BRENCHES | MANTEL -----

THE WATCHMAN AND SOUTHRON, OCTOBER 31, 1900.

RIVAL ENGLAND'S FLEET.

Vast Navy Proposed by

Republicans.

Imperialists Demand Preposterous Outlays.

WOULD RAISE A MIGHTY ARMY.

Republicans Contend That We Should Have a Military Force In Proportion to Our Population - That Means Eighteen Hundred Thousand Men-Cost Would Be Stupendous. New Features of the Philippine Question-Menace to Old Soldiers. Flocking to Bryan.

[Special Washington Letter.]

It is amazing with what rapidity this Philippine war has changed the opinions of Republican statesmen. Until this year nobody of any reputation ever openly advocated the theory that we should keep up a military and naval establishment of vast proportions. Now it is asserted by Republican leaders, both in congress and upon thestump, that we should have a navy equal to the largest in the world, which means equal to England's. That would take \$310,000,000 in cash to build battleships of the first class, to say nothing of torpedo boats, armored cruisers, protected cruisers, monitors, commerce destroyers and other smaller craft, for England has 62 more battleships, and one of that class costs at least \$5.000.-000. To make a navy really equal to England's would probably cost \$1,000,-000,000. I believe as firmly as do the Republicans in the wisdom of Sancho Panza's dictum that "in peace is the time to prepare for war." Consequently I am in favor of a navy adequate to huge pension roll which my grandchilall of our wants, but I am teetotally dren will not live long enough to see opposed to any such monstrous folly and preposterous extravagance as to undertake to rival England in the size and strength of our naval equipment, for we have no use for it. A man does not have to be an idiot in order to be a patriot.

Immense Standing Army.

It is now vigorously contended both

ever looked down upon was the combined forces of the Union and Confederate sides at the close of the civil war, and the most amazing spectacle ever seen among men was that of a million and a half veteran soldiers stacking their arms, dofling their uniforms and returning without a murmur to the penceable vocations of the glory, of the republic. From the close of the civil war in

1865 down to the beginning of the Spanish war our standing army had a strength on paper of 25,000 men. As a matter of fact, it usually averaged 23,000 officers and men, and we got and if the possession of the Philippines necessitates such a navy and such a standing army as above indicated that alone is sufficient to demonstrate that it is the greatest curse that ever befell a free people. But, in my judgment, this vast military establishment is not desired or intended for service abroad, but to be located in the large cities, to carry the election for congressmen and for the legislatures that elect congressmen of the United States. Surely the American voters

are not ready to substitute a government by the bayonet for a government by the ballot. The most amazing thing about this proposition is that any foreign born citizen of the United States can be induced to vote for the party that advocates it, for it is safe to state that 50 per cent of all the foreign born male citizens of the United States now here who were adults when they came to America came here to escape military service themselves and to save their boys from being conscripted into the standing armies of Europe. It surely cannot be that they will help establish here the bad system from which they fied when they left Europe.

Philippine Matters.

Notwithstanding the vast amount of writing and talking that has been done about the Philippine question there are certain features of it to which sufficient attention has not been given.

Among other evil effects of the I'hilippine business is the building up of a paid off, and my oldest child is only 10 years of age. If any old Union soldiers read this, I wish to call their special attention to this fact and to put into their ears a flea of large proportions, for they have a direct interest in the matter.

When God created the world, be could have made it exactly the same in and out of congress and for the first climate from pole to pole as easily as time that we should have a standing the way he did make it, but for some wise purpose he made the arctic zones

The most splendid army that the sun | first, and I determined to fathom ithow those widows had come down to us from the past century-and I succeeded in the investigation. The way it comes about is this: oldier of the Philippine war, now 18 years old, lives to be 90 and becomes a widower. He marries him a wife 15 years old, and she lives to be 90. She will be drawing a pension 147 years from now! And American citizenship. The volunteer she will be drawing a pension after we soldier is not only the safety, but he is and our children and our grandchildren are gathered to our fathers! Of course this is an extreme case, but that a great many of them approximated this condition is the only way to account thinking of beanblowers. for those Revolutionary widows who are still living.

As a matter of fact, if a Revolutionalong splendidly during all that time, ary soldier was 18 years old in 1783, the last year of the war, and lived to be 75, then married a girl 15 years old who lived to be 75, she would still be drawing a pension up to the present day. I do not believe that either the veterans of the civil war or the taxpayers are in favor of fastening on the backs of three generations of our descendants a large pension debt growing out of a war whose results will be a curse to us instead of a blessing even if we succeed in it.

Senator Chandler In Trouble.

The New Hampshire state railroad trust has declared war on Senator Chandler, Republican, and has joined hands with Senator Gallinger to prevent Chandler's re-election. It is pertinent here to recall the fact that these two senators had a bitter quarrel a few months ago in which the feathers flew to some extent.

William E. Chandler was selected by President Lincoln 35 years ago to probe and prosecute in the case of the Philadelphia navy yard frauds. He is one of the few remaining relics of the Lincoln style of Republicanism and is now doomed to defeat by the Hanna-Gallinger railroad trust gang of political buzzards, all because Chandler is the kind of bimetallist that the Republican party declared itself to be in its 1896 platform and because he opposes trusts.

Chandler was a leading Republican, the friend of Lincoln, when Hanna was making his pile by hook or crook. when Roosevelt was in school, and has for years, like Schurz and John B. Henderson, stood as one of the few remaining representatives of what Republicanism was in its best estate, before Mark Hanna and his evil days came. Schurz and Henderson have turned their backs on Hanna and his flock of cormorants-they have walked out and closed the door forever. Chandler has seen the fall of all that was good in the party of Lincoln, "like leaves in wintry weather." Will he remain in the Republican party as now constituted? It does seem to me that

that group most mightily. I was commenting in that strain in the hearing of a Boston architect.

"Of what church are you speaking?" queried the architect.

I told him. "Oh, yes," said he carelessiy, "the

Church of the Holy Benublowers. That's what comes of lack of sinse of proportion. Those trumps are too slender

And yow I can be longer admire that seraphic group on the spire. I strive to think of angels, and I fetch up by

And another church in Boston is in architects' terms the "Church of the Holy "Thermometer" on account of some decoration meant to be imposing. And another is the "Church of the Kindergarten Steeples"-for there is one big spire surrounded by lots of little kid spires-"waiting to grow." say the architectural Philistines.-Lewiston Journal.

Look Before You Leap.

Once upon a time there was a young man who believed what the books said. He left the farm and came to the great city to make his fortune and to climb the ladder of fame. The books said a great deal about the ladder of fame, so the young man exercised himself on copybook morals and poor Richard's almanac in order to be able to chin himself up a round at a time.

He was especially strong on runaway horses, and one day, to his gratification, he saw a mad steed plunging down the crowded street. He could not see any fainting maiden attached, but still he knew this was his opportunity. He sprang for the bridle, but hit the front wheel instead and was projected with violence into the gutter. Six months later, when he came out of the hospital, he was sent to the Home For the Feebleminded for trying to stop a fire marshal in the performance of his duty.

Moral-Get your opportunities labeled .- Dartmouth Literary Monthly.



WOMEN IN TROUBLE. The Approach of Motherhood is the Occasion of Much Anxiety to All.

Every woman dreads the ordeal through which she must pass in becom-

ing a mother. The pain and suffering which is in store for her is a source of constant anxiety, fear and dread, to say nothing of the danger which the coming incident entails. The joyous anticipations with which she looks forward to baby's coming gives way to an

indescribable dread of the ordeal when she fully realizes the critical and trying event which will soon approach and have to be endured

Women should hail with delight a remedy which insures to them immunity from the pain, suffering and danger incidental to child-bearing. Such a remedy is now offered, and women need not fear longer the hour of childbirth. "Mother's Friend"-is a scientific liniment-and if used before confinement, gently and surely prepares the body for the great requirements and changes it is undergoing, insures safety to both mother and child, and takes her through the event with comparative ease and comfort. This wonderful remedy is praised by every woman who has used it.

What woman is not interested in 'Mother's Friend?" This wonderful remedy has been tested and its priceless value proven by the experience of thousands of happy mothers who have used it during the most critical period of woman's life-the approach and culmination of motherhood.

It has won their everlasting praise, for it gave them help and hope in their most trying hour and when most needed. Every woman may some day need "Mother's Friend." The little book, "Before Baby is Born." telling all about it, and when it should be used, will prove of great interest and benefit to all expectant mothers, and will be sent free to any address upon application to the Bradfield Regulator Company, Atlanta, Ga.

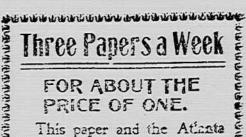
Atlantic Coast Line

WILMINGTON, COLUMBIA AND AU

GUSTA RAILROAD. Condensed Schedule. Dated May 27, 1900. TRAINS GOING SOUTH.

No. 55 No. 35 p. m \$3 45 Leave Wilmington 6 29 Leave Marioz 7 45 Arrive Florence p. D. 8. 10 Leave Florence •7 45 •3 06 :8 57 4 05 Arrive Sumter No. 52 8 57 *9 40 Leave Samter 10 20 11 00 Arrive Calambia

No. 52 runs through from Charleston vi a Charlestor 78 m



Twice-a-Week Journal for

\$2.00.

Here you get the news of the world and all your local news while it is fresh, paying very little more than one paper costs. Either paper is well worth \$2.00, but by special arrangement we are enabled to put in both of thom, giving three papers a week for this low price. You cannot equal this anywhere else, and this combination is the best premium for those who want a great paper and a home paper. Take these and you will keep up with the times.

Besides general news, the Twice-a-Week Journal has much agricultural matter and other articles of special interest to farmers. It has regular contributions by Sam Jones, Mrs. W. H. Felton, John Temple Graves, Hon. C. H. Jordan and other distinguished writers.

Call at this office and leave your subscriptions for both papers. You can get a sample copy of either pa-per here on application.

STATTERNAR STATERAS

SUUL	n Cai	rolina and Ge	orgia	11.
Journ				
	121191	on R. R. Com	pany.	-
Sched	ule No	. 4-ln effect 12.01 December 24, 189		, San
		Between	ə .	
7. md	lon S	C., and Blacks	hnea	8 C
		U., and Diacad		
WEST	r		I	LAST.
2d cl *35	lat el *33	Eastern time.	1st cl #32	2del •34
рш	рm	STATIONS.	рm	pm
8 20	12 50	Camden	12 25	6 30
8 50	1 15	Dekalb	11 02	4 50
9 20 10 50	1 27 1 40	Westville Kershaw	11 50 11 35	4 30 4 10
11 20	2 10		11 20	315
1 35	2 15	Pleasant Hill	11 15	3 00
2 30	2 35		10 55	2 35
1 (0	2 50	Riverside	10 40	1 00
1 20 2 30	3 00	Springdell Catawba Janction	10 30	12 4C 12 20
2 50	3 20	Leslie .	10 10	March 1 (March 10)
310	3 40	Rock Hill	10 00	10 40
4 10	3 55	New Port	9 35	8 20
4 45	4 02	Tirzab	9 30	8 00
5 30 6 00	4 20 4 35	Yorkville Sharon	9 15 9 00	7 30 6 5c
6 25	4 50	Hickory Grove		6 20
6 35	5 00	Smyrna	8 35	6 00
7 00	5 20	Blacksburg	8 15	5 30
				5 30 a tu
7 CO D m Black	5 20 p m	Blacksburg Between , S. C., and Ma	8 15 a 20 arion, 1	stu NC.
7 CO D DD Black	520 pm sburg	Between	8 15 a m arion, 1 F	a tu N C.
7 CO D m Black	5 20 pm seburg C. 1st cl *33	Between , S. C., and Ma Eastern time.	8 15 a m arion, 1 E 1st cl *32	a tu N C. 2d cl •12
7 00 p m Black WEST Ed cl *11 a m	5 20 p m (sburg C. 1st cl *33 p m	Between , S. C., and Ma Eastern time. STATIONS.	8 15 a m arion, 1 F 1st cl *32 a m	a tu N C. 2d cl •12 p m
7 00 p m Black WEST a d cl *11 a m 8 10	5 20 p m (sburg C. 1st cl *33 p m 5 30	Between , S. C., and Ma Eastern time. STATIONS. Blacksburg	8 15 a m arion, 1 E 1st cl *32	a tu N C. 2d cl •12
7 00 p m Black WEST Ed cl *11 a m	5 20 p m seburg C. lst cl *33 p m 5 30 5 45	Between , S. C., and Ma Eastern time. STATIONS.	8 15 a m arion, 1 F 1st cl *32 a m 7 48 7 32 7 25	8 m N C. 2dc1 *12 pm 640 620 612
7 C0 p m Black WEST 2d ci *11 a m 8 30 8 30 8 40 9 20	5 20 pm (sburg C. 1st cl *33 pm 5 30 5 45 5 50 6 00	Between , S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby	8 15 a m arion, 1 F 1st cl *32 a m 7 48 7 32 7 25 7 15	a tu N C. 2dc1 •12 p m 6 40 6 20 6 12 6 00
7 00 p m Black WEST a d ci *11 a m S 10 8 30 6 40 9 20 0 00	5 20 pm (sburg C. 1st cl *33 pm 5 30 5 45 5 50 6 00 5 20	Between , S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore	8 15 a m arion, 1 F 1st cl *32 a m 7 48 7 32 7 25 7 15 6 55	a tu N C. 2d c l *12 p m 6 40 6 20 6 12 6 00 4 50
7 00 p m Black WEST 2d ci *11 a m 8 10 8 30 6 40 9 20 0 00 0 10	5 20 pm (sburg C. 1st cl *33 pm 5 30 5 45 5 50 6 00 5 20 6 28	Between , S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro	8 15 a m arion, 1 Ist cl *32 a m 7 48 7 32 7 25 7 15 6 55 6 48	a m N C. 2dc1 *12 pm 640 620 612 600 450 440
7 00 p m Black WEST a d ci *11 a m 8 10 8 30 6 40 9 20 0 00 0 00 0 10 0 25	5 20 pm (sburg C. 1st cl *33 pm 5 30 5 45 5 50 6 00 5 20 6 28 6 38	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta	8 15 a m arion, 1 F 1st cl *32 a m 7 48 7 32 7 25 7 15 6 55	a tu N C. 2d c l *12 p m 6 40 6 20 6 12 6 00 4 50
7 C0 p m Black WEST ad ci *11 a m 8 30 6 40 9 20 0 00 0 0 25 0 50	5 20 pm (sburg C. 1st cl *33 pm 5 30 5 45 5 50 6 00 5 20 6 28	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta	8 15 a m arion, 1 B 1st cl *32 a m 7 48 7 32 7 25 7 15 6 55 6 48 6 38 6 20 6 05	a tu N C. 2dc1 *12 p m 6 40 6 20 6 12 6 00 4 50 4 40 4 20 3 25
7 00 p m Black WEST ad ci *11 a m S 10 8 30 8 30 8 30 8 30 9 20 0 00 0 10 0 25 0 50 1 15 1 35	5 20 pm (sburg r. lst cl *33 pm 5 30 5 45 5 50 6 00 5 20 6 28 6 38 6 55 7 10 7 22	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta Forest City Rutherfordton Millwood	8 15 a m a m a m a m a m 7 48 7 32 7 25 7 15 6 55 6 48 6 38 6 20 6 65 5 55	a tu N C. 2d cl *12 p m 6 400 6 20 6 12 6 00 4 50 4 40 4 40 3 50 3 25 3 05
7 00 p m Black WEST a ci *11 a m S 10 8 30 6 40 9 20 0 00 0 25 0 50 1 15 1 35 1 45	5 20 pm (sburg r. lst cl *33 pm 5 30 5 45 5 50 6 00 5 20 6 28 6 38 6 55 7 10 7 22 7 35	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta Forest City Rutherfordton Millwood Golden Valley	8 15 a m a m a m b m a m 7 48 7 32 7 25 7 15 6 55 6 48 6 38 6 20 6 05 5 55 5 40	a tu N C. 2d cl *12 p m 6 400 6 12 6 00 4 50 4 400 4 20 3 25 3 05 2 50
7 00 p m Black W ES1 a ci *11 a m S 10 8 30 6 40 9 20 0 00 0 25 0 50 1 15 1 35 1 45 2 05	5 20 pm (sburg r. lst cl *33 pm 5 30 5 45 5 50 6 00 5 20 6 28 6 38 6 55 7 10 7 22 7 35 7 40	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta Forest City Rutherfordton Millwood Golden Valley Thermal City	8 15 a m a m a m b m a m 7 48 7 32 7 25 7 15 6 55 6 48 6 38 6 20 6 05 5 55 5 40 5 37	a tu N C. 2d cl *12 p m 6 400 6 20 6 12 6 20 6 12 4 40 4 40 4 20 3 25 3 05 2 50 2 45
7 00 p m Black W EST 2d cl *11 a m 8 10 8 30 6 40 9 20 0 00 0 25 0 50 1 15 1 35 1 45 2 05 2 25	5 20 pm (sburg r. list cl *33 pm 5 30 5 45 5 5 5 5 60 6 28 6 38 6 38 6 55 7 10 7 22 7 35 7 40 7 58	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta Forest City Rutherfordton Millwood Golden Valley Thermal City Glenwood	8 15 a m a m a m b m a m 7 48 7 32 7 25 7 15 6 55 6 48 6 38 6 20 6 05 5 55 5 40	a tu N C. 2d cl *12 p m 6 400 6 12 6 00 4 50 4 400 4 20 3 25 3 05 2 50
7 00 p m Black W EST 2d cl *11 a m 8 10 8 30 6 40 9 20 0 00 0 25 0 50 1 15 1 35 1 45 2 05 2 25	5 20 pm (sburg r. lst cl *33 pm 5 30 5 45 5 50 6 00 5 20 6 28 6 38 6 55 7 10 7 22 7 35 7 40	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta Forest City Rutherfordton Millwood Golden Valley Thermal City	8 15 a m a m a m a m 7 48 7 32 7 25 7 15 6 55 6 48 6 38 6 20 6 05 5 55 5 40 5 37 5 17	a tu N C. 2d cl *12 p m 6 400 6 12 6 12 6 12 6 12 6 12 6 20 4 40 4 40 4 40 3 305 3 305 2 50 2 45 2 20
7 00 p m Black WEST ad ci *11 a m S 10 8 30 6 40 9 20 0 00 0 25 0 50 1 15 1 35 1 45 2 25 2 50 p m	5 20 pm (sburg C. 1st cl *33 pm 5 30 5 45 5 50 6 00 5 20 6 28 6 38 6 55 7 10 7 22 7 35 7 40 7 58 8 15 pm	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta Forest City Rutherfordton Millwood Golden Valley Thermal City Glenwood Marion	8 15 a m rion, 1 F 1st cl *32 a m 7 48 7 32 7 25 7 15 6 55 6 48 6 38 6 20 6 05 5 55 5 40 5 37 5 17 5 00 8 m	a tu X C. 2d cl *12 p m 6 400 6 200 6 12 6 00 4 400 4 400 3 255 3 055 2 500 2 455 2 200
7 00 p m Black WEST a d cl *11 a m \$ 10 8 30 6 40 9 20 10 00 10 25 10 50 1 15 1 45 2 25 2 50 p m West	5 20 pm (sburg C. list cl *33 pm 5 30 5 45 5 50 6 00 5 20 6 28 6 38 6 55 7 10 7 22 7 35 7 40 7 58 8 15 pm	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta Forest City Rutherfordton Millwood Golden Valley Thermal City Glenwood Marion Gaffney Division.	8 15 a m a m 1 st cl *32 a m 7 48 7 32 7 25 7 15 6 55 6 48 6 38 6 20 6 65 5 55 5 40 5 37 5 17 5 00 8 m	a m N C. 2d cl *12 p m 6 40 6 20 6 12 6 00 4 50 4 40 3 50 3 25 3 05 2 50 2 45 2 200 p m East
7 00 p m Black WEST a cl *11 a m \$ 10 8 30 6 40 9 20 0 00 0 25 0 50 1 15 1 45 2 25 2 50 p m West a t C	5 20 pm (sburg C. 1st cl *33 pm 5 30 5 45 5 50 6 00 5 20 6 28 6 38 6 55 7 10 7 22 7 35 7 40 7 58 8 15 pm	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta Forest City Rutherfordton Millwood Golden Valley Thermal City Glenwood Marion	8 15 a m a m 1 st cl *32 a m 7 48 7 32 7 25 7 15 6 55 6 48 6 38 6 20 6 65 5 55 5 40 5 37 5 17 5 00 8 m	a m N C. 2d cl *12 p m 6 40 6 20 6 12 6 00 4 50 4 50 4 50 3 25 3 05 2 50 2 45 2 200 p m East Class
7 C0 p m Black WEST 2d cl *11 a m 8 30 6 40 9 20 6 0 00 10 25 10 50 10 10 10 25 10 50 11 15 11 45 12 25 12 25 12 25 12 25 12 25 12 25 12 25 12 50 p m West lst C	5 20 pm (sburg C. 1st cl *33 pm 5 30 5 45 5 50 6 00 5 20 6 28 6 38 6 55 7 10 7 22 7 35 7 40 7 58 8 15 pm	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta Forest City Rutherfordton Millwood Golden Valley Thermal City Glenwood Marion Baffney Division. EASTERN TIME. STATIONS.	8 15 a m a m a m a m a m a m a m a m	a m AST. 2d cl *12 p m 6 400 6 200 6 12 6 00 4 50 4 400 3 255 3 05 2 500 2 455 2 200 p m East Class 16 p m
7 00 p m Black WEST 2d cl *11 a m 8 10 8 30 6 40 9 20 6 00 10 25 10 50 10 10 10 25 10 50 11 15 11 45 12 25 12 25 12 25 12 50 p m West lst C 15 15 15 15 15 15 15 15 15 15 15 15 15	5 20 pm (sburg C. list cl *33 D m 5 30 5 45 5 50 6 00 5 20 6 28 6 38 6 38 6 55 7 10 7 22 7 35 7 40 7 58 8 15 pm () liass. 13 13 13	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta Forest City Rutherfordton Millwood Golden Valley Thermal City Glenwood Marion Baffney Division. EASTERN TIME. STATIONS.	8 15 a m a m a m a m 7 48 7 32 7 25 7 15 6 55 6 48 6 38 6 20 6 65 5 55 5 40 5 37 5 17 5 00 8 m 1 st 1 4 1 4 1 4 1 4 1 5 1 5 1 5 1 5 1 7 1 5 1 7 1 5 1 7 1 5 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7	a m AST. 2d cl *12 p m 6 400 6 20 6 6 12 6 00 4 50 4 40 4 40 4 20 3 25 3 05 2 50 2 45 2 20 p m East Class 16 p m 3 06
7 C0 p m Black WEST 2d cl *11 a m 8 10 8 30 8 30 8 30 8 30 9 20 10 25 10 25 10 50 10 10 10 25 10 50 11 15 11 35 12 25 12 25 12 25 12 25 12 25 12 50 p m West Ist C 15 1 15 1 15 1 15 1 15 1 15 1 15 1 15	5 20 pm (sburg C. list cl *33 D m 5 30 5 45 5 50 6 00 5 20 6 28 6 38 6 55 7 10 7 22 7 35 7 40 7 58 8 15 pm	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta Forest City Rutherfordton Millwood Golden Valley Thermal City Glenwood Marion Baffney Division. EASTERN TIME. STATIONS. Blacksburg Cherokee Falls	8 15 a m a m a m a m a m a m a m a m	a m AST. 2d cl *12 p m 6 400 6 200 6 12 6 00 4 400 4 400 3 255 3 055 2 500 2 455 2 200 p m East Class 16 p m 3 06 240
7 00 p m Black WEST 2d cl *11 a m 8 10 8 30 6 40 9 20 6 00 10 25 10 50 10 10 10 25 10 50 11 15 11 45 12 25 12 25 12 25 12 50 p m West lst C 15 15 15 15 15 15 15 15 15 15 15 15 15	5 20 pm (sburg C. list cl *33 D m 5 30 5 45 5 50 6 00 5 20 6 28 6 38 6 38 6 55 7 10 7 22 7 35 7 40 7 58 8 15 pm () liass. 13 13 13	Between S. C., and Ma Eastern time. STATIONS. Blacksburg Earls Patterson Springs Shelby Lattimore Mooresboro Henrietta Forest City Rutherfordton Millwood Golden Valley Thermal City Glenwood Marion Baffney Division. EASTERN TIME. STATIONS.	8 15 a m a m a m a m 7 48 7 32 7 25 7 15 6 55 6 48 6 38 6 20 6 65 5 55 5 40 5 37 5 17 5 00 8 m 1 st 1 4 1 4 1 4 1 4 1 5 1 5 1 5 1 5 1 7 1 5 1 7 1 5 1 7 1 5 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7	a m AST. 2d cl *12 p m 6 400 6 20 6 6 12 6 00 4 50 4 40 4 40 4 20 3 25 3 05 2 50 2 45 2 20 p m East Class 16 p m 3 06

army as large in proportion to our population as any other nation on earth | so cold that nobody can live there; he has, and men who have never given one moment's consideration to what this proposition means throw high their sweaty caps in air and yell for it as though it meant a great blessing for the republic. What does this proposition mean? France, with a population | can't live there; it is contrary to naof 33,000,000, has a standing army of 700,000 men; Italy, with about the same population, has about the same | native on them and we hadn't been sized army. Germany, with a population of over 40,000,000, has an army of over S00,000 men, and so on to the end of the chapter. The truth is that every nation of Europe is groaning un-Cer the great load of tax to keep up its standing army. To such an extent has this been carried that it is said in Europe that every laborer carries a soldier upon his back, and while nally and completely failed. People the census figures have not all been published for this year's census the general estimate is that we have a population of about 76,000,000, not countsing Porto Rico and the Philippines. On the theory that we should have an army equal in proportion to the standing armies of other countries we would have an army of about 1.800.000 men. for which we have no earthly use and which would cost an annual sum at the thought of which the overburdened taxpayers must shudder.

When the bill to reorganize the army was before the house, I catechised my Republican friend, Colonel B. F. Marsh of the Quincy district, who was a brave Union soldier and who is a leading member of the committee on military affairs, as to the cost of maintaining a soldier in the regular army. His reply to my inquiry was that the average cost of maintaining a regular soldier while doing service in the United States is about \$1,000 per year. On the basis of 1.800,000 regulars, at \$1.-000 apjece, the cost of the standing army would be \$1.800,060,000 per year. and there isn't a man living who can give any valid reason or plausible excuse for withdrawing 1.800,000 young men from the ranks of the producers and loading them upon the people's backs at a cost which the mathematical powers of the human mind are inadequate to comprehend. The only way to prevent this stupendous folly is to elect Bryan and a Democratic congress, for there is no earthly sense in electing a Democratic president without a Democratic congress to aid him in his patriotic endeavors for the public weal. I repeat it that we have no use for such a standing army or anything approximating it.

Strength of the Republic.

We have never depended on the regular army or a great navy for our defense: we have never waged a war in which the volunteers did not do the major part of the fighting, and the United States never did carry on a the Indian wars.

made the temperate zones and white people to live in them; he made the torrid zone a-straddle of the equator, where there is eternal summer, and he made negroes. Malays and other colored persons to live in it. We ture. If we had discovered the Philippine Islands and there hadn't been a compelled to fight to get possession of them, we could not populate them with people of our own race. For 360 years the Hollanders have had possession of the island of Java with a climate almost exactly the same as that of the Philippines. Six different times have they tried to colonize it with white persons, and six times have they sigof our breed can't live in the Philippines. To try it is to fight against fate. Those who do not die there will be fit subjects for pensions as long as they live; that fact should cause the veterans of the civil war to keep their optics pealed, for there is just so much money and no more that can be devoted to pensions. A great many Union soldiers are still without pensions and want them: many who have pensions desire them increased. If a large pension roll is built up by reason of this endless Philippine war, the old Union soldiers will be cut short on their pen-

sions just as certainly as water runs down hill, for it is a mathematical truth that when a pie is cut into six pieces the pieces are not as large as when it is cut into four.

Hard Work to Get Pensions.

I am fully aware that the statement that my grandchildren will not live to see these pensions paid off seems preposterous. Eight years ago 1 would not have made it, but in that length of time I have learned something. When I first went to Washington as a congressional greenhorn and tenderfoot, they did with me what they did with all tenderfeet and greenhorns-that is. shoved me off to poor and obscure committees where there was a great deal of hard work and scant glory. Now I rank second among the Democrats on the great foreign affairs committee, which Senator Henry Clay Heather facetiously denominates the swagger committee of the house, but it took me eight years to get up there. A congressman has to begin at the foot of the class and spell up. Therein lies the wisdom of retaining a faithful and capable representative in congress. In my first service in congress I was assigned to the old pensions committee. which had jurisdiction over all pensions back of the civil war; that committee had jurisdiction over pensions growing out of the Revolutionary war. the war of 1812, the Mexican war and

custicall: war without success. The real strength | 1 never had studied much about the "Why er-whath" he misped. of the republic lies in the patriotism matter, but 1 st sposed all the Revolu-"You're on my hat?" she fairly and valor of the volunteers, men who | tionary soldiers and their widows had are not professional soldiers, but who, died and gone to glory long ago. That screated - Philadelphia Fress. when the country is in danger, quit the proved to be a great mistake, for in civil walks of life, shoulder their mus- 1893, 1894 and 1895 that committee put Nicknamed by Architects. kets, fight till the country is victorious in a large part of its time considering These young architects are merciless for Washington and the East; also for Jacksonand then cheerfully lay down their pension bills for widows of the Revo- chaps when they are discussing the ville and all Fiorida Points. Intionar, war, which closed in 1783. work of some one else. The spire of FRANKS. GANNON, arms and return to their business. Volunteers fought the war of the Only two or three weeks ago I saw in one of the new churches in Boston ai-Revolution, they fought the war of the newspapers where one of those ways attracts my attention. Away 1812, they fought the Mexican war, widows whom a helped to pension in up aloft there are angels, gracefully they fought the Indian wars and they 1893 had just died. That state of af- poised, each with a trumpet at mouth did the principal part of the fighting on fairs was a great mystery to me at and leaning far out on the air that swims around them. I have admired both sides in our titanic civil war.

he will be mighty lonesome there. Still They Come.

Mr. Bryan has been touring Indiana. speaking as only he can speak, enduring a physical strain that would kill Fitzsimmons or Corbett and making friends and votes by the thousand. Gus Thomas, the playwright-the man who wrote "In Mizzoura"-has been with him and says the plain people throng to the car steps merely to touch his garments, as the Judzeans flocked in the footsteps of the Nazarene.

In one day Bryan visited nine counties around Indianapolis and made 12 speeches of considerable duration. At Richmond ex-Congressman Henry U. Johnson, who, with Thomas B. Reed, constituted the brainiest pair of Republicans in congress since Blaine died, presided at the meeting. It will be remembered that Johnson refused renomination at the hands of the Republicans and declared for Bryan. And still they come through the woods!

Elizabethan Seamen.

The Elizabethan seaman seems to have been a rather serious minded man. There is little of the happy go lucky Saturday night sailor about the men of Hawkins or Drake. Their officers gave them a very indifferent character. They were a "loose rabble;' "vagrant, lewd, disorderly:" "a regiment of common rogues." Raleigh said that "they go with as great a grudging to serve in his majesty's ships as if it were to be slaves in the galleys." Perhaps this description was only meant to apply to the sailers of James I, of whom it was written.

If we are to judge from the records of the voyages of Hawkins, Drake or the Earl of Cumberland, the tide of Puritanism was already rising among them. They accepted the wonders of the new world with the unquestioning faith of children, and most of its unpleasant surprises were attributed to direct satanic agency. Prayerfully and powerfully they fought the Spaniard, who was antichrist, and prayerfully and frugally they inaugurated the slave trade, which filled their pockets. When Hawkins, with a hold full of negroes, encountered bad weather and the cargo sickened and died, he consoled himself with the pious reflection that "the Lord would not suffer his elect to perish." The negrees, not being of the elect, perished freely .- Nineteenth Century.

Bui Not Ornamental.

The nervous young man backed into the nearest chair. The fair girl glared at him. "You're a bird." she cried sar-

9 Sop 11 Opa' A Columbia. Lvi 7 Ioal 4000	No. 52 runs through
52m . um Ly Charleston . Ar 11 15a; 815p	Central R. R., leaving
7250 9 loat " Branchville" 8 50a 600p	Lanes 8 34 a m, Maonin
802p 9 50a " Deumark " 8 13a 519p	TRAINS GOI
5 2.07 . 0.28 LA Charleston Ar 11 15a 8157 7 2.57 9 15a Eranchville 850a 6007 7 407 9 45a Barnherg 850a 6007 8 020 9 550a Deamark 813a 5197 8 020 9 550a Deamark 813a 5197 9 220 15 07a Esckville 800a 5057 9 220 11 50a Ar Arensta und Ly 16 620a 8107	TRAINS GOI
V winiti ota Al. A addista data in the	
NOTE: Is addition to the above service	
ton and Asherille carrying elegant Fullman	Leave Columbis
sleeping cars. No. 15 leave Charleston 11:00 p. m.; arrive Columbia 5:55 a. m.; arrive Ashe	Arrive Sumter
ville 9 15 a m No. 15 168.ve Asneville 2 05 p. m. ;	
Tours Columnite 1:35 9 th · Service Charleston	
at Charleston at 9:00 p. m. These trains make close confice ions at Columbia with	Leave Samte:
make close confiections at Columbia with	frive Floreac
through trains between Florida points and Washington and the cast	
	Leave Florence
No.15 No. 3 CREENVILLE. No.12 No.16 Daily Daily Double Daily Service. Daily Daily	Leave Marion Arrive Wilmington
11 00p 7 00a Lv Charleston Ar 815p 7 00a 155a 8 55a "Branchville " 600p 4 20a	*Daily. †Daily exce
1000 0000	No 53 runs through
2 508 9 338 " Orangeburg 7 00a 11 05a " Columbia Lv 4 Cop 1 356 9 50a 1 55p " Greenwood " 12 40p 8 159	ria Central R. A., srri
	n .Lanez 6.43 p m, Cha Trains on Conway Br
10 55a 2 45p Ar Abbeville Lv 11 20a 610p	5.35 p m, arrive Conw
11 40a 3 55p Ar Anderson Lv 10 45s 445p	ing leave Conway 81
12 20p 4 15pArGreenville Lv 10 15a 5 80p	bourn 10 35 am, leave (
Er. Sun. Er.	srrive Boardman 12.25
Sun. only Sun.	Boardman 3.00 pm, a pm, Dail except Sund
Ly. Augusta	J. R. KENLY, Gen'l M
Lv. Augusta 700a 9 50a 5 209 Ar. Sandersville 100p 12 43p 8 83p "Tennille 180p 12 50p 8 40p	T. M EMERSON, Trai
	H. W. LYERSON Gen'
Ly. Tennille	
Ar. Augusta 9 00al 7 100 8 300	ATLANTIC C
Daily Daily Daily Mix. Daily Mix	AIL/AVIO 0
	North-Eastern
Lv. Savannah 12 20a 12 20p	CONDENSED
" Barnwell 4 13a 406p 7 25a 6 00a	CONDEMOND
" Blackville 4 28a, 4 21p 10 15a,	TRAINS GOI
Lv. Savannah	
Daily Daily Mix. Mix. Daily Ex su Ex su ex Mo	
Ex su Ex su ex Mo	Dated no.
	Jan 14, 1900 35*
	Jan 14, 1900 35*
Lv. Columbia	Jan 14, 1900 35* Le Florence 2 34
	Jan 14, 1900 35* Le Florence 2 34 Le Kingstree
Lv. Columbia	Jan 14, 1900 35* Le Florence 2 34
Lv. Columbia 11 25a 1 20a 6 10a Ar. Blackville 107p 8 60a 10 15a 4 50p "Barnwell 121p 8 15a 11 30a 8 40p "Allendale	Jan 14, 1900 35* S m Le Florence 2 34 Le Kingstree Ar Lanes 3 38
Lv. Columbia	Jan 14, 1900 35* Sm Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04
Lv. Columbia	Jan 14, 1900 35* Sm Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* S m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No.
Lv. Columbia 11 25a 1 20a 6 10a Ar. Blackville 1 07p 8 60a 10 15a 4 50p Barnwell 1 21p 8 15a 11 30a 8 40p Allendale	Jan 14, 1900 35* Sm Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI
Lv. Columbia 11 25a 1 20a 6 10a Ar. Blackville 1 07p 8 00a 10 15a 4 50p "Barnwell 1 21p 8 15a 11 30a 8 40p "Allendale 1 21p 8 15a 1 30p 9 15p "Savannah 3 15p 5 10a 100p 9 15p Mathematical and Beyond. 10 00p 5 20p 100p Lv. Charleston	Jan 14, 1900 35* Sm Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* a m
Lv. Columbia	Jan 14, 1900 35* s m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33
Lv. Columbia	Jan 14, 1900 35* s m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16
Lv. Columbia	Jan 14, 1900 35* s m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25
Lv. Columbia	Jan 14, 1900 35* s m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 a m
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* Sm Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 Sm So 52 runs through
Lv. Columbia 11 25a 1 20a 6 10a Ar. Blackville 107p 8 00a 10 15a 4 50p "Barnwell 121p 8 15a 1 30b 8 40p "Allendale 121p 8 15a 1 30c 8 40p "Allendale 121p 8 15a 1 30c 8 40p "Savannah 3 15p 5 10a	Jan 14, 1900 35* Jan 14, 1900 35* Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 8 m * Daily: †Daily exce No 52 runs through ral R. R. of S. C.
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 E m * Daily. †Daily exce No 52 runs through ral R. R. of S. C. Trains Nos. 78 and 2
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 E m * Daily. † Daily excee No 52 runs through ral R. R. of S. C. Trains Nos. 78 and 2 7ayetteville—Short L connection for all point
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 E m *Daily. †Daily exce No 52 runs through ral R. R. of S. C. Trains Nos. 78 and 2 Tayetterille—Short L connection for all point T-aing on C. & D
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 & m * Daily. †Daily exce No 52 runs through ral R. R. of S. O. Trains Nos. 78 and 2 7ayetterille—Short L connection for all point T-aine on C. & D
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 & m * Daily. †Daily exce No 52 runs through ral R. R. of S. O. Trains Nos. 78 and 2 7ayetterille—Short L connection for all point T-aine on C. & D
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* a m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 a m *Daily. †Daily excent No 52 runs through ral R. R. of S. O. Trains Nos. 78 and 2 Tayetteville—Short L connection for all point T-aine on C. & D 12 a m, Wadesbor Florence daily except 5
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* a m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 a m *Daily: †Daily excer No 52 runs through ral R. R. of S. O. Trains Nos. 78 and 2 Tayetteville—Short L connection for all point T-aine on C. & D I leiv except Sunday 9 % ou 9 15 a m. Hartsy ity 20 a m, Wadesbor Florence daily except 5 cive Darlington 8 20 p
Lv. Columbia	Jan 14, 1900 35* s m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* Le Charleston 6 33 Ar Lanes 8 16 Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 a m *Daily: †Daily excer No 52 runs through ral R. R. of S. O. Trains Nos. 78 and 2 Tayetteville—Short L connection for all point T-aine on C. & D Heive except Sunday 9 % ou 9 15 a m. Hartsy ive Darlington 8 20 p o m. Gibson 9 45 p
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* a m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* a m Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 a m *Daily. †Daily excet No 52 runs through ral R. R. of S. C. Trains Nos. 78 and 2 7ayetteville—Short L connection for all point T-aine on C. & D Lei * except Sunday 9 5 ou 9 15 a m. Hartsu 1 20 a m, Wadesbor Florence daily except 5 rive Darlington 8 20 p o m. Gibson 9 45 p Sonday only 9 30 a 1
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* a m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* a m Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 a m *Daily. †Daily excet No 52 runs through ral R. R. of S. C. Trains Nos. 78 and 2 7ayetteville—Short L connection for all point T-aine on C. & D Lei * except Sunday 9 5 ou 9 15 a m. Hartsu 1 20 a m, Wadesbor Florence daily except 5 rive Darlington 8 20 p o m. Gibson 9 45 p Sonday only 9 30 a 1
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* a m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* a m Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 a m *Daily: †Daily excep No 52 runs through ral R. R. of S. O. Trains Nos. 78 and 2 Tayetteville—Short L connection for all point T-aine on C. & D I leive except Sunday 9 % rou 0 15 a m. Harter 11 20 a m, Wadesbor Florence daily except 5 rive Darlington 8 20 p o m. Gibson 9 45 p Sonday only 9 20 a 1 0 05 a m Leave Gibson daily a m. Bennettsville 7 C0
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* a m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* a m Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 a m Daily †Daily excep No 52 runs through ral R. R. of S. O. Trains Nos. 78 and 2 Tayetteville—Short L connection for all point T-aine on C. & D Heir * except Sunday 9 % rou 0 15 a m. Harter 11 20 a m, Wadesbort Florence daily except 5 rive Darlington 8 20 p om, Gibson 9 45 p Sonday only 9 20 a 1 0 05 a m Leave Gibson daily a m. Bennettsville 7 CO co 8 00 a m, leave Dai
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* a m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* a m Le Charleston 6 33 Ar Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 a m *Daily. †Daily excent No. 52 runs through ral R. R. of S. C. Trains Nos. 78 and 2 Tayetteville—Short L connection for all point T-aine on C. & D Heiv except Sunday 9 % tou 0 15 a m. Hartsy 11 20 a m, Wadesborr Florence daily except S rive Darlington 8 20 p o m. Gibson 9 45 p Sonday only 9 20 a 1 0 05 a m Leave Gibson daily a m. Bennettsville 7 C0 co 8 00 a m, leave Dan- ive Florence 9 15 a m
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* a m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* a m Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 a m *Daily. †Daily excet No 52 runs through ral R. R. of S. C. Trains Nos. 78 and 2 Tayetteville—Short L connection for all point T-aine on C. & D Leiv except Sunday 9 5 tou 9 15 a m. Hartsvill in Bennettsville 7 C0 or 8 00 a m, leave Dan in J. and Y. S.
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* a m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* a m Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 & m *Daily. †Daily excet No 52 runs through ral R. R. of S. C. Trains Nos. 78 and 2 Tayetteville—Short L connection for all point T-aine on C. & D Leiv except Sunday 9 5 ou 9 15 a m. Hartsuil 120 a m, Wadesbor Florence daily except S rive Darlington 8 20 p o m. Gibson 9 45 p Sonday only 9 30 a 1 0 05 a m Leave Gibson daily a m, Bennettsville 7 C0 on 8 00 a m, leave Darlington 7 and a m, Bartsville 7 00 a m, Bartsv
Lv. Columbia	Jan 14, 1900 35* Jan 14, 1900 35* a m Le Florence 2 34 Le Kingstree Ar Lanes 3 38 Le Lanes 3 38 Le Lanes 3 38 Ar Charleston 5 04 TRAINS GOI No. 78* a m Le Charleston 6 33 Ar Lanes 8 16 Le Lanes 8 16 Le Kingstree 8 32 Ar Florence 9 25 a m *Daily. †Daily excet No 52 runs through ral R. R. of S. C. Trains Nos. 78 and 2 Tayetterille—Short L connection for all point T-aine on C. & D Leive except Sunday 9 5 tou 0 15 a m. Hartsvill Florence 9 25 a tive Darlington 8 20 p o m. Gibson 9 45 p Sonday only 9 30 a 1 0 05 a m Leave Gibson daily a m, Bennettsville 7 C0 co 8 00 a m, leave Dar ive Florence 9 15 a m Leave Florence 7 and y and y and y 30 a m, Eartsville 7 00 co 8 00 a m, leave Dar ive Florence 9 15 a m Leave Florence 7 ington Sundar only

Atlanta, via Augusta, making connections at Atlanta for all points North and West. Solid Trains between Charleston and Ashe-

TIM Pullman Parlor Cars and Drawing Room gleeping cars between Charleston and Ashs

ville.

and the second sec	18 60	ING NO	BTH	
		No 54	No. 53	
		8. 13.		
eare Columbis		€ 40		
rrive Sumter		8 05	5 33	
			Nc. 37	
		· E.	p.m.	
esve Samter		8 05 9 20	7 203	
rrive Floreac				
cave Florence		a.m. 10 00;		
eave Marion		10 39:		
rrive Wilming	too	1 20		
*Daily. †De	ily exc	ept Sand	lav. :	
No 53 runs t	through	to Chi	arieston	, 5. 0
a Central R.	K., srr	iving M	ann.og	5 04 1
Lanes 6.43 p	w, Ch	arleston	8.30 p 1	D.
Trains on Con 35 p m, arriv	Te Cont	TAT 7.4	0 nm.	returr
g leave Cont	way 81	15 a m,	erive	Chad
oarn 10 35 am	, leave	Chadbo	urn 11.5	oam,
rive Boardm	an 12.2	5 р ш, 1	returnin	g leave
m, Dail ezc	pm,	dar	nedocu	1 3.5
R. KENLY,				
M EMERSO	ON. Tra	fic Man	ager.	
. W. LYERSO	N Gen	1 PASS.	Agen	
ATL/.N		Constant.		
			R. of	D. (
CONDE	ENSED	SCHE	DULE.	D , U
CONDE	NS GO	SCHE	DULE.	
CONDE TRAII Dated	NS GO No.	SCHE ING SO No.	DULE. DUTH. No.	No.
CONDE TRAII Dated	NS GO	SCHE	DULE.	
CONDE TRAII Dated	NS GO No. 35*	SCHE ING SO No. 23* pm	DULE. DUTH. No.	No. 51•
CONDE TRAIL Dated an 14, 1900 e Florence	NS GO No. 35*	SCHE ING SO No. 23 ⁹ p m 7 45	DULE. DUTH. No.	No. 51•
CONDE TRAIL Dated an 14, 1900 e Florence e Kingstree	NS GO NS GO No. 35* 3 m 2 34	SCHE ING SO No. 23* p m 7 45 8 46	DULE. NO. 53•	No. 51• 8 m 9 40
CONDE TRAIL Dated an 14, 1900 e Florence e Kingstree r Lanes	NS GO No. 35* 2 34 3 38	SCHE ING SO No. 23* p m 7 45 8 46 9 04	DULE. DUTH. No.	No. 51•
CONDE TRAIN Dated on 14, 1900 Florence Kingstree r Lanes Lanes	NS GO NS GO No. 35* 3 m 2 34	SCHE ING SO No. 23* p m 7 45 8 46	DULE. No. 53•	No. 51• 8 H 9 40 11 20
CONDE TRAIL Dated an 14, 1900 e Florence e Kingstree r Lancs e Lancs r Charleston	NS GO NS GO No. 35* 3 m 2 34 3 38 3 38 5 04	SCHE ING SO No. 23* p m 7 45 8 46 9 04 9 30	DULE. No. 53* p m 6 45 8 30	No. 51• 9 40 11 20 11 20
CONDE TRAIL Dated an 14, 1900 e Florence e Kingstree r Lanes e Lanes r Charleston	NS GO NS GO No. 35* 3 m 2 34 3 38 3 38 5 04	SCHE ING SO No. 23* p m 7 45 8 46 9 04 9 30 10 55 ING NO No.	DULE. DUTH No. 53* p m 6 45 8 30 DRTH No.	No. 51• 9 40 11 20 1 1 20 1 00
CONDE TRAIL Dated an 14, 1900 e Florence e Kingstree r Lanes e Lanes r Charleston	ENSED NS GO No. 35* 2 34 3 38 3 38 5 04 VS GO	SCHE ING SO No. 23* P m 7 45 8 46 9 04 9 30 10 55 ING NO	DULE. DUTH No. 53* p m 6 45 8 30 DRTH	No. 51• 9 40 11 20 1 00
CONDE TRAIL Dated an 14, 1900 e Florence e Kingstree r Lanes e Lanes r Charleston	ENSED NS GO No. 35* 3 m 2 34 3 38 3 38 5 04 NS GO No.	SCHE ING SO No. 23* p m 7 45 8 46 9 04 9 30 10 55 ING NO No.	DULE. DUTH No. 53* p m 6 45 8 30 DRTH No.	No. 51* a m 9 40 11 20 11 20 1 00 1 00 50*
CONDE TRAIL Dated an 14, 1900 e Florence e Kingstree r Lanes e Lanes r Charleston TRAIL e Charleston	SED NS GO No. 35* 9 m 2 34 3 38 3 38 5 04 NS No. 78* 9 m 6 33	SCHE ING SO No. 23* p m 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* p m 4 49	DULE. DUTH. No. 53* p m 6 45 8 30 PRTH No. 52* 8 m 7 00	No. 51* 9 40 11 20 11 20 1 00 No. 50* 9 m 4 00
CONDE TRAIL Dated an 14, 1900 e Florence e Kingstree r Lanes e Lanes r Charleston TRAIL e Charleston r Lanes	SED NS GO No. 35* 9 m 2 34 3 38 3 38 5 04 NS No. 78* 6 33 8 16	SCHE ING SO No. 23* p m 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* p m 4 49 6 15	DULE. DUTH. No. 53* p m 6 45 8 30 0RTH No. 52* 8 m	No. 51* 9 40 11 20 11 20 1 00 No 50*
CONDE TRAIN Dated an 14, 1900 e Florence e Kingstree r Lanes e Lanes r Charleston TRAIN e Charleston r Lanes e Lanes	NS GO NS GO No. 35* 3 m 2 34 3 38 3 38 5 04 NS GO No. 78* 6 33 8 16 8 16	SCHE ING SO No. 23* p m 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* p m 4 49	DULE. DUTH. No. 53* p m 6 45 8 30 PRTH No. 52* 8 m 7 00	No. 51* 9 40 11 20 11 20 1 00 No. 50* 9 m 4 00
CONDE TRAIN Dated In 14, 1900 E Florence E Kingstree r Lanes E Lanes r Charleston TRAIN E Charleston r Lanes E Lanes E Lanes E Kingstree	SED NS GO No. 35* 3 35 3 38 3 38 5 04 VS GO No. 78* 6 33 8 16 8 16 8 32	SCHE ING SO No. 23* p m 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* p m 4 49 6 15 6 15	DULE. DUTH. No. 53* p m 6 45 8 30 PRTH No. 52* 8 m 7 00	No. 51* 9 40 11 20 11 20 1 00 No 50*
CONDE TRAIN Dated n 14, 1900 Florence Kingstree Lanes Charleston TRAIN Charleston TRAIN	NS GO NS GO No. 35* 3 m 2 34 3 38 3 38 5 04 NS GO No. 78* 6 33 8 16 8 16	SCHE ING SO No. 23* p m 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* p m 4 49 6 15	DULE. DUTH. No. 53* p m 6 45 8 30 PRTH No. 52* 8 m 7 00	No. 51* 9 40 11 20 11 20 1 00 1 00 50* 50* 5 35 5 35
CONDE TRAIN Dated n 14, 1900 Florence Kingstree Lanes Charleston TRAIN Charleston TRAIN Charleston Lanes Lanes Kingstree Florence	SENSED NS GO No. 35* 3 m 2 34 3 38 5 04 NS GO No. 78* A m 6 33 8 16 8 16 8 32 9 25 2 m	SCHE ING SO No. 23* p m 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* p m 4 49 6 15 6 15 7 25 p m	DULE. DUTH. No. 53* p m 6 45 8 30 DRTH No. 52* 8 m 7 00 8 32 a m	No. 51* 9 40 11 20 11 20 1 00 1 00 50* 50* 5 35 5 35 7 05
CONDE TRAIN Dated an 14, 1900 e Florence e Kingstree r Lanes e Lanes r Charleston TRAIN e Charleston r Lanes e Lanes e Lanes e Kingstree r Florence	SENSED NS GO No. 35* 3 m 2 34 3 38 5 04 NS GO No. 78* A m 6 33 8 16 8 16 8 12 9 25 2 m aily exc	SCHE ING SO No. 23* pm 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* pm 4 49 6 15 6 15 7 25 pm ept Sun	DULE. DUTH. No. 53* pm 6 45 8 30 DRTH No. 52* 8 m 7 00 8 32 a m day.	No. 51* a m 9 40 11 20 1 00 1 00 1 00 5 30 5 30 5 30 5 30 5 30 7 00 p m
CONDE TRAIN Dated an 14, 1900 e Florence e Kingstree r Lanes e Lanes r Charleston TRAIN e Charleston r Lanes e Lanes e Kingstree r Florence	SENSED NS GO No. 35* 3 m 2 34 3 38 3 38 5 04 NS GO No. 78* A m 6 33 8 16 8 16 8 12 9 25 2 m ailly exc hrough	SCHE ING SO No. 23* pm 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* pm 4 49 6 15 6 15 7 25 pm ept Sun	DULE. DUTH. No. 53* pm 6 45 8 30 DRTH No. 52* 8 m 7 00 8 32 a m day.	No. 51* a m 9 40 11 20 1 00 1 00 1 00 5 30 5 30 5 30 5 30 5 30 7 00 p m
CONDE TRAIN Dated an 14, 1900 e Florence e Kingstree r Lanes e Lanes r Charleston TRAIN e Charleston r Lanes e Lanes e Lanes e Lanes e Kingstree r Florence *Daily. †De No 52 runs t al R. R. of S Trains Nos. 7	SED NS GO No. 35* 9 m 2 34 3 38 3 38 5 04 NS GO No. 78* 9 m 6 33 8 16 8 16 8 16 8 16 8 12 9 25 2 m ailly exc bhrough O. 8 spc	SCHE ING SO No. 23* pm 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* pm 4 49 6 15 6 15 7 25 pm to Colv 22 run	DULE. DUTH. No. 53* pm 645 830 PRTH No. 52* 8m 700 832 8m 700 832 8m 700 832	No. 51* a m 9 40 11 20 1 00 1 1 20 1 00 1 00 5 30 5 30 5 30 7 00 p m 4 00 5 30 5 33 7 00 p m 4 00 5 33 5 33 7 00 p m
CONDE TRAIN Dated an 14, 1900 e Florence e Kingstree r Lanes e Lanes e Lanes r Charleston TRAIN e Charleston r Lanes e Lanes e Lanes e Kingstree r Florence * Daily. †De No 52 runs t al R. R. of S Trains Nos. 7 avet.eville—S	SED NS GO NS GO No. 35* 9 m 2 34 3 38 3 38 5 04 NS GO No. 78* 6 33 8 16 8 16 8 16 8 16 8 32 9 25 8 m aily exc hbrough O. 78 spcd 3	SCHE ING SO No. 23* pm 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* pm 4 49 6 15 6 15 7 25 pm to Colv 22 run Line-at	DULE. DUTH. No. 53* p m 6 45 8 30 PRTH No. 52* 8 m 7 00 8 32 8 m day. mbis vi via Wilz id mak	No. 51* a m 9 40 11 20 1 00 1 1 20 1 00 1 00 5 30 5 30 5 30 7 00 p m 4 00 5 30 5 33 7 00 p m 4 00 5 33 5 33 7 00 p m
CONDE TRAIN Dated an 14, 1900 e Florence e Kingstree r Lanes e Lanes e Lanes r Charleston TRAIN e Charleston r Lanes e Lanes e Lanes e Lanes e Lanes e Lanes r Florence "Daily. †De No 52 runs t ral R. R. of S Trains Nos. 7 ayetteville—S onnection for	SED NS GO NS GO No. 35* 9 m 2 34 3 38 3 38 3 38 5 04 NS GO No. 78* 9 m 6 33 8 16 8 16 8 32 9 25 2 m ailly exc bbort 1 bbort 1 blot 1 blot 1 blot 1 blot 1	SCHE ING SO No. 23* pm 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* pm 4 49 6 15 6 15 7 25 pm to Colv 22 run Line-at te North	DULE. DUTH. No. 53* pm 645 830 PRTH No. 52* 8 m 700 832 a m day. mbis vi via Wilz od mak	No. 51* a m 9 40 11 20 1 00 1 1 20 1 00 1 00 5 0* 5 0* 5 0* 5 0* 7 0* 9 m 4 00 5 3* 6 3* 7 0* 9 m 4 00 5 3* 6 3* 7 0* 9 m 6 con e clos
CONDE TRAIN Dated an 14, 1900 e Florence e Kingstree r Lanes e Lanes r Charleston TRAIN e Charleston r Lanes e Lanes e Lanes e Lanes e Lanes e Lanes e Lanes e Lanes e Lanes r Florence "Daily. †De No 52 runs t al R. R. of S Trains Nos. 7 ayetteville—S onnection for c.	SED NS GO No. 35* a m 2 34 3 38 5 04 No. 78* a m 6 33 8 16 8 and 3 9 25 8 m 8 and 3 9 10 10 11 point 12 point	SCHE ING SO No. 23* pm 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* pm 4 49 6 15 6 15 7 25 pm to Colv 22 run to Colv 22 run Lice—att R. R.	DULE. DUTH. No. 53* pm 645 830 PATH No. 52* 8 m 700 8 32 a m day. mbis vi via Wilz leave F	No. 51* a m 9 40 11 20 11 20 1 00 1 00 5 0* 7 00 p m 4 00 5 30 5 30 7 00 p m 4 00 5 30 5 30 7 00 p m 4 00 5 30 5 30 7 00 p m 4 00 5 30 5 1 8 1 7 00 1 20 1 1 20 1 00 1 1 20 1 1 20 1 00 1 0
CONDE TRAIN Dated In 14, 1900 Perforence E Kingstree r Lanes E Lanes r Charleston TRAIN Charleston r Lanes E L	SED NS GO NS GO No. 35* a m 2 34 3 38 5 04 NS GO No. 3 38 5 04 NS GO No. 78* a m 6 33 8 16 8 32 9 25 a m aily exc bort I bort I all point abay 9	SCHE ING SO No. 23* pm 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* pm 4 49 6 15 6 15 7 25 pm to Colv 22 run 22 run 22 run 50 8 m, 50 8 m,	DULE. DUTH. No. 53* pm 645 830 PRTH No. 52* 8 m 700 8 32 a m day. mbia vi wia Wilz id mak b. leave F arrive D	No. 51* a m 9 40 11 20 11 20 11 20 1 00 5 0* 5 0* 5 0* 5 0* 7 0* 9 m 4 00 5 3* 5 3* 7 0* 9 m 4 00 5 3* 5 3* 7 0* 9 m 4 00 5 3* 5 3* 7 0* 9 m 9 m 4 00 5 3* 5 3* 7 0* 9 m 9 m 5 3* 7 0* 9 m 9 m 5 3* 7 0* 9 m 5 0* 7 0* 9 m 5 0* 9 m 5 0* 7 0* 9 m 5 0* 1 0* 1 0* 1 0* 1 0* 1 0* 1 0* 1 0* 1
CONDE TRAIN Dated In 14, 1900 e Florence e Kingstree r Lanes e Lanes r Charleston TRAIN e Charleston r Lanes e Lanes e Lanes e Lanes e Lanes e Lanes e Lanes e Lanes e Lanes r Florence "Daily. †Ds No 52 runs t al R. R. of S Trains Nos. 7 ayetteville—S onnection for o.	SED NS GO No. 35* a m 2 34 3 38 5 04 VS GO No. 78* a m 6 33 8 16 8 32 9 25 a m aily exc bort I all point a m a m 6 33 8 16 8 29 9 25 a m A m A m A m A m A m A m B a m S a m d f bort I bort I B m A m A m A m S a m d f B m A m A m A m A m A m A m A m <	SCHE ING SO No. 23* pm 7 45 8 46 9 04 9 30 10 55 ING NO No. 32* pm 4 49 6 15 6 15 6 15 7 25 pm to Colv 22 run Line-art R. R. 50 s m, ville 9 1 ro 2 25	DULE. DUTH No. 53* pm 645 830 DRTH No. 52* 8 m 700 8 32 a m day. mbis vi wia Wilz harve F arrive D 5 a m, (pm.	No. 51* a m 9 40 11 20 1 00 1 00 50* 50* 50* 50* 50* 50* 50* 50* 50* 5

m. Leave Florence m. arrive Darlingto.

except Sunday 6 CC 0 a m, arrive Derling arlington 8 50 am, ar m. Louve Wadesborr 3 00 pm, Cheren 4 4' a m. Darlington 6 29 7.00 p.m. Leave Dar 3 50 a m, arrive Fle

R KENLSY. JNO F DIVINE. Gen'l Sup 1] Gen'l Manager. H EMERSON, Traffic Manager

M RUERSON Con'l Proc Apent

m, making close connection at Blacksburg. with the Southern's train No 36 for Char. otte, N C, and all points East and connecting ith the Southern's vestibule going to Atlanta a. and all points West, and will receive pasingers going East from train No 10, on the C & W R R, at Yorkville, S C, at 8 45 a m, and onnects at Camden, S C, with the Southern s rain No 78, arriving in Charleston, 8 17 p m Train No 34 with passenger coach attache aving Blacksburg at 5 30 a m, and connectin ; Rock Hill with the Southern's Florida trai. rall points South, Train No 33 leaving Camden, S C, at 12.54 m, after the arrival of the Southern's Charston train connects at Lancaster, S C, with be L& C R R, at Catawba Junction with he S A L, going East; at Rock Hill, S C, with he Scuthern's train, No 34, for Charlotte, N and all points East. Connects at Yorkille. S C, with train No 9 on the C & N W R t. for Chester, S C. At Blacksburg with the outhern's vestibule going East, and the Southrn's train No 35 going West, and connecting Marion N C with the Southern both East and

est. SAMUEL HUNT, President. TRIPP, Superintendent.

B. LI'" PKIN. Gen'l Passenger Agent.

Atla		- 364.83	ast Lin of South				
			NSED SCH				
			t May 27th				
80	UTH.					NUF	TH
No	No					No	No
*35	157					†56	*32
	\$ 02	Lr	Darlington	2.0	8	05	
	3 45	LT	Elliott	Δr	7	20	
	9 25	Ar	Sumter	Lv	6	40	
4 05		Lv	Semter	Ar			6 19
4 54		Ár.	Creston	1.v			5 22
	5 45	Lr	Oreston	A:	3	50	
	9 15	1.	Pre. Salls	LT	10	00	
5 17		20	Grangeburg				5 OC
5 55			Denmark				4 24
7 55			Augusta				2 30

Connections at Columbia with through trains Estate of Miss Mattie M. Stuckey, am am DECEASED. WILL APPLY to the Judge of Probate of Third V-P. & Gen. Mgr., Trafic Manager, Washington, D. C. Washington, D. Q. Sumter County on November 17th, 1960. GEORGE B. ALLEN. Div. Pass. Agt., a'oresaid Estate Charleston, S. C. GEORGE M STUCKEY. S. H. HARDWICK. Asst. Gen. Pass. Atlanta. G. W. A. TURK, Administrator. Gen. Pass. Ast., Washington, D. C. Oct 17-4:

*Daily +Daily except Sueday. Traine 32 and 35 carry through Pullman or a Finst Discharge as Administrator of Palace Buffer Sleeping Cars between New York and Macon via Augusta H M EMERSON. T M EMERSON. Gen'l Pass: Agt Traffic Manager J R KENLY, Gen'l Manager.

pm pm