## The Merald and News

#### SARGE PLUNKETT

MAPPY IN THE THOUGHT OF AN KARLY

All Signs, For Good Crops-A Drought Eny Is Always Sure To Bring Good Seasons at the Right Time.

#### [Atlanta Constitution.]

Just think-June and then July and crops are made and lay-by time is upon the farmers.

Lot the haughty avoid us, we care no for this:

God smiles through the dewdrops and cheers through the rain: Every home in the country finds some-

thing of bliss No matter how humble-no matter

how plain. We have the wild flowers, the birds and

Such things as the haughty would not come to see

I feel in my heart a pity for these And thank God for giving the coun try to me.

What other class of people can claim such blessings as is found in the pursuit of agriculture? Before one knows it the crops are made and a season of ease and of pleasure falls upon the farmers. One more month will virtually wind up the labor of making the crop of 1898. Atter month now everything will be easy. fruit will be plentiful, pleasures will be inaugurated and the plowboys and the country lassies will be romping in joyful glee, while the old folks will fold their hands and rest easy in the faith that God will ao the rest.

How blest are such conditions Where else can it be found save in the country? The country family that has done its part for the last three months can trust the rest to Providence with a peace that other class on earth can find. The mechanics of the towns must still hammer, the merchant is in the midst of a dull season and longs for cotton to come again, the people who are rich are seeking resorts and the fascination of travel to give them an ease that the poorest clodhopper in Georgia would refuse to accept were he to find it in the middle of the road. The quality of comfort and freedom from anxiety purchased by any as the "reliefs" of fashion is so poor in comparison with country life that it is strange to me that everybody and everywhere there is not a scramble for the place.

Everybody in Georgia should reoice-save for the war-and we rejoice with them. The fields are the elearest of grass that I ever saw them-one of the blessings of a dry spring. The drought has been just at the right time, and the farmers bave profited by it to a degree seldom seen before. The only complaint to be heard is that the crops are small. Cotton just come up and ing pants and live too far away to either to the commerce or the naval set down and keeps on a setting, while corn is nothing to brag on in the matter of size, but warm nights lug it back. Then comes an in- always be a very serviceable vessel are upon us and everything will get spection of their work and a lot of both for this object and for coast up and got and a full grown har. other "red tape" before they can defense purposes. vest will be reaped. Wheat is splen- get pay. They hardly get enough did, the dry spring has been good to pay them for the lugging of the for that, while oats do pretty well goods to and from home, but there themselves, and there is more of could never be a complaint for this both planted this year than I have Some of these merchants are harder seen in any year since the war. on these women than the weather, Nearly every farmer will make wheat the worry or the lugging. The "ina plenty for home use, and a home where enough of everything to live upon is promised has an air of cheerfulness that was never known in the years when we went west for supplies of meat and bread, and were it not for the war that is upon us there would be no gloom in the country homes of DeKalb nor in Georgia.

It does me good to watch the young people. It is just the happiest time with all of them, for they are living in the happy anticipation of the good time that is just shead, and Brown swears there is more pleasure in "pursuit than in possession," and this he has held to since his honeymoon was ended.

Beside the pleasure of having the crops made, in about a month the big meetings will commence and Sam then there will be times that is fit to Says: be called good times. Home-raised. This is hams will be brought from their America's hidings and chickens were long since Greatest set aside for the company and big Medicine. days of those occasions. The young It will men will have their horses sleeked Sharpen up and the girls will have their Your Appetlte. pretty ribbons and sashes ready, Purify and and such a time as they will all have Vitalize Your Blood, Overcome That aut Cervera appeared at breakfast a certain cure for sweating, callous can never be known by devotees of Tired Feeling. Get a bottle of such fads as bicycles and bloomers. take it TODAY, and realize the great Bleycles may be as fully in the good it is sure to do you. beands of propriety as the use of Hood's Sarsaparilla

of the country who congregate in mutter or grumble. the shade of the trees around the times just ahead and in happy anticipation.

Nor do the old people fail in re ceiving a full share of country blessngs. The old man of the rurals is in his glory at these big meetings, and the wrinkles clear away from h s brow as be hears the rain pattering against the old church and the thun-

ders are lumbering out and away in the direction of his crop. Old people of the towns can feel no such pleasures as is felt by the old man of the country. In fact, the old man of the town is a back number. There are mighty few places for him to fill. None of the industries desire to engage an old man. The railroads will not have him, nor the street cars, nor the police, nor the stores-all these positions must be filled by young men-the old man can't even get in the war at this time, but that may change and give him a chance, if it does not I do not see what is to become of an old man of the towns. All the world is ready to give out work and sympathy too perhaps, to those who are strong and could make themselves felt in the politics or the schemes of the times, but there is nothing for the weakling to do but to wait for the summons "over the river" and pass away without much regret at leaving. It may be bad for old folks to contemplate such conditions, but they may as well understand that there is nothing in the hurly-burly of the towns that deems itself called upon to waste any time in consid-

ering their condition. Me and Brown passed a poor wo nan on the road to Atlanta that we used to know, and we know full well that she should be receiving a war pension and held in most affectionate esteem for the great good she has done in her humble and patient life. She was loaded with garments that she had finished to the order of one of our biggest merchants, and we could see that she staggered under the load and the heat.

"Mighty hot," said I, as we drove ip along the side of her.

"Yes, yes," she said, as she changed her load from one hip to the other, "mighty hot, mighty hot."

We remembered this woman as one we used to know. She is the widow of as brave a confederate as passed through that war, and she told us many things we had dreamed of, as to what the poor sewing women of the towns have to go through.

and beg for the work and then lug The cruiser is designed to act as it to their homes. The load is nec- auxiliary to the battleship, and inciessarily a large one, as they receive dentally to dash against the enemy only about 30 cents a dozen for mak- and do as much damage as possible, visit the store often. When they forces, being able to beat a speedy have finished the work they must retreat if necessity compels. It will spectors" are the terrors of these poor women. If the stitches are a little long when the "inspectors"

the buttons are not sewed just as the the is another docking. Often, I resided in a boarding house on um told, these "inspectors" catch a Thirteenth street, and the landlady garment and rip it from end to end of the establishment now has a good with one cruel sweep. So it iswith the small price paid and these dookings-these poor women are stationed here.



Hood's Sarsaparilla and begin to

horses, but the riders can never look is America's Greatest Medicine. All druggists.

old churches during the big meeting up for the poor Cubaca may get us monkey. in such trend as to have us do justice nearer home-I hope so.

SARGE PLUNKETT.

BATTLESHIPS AND LRUISERS,

Distinctive Features of Each Clearly Out

There seems to be some misundertanding as to the meaning of the terms "battleship," "protected cruiser" and "armored erniser." orniser is a vessel which travels at high speed, carrying a comparatively light equipment of guns, but im mensely valuable as a destroyer of commerce and for swift work in intorcepting an enemy where he leasts expects to find opposition. It can get away from an antagonist who is too strong for it and can defend itself in case of a engagement with inferior warships. Some of the Ameri can cruisers, like the Columbia, the Brooklyn and the Minneapolis, have such a high speed that they can run away from even the rapid little torpedo boats, their coal capacity permitting them to sail under forced draught and crowd on all the steam which their boilers will carry, A battleship differs from a cruisor

in that it is designed not for quick

work in manouvreing, but for stability and offensive work against a powerful antagonist. It is a floating fort and machine shop combined. According to the best authorities those which are known as "first-class bat- him. tleships" are vessels having a displacement of over 6,000 tons and not asked. more than 12 years old. Secondclass battleships must be not more of the third calss must not be more those which have a speed of less than thirteen knots an hour are reckoned as port defense vessels. Relatively the same distinctions obtain in the classification of cruisers, although the cruiser is supposed always to have a higher speed than its weighti-r and more formidable companion. The cruisers, however, are classified as "protected" and "arm ored," the "protected" vessels having armor only on its upper works and along the sides, where the "vitals" of the ships are most exposed, and the 'armored" vessel being completely sheathed in its dress of steel, both on deck and along the freeboard. Every armored" vessel is, of necessity protected."

The battleship is always heavily armored, and its object is to give bat First, they must go to the stores the to an enemy whenever found.

Cervera's Life in Washington.

The Washington correspondent of the Chicago Tribune says:

It is not generally known that Admiral Cervera, the commander of the mysterious Spanish fleet which is now causing the navy department so much concere, was formerly a naval view it the woman is "docked." If attache in Washington. He represented the government of Spain in "spector" thinks they should be, this city about fifteen years ago. He picture taken of the lieutenant when

Lieutenant Cervera was universally liked and was a close student of naval matters. He was recognized then as an unusually capable fellow. The woman with whom he boarded told me an amusing incident of Cervera. The latter had a white monkey which he kept as a pet. A young woman who boarded at the house took a great liking to the animal and asked the lieutenant if he would part with it. Cervera replied in a laughing manner: "I will give you the monkey if you will kiss me to-morrow in the hreakfast

room before all the boarders." He thought nothing further of the matter, but the young woman was not easily put off. When Lieuten. the following morning he was astounded by having a pair of arms thrown around his neck and receiving stamps. Trial package free. Ada hearty kiss on his cheek. The young dress, Allen S. Olmsted, LeRoy, N. woman had taken him at his word

as sweet and cool as the pretty girls nearly starved, and they dare not and carried out her part of the com | Prevention pact and Lientenant Cervera prompt | better than cure. Tutt's Liver

Be sure to shake into your shoes Allen's Foot Ease, a powder for the feet. It keeps your feet cool and comfortable, prevents sweating feet, and makes your ondurance ten fold greater. Over 100,000 wheel peodo are using Allen's Foot-Ease They all praise it. Ladies, insist on having it. It gives rest and comfort to smarting, hot, swollen, aching, nervous feet. At all druggists and shoe's ores, 253. Sample FREE by mail. Address, Allen S Olmsted, Le Roy, N. Y.

PHILLIT'S BROOKS

In Incident of Travel Showing His Kindness and Tact

(From the Church Union.)

A lady was travelling from Provdence to Boston with her weakminded father. Before they arrived Florida Central & Peninsular he became possessed of a fancy that he must get off the train while it was still in motion, that come absolute duty called him.

His daughter endeavored to quiet him, but it was difficult to do it, and she was just giving up in despair when she noticed a very large man watching the proceedings intently over the top of his newspaper. As soon as he caught her eyes he rose and crossed quickly to her.

"I beg your pardon," he said. "You re in trouble. May I help you!" She explained the situation to

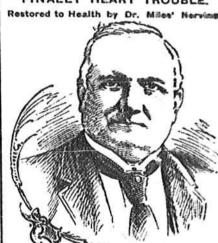
"What is your father's name, he

She told him, and the large man, leaning toward the troubled old man, than twenty years old or of less than had addressed him by name, shaken 5,000 tons displacement. Battleships hands cordially and engaged him in a conversation so interesting and so than twenty-seven years old, and cleverly arranged to keep his mind occupied that he forgot his need to leave the train, and did not think of it again until they were in Boston. Here the stranger put the lady and her charge into a carriage, received her assurance that she felt perfectly safe, had cordially shaken her hand, and was about to close the carrisge, door when she remembered that she had felt so safe in the keeping of this noble-looking man that she had not even asked his name. Hastily putting her hand againt the door

"Pardon me, but you have rendered me such a service, may I not know whom I am thanking!" The big man smiled as he an-

swered, "Phillips Brooks," and

#### A Shattered Nervous System. FINALLY HEART TROUBLE.



R. EDWARD HARDY, the jolly manager of Sheppard Co's, great store at Braceville, Ill., writes: "I had never been sick a day in my life until in 1890. I got so bad with nervous prostration that I had to give up and commence to doctor. I tried our local physicians and one in Joliet, but none gave me any relief and I thought I was going to die. I became despondent and suffered untold agony. I could not eat, sleep nor rest, and it seemed as if I could not exist. At the end of six months I was reduced to but a shadow of myself, and at last my heart became affected and I was truly miserable. I took six or eight bottles of Dr. Miles' Norvine. It gave me relief from the start, and at last a cure, the great-

est blessing of my life." Dr. Miles' Remedies are sold by all druggists under a positive guarantee, first bottle cenefits or money refunded. Book on discases of the heart and

Miles Nervine 3 - Restores . Health . DR. MILES MEDICAL CO., Elkhart, Ind.



Allen's Foot-Ease, a powder for the feet. It cures painful, swollen, smarting feet and instantly takes tho sting out of corns and bunions. It's the greatest comfort discovery of the age. Allen's Foot-Ease makes tightfitting or new shoes feel easy. It is and hot, tired, aching feet. Try it to-day. Sold by all druggists and shoe stores. By mail for 25c. in

At last perhaps the lowing stirred by turned over to her the pet white Pills will not only cure, but if taken in time will prevent

Sick Headache. dyspepsia, biliousness, malaria, constipation, jaundice, torpid liver and kindred diseases.

#### TUTT'S Liver PILLS ABSOLUTELY CURE.

### BLUE RIDGE RAILROAD

H. C. BEATTIE, Receiver.

	Betwe	en Anderson and	Walhalla.
	BASTROUND		WESTROUND.
	Mixed.		Mixed.
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Ar Columbia 4 10pm	4 45am
Ar Newberry	12 22pm
Trains arrive and depart in Co'un	
Blanding Street Station. Nos. 35 and	86 carry

Pullman sleeping cars between New York and Jacksonville; a so between Cinchanati and Jacksonville, and Asheville, connecting with fullman parlor cars between Jacksonville d Tamba, and ron solid trains from Cha-Nos. 37 and 88 carry Pullman drawing room beping a between Tampa and New York onneying at Charlotte with Southwestern inter.

For further information apply to 1. M. FLEMING, D. P. A. Savannah, Ga. Wa. BUTLER JR. T P. A. R. B. SRAY, U. T. A., Columbia, S. C.
R. B. SRAY, U. T. A., Columbia, S. C.
A. D. MacDONFIJ, G. P. A.,
Jacksonville, Fin.

#### ATLANTIC COAST LINE! FAST LINE

Between Charleston and Columbia, Upper South Carolina, North Caro-

lina, Athens and Atlanta.
Passenger l'apragment. Wilmergoux N. C., agu. Mad. 1887. OSNDENSEM ECSEMPLE.
Goese Wist. In Educa May. In Goose East.  No. 52 No. 52 No. 52 No. 53 No. 54 No. 55 No
8 15 pm Ar Charleste N. C Lr 1 85 am
406 pm Ar. Hendersonville, N. C. Lv 112 am 700 pm Ar. Asheville Lv 12 am Dally.
Nos 32 and 31 soldsteptos heterase Courtes.

# Do you know about those

pulling, tearing, crushing, agonizing pains?
Is there soreness through the body, and can you hardly stand erect? We can promise you the most pleasant and prompt relief. It is

You simply rub it over the skin and its own wonderful penetrating power carries it down deep to the very scat Fernoline Balsam is a con-

centrated extract of all the curative properties of the great Yellow Pine of the South. Sprains, strains, bruises, and burns are relieved in a single minute. It cures neu-

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Central Time Between Columbia and Jacksonville. Eastern Time Between Co lumbla and Other Points.

| No.   1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Northbound                                                                                                                                                                                                                                                                                                             | Daily.                                                                                                                                                                                              | No. 36<br>Daily.                                                                                                                                                                          | nington, New Arleans, Chattanooga,<br>Nushyide and New York,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Baltimore Pa. R. R.   8 63 a   13 5)p   Philadelphia   10 15 a   2 50 a   3 43 p   6 23 a   3 43 p   6 23 a   4 7 Cliuton   10 35   10 7 an   10  | Ar. Richmond                                                                                                                                                                                                                                                                                                           | 6 40 a                                                                                                                                                                                              | 6 25 p                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Southbound                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | " Philadelphia                                                                                                                                                                                                                                                                                                         | 8 63 a<br>10 15 a                                                                                                                                                                                   | 11 35 p                                                                                                                                                                                   | Lv Columbia, C. N. & L. R. R                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Lv. New York, Pa. R.R.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Southbound.                                                                                                                                                                                                                                                                                                            | No. 37                                                                                                                                                                                              | No. 35                                                                                                                                                                                    | " Abbeville " 11 03 " 1 85 "                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Lv. Richmond 12 10nt 12 0lm Lv. Danvillo 5 50 a 6 15 p Lv. Danvillo 5 50 a 6 15 p Lv. Norfolk 9 35 p Ar. Greensboro 6 50 a 6 50 |                                                                                                                                                                                                                                                                                                                        | Daily.                                                                                                                                                                                              | Dally.                                                                                                                                                                                    | " Athens " 113 " 348 "                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Lv. Danville 5 5 50 a 0 15 p                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | I.v. New York, Pa. R.R.                                                                                                                                                                                                                                                                                                | 4 60 p<br>6 55 p<br>9 20 p                                                                                                                                                                          | 12 15ut<br>8 50 n<br>6 51 n                                                                                                                                                               | "Atlanta, 8. A. L. (Union 2 50 " 5 20 " 5 20 "                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Lv. Norfolk 9 35 p 6 50 a "Abbeville " 5 15 " 18 an Ar. Greensboro 6 50 a "Greenwood " 5 41 " 2 18 an "Cl.nton " 6 30 " *2 55 an Cl.nton " 6 30 " *2 55 an Ar Columbia United Properties of the Columbia United | Lv. New York, Pa. R.R<br>"Philadelphia"<br>"Baltimore<br>Lv. Wash'ton, So. Ry                                                                                                                                                                                                                                          | 4 50 p<br>6 55 p<br>0 20 p<br>10 43 p                                                                                                                                                               | 12 15ut<br>8 50 n<br>6 51 n<br>11 15 n                                                                                                                                                    | "Atlanta, S. A. L. (Union 250 520 520 NORTHBOUND No. 402. No. 38.  Ly stianta, (Central Time) *12 00 nm *7 10 m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Lv. Greensboro                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Ly. New York, Pa. R.R.  "Philadelphia "Baltimore. Ly. Wash'ton, So. Ry. Ly. Richmond Ly. Danville                                                                                                                                                                                                                      | 4 50 p<br>6 55 p<br>0 20 p<br>10 43 p<br>12 10nt                                                                                                                                                    | 12 15ut<br>8 50 a<br>6 51 a<br>11 15 a                                                                                                                                                    | "Atlanta, S. A. L. (Union 250 "520 "Depot) (Central Time) 250 "520 "  NORTHBOUND No. 402, No. 38, Lv + tlanta, (Central Time) *12 00 nm *7 10 n 'Whider "240 pm 10 40 pm 'Atlanta (233 "11 19 nn 11 19 nn |
| Ar. Charleston 8 (6p 11 00 a Lv Durham 17 00 pm 10 09 an Ar Weldon, via S. A. L. 455 am *245 pm 10 00 an Ar Weldon, via S. A. L. 455 am *245 pm                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Lv. New York, Pa. R.R.  "Philadelphia" Baltimore. Lv. Wash'ton, So. Ry. Lv. Richmond Lv. Danville                                                                                                                                                                                                                      | 4 50 p<br>6 55 p<br>9 20 p<br>10 43 p<br>12 10nt<br>5 50 a                                                                                                                                          | 12 15ut<br>8 50 a<br>6 51 a<br>11 15 a<br>12 01m<br>6 15 p                                                                                                                                | " Winder " 156 " 428 " " Atlanta, S. A. L. (Union 250 " 520 "  Depot) (Central Time) 250 " 520 "  NORTHBOUND No. 402, No. 38,  LV + Hanta, (Central Time) *12 00 nm *7 10 n " Winder " 240 pm 10 40 pm " Atlens " 313 " 11 19 pn " Elberton " 415 " 12 81 n " Abbeville " 515 " 38 n " Greenwood " 541 " 2 38 n                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| " Savanuah 4 47 p 5 20 a Washington, via Penn. R.R. 12 81 " 11 30 " Washington, via Penn. R.R. 12 81 " 11 30 " Washington, via Penn. R.R. 12 81 " 11 80 " Washington, via Penn. R.R. 12 81 " 11 80 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R. 12 81 " 180 " Washington, via Penn. R.R        | Ly. New York, Pa. R.R.  "Philadelphia "Baltimore. Ly. Wash'ton, So. Ry. Ly. Richmond Ly. Danville Ly. Norfolk Ar. Greensboro Ly. Greensboro "Charlotte "Rock Hill "Chester "Winnsboro. Ar Col'bia Bland'g st. Ly. Columbia Un. dep't. "Johnstons. "Trenton "Graniteville Ar. Augusta.                                  | 4 E0 p<br>9 8 55 p<br>9 20 p<br>10 43 p<br>12 10nt<br>5 50 a<br>9 35 p<br>6 50 a<br>7 05 a<br>10 20 a<br>10 65 a<br>11 41 a<br>12 4 7 nn<br>1 15 p<br>2 53 p<br>2 53 p<br>3 56 p<br>3 5 p<br>4 15 p | 7 82 p 11 97 12 20 a 1 1 37 n 4 00 a 6 0 a 6 0 a 6 0 a 6 0 a 6 0 a 6 0 a 6 0 a 6 0 a 6 0 a 6 0 a 6 0 a 6 0 a 8 00 a 8 00 a                                                                | " Winder " 156 " 428 " " Atlanta, S. A. L. (Union 256 " 520 "  Depot) (Central Time) 256 " 520 "  NORTHBOUND No. 402. No. 38.  Ly 'tianta, (Central Time) *12 00 nm *7.10 n " Winder " 240 pm 10 40pm " Athens 3 33 " 11 19pn " Elberton " 415 " 12 3;am " Abbeville " 515 " 18 an " Greenwood " 541 " 2 48 n " Greenwood " 630 " *2 55an Ar Columbia, C. N. & L. R. R. 17 45 "  Chester " 813 " 425 "  Art hatlotte, via S. A. L. *10 25 pm *7 50 "  Ly Mouroe, via S. A. L. *9 40 pm 665 " " Hamlet, " 11 15 " 800 "  Ar Wilmington *12 05 pm " Southern Pines " 22 60 " 9 10 an " Raleigh " 28 " *12 57 "m " Southern Pines " 22 60 " 9 10 an " Raleigh " 28 " *12 57 "m " 328 " *12 57 "m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Lv. Now York, Pa. R. R.  "Philadelphia. "Baltimore. Lv. Wash'ton, So. Ry Lv. Richmond Lv. Danville. Lv. Norfolk Ar. Greensboro. "Charlotte. "Rock Hill. "Chester. "Winnsboro. Ar Col'bia Bland'g st. Lv. Columbia Un. dep't. "Johnstons. "Trenton. "Graniteville. Ar. Augusta. Lv. Col'bia, S.C.&G.Ry. Ar. Chavleston. | 4 E0 p<br>0 55 p<br>0 20 p<br>10 43 p<br>12 10nt<br>5 50 a<br>0 35 p<br>6 50 h<br>7 05 a<br>10 20 a<br>10 52 a<br>11 41 a<br>12 cvnn<br>1 15 p<br>2 35 p<br>3 50 p<br>4 14 t<br>4 to p<br>4 co p    | 7 82 p<br>10 20 a<br>7 82 p<br>11 35 a<br>12 01m<br>0 15 p<br>10 20 p<br>11 37 p<br>12 20 a<br>11 37 p<br>12 20 a<br>13 37 a<br>4 00 a<br>6 20 a<br>7 07 a<br>8 00 a<br>7 00 a<br>11 00 a | "Atlanta, S. A. L. (Union 2 56 " 5 20 " Depot) (Central Time) 2 56 " 5 20 "  NORTHBOUND No. 402. No. 88.  Ly tianta, (Central Time) *12 00 nm *7 10 n "Winder " 2 40 pm 10 40 pm "Athens " 3 13 " 11 19 pn "Athens " 4 15 " 12 3 an "Elberton " 5 15 " 18 an "Greenwood " 5 41 " 2 3 an "Greenwood " 5 41 " 2 3 an "Greenwood " 8 39 " *2 55 an Ar Columbia, C. N. & L. R. R                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

Excellent daily passenger service between Florida and New York. Nos. 37 and 38—Washington and Southwestern Limited. Solid Vestibuled train with dining cars and first class coaches north of Charlotte. Pullman drawing room sleeping cars between Tampa, Jacksonville, Savannah, Washington and New York. nan Sleeping Cars between Charlotte Richmond. Ilman drawing-room sleeping cars be-

Pullman drawing-room sleeping ears between Greensboro and Norfolk. Close connection at Norfolk for OLD POINT COMFORT, arriving there in time for breakfast.

Nos. 35 and 26—U. S. Fast Mail. Through Pullman drawing room buffet sleeping cars between Jacksonville and New York and Pullman sleeping cars between Augusta and Charlotte. Pullman sleeping cars between Jacksonville and Columbia, en route daily between Jacksonville and Columbia, en route daily between Jacksonville and Cimeinnati, via Asheville.

FRANK S. GANNON, J. M. CULP, Third V-P. & Gen. Mgr. T. M., Washington.

W. A. TURK, S. H. HARDWICK, G. P. A., Washington.

## SOUTHERN RAILWAY.

Condensed Schedule in Effect May 1, 1193.

| CITA LIBRORY A                                   | 1 Daily                                          |
|--------------------------------------------------|--------------------------------------------------|
| STATIONS.                                        | No. 11.                                          |
| Lv. Charles on                                   | 1 7 10 a m                                       |
| Ly. Columbia Prosperity Newberry Ninety-Siz      | 11 (0) a m<br>12 11 p m<br>12 22 p m<br>1 25 p m |
| Ar. Greenwood                                    | 2 25 p m                                         |
| Ar. Albeville                                    | 2 55 p m                                         |
| At. Belion                                       | 3 10 p m                                         |
| Ar. Anderson                                     | 4 8 35 p m                                       |
| Ar. Greenville                                   | 4 25 p m                                         |
| Ar. Atlanta                                      | 9 10 p m                                         |
| STATIONS.                                        | Daily<br>No. 12.                                 |
| Lr. Greenville                                   | 10 15 a m                                        |
| " Williamston                                    | 10 55 a m                                        |
| Lv. Anderson                                     | 10 50 a m                                        |
| Lv. Belton                                       | 11 15 a m                                        |
| Ar. Domnalds                                     | 11 89 A m                                        |
| Lv. Abbrille                                     | 11 20 a m                                        |
| Lv. Eodres                                       | 1 11 55 n m                                      |
| " Greenwood                                      | 12 35 p m                                        |
| " Newherry                                       | 2 04 p m                                         |
| Programmir.                                      | 2 13 0 10                                        |
| Ar. Columbia                                     | 8 85 p m                                         |
| Lr. Charleston                                   | 8 00 p m                                         |
| Daily Daily<br>No. V.No.18 STATIONS.             | Daily Daily<br>No.14 No.10                       |
| \$ 80p 7 10s Lv CharlestonAr                     | 800p   11 00a                                    |
| 8 80a 11 30a ' Columbia "                        | 8 25p 9 30p                                      |
| * VIE 12 10D                                     | 2 40p 8 50m                                      |
| av see s cop                                     | 1 25p 7 45p                                      |
| 10 38a 2 23p " Union" 10 38a 2 23p " Jonesville" | 1 05p 7 80p                                      |
| 10 54a 2 87p " Pacolet"                          | 12 20p 6 58p<br>12 14p 6 43p                     |
| 11 25a & 10p Ar. Epartanburg. Ly                 | 12 14p 6 42p                                     |
| 11 4 a 8 30p Lv. Spartagurg. Ar                  | 11 20a 6 00g                                     |
| 2 45p 7 00p Ar Ashoville Ly                      | 8 20a 8 (6)                                      |
|                                                  |                                                  |

Trains 9 and 10 carry elegant Pullman sleeping cars between Columbia and Asheville, enroute daily between Jacksonville and Cincin

Trains leave Spartenburg, A. & C. division, Porthbound, 635 a.m., 837 p.m., 6:10 p.m., (Vestibule Limited); southbound 12:28 a.m., (Vestibule Limited); southbound 12:28 a.m., \* 15 p.m., 11:38 a.m., (Vestibule Limited.) Trains leave Greenville, A. and C. dividon, porthbound, 5:35 a.m., 2:24 p.m. and 5:22 p.m., (Vestibuled Limited); southbound, 1:25 a.m., 4:20 p.m., 12:30 p.m. (Vestibuled Limited). Pullman Service.

Pullman palace sleeping cars on Trains 35 and 55, 37 and 53, on A. and C. division. Pullman palace accepts.

86, 87 and 33, on A. and C. division.

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Third V-P. & Gen. Mgr., T. M., Washington.

B. H. HARDWICK,
Avt Gen. Pass. Agt. W. A. TURK, Gen. Pass. Ag't. Washington, D. C. As't Gen. Poss. Ag't. Atlants, Ga.

COLUMBIA, NEWBERRY & LAUREN RAILHOAD. Time Table in effect. May lath, 1888. Eastern Standard Time. Southbound

eng'r D'ly Figt. 



Scientific American. MUNN & CO, 361 Broadway, New York



| Boston, Ri-<br>Norto<br>Schedu e                                            | chm<br>lk,<br>in e | ond, W<br>Philad<br>fleet M | eiphi                                | ngt.<br>189:                 | on,<br>i.                     |                  |
|-----------------------------------------------------------------------------|--------------------|-----------------------------|--------------------------------------|------------------------------|-------------------------------|------------------|
| SOUTHBOAN                                                                   |                    | in a labor                  | No.                                  |                              |                               | . 11             |
| Ly New York, via<br>"Philadelphia<br>"Bultimore<br>"Washington<br>"Richmond |                    |                             | .*11 0<br>. 1 13<br>. 3 14<br>. 4 40 | vian<br>di m<br>o ''<br>o '' | 13 06<br>2 50<br>4 30<br>9 06 | an<br>an         |
| Ly Norfolk, via &                                                           | 5. A               | , L                         | . 84                                 | pn<br>5 pn                   | 1 920                         |                  |
| Ly Wolden, via 8.<br>Ar Henderson,                                          |                    | **********                  | +12 56                               | um                           | *1 48                         | pm               |
| Ar Durham, via &<br>Ly Dorham,                                              | ; A.               | L                           | 17 83<br>17 00                       | am<br>pm                     | 14 16                         | pm               |
| Ar Raleigh, vin 8<br>" Senford<br>" Southern Pine                           | 8                  |                             | 8 83<br>4 28                         |                              | *8 (0<br>5 (5<br>5 18         |                  |
| " Hamlet<br>" Wadesboro<br>" Monroe<br>" W lmington                         |                    |                             | 6 43                                 | ::                           | 8 0<br>9 12<br>12 (5          |                  |
| Ar Charlotte, via                                                           |                    |                             | +7 50                                | 1                            | *10 25                        | V-2000 6         |
| " Chescor, via S.                                                           | A. I               | 4                           | 8 C3                                 | pm                           | 10 53                         | pm               |
| Ly Columbia, C.                                                             |                    |                             |                                      | -                            | 16 CO                         | A COURT          |
| Ar Cliuton "Greenwood "                                                     | 100                |                             | -                                    | am                           | 12 14                         | A Company of the |
| " Abbeville "                                                               |                    |                             | 11 03                                | **                           | 1 85                          |                  |
| " Athens " Winder "                                                         |                    |                             |                                      |                              | 3 48                          |                  |
| " Atlanta, 8. A.<br>Depot) (Cen                                             | L.                 | (Union                      | 2 50                                 |                              | 5 20                          | 1                |
| NORTHBOUL                                                                   | -                  |                             | No. 4                                | 02.                          | No.                           | 88.              |
| Ly tlanta, (Cent                                                            | tral               |                             |                                      |                              | *7 LC                         | n                |
| " Winder "                                                                  |                    |                             | 3 13                                 | pm                           | 10 40                         |                  |
| " Elberton "                                                                |                    | ********                    | 4 15                                 |                              | 11 11                         | pin              |
| " Abbeville "                                                               |                    | *********                   | 5 15                                 | **                           |                               | an               |
| " Greenwood "                                                               |                    |                             | 5 41                                 | - 11                         | 20                            | Bam              |
| " Cl.nton "                                                                 |                    |                             | 6 30                                 |                              | *25                           | butu             |
| Ar Columbia, C.                                                             | NE                 | L. R.                       | R                                    |                              |                               | **               |
| ." Chester '                                                                |                    |                             | 8 13                                 |                              | 4 25                          | 44               |

Ar Portsmouth " \* D'ly. † D'ly, ex. sunday, Nos. 403 and 402.—"The Atlanta Special," Solid Vestibule Train of Pullman Sleepers and Coaches between Washington and Atlanta, also Pullman Sleepers between Portsmouth and Chester, S. C.

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B. A. NEWLAND, Gen Agt Pass, Dept., Atlanta Ga ST. JOHN, Thee-Pres. and Gen'l Manaket E. MoBFF, Gen'l SuperIntendent. W. B. GLOVKR, Traffle Manager, J. ANDERSON, Gen'l Passenger Agent, GENERAL OFFICES: PORTSMOUTH, VA

THE CHARLESTON LINE.

Fort Motte..... St. Matthews. Orangeburg ... Rowesville.... Branchville ... . 6 20 am 8 . 7 (8 am 4 . 7 49 am 8 . 8 08 am 6 . 8 20 am 6 FAST EXPRESS AUGUSTA AND WASHINGTON WITH PULLMAN BETWEEN AUGUSTA,

Ly Denmark. Ly Aiken..... Ar Augusta... DAILY EXCEPT BUNDAY 

North Carolina. Bolid train's between Charleston and Asheville. Connections from
points on Bouthern Railway to Augusta,
Alken and other points on "The Charleston
Line"; at Charleston with Clyde Line Steamers to New York and Jacksonville.
L. A. EMERSON, Traffic Manager,
E. B. BOW EN, General Manuger
General Offices; Charleston B.C.

Charlesten and Western Carolina Rwy Co Augusta and Asheville Short Line. Schedule in Effect May 15, 1898

Leave Augusta...... 9 40 a m Arrive Greenwood........ 12 17 p in Anderson..... 6 10 p in 6 05 a m 1: 15 am 10 10 a m 8 65 p m .... 2 25 p m ... 6 06 p m Petersburg . Richmo. d . A landide... Fairfax..... ort Royal avannah ... Charleston eave charleston. rairfex.... Allendale . rrive Augusti...