

The Herald and News

SEABOARD AIR LINE RAILWAY. The Capital City Line—Its Magnificent Through and Local Passenger Service Between the East and South and Southwest.

MARK TWAIN AND ADAM. Extracts from the Dairy of the Father of the Human Race.

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

"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. . . . We? 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 I do not know. Says it looks like Niagara Falls. That is not a reason: it is mere waywardness and imbecility. I got 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 protest 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 worries 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. I 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 dreary 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 business 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 will be beneficial in preventing an increase in acreage for the new planting 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 acreage. 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, although it is mainly speculative. It is quite true that there is very little inducement for any farmer to go into cotton production exclusively, if present prices can be considered an accurate forecast of conditions that will exist next fall. Cotton at 7 cents next year will not be as remunerative to the farmer as 0 cents was two years ago, for not only has the cost of production increased, but everything that is used on a farm—food products, building material, etc.—has advanced in price.—Houston Post.

CASTORIA. The Kind You Have Always Bought. Best of the Signature of Dr. J. C. Ayer & Co.

You very seldom see a woman that has the strength of mind not to get mad at a man when she has had to sneeze right when he was telling her something romantic.

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, Fla.

This road will continue to run the famous Florida and Metropolitan Limited and the Florida and Atlanta fast mail trains affording the only through limited service daily, including Sunday, between New York and Florida, and is the shortest line between these points.

These splendidly modern trains of the Seaboard Air Line Railway arrive at, and depart from Pennsylvania railway stations at Washington, Baltimore, Philadelphia and New York, carrying Pullman's most improved equipment, with unexcelled dining car service, compartment, drawing room and observation cars. It has Pullman service five times per week each way from Washington to that celebrated resort, Ploverhurst, N. C.

It has the short line to and from Richmond, Norfolk, Portsmouth, Raleigh, Southern Pines, Columbia, Savannah, Jacksonville, Tampa and Atlanta and the principal cities between the South and East. It is also the direct route to Athens, Augusta and Macon.

In Atlanta, direct connections are made in the union station for Chattanooga, Nashville and Memphis, also for New Orleans and all points in Texas, California and Mexico.

In addition, it is the only line operating through trains, and Pullman sleeping cars between Atlanta and Norfolk, where connections are made with the Old Dominion Steamship Company, from New York, the M. & M. T. Company, from Baltimore and Providence, the Norfolk and Washington Steamboat Company, 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 Railway will ticket passengers for any points, affording the quickest schedules, 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 pamphlet 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 it has followed in this particular. Since its reorganization it has been 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 benefit of the South in the abstract, rather than for direct profit to the Southern system as a corporation. The pamphlet in question shows that during 1900 no less than 91 new textile mills and kindred industries were located along the railway, with an equipment of 1,137,500 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 organized 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 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 content to handle the business that came to them. With rare exceptions they have ignored one of the most potential features in the upbuilding of their traffic. The maximum of business that the trunk lines will handle has not yet been reached, but in the eastern sections, at least, future increases will be smaller than in the past. Why should the road accept this as an inevitable feature? Any one of the great lines, with an intelligent bureau working with a distinct purpose can create for itself 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 location of certain industries; it could tell them where freight rates were lowest, and in endless ways divert to its own territory a revenue that might insure certain returns in dividends. The most vital point in railroad operations is supposed to be the scientific handling of transportation, but second to it ought to be an intelligent application to the work of guaranteeing a steady volume of transportation to handle, and in that particular a golden opportunity has been neglected. The success of the Southern road is established on an average two textile mills a week along its lines during the full year 1900, should open the eyes of other railway officials.

Origin of the Trunk.

Have you ever wondered why a box in which you pack your clothes is called a trunk? If you go to the old church of Minister in Kent, England, you will there be shown an old wooden box, of which the rounded lid is made of a portion of the trunk of a tree hollowed out. This old box is supposed to be the actual box brought to England by William the Conqueror, who kept in 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 accompanied these days when we undertake an extended visit or a sight-seeing tour of the world, and by which we are enabled to dress as becomingly and comfortably, no matter 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 wife the bosom friend of the woman who thinks she has a mission to help him.

Dead at the Root.

Are any of our girls or boys trying 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.

She soon found that the whole lay was fully occupied. She had seen in the habit of reading a chapter in her Bible night and morning, but there was so little time now that by degrees the chapter dwindled to a verse, and was finally forgotten altogether. She had been used to stop in her work several times a day, to be silent for a moment while she lifted her soul to heaven and strengthened it by a thought of Christ's nearness to her and his infinite love.

But she gave up now these hurried draughts of the water of life, and her thirsty soul grew weaker and more silent within her.

The world outside was noisy enough in its demands. It seemed to Sarah that her duties were never performed, work as hard as she 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 stupid. She herself had grown irritable and stupid. She was conscious that her work was ill done, that she helped nobody by word or deed.

In the garden outside of her window there stood a tall young sapling which for several years had thrown out its strong green branches and yielded both shade and fruit.

Sarah observed one day that it was beginning to wither. The leaves faded and dropped off, then the branches shriveled and grew brittle. In a month or two the bark upon the trunk began to shrink and crack.

"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, 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 Companion.

DOUBLE DAILY SERVICE BETWEEN CHARLESTON AND GREENVILLE. Pullman palace sleeping cars on Trains 55 and 56, 57 and 58, on A. & O. division. Pullman cars on these trains serve all meals en route. Trips leave Spartanburg, A. & O. division, northbound, 7:00 a. m., 5:37 p. m., 8:15 p. m. (Vealville Limited) and 7:00 p. m.; southbound, 12:30 a. m., 8:15 p. m., 11:55 a. m. (Vealville Limited), and 8:15 p. m. Trips leave Spartanburg, A. & O. division, northbound, 6:02 a. m. and 5:32 p. m. (Vealville Limited), and 8:15 p. m.; southbound, 1:30 a. m., 4:40 p. m., 12:00 p. m. (Vealville Limited), and 11:55 a. m. Trips leave Spartanburg, A. & O. division, northbound, 12:30 a. m., 8:15 p. m., 11:55 a. m. (Vealville Limited), and 8:15 p. m.; southbound, 1:30 a. m., 4:40 p. m., 12:00 p. m. (Vealville Limited), and 11:55 a. m. Pullman Drawing Room Sleeping Cars between Savannah and Asheville en route daily between Jacksonville and Cincinnati. FRANK B. GANNON, S. H. HARDWICK, Gen. Pass Agent, Washington, D. C. W. T. LAY, Div. Pass Agent, Atlanta, Ga. CHARLESTON, S. C.

FOR MALARIA, CHILLS AND FEVER. 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 formula knowing that you would not buy their medicine if you knew what it contained. Grove's contains Iron and Quinine put up in correct proportions and is in a Tasteless form. The Iron acts as a tonic while the Quinine drives the malaria out of the system. Any reliable druggist will tell you that Grove's is the Original and that all other so-called "Tasteless" chill tonics are imitations. An analysis of other chill tonics shows that Grove's is superior to all others in every respect. You are not experimenting when you take Grove's—its superiority and excellence having long been established. Grove's is the only Chill Cure sold throughout the entire malarial sections of the United States. No Cure, No Pay. Price, 50c.

SOUTHERN RAILWAY. Condensed Schedule in Effect Jan. 1st, 1901. Table with columns for Stations, Daily, and Daily. Includes routes to Charleston, Greenville, Spartanburg, and Asheville.

Charleston and Western Carolina Rwy Co. Augusta and Asheville Short Line. Schedule in Effect Jan. 13th, 1901. Table with columns for Stations, Daily, and Daily. Includes routes to Augusta, Asheville, and Spartanburg.

BLUE RIDGE RAILROAD. H. C. BEATTIE, Receiver. Effective Jan. 1, 1897. Table with columns for Stations, Daily, and Daily. Includes routes to Anderson, Greenville, and Spartanburg.

Columbia, Newberry & Laurens RR Co. In Effect Nov. 26th, 1900. Table with columns for Stations, Daily, and Daily. Includes routes to Columbia, Newberry, and Laurens.

VESTIBULED TRAINS. DOUBLE DAILY SERVICE Between New York, Tampa, Atlanta, New Orleans and Points South and West. Table with columns for Stations, Daily, and Daily. Includes routes to New York, Tampa, Atlanta, and New Orleans.

ATLANTIC COAST LINE! FAST LINE! Between Charleston and Columbia, Upper South Carolina and North Carolina. Table with columns for Stations, Daily, and Daily. Includes routes to Charleston, Columbia, and North Carolina.

Florida Central & Peninsular. Trains run by 6th Meridian, or Central Time South of Columbia. Table with columns for Stations, Daily, and Daily. Includes routes to Jacksonville, Tampa, and New York.

Doctors Advise. "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 prescribed 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' Nervine. CASTORIA. For Infants and Children. The Kind You Have Always Bought. Sold by all druggists on a guarantee. Dr. Miles Medical Co., Elkhart, Ind.