MARK TWAIN AND ADAM

Extracts from the Dairy of the Father of

"Here are some of the first extracts I have made from Adam's dairy:

" 'Monday-This new creature with the long hair is a good deal in the way. It is always hanging around and following me about. I don't like this; I am not used to company. I wish it would stay with the other animals. . . . Cloudy to-day: wind in the east; think we shall have rain. . . . Wes Where did I get that word? . . I remember now-the new creature used it.

" 'Tuesday-Been examining the great waterfall. It is the finest thing on the estate. I think. The new creature calls it Niagara Falls-why, I am sure 1 do not know. Says it looks like Ningara Falls. That is not a reason; it is mere waywardness and imbecility. I get no chance to name anything myself. The new creature names everything that comes along before I can get in a protest. And always that same pretext is offered-it looks like the thing. There is the dodo for instance. Says the moment one looks at it one sees at a glance that it "looks like a dodo.', It will have to keep that name, no doubt. It wearies me to fret about it, and it does no good, anyway. Dodo! It looks no more like a dodo than I do.

" Wednesday - Built me a shelter against the rain, but could not have it to myself in peace. The new creature intruded. When I tried to put it out it shed water out of the holes it looks with and wiped it away with the back of its paws, and made a noise such as some other animals make when they are in distress. 1 wish it would not talk; it is always talking. That sounds like a cheap fling at the poor creature, a slur, but I do not mean it so. I have never heard the human voice before, and any new and strange voice intruding here upon the solemn hush of these dreaming solitudes offends my ears and seems a false note." '-Mark Twain in April Harper's.

Texas and Cotton.

As Texas raised more than one third of the South's cotton crop during the season now drawing to a close, there is a general inquiry in the iness world just at this time as to what Texas proposes to do during the new season. A late issue of the New York Commercial has a special from Houston upon the subject, in which the following statement is made:

It is generally thought that the recent decline in cotton values win be beneficial in preventing an increase in acreage for the new plant ing season, which is just beginning.

The market is at its lowest limit in many months, and cotton for next December delivery is quoted at only 7 cents in New York, which is not considered as inviting increased arceage. In addition to this, labor is scarce and high, mules and horses are in small supply, and the planting season generally is late.

The new land that is being broken will be devoted to cereal crops, many farmers in south Texas are experimenting with rice, tobacco and sugar cane. Taking all things into consideration, it is the general opinion that Texas will not show an increase

in acreage. This is no doubt a correct analysis of the situation to some extent, alcotton production exclusively, if prasent prices can be considered an accurate forecast of conditions that cents next year will not be as reeverything that is used on a farm--- has advanced in price.--Houston Post.



You very seldom see a woman that has the strength of mind not to get sneeze right when he was telling her something romatic.

SEABOARD AIR LINE RAILWAY

the Capital City Line -- Its Magnificen Through and Local Passenger Service Between the East and South and Southwest.

The Seaboard Air Line Railway is called the Capital City Line, because it enters the capitals of the six States which it traverses, exclusive of the national capital, through which its trains run solid from New York to Jacksonville and Tampa, Fla. It runs through Richmond, Va., Raleigh, N. C., Columbia, S. C., Atlanta, Ga., Montgomery, Ala. and Tallahassee,

This road will continue to run the Limited and the Florida and Atlanta fast mail trains affording the only through limited service daily, includ-Florida, and is the shortest line between these points.

service, compartment, drawing reom and observation cars. It has Pullman service five times per week each way from Washington to

It has the short line to and from Richmond, Norfolk, Portsmouth, Raleigh, Southern Pines, Columbia, Saand Macon.

In Atlanta, direct connections are made in the union station for Chattanooga, Nashville and Memphis, also handling of transportation, but secfor New Orleans and all points in ond to it ought to be an intelligent Texas, California and Mexico.

In addition, it is the only line teeing a steady volume of transporoperating through trains, and Pullman sleeping cars between Atlanta lar a golden opportunity has been ! and Norfolk, where connections are neglected. The sulloss of the South- stupid. She herself had grown irmade with the Old Dominion Steam- ern road is established on an average ritable and stupid. She was conship Company, from New York, the two textile mills a week along its M. & M. T. Company, from Borton and Providence, the Norfolk and open the eyes of other railway offi- deed. Washington Steamboat Company, cials. from Washington, the Baltimore and the N. Y. P. & N. Railway, from New York and Philadelphia.

Through Pullman cars also operated on quick schedules between Jacksonville and St. Louis, via Monticello, and between Jacksonville and New Orleans, in addition to through trains with Buffet chair cars between Savannah and Montgomery.

The local train service is first class with most convenient schedules.

In fact the Seaboard Air Line Rail way will ticket passengers for any points, affording the quickest sched ules, finest trains, and most comfortable service. Its 1,000 mile books sold at \$25, are good from Washington, D. C., over the entire system of 2,600 miles including Florida.

Creating Business.

[The New York Financier.]

We have received a little pamph let issued by the Southern Railway giving in detail the growth of textile mills along the lines of that system during the year just ended, together with an enumeration of all the textile industries now located in the same territory. The pamphlet is interesting, not only in its showing of the really remarkable work which this road is accomplishing in building up the section which it covers, but vastly more so in the revelations of possibilities which await the application of similar principles to other systems. The Southern has long been noted for the persistent policy though it is mainly speculative, It it has followed in this particular. is quite true that there is very little Since its reorganization it has been inducement for any farmer to go into the best friend the South has had, and while the work accomplished cannot be classed as philanthropic, a great deal of it has been for the will exist next fall. Cotton at 7 benefit of the South in the abstract, rather than for direct profit to the munerative to the farmer as 6 cents Southern system as a corporation. was two years ago, for not only has The pamphlet in question shows that the cost of production increased, but during 1900 no less than 94 new textile mills and kindred industries were food products, building material, etc. located along the railway, with an equipment of 1,137,590 spindles and 22,185 looms. In addition a number of established concerns increased their equipment, several of them erecting new mills, while others replaced old machinery with new. In addition to the mills enumerated, 16 other textile mill buildings are in various stages of construction, and several companies have been organmad at a man when she has had to ized for the purpose of beginning work this year. In all the totals of mills now numbers over 500, with an

equipment of 117,619 looms and 4, 463,493 spindles. This may be regarded as tedious enumeration, but the lesson it conveys ought not to be lost on railway managers in general. The territory traversed by the Southern six or eight years ago, omitting a few centralized points, was regarded as most unpromising in general prospects. Yet the managers of the system, by sheer persistence, have so changed conditions that the property today is regarded as one of the most promising in the country. Of course railway systems have always tried to attract business, but for perfection of detail the Southern is easily in the famous Florida and Metropolitan lead. And what this road has done, others, even in thickly settled regions, will be forced to do in the future. Heretofore the trunk lines have been ing Sunday, between New York and content to handle the business that came to them. With rare exceptions they have ignored one of the most These splendidly modern trains of potential features in the upbuilding the Seaboard Air Line Railway arrive of their traffic. The maximum of at, and depart from Pennsylvania business that the trunk lines will railway stations at Washington, Balti- handle has not yet been reached, but more, Philadelphia and New York, in the eastern sections, at least, fuearrying Pullman's most improved ture increases will be smaller than in distinct purpose can create for itself | finite love. that celebrated resort, Pienhurst, new traffic quite out of proportion to that which it may receive in the ordinary course of events. A bureau such as described could give to manufacturers information as to the best vannah, Jacksonville, Tampa and location of certain industries; it could Atlanta and the principal cities beltell them where freight rates were tween the South and East. It is also lowest, and in endless ways divert to the direct route to Athens, Augusta its own territory a revenue that might insure certain returns in dividends.

Origin of the Trunk.

The most vital point in railroad opera-

tions is supposed to be the scientific

application to the work of guaran-

tation to handle, and in that particu-

Have you ever wondered why a box in which you pack your othes | and yielded both shade and fruit. is called a trunk? If you go to the old church of Minster in Kent, Enrounded lid is made of a portion of In a month or two the bark upon This old box is supposed to be the actual box brought to England by William the Conqueror, who kept n it the money wherewith he paid his troops. So from Normandy came the idea which Yankee ingenuity has improved upon, until the result is the elegant wardrobe trunks with which we are accomtake an extended visit or a sightseeing tour of the world, and by which we are enabled to dress as becomingly and comfortably, no natter what extremes of climate we may encounter, as though we were at home with closets full of clothing at hand.—Selected.

A man's letters to a girl never begin to get dangerous, till after he is too far along to bother with quoting poetry in them.

A meal to a man means a piece of meat and a cigar; to a woman it means something new to talk about and a fluffy desert.

It's not very often you find a man's vife the bosom friend of the woman who thinks she has a mission to help

octors

The remedies they think best suited to

the needs of their patients. When the

disease is of a nervous nature, with head-

ache, sick stomach, failing appetite, indi-

gestion, restlessness, loss of sleep and a

general run-down condition, a nerve tonic

and brain food is an absolute necessity.

The best of all remedies for weak, debili-

tated, exhausted nerves—best for the doc-

tor to prescribe and best for the patient to

take—is that incomparable restorative,

Sold by all druggists on a guarantee.

Dead at the Root.

Are any of our girls or boys tryng to live successful, helpful lives while they are like "Sarah," "dead at the root?" Jesus has said, "I am the vine, ye are the branches.' Are you daily drawing your strength from him?

Sarah Bowditch, on leaving school, resolved to be a model daughter and sister. She was the eldest of a large family, and duties pressed upon her on every side. She offered to serve as her father's typewriter for four hours of the day; she undertook to teach music to two of the younger girls, to help Bob prepare for college, to make dresses for the baby, to relieve her mother of the care of the desserts.

lay was fully occupied. She had been in the habit of reading a chapbut there was so little time now that by degrees the chapter dwindled to altogether. She had been used to stop in her work several times a cept this as an inevitable feature? while she lifted her soul to heaven Any one of the great lines, with an and strengthened it by a thought of

> But she gave up now these hurand her thirsty soul grew weaker and more silent within her.

enough in its demands. It seemed to Sarah that her duties were never would. The life died out of her efforts, too, though she could not have told the reason it was so. She had begun with a keen delight in being able to help those who were so dear to her. Now the work ground her to the earth; she thought her father exacting, her old mother weak and foolish. Bob impudent, the children and maids intolerably scious that her work was ill done, lines during the full year 1900, should that she helped nobody by word or

> In the garden outside of her window there stood a tall young sapling which for several years had thrown out its strong green branches

Sarah observed one day that it was beginning to wither. The leaves gland, you will there be shown an faded and dropped off, then the old wooden box, of which the branches shriveled and grew brittle. the trunk began to shrink and

> "The tree is dead," said her father. "It will be of no more use." "I could train vines upon it." she suggested.

"No. The taproot has been cut. It is dead." He looked at her gravely for a moment, and then continued. "When a human being, panied these days when we under- like a tree, ceases to draw life into himself, he can be no support to others. He may make a fair show and still stand erect among men. But he is dead. He is of no use to the world."

> Sarah went silently to her own chamber, and kneeling, cried to God, "Is it too late," she asked. "Is it too late?"-Youth's Com-

COCAINE AND WHISKY Habits Oured at my Banator-lum, in 80 days. Hondroid of references. 25 years a specialty. Book on Homo Treatment sont FREE. Address B. Kr. WOOLLEY, M. D., Atlanta, Ca.

Laxative Bromo-Quinine Tablets

It makes the nerves strong, the brain clear, the appetite keen and the digestion perfect.

It rebuilds the failing strength and is an unfailing cure for nervous prostration.

FOR MALANIA, CHILLS AND

The Best Prescription Is Grove's Tasteless Chill Tonic.

The Formula Is Plainly Printed on Every Bottle So That the People May Know Just What They Are Taking.

Imitators do not advertise their formul She soon found that the whole knowing that you would not buy their medicine if you knew what it contained. Grove's ter in her Bible night and morning, contains Iron and Quinine put up in correct proportions and is in a Tasteless form. The a verse, and was finally forgotten Iron acts as a tonic while the Quinine drive the malaria out of the system. Any reliable equipment, with unexcelled dining the past. Why should the road ac- day, to be silent for a moment druggist will tell you that Grove's is the Original and that all other so-called "Taste intelligent bureau working with a Christ's nearness to her and his in- less" chill tonics are imitations. An analysis of other chill tonics shows that Grove's i ried draughts of the water of life, superior to all others in every respect. You are not experimenting when you take Grove's-its The world outside was noisy superiority and excellence having long been established. Grove's is the only Chill Cure sold performed, work as hard as she throughout the entire malarial sections of the United States. No Cure, No Pay. Price, 500

SOUTHERN RAILWAY.

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Condensed Sche Jan. 17	dule in Eff th, 1901.	eot
STATIONS.	Daily No. 15,	Daily No. 11.
Lv. Charleston ! Summervilla Branchville Orangeburg Kingville	11 00 p m 12 00 n't 2 00 n m 2 45 a m 4 25 a m	7 00 a m 7 41 a m 8 55 a m 9 23 a m 10 15 a m
Lv. Savannah " Barnwell " Blackville	12 30 a m 4 13 a m 4 28 a m	12 00 a m 4 18 a m 4 28 a m
Lv. Columbia. " Prosperity. " Newberry. " Ninety-Six " Greenwood	7 00 a m 8 14 a m 8 00 a m 9 30 a m 9 50 a m	11 05 a m 12 10 n'u 12 25 p m 1 20 p m 1 55 p m
Ar. Hodges	0 15 a m	2 18 p m 1 85 p m
Ar. Belton	11 15 a m 10 46 a m	8 10 p m 2 85 p m
Ar. Greenville	8 55 p m	4 15 p m
STATIONS.	Daily No 18.	Daily No. 12.
Ly. Greenville. " Picdmont " Williamston.	6 (3 p m 6 (3 p m 6 (3 p m	10 15 a m 10 40 a m 10 55 a m
Ar. Anderson Lv. Belton Ar. Donalds	7 15 p m 6 45 p m 7 15 p m	11 40 a m 11 15 a m 11 40 a m
Ar. Abbevillo. Lv. Hodges Ar. Greenwood.	8 10 p m 7 50 p m 7 53 p m	12 25 p m 11 55 a m 12 20 p m

"P" p. m. "A" a. m. "N" night. DOUBLE DAILY SERVICE BETWEEN CHARLESTON AND GREENVILLE.

Pullman palace sleeping cars on Trains 55 and 86, 87 and 83, on A. and C. division. Dining cars on these trains serve all meals enroute.

Trains leave Spartanburg, A. & C. division, orthbound, 7.93 a. m., 8.37 p. m., 6.13 p. m., (Vestibule Limited), and 7.57 p. m.; southbound 12:26 a. m., 8.15 p. m., 11.34 a. m., (Vestibule Limited), and 10:20 a. m.

Trains leave Greenville, A. and C. division, northbound, 6.52 a. m., 2.34 p. m. and 5:22 p. m., (Vestibule Limited), and 6:15 p. m.; southbound, 1:20 a. m., 4:30 p. m., 12:30 p. m. (Vestibule Limited), and 6:15 p. m.; southbound, 1:20 a. m., 4:30 p. m., 12:30 p. m. (Vestibule Limited), and 11:15 a. m.

Trains 15 and 16—Pullman Sleeping Cars between Charleston and Columbia; ready for occupancy at both points at 9:30 p. m.

Elegant Pullman Drawing-Room Sleeping Cars between Savannah and Achoville enroute daily between Jacksonville and Cincinnati.

FRANK 8. GANNON, S. H. HARDWICK, Third V-P. & Gen. Mgr., Gen. Pas. Agent, Washington, D. C. Washington, D. C. W. H. TAYLOE, Asst. Gen. Pas. Agt. Charleston, 8. C. CHARLESTON AND GREENVILLE.

"Nervous prostration caused the most

severe pains which would move around in

different parts of my body. Everything

I ate caused me distress and at night I

suffered so much with my head that I

could not sleep. Several physicians pre-

scribed for me and at last one doctor

advised me to take Dr. Miles' Nervine.

I did so and was helped from the first

dose. Six bottles restored my health."

MRS. K. J. PRUNTY, Martinsville, Va.

Dr. Miles Medical Co., Elkhart, Ind.

Charleston and Westen Carolina Rwy (Augusta and Asheville Short Line. Leave Augusta...... Arrive Greenwood..... 11 30 8 Hendersonville..... 6 03 p m Asheville...... 7 15 p m 8 55 p Leave Anderson Allendale... Fairfax.... Yemassee . Beaufort... Port Royal Savannah.

any informations schedules, address W. J. CRAIG, Gen. Pas. Agt., Augusta, Ga. For any information relative to ticket

E. M. NORTH. Sol. Agt. T. M. EMERSON, Traffic Managor.

BLUE RIDGE RAILROAD

н. с.	BEATTIE, Recei	ver.
E	ffective 1897.	
Between	Anderson and Wal	halla.
ASTBOUND.		ESTBOUND.
lined.		Mixed.
TO. 12.	Stations.	No. 1
tr 10 40 am tr 10 21 am tr 10 22 am tr 10 13 am tr 10 07 am	Anderson Denver Autun Pendleton Cherry's Crossing Adams' Crossin Seneca	Lv 3 56 pm Lv 4 65 pm Lv 4 14 pm Lv 4 23 pm v 4 29 pmn Lv 4 47pm
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J. R. J. R. Connections	ANDERSON, Superi at Seneca with So. I with So Kailway No.	P. M. Ar

Columbia, Newberry & Laurens RR Co. In Effect Nov. 25th, 1900. (Eastern Standard Time.

STATIONS.

A,M.
7 458 Lv Atlanta (8,A,L) Ar. 8 t0
10 11a Atlanta (8,A,L) 5 28
11 16a Elberton 4 18
12 23p Abbevilie 3 15
12 45p Greenwood 2 48
1 35p Ar Clinton Lv, 2 00 10 00a Ly Glenn Springs Ar 4 03
11 45a Spartanburg 3 10
12 01p Greenville 3 00
(Harris Springs)
12 52p Waterloo Goldville
"Kinard.
"Gary...
"Jalapa.
Newberry
Prosperity
...Slighs...
Lt Mountain

A5 LvColum bla (A.C L.)Ar II (0 8 30 Ar Charleston Lv 7 00 For Rates, Time Tables, or further information call on any Agent, or write to W. G. CHILDS, T. M. EMERSON, J. F. LIVINGSTON, Sol. Agt. Columbia, S. C

President.

Trafle Managor,
HI. M. EMERSON,
Gen'l Frt. & Pass Agt.
Wilmington, N.

CASTORIA For Infants and Children.

The Kind You Have Always Bought Bears the Eignature of Charles

VESTIBULED MEERS AL INDIA IMITED

DOUBLE DAILY SERVICE

twe	Ca N	VCW.	York,	1	ampa,	Atla	nta. N
Orl	cans	and	Poin	ts	South	and	West.
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S Ly New York, O D S Baltimore, B S P Wash'ton, N & W Lv Portsmouth, S A "Weldon" Norlina Henderson, " Raicigh, " Southern Pines " Hamlet Lv Willinington " Ar Charlotte, " Lv Chester, " Greenwood "	8 Cot 3 60pm Co 8 B	6 30p 6 30p 6 30p 19 65a 12 36p 2 10p 2 45p 4 27p 6 43p
S Ly New York, O D S Baltimore, B S P Wash'ton, N & W Lv Portsmouth, S A "Weldon" Norlina Henderson, " Raicigh, " Southern Pines " Hamlet Lv Willinington " Ar Charlotte, " Lv Chester, " Greenwood "	8 Cot 3 60pm Co 8 B	6 30p 6 30p 6 30p 19 65a 12 36p 2 10p 2 45p 4 27p 6 43p
Washton, N. & W. Lv Portsmouth, S. A. "Weldon" "Norlina" "Henderson, " "Southern Pines" "Hanlet "C Lv Wilmington "Ar Charlotte, " "C Lv Chester, "	Co S B L ky 90 cpm 11 33um 12 55am 1 2 7ata 3 02am 5 18am 6 15am	6 30p 6 30p 19 65a 12 36p 2 10p 2 45p 4 27p 6 43p
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Ly Charlotte, Witasington, Black, Southern Pines, Rateigh, Ar Henderson, Weldon, Ar Portsmouth, Washington, N & Battin-ore, B S P	6 45m 6 30pm 8 30pm 9 50pm 10 5 ppm 10 5 ppm 1 0 5 ppm 2 2 7nm 4 2 3 ncm 4 2 3 ncm 7 0 mm W 8 B Co.	4 25a 5 00a 8 10a 9 03a 10 20a 1 00p 2 00p 3 10p 5 50p 6 55a † 6 45a
Ly Charlotte, Witasington, Black, Southern Pines, Rateigh, Ar Henderson, Weldon, Ar Portsmouth, Washington, N & Battin-ore, B S P	6 45m 6 30pm 8 30pm 9 50pm 10 5 ppm 10 5 ppm 1 0 5 ppm 2 2 7nm 4 2 3 ncm 4 2 3 ncm 7 0 mm W 8 B Co.	4 25a 5 00a 8 10a 9 03a 10 20a 1 00p 2 00p 3 10p 5 50p 6 55a † 6 45a † 1 30p
Ly Charlotte, Witraington, "Handet, "Southern Pines," Rateigh, Ar Henderson, "Weldon, Ar Portamouth, "Washington, N & "Battin-ore, B S P "New York, O D S "Polla 'ehin, N Y "New York,	6 45m 6 30pm 8 30pm 9 50pm 10 5 ppm 10 5 ppm 1 0 5 ppm 2 2 7nm 4 2 3 ncm 4 2 3 ncm 7 0 mm W 8 B Co.	4 25a 5 00a 8 10a 9 03a 10 20a 1 00p 2 00p 3 10p 5 50p 6 55a † 6 45a
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Ly Charlotte, Witasington, Handet, Southern Pines, Raticigh, Ar Henderson, Worlina, S A Weldon, Ar Portsmouth, Washington, N & Battinore, B S P New York, O D S Polla'chia, N Y New York,	6 435m 6 30pm 3 20pm 9 50pm 10 55pm 1 02am 2 27am 4 25am 7 0 mm W S B Co	4 25a 5 00a 8 10a 9 03a 1 050 2 00p 3 105 5 50p 6 55a † 6 45a † 1 30p 5 00m
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Ly Charlotte, Witraington, "Handet, "Southern Pines," Rateigh, Ar Henderson, "Weldon, Ar Portamouth, "Washington, N & "Battin-ore, B S P "New York, O D S "Polla 'chia, N Y "New York, "Ly Tampa, "Jacksonville "Savannah, "Savannah, "Savannah, "Columbia, t	6 45m 6 30pm 6 30pm 9 50pm 9 50pm 10 55pm 1 05m 2 27mm 4 25am 7 0 mm W S B Co	4 25a 5 60a 8 10a 9 034 10 20a 1 100 2 60p 3 109 5 50p 6 55a † 1 30p 5 10a 8 60a No 6 8 00a 7 45p 11 49p 5 45a
Ly Charlotte, Witasington, "Handet, "Southern Pines," Rateigh, Ar Henderson, "Weldon, Ar Portsmouth, "Washington, N & "Washington, N & "Battinore, B S P "New York, O D S "Polla'chia, N Y "New York, "Jacksonville "Jacksonville "Savannah, "Jacksonville "Savannah, "Ly Tampa, "Jacksonville "Savannah, "Ly Hardet "Hardet "Southern Pines	6 435m 6 30pm 6 30pm 9 50pm 10 55pm 1 0 2am 2 27am 4 25am 7 0 2mm 6 Ry 3 a 64m 4 25am 7 0 2mm 6 Ry 8 B CO	4 25a 5 00a 8 10a 9 03a 10 20a 1 00p 2 00p 2 00p 6 55a † 6 45a † 1 3ep 5 00a No 6 8 00a No 6 8 00a 1 45p 1 1 45p 1 45a 9 03a 1 45a 1 1 3ep 5 10a 8 00a 1 5 0a 1 1 3ep 5 10a 8 00a 1 1 2 0a 1 1 2 0a
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Ly Charlotte, Witraington, "Handet, "Southern Pines," Rateigh, Ar Henderson, "Weldon, Ar Portamouth, "Washington, N & "Battlu-ore, B S P "New York, O D S "Polla'chia, N Y "New York, "Ly Tampa, "Jacksonville "Savannah, "Jacksonville "Savannah, "Havlet "Southern Pines ' "Havlet "Henderson "Petersburg, "Richmond, "Petersburg, "Richmond, "Rossington, P	6 455m 6 30pm 6 30pm 9 50pm 10 55pm 1 0 55pm 1 0 55pm 7 0 50pm 4 25am 7 0 mm W S B Co	4 25a 5 00a 8 10a 9 03a 1 00p 2 00p 2 00p 3 10p 5 50p 6 55a † 6 45a † 1 30p 5 00a 8 00a No 6 8 00a No 6 8 0a 1 0 20a 1 1 0 20a 1 0 2 00p 6 55a † 6 45a 1 1 2 0p 1 45a 9 20a 1 2 0p 1 45p 1 45p 1 2 0p 1 2 0p 1 4 2p 2 1 5p 2 1 5p 2 1 5p 2 1 5p 4 2 p 2 1 5p 2 1 5p 4 2 p 2 2 0p 1 4 5p 1 2 0p 1 2 1 5p 2 1 5p 2 1 5p 3 2 0p 4 3 p 2 1 5p 4 3 p 2 1 5p 4 3 p 2 1 5p 4 5 p 2 1 5p 4 5 p 5 4 5 p 1 2 0p 1 2 0p 1 2 0p 1 2 1 5p 2 1 5p 2 1 5p 3 2 1 5p 4 5 p 5 4 5 p 1 2 2 5p 1 2 5p 1 3 5p 1 4 5p 1 5 4 5p 1 2 0p 1 2 0p 1 2 1 5p 2 1 5p 2 1 5p 3 1 5p 4 5p 4 5p 1 2 1 5p 4 5p 5 5p 4 5p 5 5p 4 5p 5 5p 4 5p 5 5p 4 5p 5 5p 4 5p 5 5p 4 5p 5 5p 4 5p 5 5p 6 5p
Ly Charlotte, Witraington, "Handet, "Southern Pines," Rateigh, Ar Henderson, "Weldon, Ar Portamouth, "Washington, N & "Battlu-ore, B S P "New York, O D S "Polla'chia, N Y "New York, "Ly Tampa, "Jacksonville "Savannah, "Jacksonville "Savannah, "Havlet "Southern Pines ' "Havlet "Henderson "Petersburg, "Richmond, "Petersburg, "Richmond, "Rossington, P	6 45m 6 30pm 6 30pm 9 50pm 10 55pm 1 0 20m 2 2 730m 6 Ry 3 64m 4 25am 7 0 mm W S B Co	4 25a 5 60a 8 10a 9 03a 1 00p 2 00pp 3 10p 5 50pp 6 55a † 6 45a † 1 3ep 5 10a 8 00a No 6 8 00a 7 45pp 11 59p 12 5pp 1 27p 2 15pp 4 5a 9 20a 1 27p 2 15pp 5 50pp 9 20a 1 27p 1 27p 1 27p 9 30p 9 30p 1 25pp
Ly Charlotte, Witasington, "Handet, "Southern Pines, "Rateigh, Ar Henderson, "Weldon, "Weldon, "Washington, Na "Washington, Na "Washington, Na "Battimore, B S P "New York, O D S "Pallabelia, N Y "New York, "New York, "Savansab, "Savansab, "Gavansab, "Gavansab, "Rateigh "Rateigh "Rateigh "Petersburg, "Richmond, Ar Washington, P 1 "Battimore, "Rathmond, "Ar Washington, "Rathmond, "Ar Washington, "Battimore, "Batti	6 455m 6 30pm 6 30pm 9 50pm 10 55pm 1 0 55pm 1 0 55pm 7 0 50pm 4 25am 7 0 mm W S B Co	4 25a 5 00a 8 10a 9 03a 1 00p 2 00p 2 00p 3 10p 5 50p 6 55a † 6 45a † 1 30p 5 00a 8 00a No 6 8 00a No 6 8 0a 1 0 20a 1 1 0 20a 1 0 2 00p 6 55a † 6 45a 1 1 2 0p 1 45a 9 20a 1 2 0p 1 45p 1 45p 1 2 0p 1 2 0p 1 4 2p 2 1 5p 2 1 5p 2 1 5p 2 1 5p 4 2 p 2 1 5p 2 1 5p 4 2 p 2 2 0p 1 4 5p 1 2 0p 1 2 1 5p 2 1 5p 2 1 5p 3 2 0p 4 3 p 2 1 5p 4 3 p 2 1 5p 4 3 p 2 1 5p 4 5 p 2 1 5p 4 5 p 5 4 5 p 1 2 0p 1 2 0p 1 2 0p 1 2 1 5p 2 1 5p 2 1 5p 3 2 1 5p 4 5 p 5 4 5 p 1 2 2 5p 1 2 5p 1 3 5p 1 4 5p 1 5 4 5p 1 2 0p 1 2 0p 1 2 1 5p 2 1 5p 2 1 5p 3 1 5p 4 5p 4 5p 1 2 1 5p 4 5p 5 5p 4 5p 5 5p 4 5p 5 5p 4 5p 5 5p 4 5p 5 5p 4 5p 5 5p 4 5p 5 5p 4 5p 5 5p 6 5p

ATLANTIC COAST LINE! FAST LIME

Dining cars between New York and Rich-and, and Hamlet and Savannah, on Trains

Nos. 31 and 41.

1 Central Time: § Fastern Time.

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

PASSENGER DEPARTMENT,
WILMINGTON, N. C., April 8th, 1661
CONDENSED SCHEDULE.
GOING WEST: In Effect Jan. 13, GOING EA
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7 20 RRI LV Sumter Ar 5 95
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12 17 pm ArProsperity Lv 2 49
12 30 pm Ar Newberry Lv 2 31
1 13 pm Ar ClintonLy 153
1 55 pm ArLv 1 16
3 10 pm ArGreenvilleLv 12 01
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ton and Greenville S C
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Ly Live Oak.
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Nos. 31 and 41

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