The Herald and News

IN THE DEBATABLE LAND.

BY EDWARD S. ELLIS.

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CHAPTER I

SEVERAL SIGNALS.

General Sherman was in the full swing of his colossal picnic, consisting of the promenade of 60,000 Union veterans from Atlanta through the core of the Southern Confederacy, 300 miles eastward to the Atlantic coast, when Lieutenant Ledyard Oakman of the —— Massachusetts cavalry, accompanied by the scout Sam Berland, reined aside and started off on a little campaign of his own.

They were far over in eastern Georgia, near the South Carolina line, through which the mighty army was to sweep, facing northward to unite with the legions of Grant, and stamp out the last embers of resistance. And what a wonderful march that was, the vast host advancing in four columns, with a cloud of skirmishers and cavalry in front to veil its route, and foraging on the country through which the army passed.

The autumn was drawing to a close, and in the north the frost of the coming winter was in the air, while the soldiers in the Virginia camps drew around their blazing fires at night and, as they talked of the great war and wondered how soon it would end, wrapped their overcoats closer around their shivering forms. But nature sways a gentler hand and her breath has a soft fragrance of its own in the states farther south. The mornings were crisp and bracing, but something of the summer fervor lingered in the sunshine, and the hundreds of campfires that twinkled at night were needed less for warmth than for the cooking of food and the pleasure of comradeship.

It was on the afternoon of one of those perfect autumn days that Lieutenant Oakman drew rein at the edge of a piece of wood fronting on the broad, sloping cotton fields, which had yielded up their meager harvest but a brief while before, though here and there the snowy flecks on the stunted brown bushes showed where the deft fingers had failed to garner the aftermath.

The lieutenant and his scout had parted company a couple of hours previous, and the attractive countenance of the young officer betrayed his mental concern. His black, blooded mare, that had carried him safely through the flame of more than one fierce conflict, stood motionless, with the reins lying loose on her neck, while her rider looked and wondered and fretted. The most that she ventured to do was to thrust forward her silken nose and, with the aid of the flexible upper lip with which her species is provided, draw in some of the neighboring twigs and munch them despite the interference of the steel bit.

The food was neither tempting nor nourishing. Perhaps Fanny indulged to this gentle extent the better to pass away the time while her rider ruminated, but master and beast had long been accustomed to "hard tack."

The attention of Lieutenant Oakman was divided between a point on the fringe of the curving wood a fourth of a mile away and the old mansion of the plantation, which was less than half [illegible] named. It was a typical plantation home, low, of stature, broad, roomy and whitewashed, surrounded by a wealth of shade trees, divided near the middle by a roofed passage, with wide porch extending in front, numerous outbuildings and the row of cabins near by, where the slaves were comfortably quartered until most of them were brushed into the current that came with the army of invasion and floated them into the promised land of freedom.

The officer turned the small spyglass suspended from his neck by a string toward the point of wood which, it has been said, attracted his attention. The result was satisfactory. Sam Berland was there, standing beside the trunk of a huge cottonwood, his horse so far in the timber as to be invisible. Evidently he was on the alert for scarcely had Oakman located him when he took off his cap and swung it. The lieutenant whipped out his handkerchief and with a single wave replied. That was sufficient. They understood each other, and the officer turned his head part way round without shifting his position in the saddle and fixed his gaze upon the mansion, or rather upon so much of it as the shading branches permitted him to see.

The result of this scrutiny was disappointing. The cavalryman perhaps was looking for some person or signal, but failed to catch the first sign of either. When he grew weary of the work he lowered his binocular.

"I wonder whether there's a living creature in that house," he muttered. "It looks as if it were an empty shell or huge coffin. This is the first time that red war has crossed the thresholds of these southern homes. Until now not the boom of a cannon nor the crack of a hostile musket has startled the women and children, but the terror is upon them at last."

A feeling of pity and wonder came to the gallant officer. His thoughts took the same trend they had taken scores of times before, and not only with him, but with multitudes of those who wore the blue and the gray.

"Why are we fighting each other? Why is the earth wetted with the warm blood of the bravest, the noblest and the most gifted of men? In the years to come, when the Union is restored in all its strength and grandeur and the veterans of both sides sit down to talk over old times, their wonderment will be why they tried with such unsurpassable bravery to take each other's lives. It passes my comprehension."

He was silent a moment, and then added in an awed undertone, "It is the hand of God, and his ways are past finding out."

But it is a perilous thing for a soldier to indulge in reverie when on duty or in the enemy's country. Recalling his straying thoughts, Lieutenant Oakman once more leveled his glass at the old mansion, but with no more result than before.

"I must be expected," he said. "This is the day that was set, and it was understood that I was not to appear on the edge of the wood until the afternoon. I don't understand it. Perhaps the news of the approach of our army has frightened the family into flight, but that isn't like the southern people. Though none of them is left except the women and servants, they will stand their ground in the face of all danger, calm, dignified, fearless, worthy types of the noblest of their sex. It can't be that I've made a mistake," he added, startled by a sudden fear.

It was evident in the musings of the New England officer, who until this hour had never set foot in that part of Georgia, that he was acting upon the knowledge imparted by some one who knew every foot of the [illegible].

"At Kinn[illegible] I was to take the road to the right and ride for four miles, when I would reach a point where a fork turned into the woods at the left. I did as directed and found the forest midway at the [illegible] expected. I was to follow that for [illegible] yards, when, if I looked sharp, I would observe a bridle path. Well, I looked sharp and observed it. [illegible] I was told it soon emerged from the forest and skirted the cotton fields. At the point where the path touches the wood I was to halt, and [illegible]

[illegible]

The instrument was once more leveled [illegible] the lieutenant [illegible] the belief that he had been [illegible]. From the upper window [illegible] he saw a hand waved, just above and somewhat to one side [illegible] the [illegible] manifestly [illegible] interested he was [illegible] of the party for whom he had waited so long.

The window was raised from the first, and the [illegible] felt by the officer at the delay in the [illegible] watched the [illegible] he knew that it had been [illegible] he waved the [illegible] salutation [illegible] and [illegible] of a different nature. [illegible] expectant [illegible] disappointed.

The period of [illegible] Lieutenant Oakman [illegible]

"That abrupt withdrawal means that something threatening has taken place in the house or near me."

Since one contingency was as probable as the other the officer glanced rapidly at his surroundings, and as he did so his eye and ear revealed the alarming fact that a person was standing 20 feet away intently watching him.

CHAPTER II

AN INTERRUPTION.

The first notice that reached Lieutenant Oakman was the sound of a laugh. Ordinarily the emotion of mirth is [illegible] but in this instance it sent a shiver down his spine, for its meaning was [illegible] ment. He [illegible] danger [illegible]

[illegible]

When he observed the angry countenance of the lieutenant turned toward him the negro remarked:

"[illegible] what you want [illegible]?"

"What [illegible] young man?"

demanded the lieutenant severely.

"Tryin to flirt wid Miss Adele. I had my eye on ye."

"Whom do you mean by Miss Adele?"

Instead of making direct reply the negro lad threw back his head and broke into uproarious mirth. The question struck him as the funniest thing he had ever heard, and he belonged to a race that laughs upon the slightest provocation.

The officer grew angry. He saw a peril that [illegible] the [illegible] and, wheeling [illegible] She responded with a [illegible] and a leap [illegible] down upon the [illegible] was frisky [illegible] nearest tree [illegible] above them.

"I ain't afraid [illegible]

[illegible]

[illegible]

"You are sure that only the mother and daughter are living in the house?"

The question struck the lad as uncalled for, but he inclined his head several times with much vigor. Like most youngsters he was gifted with a well developed bump of curiosity.

"What's yo' name?"

"Lieutenant Oakman of the ——th Massachusetts cavalry. Are you acquainted with any of our men or officers?"

[illegible]

[illegible] I am a stranger [illegible]

[illegible] to flirt wid Miss [illegible] be shamed ob [illegible]

[illegible]

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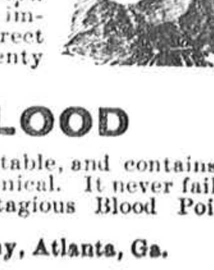

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Effective January 10, 1899.

Northbound.	No. 38 Daily.	No. 36 Daily.	No. 33 Exsun
Lv. J'ville, F.C.&P.Ry.	8 00 a	8 00 p	12 10 p
" Savannah	12 01 p	12 09 p	3 57 p
Ar. Columbia	4 05 p	4 45 a	7 39 p
Lv. Char'ton, SC&GRR.	7 00 a	5 30 p	....
Ar. Columbia	11 00 a	10 10 p	....
Lv. Augusta, So. Ry.	2 10 p	9 30 p	5 40 p
" Graniteville	2 39 p	10 15 p	6 08 p
" Aiken	2 20 p	10 10 p	5 55 p
" Trenton	3 08 p	11 00 p	6 34 p
" Johnstons	3 19 p	11 20 p	6 46 p
Ar. ColumbiaUn. dep't.	4 51 p	2 10 a	8 20 p
Lv Col'bia Bland'g st.	5 15 p	5 55 a	8 40 p
" Winnsboro	6 07 p	7 00 a	9 39 p
" Chester	6 54 p	7 45 a	10 17 p
" Rock Hill	7 26 p	8 17 a	10 45 p
Ar. Charlotte	8 15 p	9 15 a	11 34 p
" Danville	11 51 p	1 22 p	3 10 p
Ar. Richmond	6 40 a	6 25 p	....
Ar. Washington	6 42 a	9 05 p	9 45 a
" Baltimore Pa. R. R.	8 00 a	11 25 p	11 05 a
" Philadelphia	10 15 a	2 56 a	1 08 p
" New York	12 43 p	6 23 a	3 53 p

Southbound.	No. 31 Exsun	No. 37 Daily.	No. 35 Daily.
Lv. New York, Pa. R.R.	12 10 n	4 30 p	12 15nt
" Philadelphia	2 21 p	6 55 p	3 50 a
" Baltimore	4 37 p	9 16 p	6 22 a
Lv. Wash'ton, So. Ry.	5 50 p	10 43 p	11 15 a
Lv. Richmond	....	12 1ont	12 01m
Lv. Danville	12 10 a	5 50 a	6 02 p
" Charlotte	3 44 a	9 35 a	10 20 p
" Rock Hill	4 25 a	10 20 a	11 14 p
" Chester	4 54 a	10 55 a	11 43 p
" Winnsboro	5 34 a	11 41 a	12 32 a
Ar Col'bia Bland'g st.	6 30 a	12 45am	1 37 a
Lv. Columbia Un. dep't.	6 50 a	1 15 p	4 00 a
" Johnstons	8 27 a	2 53 p	6 00 a
" Trenton	8 40 a	3 08 p	6 25 a
Ar. Aiken	9 10 a	3 45 p	7 30 a
" Graniteville	9 03 a	3 38 p	7 06 a
" Augusta	9 40 a	4 15 p	8 00 a
Lv. Col'bia, S.C.&G.Ry.	....	3 55 p	6 45 a
Ar. Charleston	....	8 17 p	11 00 a
Lv. Col'bia, F.C.&P.Ry.	5 40 a	11 55 a	12 47 a
" Savannah	9 25 a	4 47 p	5 08 a
Ar. Jacksonville	1 00 p	9 25 p	9 00 a

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SOUTHERN RAILWAY.

Condensed Schedule in Effect Oct. [illegible], 1898.

STATIONS.	[illegible]	Daily No. 11.
[illegible]	[illegible]	7 30 a m
[illegible]	[illegible]	11 05 a m
[illegible]	6 30 a m	12 10 n'n
[illegible]	6 55 a m	12 25 p m
[illegible]	7 22 a m	1 21 p m
[illegible]	7 45 a m	1 55 p m
[illegible]	8 00 a m	2 15 p m
[illegible]	8 30 a m	2 45 p m
[illegible]	8 55 a m	3 10 p m
[illegible]	9 35 a m	3 35 p m
[illegible]	10 10 a m	4 15 p m
[illegible]	[illegible]	9 30 p m

STATIONS.	[illegible]	Daily No. 12.
[illegible]	6 00 p m	10 15 a m
[illegible]	6 30 p m	10 40 a m
[illegible]	6 47 p m	10 55 a m
[illegible]	7 15 p m	10 45 a m
[illegible]	[illegible]	11 15 a m
[illegible]	[illegible]	11 40 a m
[illegible]	[illegible]	11 20 a m
[illegible]	7 30 p m	11 55 a m
[illegible]	8 00 p m	12 40 p m
[illegible]	8 35 p m	12 55 p m
[illegible]	9 15 p m	2 00 p m
[illegible]	9 30 p m	2 14 p m
[illegible]	[illegible]	3 30 p m
[illegible]	[illegible]	6 49 p m

STATIONS.		Daily No. [illegible]	Daily No. [illegible]
[illegible]	Ar	6 40p	11 07a
[illegible]	"	3 30p	9 35a
[illegible]	Lv	2 30p	8 50a
[illegible]	"	1 25p	7 40a
[illegible]	"	1 05p	7 20a
Jonesville	"	12 25p	6 55a
Pacolet	"	12 10p	6 42a
Spartanburg	Lv	11 45a	6 15a
Spartanburg	Ar	11 22a	6 00a
Asheville	Lv	8 20a	3 05p

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

Pullman palace sleeping cars on Trains 35 and 36, [illegible] A. and C. division.

[illegible] Spartanburg, A. & C. division, [illegible] a. m., 3:37 p. m., 6:10 p. m., [illegible]; southbound 12:26 a. m., [illegible] a. m., (Vestibule Limited.)

[illegible] Greenville, A. and C. division, [illegible] a. m., 2:34 p. m. and 5:22 p. m., [illegible]; southbound, 1:25 a. m., [illegible] (Vestibuled Limited).

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[illegible] Time Table in effect [illegible] Standard Time.

[illegible]

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Schedule in effect Dec. 11, 1898.

SOUTHBOUND.	No. 403.	No. 41.
Lv New York, via Penn R.R.	*11 00 am	*9 00 pm
" Washington	4 40 pm	4 30 am
" Richmond	9 00 pm	9 05 "
Lv Portsmouth " " "	8 45 pm	9 20 a.m
Ar Weldon, via S. A. L.	11 00 pm	11 50 a "
Ar Henderson, "	*12 57 am	*1 10 pm
" Raleigh "	*2 16 am	3 34 pm
" Southern Pines "	4 23 "	5 18 pm
" Hamlet, "	5 07 "	6 53 "
" Wilmington		*12 05 "
" Monroe	6 43 "	9 12 "
Ar Charlotte, via S. A. L.	*7 50 "	*10 25 pm
" Chester, via S. A. L.	8 08 am	10 56 pm
" Greenwood "	10 35 "	1 07 am
" Athens "	1 13 pm	3 43 am
" Atlanta, S. A. L. (Union Depot) (Central Time)	3 50 pm	6 20 "
Lv Newberry	*7 50 pm	*12 24 pm
Ar Clinton "	9 32 pm	1 07 "

NORTHBOUND	No. 402.	No. 38.
Lv Atlanta, (Central Time)	*1 00 pm	*8 50 pm
Ar Athens "	3 06 pm	11 19 pm
" Greenwood "	5 41 "	2 13am
" Chester "	7 53 "	4 25 "
Ar Monroe, via S. A. L.	*9 30 pm	5 55 "
Ar Charlotte, via S. A. L.	*10 25 pm	*7 50 "
" Hamlet	11 15 "	7 45 "
Ar Wilmington		*12 05 pm
" Southern Pines	12 08 am	9 00 am
Ar Raleigh, via S. A. L.	*2 10 am	11 18 am
" Henderson, "	3 28 am	12 50 pm
Ar Weldon, via S. A. L.	4 55 am	2 10 pm
Ar Portsmouth "	7 25 am	5 20 "
" Richmond A C L	8 45 "	7 12 "
" Washingt'n, via Penn. R.R.	12 31 pm	11 19 "
" New York, " " "	*6 23 "	*6 53 am
Lv Clinton "	2 10 "	*6 30am
Ar Newberry	2 54 pm	8 20 am

* D'ly. † D'ly, ex. Sunday.

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GENERAL OFFICES: PORTSMOUTH, VA.

THE CHARLESTON LINE.

SOUTH CAROLINA & GEORGIA [illegible]

Time Table in effect Jan. 1, 1899.

(Eastbound—Daily.)

Lv Columbia	6 45 am
Ar Branchville	8 [illegible] am
Lv Branchville	9 05 am
Ar Charleston	11 [illegible] am
Lv Columbia	3 55 pm
Ar Charleston	8 17 pm

(Westbound.)

Lv Charleston	7 00 am
Ar Columbia	1 0 am
Lv Charleston	5 30 pm
Ar Branchville	7 35 pm
Lv Branchville	7 40 pm
Ar Columbia	10 15 pm

NORTH CAROLINA DIVISION.

(Eastbound—Daily Except Sunday.)

Lv Columbia	9 20am	3 55 pm
Ar Camden	11 40 am	6 30 pm
Lv Camden	11 50 am	
Ar Lancaster	1 2[illegible] pm	
Catawba	[illegible] pm	
Rock Hill	2 15 pm	
Yorkville	1 45 pm	
Blacksburg	3 55 pm	
Shelby	4 25 pm	
Marion	6 30 pm	

(Westbound.)

Lv Marion	8 10 am	
Shelby	10 [illegible] am	
Blacksburg	10 [illegible] am	
Yorkville	11 52 am	
Rock Hill	2 25 pm	
Catawba Junc	12 [illegible] pm	
Lancaster	1 20 pm	
Camden	3 00 pm	8 45 am
Ar Columbia	5 30 pm	11 00 am

AUGUSTA DIVISION.

(Westbound—Daily.)

Lv Columbia	6 4[illegible] am	3 55 pm
Ar Branchville	8 [illegible] am	5 02 pm
Ar Augusta	11 [illegible] am	10 15 pm

(Eastbound.)

Lv Augusta	6 20 am	3 30 pm
Ar Branchville	8 [illegible] am	6 62 pm
Lv Branchville	9 15 am	7 [illegible] pm
Ar Columbia	11 00 am	10 10 pm

FAST EXPRESS AUGUSTA AND WASHINGTON.

(Northbound.)

Lv Augusta	2 [illegible] pm
Ar Aiken	3 09 pm
Ar Denmark	4 14 pm

(Southbound.)

Lv Denmark	6 7 am
Ar Aiken	7 9 am
Ar Augusta	7 55 am

INFORMATION.

Trains leaving Charleston at 7.00 a. m. and arriving at Columbia at 11.00 a. m. solid train between Charleston and Asheville.

Through sleeper on train leaving Charleston at 5:30 p. m. for Atlanta connecting at Branchville with train leaving Columbia at 3.55 p. m.

Trains leaving Columbia at 9:20 a. m. run solid between Columbia, Camden, Rock Hill, Yorkville, Blacksburg and Marion, N. C.

L. A. EMERSON, Traffic Manager, Charleston, S. C.

Charleston and Western Carolina R'wy Co

Augusta and Asheville Short Line.

Schedule in Effect Jan. 8, 1899.

Leave Augusta	9 40 a m	1 40 p m
Arrive Greenwood	12 15 p m	....
Anderson	....	6 10 p m
Laurens	1 0 p m	6 05 a m
Greenville	3 00 p m	1 45 am
Glenn Springs	4 00 p m	....
Spartanburg	3 10 p m	10 10 p m
Saluda	5 33 p m	....
Hendersonville	6 05 p m	....
Asheville	7 0 p m	....
Leave Asheville	8 20 a m	....
Spartanburg	11 45 a m	3 05 p m
Glenn Springs	10 00 a m	....
Greenville	12 01 p m	4 00 p m
Laurens	3[illegible] p m	10 45 p m
Greenwood	2 35 p m	....
Anderson	....	7 00 a m
Augusta	5 10 p m	11 10 p m
Arrive Raleigh	[illegible] 16 a m	....
Norfolk	7 30 a m	....
Petersburg	7 33 a m	....
Richmond	8 15 a m	....
Leave Augusta	....	1 00 p m
Allendale	....	3 00 pm
Fairfax	....	3 15 pm
Yemassee	8 30 am	4 20 pm
Beaufort	9 40 am	5 25 pm
Port Royal	10 00 am	5 35 pm
Leave Port Royal	1 [illegible] pm	6 45 am
Beaufort	1 30 pm	6 55 pm
Yemassee	2 45 pm	7 55 pm
Fairfax	....	8 55 am
Allendale	....	9 10 am
Arrive Augusta	....	11 05 pm

1.40 p. m. train from Augusta makes close connection at Calhoun Falls for all points on Seaboard Air Line.

Close connection at Greenwood for all points on S. A. L. and C. and G. Railway, and at Spartanburg with Southern Railway.

For any information relative to tickets, rates, schedules, address

W. J. CRAIG, Gen. Pas. Agt., Augusta, Ga.

E. M. NORTH, Sol. Agt.

T. M. EMERSON, Traffic Manager.

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