The Matchman and Southron

WEDNESDAY, DEC. 19, 1894.

The Sumter Watchman was founded in 1850 and the True Southron in 1866 The Watchman and Southron now has the combined circulation and influence of both of the old papers, and is manifestly the best advertising medium in Sumter.

EDITORIAL NOTES.

The interest manifested in the Reel Squads by all classes of young men and boys is very gratifying. We trust that time will not stale their enthu-

The persistence with which the reformers are pushing the metropolitan police iniquity is but slight encouragement to those who have been simple enough to hope for peace.

John L. McLaurin is setting the pace in the race for Irby's Senatorial shoes, but John Gary Evans is right after him, with the entire Gary, Tillman and-so-forth influence at his back. Irby may have a little something to say about his successor himself when the time comes.

When the Constitutional Convention has provided that the election managers shall be the sole judges of the qualifications of voters and that these managers shall be appointed by the Governor, South Carolina will be reduced to the conditions of a rotten borough belonging to a certain ring or family clique.

The Laurens Advertiser remarks that Mr. Manning's Australian ballot bill "is the very thing needed, and therefore it stands no chance to become a law." A very correct, but not gratifying commentary upon our law makers.

The friends of Ex-Governor Tillman should railroad a bill through both Senate and House changing the name of Ben Perry to Judas, or some other name. Judas is suggested as it is favorite with Ex-Governor Ben .

The erection of a commodious and comfortable passenger depot and shed we have to thank Railroad Commissioner Thomas for discharging his official duty in such a manner; as to directly benefit Sumter.

The stir that was created in the House of Representatives Thursday by Mr. Duncan, of Newberry, in his effort to have Mr. Thomas, of Richland, condemned for asking a very proper explanation from the State Treasurer, did not speak very well for the ultra refawmers. The bitterness that was displayed was extreme and the effort that was made to intensify this feeling showed very plainly that there are those who do not desire any dimunition of partisanship and illfeeling, and that if it is left to them there will be no return of peace and harmony. Some of the reform leaders recognize the fact that bitterness has been the motive power of the reform movement and they fear that if it is permitted to die out the movement will lanquish and die. Therefore no opportunity is allowed to pass unused when bitterness can be excited.

press has bulged the chases and broken the shooting stick in the effort to thoroughly abuse one Ben Perry, a certain disreputable fellow, who has made The Plant System still entertains the certain unproven charges against Ex-Gov. Ben Tillman. As we peruse the expressions of horror that such a debased wretch as Perry should cumber the earth, we wonder whether the all wool and yard wide recollects when Perry was a great counsellor in the house of Benjamin and Refawm, and was chief scribe of the Refawm organ in the Piedmont.

The Atlanta Exposition will be the greatest advertisement that city, and incidently the South, ever had. The show will be magnificent, unless there is a failure in some of the plans, and there will be a great crowd of people from the North and West, who will come South principally to investigate with a view of removing to this section. The movement southward is just begin- is a contemptible piece of work on the ning and the Atlanta Exposition will part of a few reformers. Both institu- Discovery has been tested, and the millions hibit made by the various States, will of the work they have done and are undoubtedly have an influence on those doing, and not on account of any sentiwho contemplate coming South. South mental fancies. These institutions Carolina should have a representative merit, yes merit, a liberal support; and and creaditble exhibit, and the Legis- if they are crippled by the reform movelature should make provision for such ment an outrage against the intelligence an exhibit before adjourning.

The proposition to give seventy-five thousand dollars to to the Three C's railroad Company to assist in the extension of the road from Camden to this city will most certainly be met with a refusal. We cannot afford it in the first place, for we are an unpoverished people groaning under the burdens already upon us. The experience of other places that have voted bonds to promote railroad construction would deter us, even were we able to make so munificent a gift to the railroad company. There is no knowing how soon rival lines will combine and leave us more firmly in the grasp of a monopoly than ever before. Darlington's experience with the Charleston, Sumter & North: ern railroad is a case in point. She gave \$80,000 bonds to the road so that Darlington would be independent of the Coast Line. Where is she to-day? Absolutely in the possession of the Coast Line, and no hope of escape. What benefit did the gift of \$80,000 bring to Darlington? About three years' freedom from the sway of the Cast Line. The benefits never equal the expenditure in the cases we are familiar with; and under the existing circumstances it would be nothing less than extravagant folly for the townships of Sumter, Providence, Rafting Creek and Bradford Springs to bond

themselves to the extent of \$75,000. We are all anxious to have a railroad connection with the West, and will patronize a road to the extent of our ability, but we are of the opinion that it is to the interest syndicate to build a railroad they will build it to the point that is most advantageously situated. It would be foolish to imagine that a big road would build a road that would not be beneficial to the system, to secure a bonus of a few thousand dollars. They build roads that will yield a revenue, and if they do build a road to secure a want and the very kind we cannot af- of them wear the stripes. ford to vote bonds to.

If the Three C's people build through from Camden, Sumter will give their road such a support that in a few years key traffic shakes its fist, I know its will be a very decided and deserved will amount to more than double the power to lobby, I know its power to improvement. Sumter merits the new amount now asked for. We believe that buy. Whenever and whenever any depot for there is a great deal of travel it is to the interest of the road to make State in this Union shall have an unto and from and through the city, and a connection with the roads that center the comfort and convenience of the in Sumter, and when they have fully travelling public should be the first considered the matter the members of consideration of the railroads. Again the syndicate will reach the same con-

> Grover Cleveland, President of the United States, is killing South Carolina ducks. Now is Ben. Tillman's time. Let him get that pitch fork and head Grover off in Winyah bay.

> George Washington Murray received one vote for United States Senator. This will be but cold comfort to the soul of George when he reflects on the seat he lost in Congrees by the redistricting of the State.

> The statement given out by Gov Tillman in refutal of the charges contained in the Perry letter and similar charges previously made, are satisfactory on their face, and until there is direct and indisputable proof to the contrary it would be much more sensible to leave such charges unmade.

The railroad question is again exciting interest in this section. The possibility that the Coast Line may not be able to consummate the trade for the C. S. & N. R. R., has, in the last collection of stories, poems and sketches by The all wool and a yard wide reform few days, assumed the appearance of reality that makes those, who fear bottling up, hope against what they have lately regarded as an accomplished fact hope of obtaining possession, and may yet do so when the road is sold under standpoint, its handsomely lithographed cover entitling it to a favored place on any order of the courts.

> Senator Tillman it is, and we congraulate him in his hour of success; it is his success that we congratulate and not the man, for it is by no aid of ours that he has reached his present position, and his elevation is without our sanction. Yet he is a successful man and his success has been won against great opposition, and while we despise the means he has used to attain success, and despise the man as heartily as ever, we cannot refrain from applauding the success he has achieved.

The effort to kill or seriously cripple the South Carolina College and Citadel stimulate it to a great extent. The ex- tions are worthy of support on account of the State will be perpetrated.

Reform Legislators has surprising periods of lucidity-particularly when their pay is concerned.

General Butler is a dead duck, and the methods he pursued to retain his seat in the Senate did much towards rendering his defeat as complete as it

Sam Jones, in a recent syndicate letter, comments on the dispensary as

I have just returned from a hurried trip through South Carolina. I spent one day and a night in Sumter.

In company with one of the pastors in the city I visited a dispensary. I went through it. I saw it.

The dispensary of Sumter is a nice storeroom in the centre of the city, with all the bottles and demijohns labeled and sealed sitting upon the shelves.

At the front door of the dispensary there is a place cut off with pickets, something like an insurance or real estate office, about ten feet square. This is the only part of the building the public can enter. Liquor is sold by the dispensary keeper, from a halfpint cottle to four gallons and three quarts to any invidual. It opens at seven in the morning and closes at six in the evening. There is no loafing, or drinking, or treating within the dis-

As bad as this may be, it is a thouand per cent. better than the open saloons with its hangers on, with its young men going to destruction and the old bums making it their rendezvous. I am no advocate of the dispensary. I have fought whiskey in all its forms for fifteen years. I fight under a black flag. I show no quarter to, nor ask any quarters of, the whiskey traffic. It has left its scar on me

It has invaded the precincts of the bonus that is the sort of road we don't homes of my loved ones and made some

> I am conscious of the power of the whiskey trafic. I know how parties and politicians tremble when the whispurchasable and unbulldozable legislature, then we shall have laws for the protection of home and we will get such legislation as will retire the whiskey traffic, or exterminate it.

I know it is a source of revenue to the States, cities and towns, but it is a most solemn fact that whiskey has never paid its way anywhere.

It takes more to police it, to control it (so called), to punish its offences and its criminals than it ever paid in revenues to any State or to any communi-

I know that the closing of the saloon dispensary does not shut of the whiskey traffic. It is an infernal species of la wlessness and the crowd who traffic in liquor will sell liquor until they are in hell a-frying, but we must acknowledge the fact that wherever blind tigers live they are a reflection upon every sworn officer and a disgrace to the prosecuting attorneys, grand jurors and judges whose duty it is to arraign and

That always crisp and witty publication, New York "Town Topics," is to the front with a holiday number that will stand comparison with that issued by any of its contemporaries. In its 58 pages of reading matter may be found a choice and diversified he best authors, including Bret Harte, Walter Besant, Bliss Carman, etc., etc., together with a plentiful array of the bright verses and witticims that have given the paper its reputation. There are also strong reviews of the year's history in society, music, the drama, literature and sports by members of the staff. The book is attractive from an exterior as well as interior literary table. Town Topics Publishing Company, 208 Fifth Avenue, New York City.

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonals. Address, F. J. CHENEY & Co.,

Sold by D ruggists, 75c.

A Quarter Century Test.

For a quarter of a century Dr. King's New Discovery has been tested, and the millions who have received benefit from its use testify to blete Institutions in the South. Actual Business; College blete Institutions in the South. Actual Business; College blete Institutions in the South actual Business; College blete Institutions in the South. ts wonderful curative powers in all diseases of Throat, Chest and Lungs. A remedy that has stood the test so long and that has given so universal satisfaction is no experiment. Each bottle is positively guaranteed to give relief or the money will be refunded. It is admitted to be the most reliable for Coughs and Colds. Trial bottle Free at J. F. W. DeLorme's Drug Store Large size 50c. and \$1.00.

The salary cutting mania of the For Country People:

Fire Insurance.

B. K. DELORME is Agent for THE IM-PERIAL FIRE LLOYDS of New York, and can insure your property at reasonable rates. Office at Walsh & Shaw's Shoe Store, Main Street, next door to Bank of Sumter. Dec. 19-1 m.

IN

What to buy for

| E | Tow would a Dressing Case do? |
|---|---|
| E | Tow would a Shaving do? |
| E | Tow would a Collar and Cuff Set · · · · do? |

ow would an Easel Mirror - ow would a Manincure

Tow would a Travelling Companion Case -

Tow would a Lap Tablet - - - - -Tow would a Work Box - - - -

Tow would a Card Case do. & Pocket-book com'd Tow would a Photograph

Album low would a Jewel

low would a Pin Tow would an inlaid Celluloid Glove Box - -

Tow would a Box of Stylish Stationery -Trow would a Set of

Standard Literature - 00

All and more too

OSTEEN & LIBERTY STREET,

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means so much more than you imagine-serious and fatal diseases result from trifling ailments neglected. Don't play with Nature's greatest gift-health.

If you are feeling out of sorts, weak and generally ex-hausted, nervous, have no appetite and can't work. ing the most reliable strengthening medicine, which is Brown's Iron Bittles cure—benefit comes from the very first dose—it won't stain your teeth, and it's

It Cures

Kidney and Liver Dyspepsia, Neuralgia. Constipation, Bad Blood Nervous ailments Malaria, Women's complaints.

Get only the genuine-it has crossed red lines on the wrapper. All others are substitutes. On receipt of two 2c. stamps we will send set of Te. Beautiful World's Fair Views and book—free. BROWN CHEMICAL CO. SALTIMORE, MD. and the state of t

NOTICE.

I want every man and woman in the United States interested in the Opium and Whisky habits to have one of my books on these diseases. Address B. M. Woolley, Atlanta, Ga. Box 382, and one will be sent you free.



aught. Free trial lessons. Send for circular.

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SUNDAY, WEEKLY.

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THE DAILY HDRALD. All the news of the world, from pole to pole, gathered by a vast army of corresponents and reporters, and sent by unequalled cable and telegraphic

facilities. \$8 a year. THE SUNDAY HERALD.

A masterly magazine of contemporaneous literature, with articles by the leading writers of the world, embellished with beautiful colored and balf tone illustrations. \$2 a year.

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A perfect family journal. All the news of the week, sketches and continued stories, valuable information for farmers, and departments devoted to women and children. Remember the Weekly Herald is

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Herald Square, New York. Atlantic Coast Line.

NORTH-EASTERN R. R. of S. C CONDENSED SCHEDLUE, TRAINS GOING SOUTH. No. 23 No.53 Dated Nov No. 35

18, 1894.

| | A. M. | | 1 P. M. | | |
|------------|--------|--------|---------|--------|-------------------------|
| Le Fl'nce. | *3 10 | | * 7 35 | | |
| " Kingst. | | | | | |
| Ar Lanes. | | | 9 07 | P. M | |
| Le Lanes. | 1 | 1 | | * 7 05 | |
| Ar. Ch'n. | 6 10 | | 11 13 | 8 40 | |
| | A. M. | | | P. M | |
| | No. 78 | No. 32 | No. 52 | | |
| | A.M. | P. M. | A. M. | | · |
| Le. Ch'n | * 3 35 | | *7 15 | | |
| Ar Lanes. | 5 40 | 5 44 | 8 45 | | |
| Le Lancs. | 5 40 | 5 44 | | | |
| " Kingst. | 6 00 | 5 59 | | | |
| A - 1711 | P 05 | | | | The same of the same of |

A. M. P. M. A. M * Daily. No. 52 runs through to Columbia via Central R. R. of S. C. Train Nos. 78 and 32 run via Wilson and Fayetteville-Short Line-and make close connection for all points North. J. V. DIVINE. J. R. KENLY, Gen'l Manager. Gen' T. M.EMERSON, Traffic Manager. Gen'! Sup't

Atlantic Coast Line WILMINGTON, COLUMBIA AND AUGUSTA R. R.

CONDENSED SCHEDULE.

TRAINS GOING SOUTH. .

| Dated Nov. 18, 1894. | INo. 55 | !Nu. 511 | |
|----------------------|---------|----------|--|
| | | A. M. | |
| L've Wilmington | * 3 30 | | |
| Leave Marion | 6 21 | | |
| Arrive Florence | 7 10 | | |
| | P. M. | P .M. | |
| Leave Fiorence | *7 25 | *3 15 | |
| Ar've Sumter | 8 36 | 4 21 | |
| | | No 52 | |
| Leave Sumter | 8 38 | * .9 58 | |
| Ar've Columbia | 10 00 | 11 10 | |

No. 52 runs through from Charleston vi Central R. R. leaving Lane 8:48 A. M., Man

| ning 9:25. A. M. | | | |
|------------------|--------|------------------|--|
| TRAINS GOI | NG NO | RTH. | |
| | No. 56 | No. 53 | |
| Leave Columbia | AM | P M | |
| Leave Columbia | * 4 30 | 4 20 | |
| Ar've Sumter | 5 53 | 5 45 | |
| | No. 56 | No. 50 * 5 55 | |
| Leave Samter | 5 55 | * 5 55 | |
| Arrive Florence | 7 10 | 7 05 | |
| Leave Flerence | * 7 40 | | |
| Leave Marion | 8 16 | | |
| A Wilmington | 11 00 | | |

*Daily. †Daily except Sunday. No. 53 runs through to Charleston, S. C., Central R. R., arriving Manning 6:21 P. M. Lanes 7:05 P. M., Charleston 8.40 P. M. Trains on South and North Carolina R. R. leave Atkins 9 40 a m, and 6 30 p m, arriving Lucknow 11 10 a m and 8 00 p m. Returning leave Lucknow6 45 a m and 4 20 p m. arriving

Atkins 8 15 a m and 5 50 p m. Daily except Trains on Hartsville R. R. leave Hartsville daily except Sunday at 4.30 a.m., arriving Fl-yds 5.00 a. m. Returning leave Floyds 8.40

p. m., arriving llartsville 9.10 p. m. Trains on Wilmington Chadbourn and Con way railroad, leave Chadbourn 10:10 a. m. arrive at Conway 12.30 p. m., returning leave Conway at 2.00 p. m., arrive Chadbourn 4.50 Leave Chadbourn 5.35 p. m., arrive at Hub 6.20 r. m. Returning leave Hub at 8.15 a m. arrive at Chadbourn 9.00 a. m Daily except Sunday.

JOHN F. DIVINE, General Sup't. J. R KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager.

Atlantic Coast Line Manchester and Augusta Railroad.

CONDENSED SCHEDULE.

SOUTH. NORTH In effect November 18th, 1894. Daily Train No. Train No STATIONNS. 51. 50 3 57 p.m. Lv Denmark 6 00 4 12 Copes 5 49 Cordova 5 40 4 31 Orangeburg 5 22 " 4 48 Cameron 5 06 Lone Star 5 03

Ar 6 18 a m 4 55 5 40 Remini 4 45 " Pinewood Privateer 4 33 5 35 Lv. 4 21 Sumter

Train 50 and 51 carry through Pullman Palace Buffet Sleeping Cars between New York and Augusta and Macon.

Train No. 50 leaves Atlanta 7 15 a. m. Macon 9 00 a. m., Augusta 2.10 p m., arriving Sumter 5.47 p. m., Fayetteville 9.19 p.m. Petersburg 2 37 a. m., Richmond 3.40 a. m., Washington 7.00 a. m., Baltimore 8.20 a. m.,

p: m. Train No. 51 leaves New York 9.00 a. m. Philadelphia 11.40 a. m., Baltimore 2.13 p. m., Washington 3.30 p. m., Richmond 7.11 p. m. Petersburg 7.46 p. m., Fayetteville 12.53 a. m., Sumter 4.21 a. m., Augusta 8.00 a. m., Mscon 11.00 a. m., Atlanta 12.15

T.M. EMERSON, H.M. EMERSON, Traffic Manager. Ass't Gen'l Pass. Agt. J. R. KENLY, Gen'l Manager.

South Carolina and Georgia Railroad Co.

"OLD RELIABLE" LINE.

| PASSENGE | ER DEPARTM | ENT. |
|--------------|----------------------|-----------|
| In offec | t Nov. 20, 189 | 4. |
| | CHEDULE. (Daily.) | |
| Charleston | 7 15 a m | 5 30 p m |
| ummerville | 7 52 a m | 615 p m |
| Pregnalls | 8 28 a m | 6 55 p m |
| Georges | 8 41 a m | 7 10 p m |
| Branchville | 9 15 a m | 7 40 p m |
| Rowesville | 9 30 a m | 8 16 p m |
| Orangeburg | 9 46 a m | 8 32 p m |
| St. Matthews | 10 07 a m | 8 55 p m |
| Fort Motte | 10 21 a m | 9 08 p m |
| Kingville | 10 33 a m | 9 20 p m |
| Columbia | 11 15 a m | 10 10 p m |
| Columbia | 6 50 a m | 4 20 p m |
| | | |

7 57 a m 5 05 pm Ar Kingville 7 48 a m 5 15 pm " Fort Motte 8 04 a m " St Matthews 5 32 p m 8 30 a m 5 56 p m " Orangeburg " Rowesville 8 47 a m 6 13 p m 9 05 a m 6 30 p m Branchville 951 a m 7 10 p m Georges 7 23 p m 10 05 a m Pregnalls Summerville 10 45 a m 8 00 p m Ar Charleston 8 40 p m 11 30 g m 7 15 a m 5 30 p m Ly Charleston, 9 25 a m 8 00 p m Branchville, 8 28 p m 9 53 a m 10 08 a m 8 42,p m Denmark 10 25 a m 8 58 p m " Blackville " Williston 917 a m 10 43 a.m 10 00 p m 11.27 a m

7 53 a m 5 09 p m Williston 5 28 p m 8 10 a m Blackville 8 24 a m 5 44 p m " Denmark " Bamberg 8 39 a m 5 53 p m 6 45 p m " Branchville 9 20 a m 8 40 p.m 11 30 a m Ar Charleston

12 15 p m

6 30 a m

7 14 a m

10 45 p m

3 40 p m

4 27 p m

" Aiken

Ar Augusta

Lv Augusta

North and South via Denmark. Through sleepers to and from New York. 3 10 pm Lv Augusta 2 49 p m " Deamark 3 57 p m 3 40 a m Ar Richmond " Washington 7 00 a m " New York 1 23 p m Ly New York 9 00 a m Ar Washington 3 30 p m 7 11 pm " Richmond 6 25 a m Lv Denmark, 7 30 a m 8 10 a m Ar Augusta

DAILY EXCEPT SUNDAY. Lv Camden 8 40 a m 2 45 p m " Camden Junction 9 31 a m 4 10 p m 4 55 p m Ar Kingville Ly Kingville " Camden Junction 11 23 a m 12 50 p m 6 40 p m Ar Camden "The Hamlet Special" leaves Charleston 400 p. m. with Pullman connection for

Richmond, Wilmington, Charlotte, Raleigh and all points north via Washington, South bound arrives Charleston 2.30 p. m. Connections: with Clyde S. S. Line, N. E. R. R., C&S. Ry., at Charleston. Southern Railway, C. & G., C. C. & A. at Columbia. L. A. EMMERSON. Gen. Manager. Traffic Manager.

Charleston, Sumter and Northern R.R

CHAS. E. KIMBALL, RECEIVER.

IN EFFECT JULY 9, 1894. All trains Daily Except Sunday.

| | N. B | | STATIONS. | 120 | 5. | D |
|------|-------|-----|---------------|-----|----|----|
| | 9 | | | | 8 | |
| | PM | | | | P | M |
| | 4 00 | Lv | Charleston | Ar | 2 | 30 |
| | 5 20 | Lv | Pregnali's | Ar | 1 | 10 |
| | 5 29 | | Harleyville | | 1 | 01 |
| | 5 42 | 24 | Peck's | | | 46 |
| | 5 45 | 44 | Holly Hill | | 12 | 43 |
| | 5 50 | | Connors | | 12 | 38 |
| | 5 57 | 14 | Eutawville | ** | 12 | 31 |
| 8 | 6 07 | " | Vances | 46 | 12 | |
| - | 6 22 | .4 | Merriam | | 12 | 05 |
| | 6 33 | ** | St. Paul | " | 11 | 54 |
| = | 6 39 | " | Summerton | | 11 | 48 |
| | 6 49 | " | Silver | " | 11 | |
| | 6 57 | " | Packsville | " | 11 | 31 |
| _ | 7 08 | ** | Tindal | " | 11 | 20 |
| | 7 22 | | Sumter | Lv | 11 | 05 |
| | 7 25 | Lv | Sumter | Ar | | 02 |
| | 7 37 | ** | Oswego | •6 | 10 | |
| | 7 49 | ** | St. Charles | 11 | 10 | 38 |
| | 7 59 | ** | Elliotts | 16 | 10 | 28 |
| | 8 12 | | Lamar. | " | 10 | 15 |
| | 8 25 | ** | Syracuse | " | 10 | 02 |
| | 8 37 | 44 | Darlington | | | 50 |
| | 8 51 | ** | Mont Clare | " | 9 | 37 |
| - 27 | 9 02 | ** | Robbins Neck | | 9 | 27 |
| - | 9 15 | | Mandeville | | 9 | 14 |
| | 9 29 | | Bennettsville | | 9 | 00 |
| 1. | 9 36 | ** | Breeden's | " | 8 | 53 |
| ٠, | 9 40 | " | Alice | " | | 49 |
| | 9 52 | ** | Gibson | ** | 8 | 37 |
| | 10 05 | | Ghio; | 44 | 8 | 24 |
| g | | Ar | Hamlet | Lv | 8 | 10 |
| g | 10 20 | *** | | | A | N |

POND BLUFF BRANCH.

No 41 leaves Eutawville 10.45 a. m., Belvidere 10.55 arrive Ferguson 11.05. No. 42 leaves Ferguson 11 35 a.m., Belvidere 11.45, arrive Eutawville 11.55.

HARLIN CITY BRANCH.

No. 33 going North leaves Vances 615 p. m., Millican's 6 25, Snells 6 33, Parlers 6.42, arrives Harlin City 7 00 p. m. No. 32 going South leaves Harlin City 9 30

a. m, Parlers 9 48, Snells 9 57, Millican's 10 04, arrive Vances 10 15 a. m. No. 31 going North leaves Vances 12 55 p. m., Millican's 1 05, Snells 1 15, Parlers 1 28,

arrive Harlin City 1 50 p. m. No. 34 going South leaves Harlin City 5 00 . m., Parlers 5 20, Snells 5 33, Millican's 5 41, arrive Vances 5 55 p. m.

Trains 32 and 31 connect with No. 8 at Trains 34 and 33 connect with No. 9 at

Vances. No. 41 connects with No. 9 at Eutawville No. 8 connects at Hamlet with the famous 'Atlanta Special" of the Sea Board Air Line carrying Pullman Sleepers from Washington and Portsmouth and runs solid from Hamlet to Charleston. This train leaves New York 3.20 p. m., Philadelphia 4.41, Baltimore 7.31, Washington 8.30, Richmond 12.23 a.m. Portsmouth 9.30 p. m. and Raleigh 5.17 a. m No. 9 runs solid from Charleston to Hamlet and connects with S. A. L. "Atlanta Special" with sleepers from Hamlet to Washington and

Portsmouth, arriving Raleigh 1.30 a. m., Portsmouth 9.00 a. m., Richmond 6.04, Washington 10.45, Baltimore, 12.00 m, Phil-

adelphia 2.20 p. m., New York 4.53. C. MILLARD, Superintendent.

WHITE & SON,

Fire Insurance Agency, ESTABLISHED 1866.

Represent, among other Companies: LIVERPOOL & LONDON & GLOBE, NORTH BRITISH & MERCANTILE, HOME, of New York.

UNDERWRITERS' AGENCY, N. Y., LANCASTER INSURANCE CO. Capital represented \$75,000,000.

Feb. 12