Our Herald and News

WAR REVENUE BEGINS JULY 1.

PEOPLE WILL THEN REALIZE THAT THEY PAY FOR IT

Stamps for Everything Hereby a Legal Document of Any Kind Except Telegrams, Checks, Bills of Lading and All Commercial Papers Taxed by Uncle Sam

(Register, 29th.)

The people of this country have had a war on for two months or thereabouts and all it has cost them has been the satisfaction of hurrahing over a Dewey victory, or a Hobson, a Blue, or Sampson or Schley. They have not gone deep down into their pockets to pay for all this glory. They know what happened and simply trusted Uncle Sam to foot the bills. But your Uncle Sammed wants some help and he will call upon all the people on and after July 1, next Friday, to assist him in providing the funds.

On that day the war revenue measure, recently passed by Congress will go into effect, and in almost every class of business the tax will be felt.

Take telegraphing as a instance, and this is a very large factor in the commercial affairs of the world. Yesterday Manager Gray of the Western Union received instructions from headquarters to the effect that every message sent should first be stamped with a revenue stamp before it could be transmitted. The cost of the stamp for every message no matter how long will be one cent.

The law provides that the person using or affixing the stamp shall write or stamp thereon the initials of his name and date upon which the same shall be attached or used.

Some of the principal offices in the State have been furnished war stamps for the use of patrons, but until the stamps are generally distributed from the revenue office there may be some delay in receiving replies to telegrams. At some of the smaller telegraph stations these stamps may not be available for several weeks, and should a reply be required and the receiver of the telegram have no stamps and cannot get them there would be no answer. The stamp must be affixed at the sending office and cannot be at the receiving office.

As to railroad and express companies bills of lading, money orders and all documents relative to shipping will have to be stamped.

The full text of the bill has already been published, but in order to refresh the minds of our readers we publish the tax on some of the documents of ordinary business transactions:

"All bonds, debentures, or certificates of indebtedness issued after the first of July by any association, company or corporation, on each hundred dollars of the face value or fraction thereof, five cents; and on all sales, or agreement to sell, or memoranda of sales or deliveries or transfers of shares or certificates of stock in any association, company or corporation whether shown upon the books of such association, company or corporation, or by any assignment in blank, or by any delivery, or by any paper, &c., on each hundred dollars of the face value or fraction thereof, two cents.

"Bank checks, drafts, or certificates of deposits not drawing interest, or order for the payment of any sum of money, drawn upon or issued by any bank, trust company, or any persons, companies, or corporations at sight or on demand, two cents.

"Bill of exchange (inland), draft, certificate of deposit drawing interest, or order for the payment of any sum of money, otherwise than at sight or on demand, or any promissory note except bank notes issued for circulation, and for each renewal of the same, for a sum not exceeding one hundred dollars, two cents; and for each additional one hundred dollars or fractional part thereof in excess of one hundred dollars, two cents.

"Bonds, for indemnifying any person or persons, firm, or corporation, for the payment of any sum of money, or for the due execution or performance of duties of any office or position, and to account for money received, and all other bonds of any description, except such as may be required in legal proceeding, fifty cents. All deeds, instruments or writing, whereby any lands, tenements, or other realty sold shall be granted, when the consideration or value exceeds one hundred dollars and not over five hundred dollars, fifty cents; and for each additional five hundred dollars or fractional part thereof in excess of five hundred dollars, fifty cents.

"Lease, agreement, memorandum, or contract for the rent of land, or tenement when for not exceeding one year, 25 cents; when for more than a year and not exceeding two years, fifty cents; when for more than three years, one dollar.

"Mortgages of lands or personal property, deeds of trust, &c., intended to secure any definite and fixed sum, on one thousand dollars and not exceeding one thousand five hundred dollars, twenty five cents. All transfers or assignments of a mortgage, lease, or policy of insurance, or the renewal or continuance of any agreement, contract or charter, a stamp duty is required and must be paid at same rate as that imposed on the original instrument. Power of attorney to sell lands, &c., twenty five cents.

"Protest of notes, bills of exchange, acceptance, check or draft, twenty five cents.

"No paper can be recorded or registered, if such paper is required by law to be stamped, and such paper or document cannot be used in evidence unless stamped.

"Stamps can be obtained from the internal revenue office, and if the war continue long they will be as common as postage stamps.

HIS WIFE'S BIRTHDAY.

Bill Arp Presents Her With Kisses, Roses and Gold

Old Anno Domini keeps rolling on. It seems but a little while since my wife had a birthday, but here is another and we had to dine out and celebrate it with a feast and thank the good Lord for His mercies. Not since the last one has any affliction or calamity befallen her or those who are near and dear to her by the ties of kindred affection. She has good health and strength and her hair still brings with its raven gloss and she still speaks to her numerous lovely offspring and me, too, with the same queenly tone of voice; reminding us of the centurion who said: "I say unto this one go and he goeth and to that one come and he cometh." Sometimes she is sad because of her absent children and says she feels like this will be her last birthday and she wishes they could all gather at the homestead once more before she dies.

But I don't see any such signs and surely expect to leave her a widow some of these days and have her grieve for me a little while—only a little while and then come on:

"We've been love together,
Through pleasant and through cloudy weather.
'Tis hard to part when friends are dear,
Perhaps 'twill cost a sigh, a tear,
Say not good night, but in some brighter clime
Bid me good morning."

I waited this morning till she took her accustomed seat at the breakfast table and then gave her a kiss on her classic forehead and placed a white rose in her hair and a gold piece on her plate. It was a good mixture she said of kisses and roses and gold. The roses will fade and the kisses may be forgotten, but the gold, oh the gold, how much comfort it will give. How many a little present she will buy for the grandchildren. Sixty six years intensifies a mother's love for her posterity, but it does not paralyze her love for ornament and beautiful things.

My wife still loves to look at pretty goods and price them and talks gushingly about them and how wonderfully cheap they are, but she won't wear common goods herself. She says she never did and she never will, and I say so too. And she wants the best of everything that is in the heavens above or the earth beneath or the waters under the earth. The best fruits, the best coffee and tea and ice cream and silver cake over and anon. Her good taste and appetite show no weakness or decay and her solicitude about the poor heathen in foreign lands grows stronger at every missionary meeting. She takes but little interest in the war, for she says it is made up of big head lines and nobody knows whether there is any war going on or not. When she can hear the cannon roar and have to get up in the night and refugee from the fowl invader she will be sure there is another war. "Why," says she, "the newspapers had the insurgent army up to thirty, forty and fifty thousand all the time for six month, and now it has dwindled down to 2,000 or less and one account says 300, and they have never had any more except at the junta in New York, and it may be that all this starvation business is another fake and the whole thing is a scheme to make money for somebody."

"And I said in mine haste all men are liars," saith the psalmist. If he had lived until now he might have said it at his leisure.

I try very hard to reconstruct Mrs. Arp and to reconcile her to the situation. "My dear," said I, "McKinley has appointed General Lee and General Wheeler and Colonel Gordon and Governor Oates and other rebels to high positions, and it does look like the Yankees are trying to make friends with us."

"That is all very well," said she, "but they have never apologized," and she draws the thread of her needle with a quicker and more defiant strain. "If a gentleman does another an injury, he repents of it and apologizes," says she.

That reminds me of Bill Glenn's divorce case. His client was a darky named Jack, and Jack had sued his wife, Mandy, for a divorce because she left him and tuk up with another nigger. Glenn had Jack on the witness stand and proved his case. There was no defence. Jim Brown was the judge, and he always takes a hand when the defendant is absent and not represented. Jack was about to come down from the stand when Judge Brown said: "Stop Jack a minute. Where is your wife now?" "She's at home, judge," said Jack. "At your house?" asked the judge. "Yes, judge, she's at my house, Mandy is. "Are you living with her now?" asked the judge. "Oh, yes, judge, me and Mandy have done made up. You see, judge, how it is. Mandy got sorry 'bout her conduct, and she come back one night and pologized, and what could a poor nigger like me do but take her back?"

Of course Glenn dismissed his case and I expect lost his fee, but our friends, the Yankees have never apologized and Mrs. Arp's opinion is that the divorce case should not be dismissed until they do.

The other day I received a clipping from a Charlotte paper arraigning me for lack of Americanism and calling me a suspect about the war. The friends who sent it says it was written by a ubiquitous pennyaliner who has the cackledeths scribendibus and will write all day in the shade and can change his politics or his religion to suit the paper he writes for and have no strains of conscience. Why he does not rush frantically to the front, he does not disclose. And I recieved a war like letter from another man on the same line, in which he seeks to teach me a lesson of patriotism about what he calls this just and holy war. I repiled in three times, saying that I was surprise to learn that he was still at his peaceful home and hoped that the next letter he wrote me would be dated in Cuba or the Philippine islands. No, I am not an enthusiast about the war, for some of our brave boys are going to be hurt and somebody will be to blame for it. If it was a war of defense, like ours was in 1861, the case would be very different. Then mothers and sisters and sweethearts smiled through their tears as they bade the boys goodby, but they don't now. The question still comes up and will not down, "What are we fighting for?"

But there is one answer, and that is manifest destiny. Perhaps the God of nations has willed that a new and better civilization shall control the islands of the sea and thereby advance the cause of Christianity all along missionary line. This is the broad and philosophic view of the war and the only view in which there is comfort to thoughtful minds of aged people. History is repeating itself. The old are serious and doubtful. The young are enthused with patriotic ardor and wish to fight. One of my sons and and one of my grandsons are getting ready for the camp, and just so it was in 1861. Experience is the best schoolmaster, and so let the boys learn what war is and what it means just as their fathers did, and thirty years from now they, too, will be in the cautious state. Then let the procession proceed.

But it is all over now, and the loving family is broken up. Maybe they will all go home and stay there. I reckon they won't be about Atlanta in July when the veterans meets.

BILL ARP.

"Stirred or Swiped."

"A young hog shote with the left ear cropt and tale gone. Also black spot on left hind hip and hole in other ear. Said hog shote disappeared from premisis of the undersigned owner at nite under sircumstansis pointing to him being stole, said hog shote being a pet and not apt to go off of his own accord. Said hog shote answers to the name of Nolhe and he will eat from the hand and can stand on his hind legs like a dog, and is of affeckshunate nature. Anyone returning said hog shote or letting me know where he is at will confer a benefit on a invalid lady whose pet said hog shote was."

LaGrippe,

Followed by Heart Disease, Cured by DR. MILES' HEART CURE.

MR. C. C. SHULTS, of Winterset, Iowa, inventor and manufacturer of Shults' Safety Whiffletree Coupling, writes of Dr. Miles' Heart Cure. "Two years ago I was struck on LaGrippe left me with a weak heart. I had run down in flesh to 120 pounds and had chill spells; frequent sharp pains in side and palpitation caused a constant fear of sudden death, nothing could induce me to remain away from home over night. My local physician prescribed Dr. Miles' Heart Cure and in a few days I was able to sleep well and the pains gradually lessened, and finally ceased. I reduced the excess flesh, having gained fifteen pounds, and am now feeling better in every way than I have for years."

Dr. Miles' Remedies are sold by all druggists on a positive guarantee, first bottle benefits or money refunded. Book on disease of the heart and testimonials free. Address DR. MILES' MEDICAL CO., Elkhart, Ind.

Dr. Miles' Heart Cure Restores Health

AGENTS WANTED

In Every County to Supply the Great Popular Demand for

AMERICA'S WAR for HUMANITY

Told in Picture and Story.

Compiled and written by

SENATOR JOHN J. IMCALLS, of Kansas.

The most brilliantly written, most profusely and artistically illustrated, and most intensely popular book on the subject of the war with Spain. Nearly 200 Superb Illustrations from Photos taken especially for this great work. Agents are making $50 to $100 a week selling it. A veritable bonanza for live canvassers. Apply for description, terms and territory at once to

N. D. THOMPSON PUBLISHING CO., St. Louis, Mo., or New York City.

Back Ache?

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

Fernoline Balsam

You simply rub it over the skin and its own wonderful penetrating power carries it down deep to the very seat of trouble.

Fernoline Balsam is a concentrated 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 neuralgia, rheumatism, sciatica, and soreness in the chest.

For sale by all druggists.

Fernoline Chemical Works, Charleston, S. C.

For Sale By W. E. PELHAM.

Arrest

disease by the timely use of Tutt's Liver Pills, an old and favorite remedy of increasing popularity. Always cures

SICK HEADACHE, sour stomach, malaria, indigestion, torpid liver, constipation and all bilious diseases.

TUTT'S Liver PILLS

Great Improvement

Reports a Welcome Change in Her Condition

Statement by a North Carolina Woman.

"Nearly all my life I have had one cold after another and the trouble seemed like catarrh in the head. There were discharges from my ears, and my hearing became affected. I took a number of kinds of medicine but I grew worse instead of better. One day I procured a bottle of Hood's Sarsaparilla and began taking it, and soon found it was doing me good. I gained strength and was greatly benefited in many ways. I continued its use and now the bad feeling in my head is gone, and the earache with which I suffered has disappeared. I am now able to do my housework without help. I shall keep Hood's Sarsaparilla in the house as long as I live." MRS. T. G. RHYNE, Dallas, North Carolina.

Hood's Sarsaparilla

Is the best—in fact the One True Blood Purifier.

Hood's Pills are the favorite family cathartic. Price 25c.

VIRGINIA COLLEGE

For YOUNG LADIES, Roanoke, Va.

OPENS SEPT. 8TH, 1898. ONE of the leading Schools for Young Ladies in the South. Magnificent buildings, all modern improvements. Campus ten acres. Grand mountain scenery in Valley of Va., famed for health. European and American teachers. Full course. Superior advantages in Art and Music. Students from twenty-five States. For catalogues address the President,

MATTIE P. HARRIS, Roanoke, Virginia.

Florida Central & Peninsular

Time Table in Effect May 16.

Leave Newberry ..... 2 04 pm
Arrive Columbia ..... 3 35 pm

	No. 37.	No. 35.
Lv. Columbia (Eastern Time.)	12 5 pm	1 45 am
Lv. Columbia (Central Time.)	11 55 am	12 45 am
Lv. Denmark	1 31 pm	2 22 am
Lv. Fairfax	2 22 m	3 16 am
Lv. Savannah	4 47 pm	5 30 am
Ar. Brunswick		7 1 a m
Ar. Jacksonville	9 25 pm	9 20 am
Lv. Jacksonville		
Ar. Lake City		11 25 am
Ar. Live Oak		12 13 pm
Ar. Tallahassee		2 3 pm
Ar. River Junction		5 3 pm
Ar. Moultrie		3 0 am
Ar. New Orleans		7 30 m
Ar. Waldo	12 3 am	11 25 am
Ar. Gainesville		2 3 pm
Ar. Cedar Keys		6 40 pm
Ar. Ocala	2 55 am	4 35 pm
Ar. Wildwood	4 20 am	5 28 m
Ar. Orlando	9 0 am	1 5 pm
Ar. Tampa	8 40 am	5 20 pm

NORTHBOUND.

	No. 36.	No. 34.
Lv. Tampa	8 0 pm	8 00 am
Lv. Orlando	8 1 pm	8 50 am
Lv. Wildwood	10 5 am	10 32 m
Lv. Cedar Keys		3 00 pm
Lv. Gainesville		12 0 m
Ar. Waldo	4 35 am	1 50 pm
Lv. Jacksonville	5 40 am	
Lv. Live Oak	7 5 am	
Lv. Lake City	8 8 am	
Lv. Jacksonville	8 5 am	8 00 pm
Lv. Brunswick		2 1 pm
Ar. Savannah	12 11 pm	12 0 m
Lv. Savannah	2 15 pm	2 11 pm
Lv. Fairfax	2 02 pm	2 50 am
Lv. Denmark	2 4 pm	3 41 am
Ar. Columbia (Eastern Time)	4 30 pm	1 45 am
Ar. Newberry		3 22 pm

Trains marked thus ( ) do not stop. Connections at Jacksonville with Sou. Ry. Nos. 37 and 38 carry Pullman drawing room sleeping cars between New York and Jacksonville, also between Cincinnati and Jacksonville, via Sou. Ry., connecting at Columbia parlor cars between Jacksonville and Tampa, and run solid trains from Charlotte to Jacksonville.

Nos. 37 and 38 carry Pullman drawing room sleeping car between Tampa and New York connecting at Charlotte with Southwestern Limited.

For further information apply to

L. M. FLEMING, D. P. A., Savannah, Ga.
N. S. PENNINGTON, T. M., Jacksonville, Fla.
WM. BUTLER, JR., T. P. A., Columbia, S. C.
R. E. SEAY, U. T. A., Columbia, S. C.
A. D. MACDONELL, G. P. A., Jacksonville, Fla.

ATLANTIC COAST LINE!

FAST LINE

Between Charleston and Columbia, Upper South Carolina, North Carolina, Athens and Atlanta.

PASSENGER DEPARTMENT
WILMINGTON, N. C., May 15th, 1897.
CONDENSED SCHEDULE.

GOING WEST. In Effect May 15. GOING EAST.

No. 52 Daily.		No. 53 Daily.
7 00 am	Lv. Charleston, S. C. Ar	5 35 pm
8 31 am	Lv. Lanes Ar	4 3 pm
9 35 am	Lv. Sumter Ar	2 50 pm
10 0 am	Lv. Columbia Ar	2 0 pm
11 30 am	Ar. Prosperity Lv	12 25 pm
12 10 pm	Ar. Newberry Lv	11 41 pm
1 05 pm	Ar. Clinton Lv	10 35 pm
2 15 pm	Ar. Greenville Lv	9 15 pm
2 35 pm	Ar. Spartanburg Lv	8 55 pm
6 00 pm	Ar. Asheville Lv	5 30 pm
8 35 pm	Ar. Charlotte Lv	9 35 am
9 40 pm	Ar. Hendersonville Lv	8 20 am
7 05 pm	Ar. Asheville Lv	8 20 am

*Daily.

Nos. 52 and 53 Solid trains between Charleston and Columbia.

H. M. EMERSON, Gen. Passenger Agent.
J. F. KENLY, General Manager.
T. M. EMERSON, Traffic Manager.

BLUE RIDGE RAILROAD.

H. C. BEATTIE, Receiver.

Effective May 2, 1897.
Between Anderson and Walhalla.

EASTBOUND.

Mixed No. 1	Stations.	Mixed No. 2
11 00 m	Anderson	Lv 3 35
Ar 11 20 m	Dorroh	Lv 3 15
Ar 11 30 m	Mt. Airy	Lv 3 05 pm
Ar 11 40 m	Pendleton	Lv 2 55
Ar 11 55 am	Cherry's Crossing	Lv 2 40
Ar 12 07 am	Clemson College	Lv 2 29 pm
Ar 9 40 am	Seneca	Lv 1 47 pm
Ar 9 25 am	West Union	Lv 1 31 pm
Ar 9 20 am	Walhalla	Lv 1 17
A. M.		P. M.

J. R. ANDERSON, Superintendent.
Connections at Seneca with So. R. R. No. 11.
At Anderson with So. Railway Nos. 11 and 12.

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SOUTHERN RAILWAY.

Central Time Between Columbia and Jacksonville. Eastern Time between Columbia and Other Points.
Effective June 12, 1898.

Northbound.	No. 38 Daily.	No. 36 Daily.
Lv. Jville, F.C.&P.Ry	8 00 a	7 00 p
" Savannah	12 05 p	11 35 p
Ar. Columbia	4 15 p	4 21 a
Lv. Charleston, SC&GRR	7 30 a	5 30 p
Ar. Columbia	10 55 a	10 10 p
Ar. Spartanburg, So. Ry	2 35 p	11 25 a
Ar. Asheville	6 00 p	2 15 p
Lv. Augusta, So. Ry	2 10 p	9 30 p
" Graniteville	2 30 p	10 15 p
" Trenton	3 08 p	11 00 p
" Johnstons	3 19 p	11 20 p
Ar. Columbia Un. dep't	4 51 p	2 10 a
Lv Col'bia Bland'g st	5 15 p	5 34 a
" Winnsboro	6 05 p	6 28 a
" Chester	6 54 p	7 18 a
" Rock Hill	7 23 p	7 58 a
Ar. Charlotte	8 15 p	9 00 a
Ar Greensboro	10 43 p	12 16 p
Lv. Greensboro	10 50 p	.....
Ar. Norfolk	7 50 a	.....
" Danville	11 51 p	1 35 p
Ar. Richmond	6 40 a	6 25 p
Ar. Washington	6 12 a	9 35 p
" Baltimore (A. R. R.)	8 43 a	11 35 p
" Philadelphia	10 15 a	2 50 a
" New York	12 43 p	6 23 a

Southbound.	No. 37 Daily.	No. 35 Daily.
Lv. New York, Pa. R.R.	4 30 p	12 15 nt
" Philadelphia	6 55 p	3 50 a
" Baltimore	9 20 p	6 31 a
Lv. Wash'ton, So. Ry	10 43 p	11 15 a
Lv. Richmond	12 10 nt	12 01 m
Lv. Danville	5 50 a	6 15 p
Lv Norfolk	9 35 p	.....
Ar. Greensboro	6 45 a	.....
Lv. Greensboro	7 05 a	7 32 p
" Charlotte	9 35 a	10 20 p
" Rock Hill	10 20 a	11 06 p
" Chester	10 55 a	11 37 p
" Winnsboro	11 41 a	12 26 a
Ar Col'bia Bland'g st	12 45 m	1 37 a
Lv. Columbia Un. dep't	1 15 p	4 00 a
" Johnstons	2 54 p	6 00 a
" Trenton	3 08 p	6 25 a
" Graniteville	3 38 p	7 07 a
Ar. Augusta	4 15 p	8 00 a
Lv. Asheville	8 20 a	3 05 p
Lv. Spartanburg	11 40 a	6 15 p
Lv. Col'bia, S.C.&G.Ry	3 00 p	7 00 a
Ar. Charleston	6 40 p	11 00 a
Lv. Col'bia, F.C.&P.Ry	11 55 a	12 47 a
" Savannah	4 47 p	5 20 a
Ar. Jacksonville	9 25 p	9 15 a

SLEEPING CAR SERVICE.

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.

Pullman Sleeping Cars between Charlotte and Richmond.

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

Solid train, with Parlor cars, between Charleston and Asheville.

Nos. 35 and 36—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 Cincinnati, via Asheville.

FRANK S. GANNON, Third V. P. & Gen. Mgr.
J. M. CULP, T. M., Washington
W. A. TURK, G. P. A., Washington.
S. H. HARDWICK, A. G. P. A., Atlanta.

SOUTHERN RAILWAY.

Condensed Schedule in Effect June 12, 1898.

STATIONS.	Ex. Sun. No. 6.	Daily No. 8.
Lv. Charleston		7 30 a m
Lv. Columbia		11 00 a m
" Dunsmuir		12 01 n'n
" Newberry		12 15 p m
" Ninety-six		1 01 p m
Lv. Greenwood	7 10 a m	1 25 p m
Ar. Hodges	7 30 a m	2 05 p m
Ar. Abbeville	8 05 a m	2 45 p m
Ar. Belton	8 35 a m	3 15 p m
Ar. Anderson	8 55 a m	3 30 p m
Ar. Greenville	9 30 a m	4 5 p m
Ar. Atlanta	5 55 p m	9 00 p m

STATIONS.	Ex. Sun. No. 18.	Daily No. 12.
Lv. Greenville	6 00 p m	10 15 a m
" Piedmont	5 55 p m	10 40 a m
" Williamston	6 10 p m	10 55 a m
Lv. Anderson	5 50 p m	10 40 a m
Lv. Belton	6 20 p m	11 10 a m
Ar. Donalds	6 55 p m	11 55 a m
Lv. Abbeville	6 20 p m	11 1 a m
Lv. Hodges	7 15 p m	11 50 a m
Ar. Greenwood	7 45 p m	12 10 p m
Lv. Ninety-Six		12 25 p m
" Newberry		1 50 p m
" Prosperity		1 40 p m
Ar. Columbia		2 50 p m
Ar. Charleston		6 40 p m

Daily No. 9	Daily No. 15	STATIONS.	Daily No. 14	Daily No. 11
5 35 p	7 35 a	Lv. Charleston. Ar	6 40 p	11 00 a
8 35 a	11 15 a	" Columbia "	2 45 p	9 20 p
9 05 a	11 45 a	" Alston "	1 55 p	8 30 p
10 00 a	12 35 p	" Santee "	12 55 p	7 45 p
10 35 a	1 05 p	" Lanes "	12 05 p	7 10 p
10 55 a	1 35 p	" Jonesville "	11 22 p	6 35 p
10 45 a	2 05 p	" Pacolet "	10 40 p	6 4 p
11 25 a	2 45 p	Ar. Spartanburg. Lv	10 00 p	6 15 p
11 40 a	2 50 p	Lv. Spartanburg. Ar	11 20 a	8 00 p
2 45 p	6 00 p	Ar. Asheville. Lv	8 30 a	3 05 p

"P." p. m. "A." a. m.

Trains 9 and 10 carry elegant Pullman sleeping cars between Columbia and Asheville, en route daily between Jacksonville and Cincinnati.

Pullman palace sleeping cars on Trains 35 and 36, 37 and 38, on A. and C. division.

Trains leave Spartanburg, A. & C. division, northbound, 6:30 a. m., 3:40 p. m., 8:10 p. m., (Vestibule Limited); southbound, 12:45 a. m., 8:15 p. m., 11:34 p. m. (Vestibule Limited).

Trains leave Greenville, A. and C. division, northbound, 5:45 a. m., 2:01 p. m. and 5:22 p. m.; (Vestibule Limited); southbound, 1:05 a. m., 4:40 p. m., 10:50 p. m. (Vestibule Limited).

Nos. 15 and 14 carry Sleeping Cars, with Pullman Parlor Cars, between Columbia and Asheville.

FRANK S. GANNON, Third V. P. & Gen. Mgr.
J. M. CULP, T. M., Washington, D. C.
A. TURK, Gen. Pass. Agt., Washington, D. C.
S. H. HARDWICK, Asst. Gen. Pass. Agt., Washington, D. C.

COLUMBIA, NEWBERRY & LAURENS RAILROAD.

Time Table Standard Time.
May 15, 1898.

Southbound.

Miles	Stations	Mixed No. 53	Daily No. 52	Daily No. 50
		P M	P M	A M
0	Columbia	5 30	3 00	10 30
6	Cayce	5 42	3 12	10 42
7	Congaree	5 45	3 15	10 45
13	Gadsden	5 55	3 25	10 55
18	Elkhorn	6 0	3 35	11 5
23	Blythe	6 5	3 40	11 10
27	Joanna	6 15	3 50	11 20
32	Clyde	6 20	3 55	11 25
37	Laurens	6 30	4 05	11 35
43	Goldville	6 40	4 15	11 45
46	Kinard	6 45	4 20	11 50
51	Tarrs	6 51	4 26	11 56
54	Dakota	6 55	4 30	12 0
58	Newberry	7 5	4 40	12 10
65	Prosperity	7 20	4 55	12 25
69	Stacks	7 31	5 06	12 36
74	Mountville	7 41	5 16	12 46
77	Chapin	7 47	5 22	12 52
81	White Rock	7 53	5 28	12 58
84	Pomaria	7 57	5 32	1 2
87	Seegers	8 0	5 35	1 5
94	Garveys	8 10	5 45	1 15
100	Laurens	8 20	5 55	1 25

Northbound.

Miles	Stations	Mixed No. 54	Daily No. 51	Daily No. 49
		A M	P M	P M
0	Laurens	8 20	5 55	1 0
6	Clyde	8 31	6 06	1 11
11	Goldville	8 40	6 15	1 20
14	Kinard	8 45	6 20	1 25
19	Tarrs	8 51	6 26	1 31
22	Dakota	8 55	6 30	1 35
26	Newberry	9 5	6 40	1 45
33	Prosperity	9 20	6 55	2 0
37	Stacks	9 31	7 06	2 11
42	Mountville	9 41	7 16	2 21
45	Chapin	9 47	7 22	2 27
49	White Rock	9 53	7 28	2 33
52	Pomaria	9 57	7 32	2 37
55	Seegers	10 0	7 35	2 40
62	Garveys	10 10	7 45	2 50
68	Gadsden	10 20	7 55	3 0
73	Cayce	10 30	8 05	3 10
77	Congaree	10 35	8 10	3 15
78	Columbia	10 45	8 20	3 25

Connections at Columbia with Southern Railway for all points in upper South and North Carolina. Solid trains between Charleston and Asheville. Connections from points on Southern Railway to Augusta, Aiken and other points on "The Charleston Line" via Columbia with Clyde Line steamers to New York and Jacksonville.

J. A. ANDERSON, Traffic Manager.
L. S. JOHNSON, General Manager.

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Cleanses and beautifies the hair. Promotes a luxuriant growth. Never Fails to Restore Gray Hair to its Youthful Color. Cures scalp diseases & hair falling. 50c. and $1.00 at Druggists.

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SEABOARD AIR LINE — VESTIBULED LIMITED TRAINS. DOUBLE DAILY SERVICE

To Atlanta, Charlotte, Augusta, Athens, Wilmington, New Orleans, Chattanooga, Nashville and New York, Boston, Richmond, Washington, Norfolk, Philadelphia.
Schedule in effect May. 8, 1898.

SOUTHBOUND.	No. 403.	No. 41.
Lv New York, via Penn R.R	*11 00 am	*9 00 pm
" Philadelphia	1 24 pm	12 15 am
" Baltimore	3 15 "	2 50 am
" Washington	4 40 "	4 30 "
" Richmond	8 56 pm	9 05 "
Lv Norfolk, via S. A. L.	*8 30 pm	*9 15 "
Portsmouth "	8 45 pm	9 20 "
Lv Weldon, via S. A. L.	*11 28 pm	*11 55 am
Ar Henderson "	*12 50 am	*1 48 pm
Ar Durham, via S. A. L.	†7 32 am	†4 6 pm
Lv Durham "	†7 00 pm	†10 20 am
Ar Raleigh, via S. A. L.	*2 16 am	*3 40 pm
" Sanford	3 33 "	5 05 "
" Southern Pines	4 23 "	5 8 "
" Hamlet	5 07 "	6 6 "
" Wadesboro	5 55 "	8 0 "
" Monroe	6 15 "	9 12 "
" Wilmington		*12 05 "
Ar Charlotte, via S. A. L.	*7 50 "	*10 25 pm
" Chester, via S. A. L.	8 03 pm	11 55 pm
Lv Columbia, C. N. & L. R. R.		6 0 pm
Ar Clinton "	9 05 am	12 14 "
" Greenwood "	9 35 "	1 07 am
" Abbeville "	11 03 "	1 35 "
" Elberton "	12 07 pm	2 41 "
" Athens "	1 33 "	3 43 "
" Winder "	1 56 "	4 28 "
" Atlanta, S. A. L. (Union Depot) (Central Time)	2 50 "	5 20 "

NORTHBOUND	No. 402.	No. 38.
Lv Atlanta, (Central Time)	*12 00 m	*7 10 am
" Winder "	2 40 pm	1 40 pm
" Athens "	3 41 "	11 0 pm
" Elberton "	4 15 "	2 3 am
" Abbeville "	5 45 "	3 0 am
" Greenwood "	6 11 "	3 30 am
" Clinton "	6 50 "	*2 30 am
Ar Columbia, C. N. & L. R. R.		6 50 "
" Chester "	8 13 "	1 25 "
Ar Charlotte, via S. A. L.	*10 25 pm	*7 0 "
Lv Monroe, via S. A. L.	*9 10 pm	6 0 "
" Hamlet, " "	11 15 "	8 0 "
Ar Wilmington		*12 05 pm
" Southern Pines	*2 40 "	9 0 am
" Raleigh "	*2 16 "	*11 2 "
" Henderson, "	3 28 "	*2 57 pm
Ar Durham "	17 32 "	†4 16 pm
Lv Durham "	†7 00 pm	†10 0 am
Ar Weldon, via S. A. L.	*1 50 am	*2 15 pm
" Richmond A. C. L.	8 30 "	7 35 "
" Washing'n, via Penn R.R.	12 31 "	11 10 "
" Baltimore " "	1 46 pm	1 0 am
" Philadelphia " "	3 50 pm	3 0 "
" New York, " "	*6 24 "	*6 55 "
Ar Portsmouth " "	7 20 am	5 20 pm
" Norfolk " "	*7 35 "	*5 35 "

* Daily. † Daily, 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.

Nos. 41 and 38.—"The S. A. L. Express," Solid Train, Coaches and Pullman Sleep