Colorado gold mine, phantom swings, a wild animal arena, a Moorish palace, chamber of horrors, night and morning, California big tree, Cuban village, Nebraska old house, Lincoln and Davis cabins, streets of Cairo.

COL. AVERILL'S EXHIBIT.

One of the most artistic and at the same time representative exhibits of the Georgia Railroad, that has been arranged by Col. John H. Averill, as special commissioner. Col. Averill has done his work well, and the display of the Georgia Railroad is complimented on all sides.

The hurried trip to Belle Meade stock farm was one of the pleasantest incidents of the trip. Gen. Jackson, a typical Southerner, owns a big grass farm of 5,000 acres, on which he raises horses, cattle, vegetables and with all has a handsome home. Gen. Jackson is a great admirer of Calhoun and South Carolina, and he would be glad to entertain the Carolinians. Gen. Jackson is the owner of "Iroquois," Duke Blackburn and other celebrated horses. He has about 200 head of thoroughbred and grade cattle, a splendid collection of deer and game preserve stocked with deer and game.

PRESS RESOLUTIONS.

The members of the Association had such a delightful time that they could not fail to pass appreciative resolutions as follows:

Whereas, the State Press Association of South Carolina is about to conclude a most delightful and enjoyable excursion, and the members of the Association in Newberry, it is a pleasure to offer the following resolutions:

First, That the unqualified thanks of the members are due and are hereby tendered the authorities of the Western and Atlantic, and Nashville, Chattanooga and St. Louis railroads, and especially to Mr. C. E. Harman and Mr. J. H. Latimer, of the respective lines, for attentions and favors shown the members.

Second, That the members extend their thanks and appreciation to the management of the Nashville Centennial Exposition, and express the hope that they will be able to reciprocate the attentions shown them.

Third, That the special thanks of the Association are due and are hereby expressed to all of the railroads of South Carolina for transportation afforded, and especially to the management of the Seaboard Air Line, the Columbia, Newberry and Laurens, the Atlantic Coast Line and the South Carolina and Georgia roads.

Fourth, That the members of the Association very greatly pleasure to accept the hospitality of Mr. J. T. Harris, and to partake of the healing waters of Harris Lithia Springs.

Fifth, That during the stay in Nashville the members are under special obligations to Mr. Jones of the department of publicity; to Gen. W. H. Jackson for the privilege of visiting the Belle Meade farm, and to Governor Taylor, for courtesies shown the press of South Carolina. The thanks of the Association are due Barnhart Brothers & Spindler for being so.

NASHVILLE NOTES.

One of the new presses for putting up round balbs of cotton is on exhibit on the grounds.

The Exposition management has done a popular thing by making the price of admission to the grounds after 6 o'clock 25 cents.

The "barbers" about the city are planning to attract crowds.

To do as the Romans do in Rome you

will have to run your time-piece back an hour in Nashville. The signs on the Exposition grounds read: "Keep on the walk," instead of the old time "Keep off the grass."

Mr. Larry W. Boyd, of Laurens, and Mr. Foster Hamilton, of Columbia, are doing well in Nashville. A great deal of the goods sold within a radius of thirty or forty miles of Nashville are sold out on wagons, thanks to the fine roads.

The Tennessee State Capitol is not as new as that in Columbia and the Assembly halls look like Cooper and Taylor's Hall.

The railroads have done much to make the Nashville Exposition the success that it is, yet they say on the stage that love is the only thing the Louisville and Nashville Road does not control about Nashville.

There were several exceedingly pretty young ladies with the Carolina Press Association.

The Confederate Veterans will find a warm reception in Nashville.

Such delightful trips as the one to Nashville will make the members anxious to want another trip next season, especially with President Aull to arrange the details.

AUGUST KOHN.

Johnson's Chill and Fever Tonic is a ONE-DAY Cure. It cures the most stubborn case of Fever in 24 Hours.

Origin of Senator McLaurin's Middle Name

(From the Washington Post.)
Senator McLaurin's full name is James Lowndes McLaurin. A great many people, and especially Marylanders, have asked him where the Lowndes in his name came from. The story is interesting. When his mother went to school at the Patapsco Institute in Maryland her dearest chum was Miss Besse Lowndes, and so when her boy was born she called him Lowndes in honor of her schoolmate. Time passed and Miss Lowndes married a promising banker and politician in Cumberland named Lloyd Lowndes. Last March Mrs. McLaurin occupied a seat in the Senate chamber and saw her son participating in the exercises as a member of Congress, while near him sat the husband of Bossie Lowndes, the Governor of the State of Maryland.

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