

**COTTON NEAR 14 AGAIN.**

After Census Bureau Report Was Received Shorts Began to Cover and Prices Went Up Sharply.

And Went Within 30 Points of This Year's High Record.

Washington, Jan. 5.—The census bureau today issued a report, showing that there had been ginned up to and including Saturday, December 12, 8,848,747 commercial bales, compared with 8,311,335 bales up to and including December 13 of last year.

The census found that 29,971 ginneries had been operated this season, against 30,194 up to December 13 of last year.

Counting round bales as half bales, the number of bales ginned is 8,526,244 this season, against 8,905,503 last season. This report will be followed by two others, showing the quantity of cotton ginned from the growth of 1903 up to and including January 13, 1904, and a final report at the end of the ginning season, about March 15, which will distribute the crop by counties, segregate upland and sea island cotton and give weights of bales. Of the total of 8,848,747 commercial bales for the United States, 8,144,493 were square bales, 645,006 round bales and 59,244 sea island crop bales. The report by States follows:

Alabama, 946,656 commercial bales against 893,994 last season; 3,850 active ginneries, against 3,839 last season.

Arkansas, 544,680 bales, against 708,861 last season; 2,509 active ginneries, against 2,519 last season.

Florida, 50,064 bales, against 54,443 last season; 269 active ginneries, against 264 last season.

Georgia, 1,202,815 bales, against 1,376,850 last season; 4,978 active ginneries, against 5,046 last season.

Indian Territory, 238,731 bales, against 372,042 last season; 485 active ginneries, against 428 last season.

Kansas, no crop reported.

Kentucky, 428 bales, against 1,207 last season; 2 active ginneries, against 3 last season.

Louisiana, 696,600 bales, against 670,495 last season; 2,167 active ginneries, against 2,143 last season.

Mississippi, 1,811,744 bales, against 1,135,557 last season; 4,192 active ginneries, against 4,276 last season.

Missouri, 28,811 bales, against 39,185 last season; 74 active ginneries, against 59 last season.

North Carolina, 502,591 bales, against 17,068 last season; 2,715 active ginneries, against 2,633 last season.

Oklahoma, 155,242 bales, against 163,190 last season; 232 active ginneries, against 218 last season.

South Carolina, 747,828 bales, against 863,989 last season; 3,173 active ginneries, against 3,187 last season.

Tennessee, 210,668 bales, against 272,135 last season; 778 active ginneries, against 815 last season.

Texas, 2,310,725 bales, against 2,167,472 last season; 4,431 active ginneries, against 4,542 last season.

Virginia, 11,143 bales, against 12,537 last season; 116 active ginneries, against 109 last season.

New York, Jan. 6.—Trading in cotton was less active today and prices showed a reactionary tendency after the sharp advance of yesterday. This was chiefly due to disappointing cables and considerable selling here for Liverpool account as well as for the account of profit-taking longs. By the end of the first half hour of trading the market was about 19 to 23 points net lower, but showed considerable stability around that level.

During the forenoon the market broke badly, following a turn for the worse in eastern news accompanied by heavy liquidation. Prices were soon driven down to 13.25 for March, 13.43 for May and 13.49 for July, these being net losses of 39 to 49 points. Later the market rallied about 10 to 15 points from the bottom on bull support and covering, while there was also some outside buying as a result of smaller receipts. The steadier tendency was of short duration, however, for shortly after midday more disquieting rumors were in circulation concerning the far eastern situation, and everything gave way to consideration of possible war, with all the months selling down to new low levels for the day. March touched 12.88; May 13.05 and July 13.05, or 81 to 85 points lower, placing prices to the level occupied before yesterday's advance. Toward the close there was a slight rally. The market closed easy at a net decline of 70 to 75 points. The sales were estimated at 1,200,000 bales.

**IN NEW ORLEANS.**  
New Orleans, Jan. 6.—Heavy liquidation induced by unfavorable Liverpool cables and disquieting war rumors, caused a decline of from 30 to 33 points in the cotton market today.

There was a general tendency to lower crop estimates on the census report of yesterday, and one firm came out with an estimate of 9,250,000 bales, which is the lowest estimate made thus far by any member of the cotton exchange.

New York, Jan. 7.—Cables were better than expected by several points today, and paved the way for a firm opening of the New York cotton market, which started at an advance of 9 to 17 points on active covering by shorts and a good run of buying by commission houses on wire orders accumulated during the night. The early firmness was increased by indications of subsiding interior receipts and reports of a firmer spot market in the South, immediately following the opening call the market ruled irregular and lower under liquidation, and by 10.20 was a dozen points off from the opening.

Towards noon the market developed great strength and activity on covering and renewed public demand, following what were considered to be more peaceful indications as to affairs in the far East. By 1 o'clock the market showed about the same advance that was current on the opening call. In the late afternoon less attention was paid to so-called news from the far East which was very conflicting. Fort receipts exceeded official estimates by several thousand bales, and

were also greater than last year, but this fact was offset by reports of enormous exports at New Orleans, which, however, did not get in the official total. The average of the afternoon influences gave a steady closing at a net advance of 10 to 14 points. The sales were estimated at 700,000 bales.

New York, Jan. 8.—With the New Orleans cotton market closed celebrating the anniversary of the battle of New Orleans, the ball forces concentrated their energies on Liverpool and New York and bought freely today on the ground that a large short interest had been accumulating lately. Cables that would have matched the New York closing by an advance of only 4 1/2 to 5 1/2 points had reported a rise of 22 points before the opening of business here. This, with indications of light receipts, prepared the way for a strong opening. Shorts were eager buyers and there was a pretty good showing in the way of wire orders. The market opened at an advance of 13 to 21 points. Houses with New Orleans connections were large buyers.

Later in the session the market became more active and firmer in view of smaller receipts than had been forecasted with the movements for the week falling below that of last year. Confidence was further increased by reports of a still more peaceful tendency to affairs in the far East. At the best point the market showed a rise of 26 to 30 points and was finally very steady at a net gain of 28 points. The volume of business was small, largely owing to the closing of the New Orleans exchange. The sales of the day were estimated at only 400,000 bales.

**HESTER'S COTTON STATEMENTS.**

For the 130 Days of Season Aggregate is 139,000 Bales Ahead of Same Days Last Year.

New Orleans, Jan. 8.—Secretary Hester's weekly Cotton Exchange statement, issued today, shows for the eight days of January an increase over last year of 2,000, and a decrease under the same period year before last 54,000.

For the 130 days of the season that have elapsed the aggregate is ahead of the same days of last year 139,000 and ahead of the same days year before last 114,000.

The amount brought into sight during the past week has been 284,141, against 284,319 for the same seven days ending last year, and 355,036 year before last.

The movement since September 1 shows receipts at all United States ports to be 5,483,141, against 5,150,551 last year; overland across the Mississippi, Ohio and Potomac rivers to Northern mills and Canada, 411,228, against 613,716 last year; interior socks in excess of those held at the close of the commercial year, 437,070, against 431,848 last year.

The total movement since September 1 is 7,200,439, against 7,061,817 last year, and 7,086,044 year before last. Foreign exports for the week have been 242,291, against 211,668 last year, making the total thus far for the season 4,028,377, against 3,730,863 last year. The total takings of American mills, North and South and Canada, thus far for the season have been 1,955,724, against 2,014,945 last year.

Stocks at the seaboard and twenty-nine leading Southern interior centers have decreased during the week 98,087 bales, against a decrease during the corresponding period last season of 41,684.

Including stocks left over at ports and interior towns from the last crop and the number of bales brought into sight thus far for the new crop, the supply to date is 7,368,238, against 7,276,891 for the same period last year. **THE WORLD'S VISIBLE SUPPLY.**

New Orleans, Jan. 8.—Secretary Hester's statement of the world's visible supply of cotton, issued today, shows the total visible to be 3,932,743, against 3,902,719 last week, \*3,894,892 last year. Of this the total of American cotton is 3,240,743, against 3,288,719 last week, and \*3,168,892 last year, and of all kinds, including Egypt, Brazil, India, etc., 692,000, against 614,000 last week, 726,000 last year.

Of the world's visible supply of cotton there is now afloat and held in Great Britain and Continental Europe 2,124,000, against 1,871,000 last year; in Egypt 231,000, against 192,000 last year; in India 198,000, against 273,000 last year and in the United States 1,380,000, against 1,559,000 last year. \*Corrected by Galveston, minus correction to date, 46,520. \*\*Corrected by Galveston, minus correction this week, 2,674.

Raleigh, N. C., January. 5.—Nine negro prisoners escaped from the Wake county jail at an early hour this morning. Most of them were awaiting trial on charges of larceny, but one was a Federal prisoner and another a prisoner awaiting trial for criminal assault on a white woman. He had been sent here for safekeeping. The escape was made by prying off a section of a steel cell in the corridor and removing the bricks in the outer walls. There is no trace of the men.

Taunton, Mass., Jan. 5.—The woman's wing of the Taunton Insane Hospital caught fire about 11.30 last night and is now burning fiercely. Every effort is being made to save the inmates and at midnight it looked as if all would be taken out. Several stories of the wing have already been burned. All the patients taken from the burning building were brought into the main portion of the institution in good order.

**Cured After Suffering 10 Years.**

B. F. Hare, Supt. Miami Cigar & Mfg. Co., Middletown, O., suffered for ten years with dyspepsia. He spent hundreds of dollars for medicine and with doctors without receiving any permanent benefit. He says, "One night while feeling exceptionally bad I was about to throw down the evening paper when I saw an item in the paper regarding the merits of Kodol Dyspepsia Cure. I concluded to try it and while I had no faith in it I felt better after the second dose. After using two bottles I am stronger and better than I have been in years, and I recommend Kodol Dyspepsia Cure to my friends and acquaintances suffering from stomach trouble." Said by J. S. Hughson & Co.

**A MACHINE THAT FLIES.**

The Wright Brothers Declare that They Have Solved the Problem of Navigating the Air.

Dayton, O., Jan. 6.—The Wright brothers, inventors of the flying machine which has attracted such widespread attention, have prepared the following, which they say is the first correct statement of the successful trials made by them:

"On the morning of Dec. 17, between 10.30 and noon, four flights were made, two by Orville Wright and two by Wilbur Wright. The starts were all made from a point on the level and about 200 feet west of our camp, which is situated a quarter of a mile north of Kill Devil Sand, in Dare county, N. C. The wind at the time of the flight had a velocity of 27 miles an hour at 10 o'clock and 24 miles an hour at noon as recorded by the anemometer at the Kitty Hawk weather bureau station. This anemometer is 30 feet from the ground. Our own measurements, made with an anemometer at a height of four feet from the ground, showed a velocity of about 22 miles when the first flight was made. The flight was made directly against the wind. Each time the machine started from the level ground by its own power with no assistance from gravity or other source whatever. After a run of about 40 feet along the monorail track which held the machine eight inches from the ground, it rose from the track and under the direction of the operator climbed upward on an inclined course until a height of eight or ten feet from the ground was reached, after which the course was kept as near horizontal as the wind gusts and the limited skill of the operator would permit. Into the teeth of a 25-mile gale the 'flier' made its way forward with a speed of 10 miles an hour over the ground and 30 to 35 miles an hour through the air. It had previously been decided that for reasons of personal safety these first trials should be made as close to the ground as possible. The height chosen was scarcely sufficient for manoeuvring in so gusty a wind and with no previous acquaintance with the conduct of the machine and its controlling mechanism. Consequently the first flight was short. The succeeding flights rapidly increased in length and at the fourth trial a flight of 59 seconds was made in which the machine flew a little more than half a mile through the air and a distance of more than 832 feet over the ground. The landing was due to a slight error of judgment on the part of the operator. After passing over a little hummock of sand in attempting to bring the machine down to the desired height the operator turned the rudder too far and the machine turned downward more quickly than had been expected. The reverse movement of the rudder was a fraction of a second too late to prevent the machine from touching the ground and thus ending the flight. The whole occurrence occupied little if any more than one second of time."

"Only those who are acquainted with practical aeronautics can appreciate the difficulties in attempting the first trials of a flying machine in a 25-mile gale. As winter had already set in, we would have postponed our trials to a more favorable season, but for the fact that we were determined before returning home to ascertain whether the machine possessed sufficient power to withstand the shock of landing and of sufficient capacity of control to make a flight safe in boisterous winds as well as in calm air. When the points had been definitely established we at once packed our goods and returned home, knowing that the age of the flying machine had come at last."

"From the beginning we have employed entirely new principles of control and as all the experiments have been conducted at our own expense without assistance from any individual or institution, we do now feel ready at present to give out any picture or detailed description of the machine."

When bilious try a dose of Chamberlain's Stomach and Liver Tablets and realize for once how quickly a first-class up-to-date medicine will correct the disorder. For sale by China's Drug Store.

San Antonio, Tex., Jan. 5.—John Alexander Dowie, founder of Zion City, is not going to Australia on this trip. He arrived here to investigate Matagorda Island, off the Texas coast, as a site for the new "Eternal City." Dowie's plan is to enter extensive stock farming and factory work. He has an option on the island which embraces 30,000 acres. He admits that he has had this plan in mind sometime, and may bring his entire following to the new settlement.

**Found a Cure for Indigestion.**

I use Chamberlain's Stomach and Liver Tablets for indigestion and find that they suit my case better than any dyspeptic remedy I have ever tried and I have used many different remedies. I am nearly fifty-one years of age and have suffered a great deal from indigestion. I can eat almost anything I want to now.—Geo. W. Emory, Rock Mills, Ala. For sale by China's Drug Store.

It is estimated that at the end of the year 1903 the Philippines had cost the United States not less than \$620,000,000. This amount would build the Isthmian canal and leave at least \$300,000,000 for the army and navy.

**Congratulations.**

Mr. John H. Cullom, Editor of the Garland Texas News, has written a letter of congratulations to the manufacturers of Chamberlain's Cough Remedy as follows: "Sixteen years ago when our first child was a baby he was subject to croupy spells and we would be very uneasy about him. We began using Chamberlain's Cough Remedy in 1887, and finding it such a reliable remedy for colds and croup, we have never been without it in the house since that time. We have five children and have given it to all of them with good results. One good feature of this remedy is that it is not disagreeable to take and our babies really like it. Another is that it is not dangerous, and there is no risk from giving an overdose. I congratulate you upon the success of your remedy." For sale by China's Drug Store.

**THE STORY OF THE ARK.**

Question Has Arisen as to Authenticity of Voyage.

As in the case of the story of Jonah and his brief but intimate acquaintance with the whale, questions have been raised about the authenticity of the story of the trip of the first house-boat, the ark. Was it possible to construct a vessel having the reputed capacity of the famous craft? What were its dimensions anyway? These questions have buzzed in the head of more than one "old subscriber" and "constant reader." The editor of the Syren and Shipping has undertaken to answer these questions and ally for all time any doubts as to whether the writer of the story of the deluge was ignorant of the subject of ship-building. "Within the last ten years," he says "the general dimensions of the ark have been closely followed by cargo steamship builders for deep sea and the American Great Lakes service. According to the bible, the ark was 480 feet long, 80 feet wide and 48 feet deep. Her tonnage was 11,413, and she had plenty of room for pairs of all the distinct species of animals that are classed by Buffon—24—and she could have accommodated 1,000 persons and then have plenty of room for the storage of supplies. In the seventeenth century Peter Jansen, a Hollander, built a vessel of the exact proportions of the ark, and she was successful, as records of the times show, in making money for her owners. Noah, the "Father of Naval Architecture," is held in profound respect by naval architects of today, who know how immensely the Phoenicians, Greeks and Romans and all other ship-builders fell short of the excellence of the type of the ark as a commodious, safe and economical vessel."

Nothing positive was known in regard to either the cause of the disease of the manner of its transmission until the subject was taken up by the Bureau of Animal Industry in 1889. Under the general supervision of Dr. D. E. Salmon, chief of the bureau, a systematic investigation of the subject was begun at the experiment station, near the city of Washington. In the laboratories of the station, one of the best pieces of biological research that this country has witnessed was carried on by Dr. Theobald Smith, chief of the Division of Animal Pathology, now a member of the Harvard medical faculty. One of the most characteristic symptoms of Texas fever in its acute stages is the loss of blood, which, passing off with the urine, has given to the disease, in some countries, the name of "red-water." It has also been observed that the kidneys, liver, and especially the spleen were greatly enlarged and engorged with blood, from which fact the disease is sometimes known as "splenic fever." But Dr. Smith now demonstrated that the fever is not primarily a disease of these organs, but of the blood. He discovered the presence of a micro-parasite in the red corpuscles of the blood, by which the corpuscle itself is destroyed. There is an enormous multiplication of these parasites during the earlier stages of the disease, resulting in the destruction of one-fourth to three-fourths of the red corpuscles. These dead corpuscles are eliminated through the kidneys, and give rise to the characteristic symptoms of the disease. The same micro-organism was found in the blood of healthy Southern cattle.

While these discoveries were being made in the laboratories, equally important results were reached in the field experiments that were being carried on at the same time. Under the immediate direction of Dr. F. L. Kilbourne, a series of experiments was carried on, covering a period of three years, for the purpose of determining what part, if any, the cattle tick has in the transmission of Texas fever. From these experiments several important facts were definitely established. It appeared that the plague always broke out among Northern cattle when they were allowed to run on pastures occupied by "ticky" Southern cattle, or over which ticks picked from Southern cattle had been scattered. The same results were obtained when ticks were transferred directly from Southern to Northern cattle. Not only so, but even young ticks hatched artificially, which had never been in contact with Southern cattle, were found to transmit the fever when they were applied to Northern cattle or were scattered over the pasture occupied by them. On the other hand, Southern cattle were found to be entirely harmless if carefully cleared of ticks before being placed in the same pastures with the Northern animals. It was proved that the fever could not be contracted by taking the germs into the digestive tract, for large quantities of ticks were fed to susceptible animals along with their food without the least sign of the disease. On the other hand, it was found that the disease could be readily transmitted by inoculating susceptible animals with the blood drawn directly from the veins of cows suffering from the disease, or with the blood drawn from the veins of healthy Southern cattle, thus proving that the disease germs are always present in the blood of immune Southern cattle. It is of interest to note, in connection with the tick theory, that the transmission of disease germs by means of parasites, then entirely new, is now familiar to us all through the discovery that the mosquito is responsible for the spread of malaria and yellow fever.—From "The Texas Cattle Fever: How Science is Winning a Long Fight," by Professor Charles Shirley Potts, in the American Monthly Review of Reviews for January.

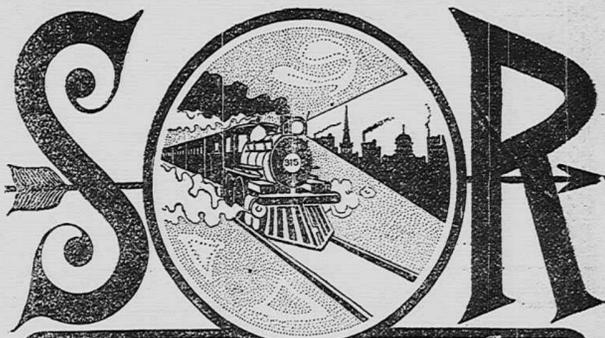
**Cause and Transmission of Texas Cattle Fever.**

Nothing positive was known in regard to either the cause of the disease of the manner of its transmission until the subject was taken up by the Bureau of Animal Industry in 1889. Under the general supervision of Dr. D. E. Salmon, chief of the bureau, a systematic investigation of the subject was begun at the experiment station, near the city of Washington. In the laboratories of the station, one of the best pieces of biological research that this country has witnessed was carried on by Dr. Theobald Smith, chief of the Division of Animal Pathology, now a member of the Harvard medical faculty. One of the most characteristic symptoms of Texas fever in its acute stages is the loss of blood, which, passing off with the urine, has given to the disease, in some countries, the name of "red-water." It has also been observed that the kidneys, liver, and especially the spleen were greatly enlarged and engorged with blood, from which fact the disease is sometimes known as "splenic fever." But Dr. Smith now demonstrated that the fever is not primarily a disease of these organs, but of the blood. He discovered the presence of a micro-parasite in the red corpuscles of the blood, by which the corpuscle itself is destroyed. There is an enormous multiplication of these parasites during the earlier stages of the disease, resulting in the destruction of one-fourth to three-fourths of the red corpuscles. These dead corpuscles are eliminated through the kidneys, and give rise to the characteristic symptoms of the disease. The same micro-organism was found in the blood of healthy Southern cattle.

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**A Very Close Call.**

"I stuck to my engine, although every joint ached and every nerve was racked with pain," writes C. W. Bellamy, a locomotive fireman, of Burlington, Iowa. "I was weak and pale, without any appetite and all ran down. As I was about to give up, I got a bottle of Electric Bitters, and after taking it, I felt as well as I ever did in my life." Weak, sickly, run down people always gain new life, strength and vigor from their use. Try them. Satisfaction guaranteed by J. F. W. DeLorme. Price, 50 cents.



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**Atlantic Coast Line.**

Effective August 30, 1903. Passenger Trains arriving and leaving Sumter.

Train 35	Florence to Augusta	Leaves 4 41 am
" 54	Columbia to Wilmington	" 8 20 am
" 57	Gibson to Sumter	Arrives 9 40 am
" 52	Charleston to Columbia and Greenville	Leaves 9 50 am
" 48	Orangeburg to Charleston (Tues'd'y, Thurs'd'y, Satur'd'y)	" 9 50 am
" 53	Greenville and Columbia to Charleston	" 6 20 pm
" 32	Augusta to Florence	" 6 18 pm
" 56	Sumter to Gibson	" 6 50 pm
" 47	Charleston to Orangeburg (Tues'd'y, Thurs'd'y, Satur'd'y)	" 8 20 pm
" 55	Wilmington to Columbia	" 9 30 pm

**Freight Trains carrying Passengers.**

Train *24	Sumter to Hartsville	Leaves 10 00 am
" *39	Sumter to Robbins	" 10 00 am
" *11	Florence to Sumter	Arrives 1 40 pm
" *12	Sumter to Florence	Leaves 3 10 pm
" *36	Robbins to Sumter	Arrives 5 25 pm
" *25	Hartsville to Sumter	" 7 40 pm

**Northwestern Railway.**

Train *70	Camden to Sumter	Arrives 9 00 am
" *72	Wilson Mill to Sumter	" 12 30 pm
" *68	Camden to Sumter	" 5 45 pm
" *71	Sumter to Camden	Leaves 9 55 am
" *73	Sumter to Wilson Mill	" 3 30 pm
" *69	Sumter to Camden	" 6 25 pm

Trains marked \* daily except Sunday; all other trains daily. For further information, apply to

J. T. CHINA, Ticket Agent A. C. L.

**SOUTHERN RAILWAY SCHEDULE**

Effective Nov. 29, 1903.

Read down	No 142	No 140	Lv	Sumter	Ar	No 141	No 143	Read up
	2 15 pm	7 00 am	Lv	Sumter	Ar	9 15 am	5 45 pm	pr
		11 40 am	Ar	Charleston	Lv	3 20 am	7 10 am	at
		11 40 am	Ar	Columbia	Lv	7 20 am		
		12 30 pm	Ar	Augusta	Lv	6 55 am		
	6 10 am	8 15 pm	Ar	Atlanta	Lv	11 45 pm		
	11 45 am	5 33 am	Ar	Birmingham	Lv	4 10 pm		
	8 30 pm	11 10 am	Ar	New Orleans	Lv	9 20 am		
	12 35 am	3 10 pm	Ar	Spartanburg	Lv	10 35 am		
	1 30 am	4 25 pm	Ar	Greenville	Lv	9 40 ar		
		7 15 pm	Ar	Asheville	Lv	7 05 ar		
		8 15 pm	Ar	Louisville	Lv	7 40 ar		
		7 30 pm	Ar	Cincinnati	Lv	8 30 ar		
	6 00 pm		Ar	Camden	Lv	2 00 pm		
	8 35 pm		Ar	Rock Hill	Lv	9 25 ar		
	9 40 am		Ar	Charlotte	Lv	8 10 am		
	9 45 am		Ar					