Boil it Down.

[The following lines appeared in print some three or four years ago. They are republished for the purpose of bringing them to the attention of correspondents and writers for the press.]

Whatever you have to say, my friend,
Whether witty, grave or gay,
Condense as much as ever you can,
And say it in the readiest way;
And, whether you write on rural affairs
Or particular things in town,
Just a word of frendly advice--
Boil it down.

For, if you go spluttering over a page,
When a couple of lines would do,
Your butter is spread so much, you see,
That the bread looks plainly through.
So, when you have a story to tell,
And would like a little renown,
To make quite sure of your wish, my friend,
Boil it down.

When writing an article for the press,
Whether prose or verse just try,
To utter your thoughts in the fewest words,
And let it be crisp and dry;
And when it is finished, and you suppose
It is done exactly brown,
Just look it over again, and then—
Boil it down.

For editors do not like to print
An article lazily long,
And the general reader does not care
For a couple of yards of song;
So gather your wits in the smallest space
If you'd win the author's crown,
And every time you write, my friend,
Boil it down.

Southern Agriculture.

The present economic condition of the Southern States is calculated to awaken the profoundest interest, not only among the whole American people, but generally throughout the civilized world. It might reasonably have been anticipated that a generation at least would be required to calm the passions engendered by the war, to assuage the sense of its cruelties, to erect a new State upon the old one which it had demolished. But two-thirds of a generation have passed, and we find the South recovering itself with a renewed vitality that is little short of miraculous. City after city—Norfolk, Charleston, New Orleans and Atlanta—has revived, and the hum of business activity resounds through the streets and along the wharves and levees. Forests are being cut down, and lumber sent Northward; new mines are being opened and worked, and their stocks furnish material for the exchanges of New Nork, Boston and Philadelphia; emigration is not only cordially invited, but is accepting the invitation—as witness the remarkable Rugby Colony in Tennessee; and agriculture, beginning with an enormously increased cotton yield, is being conducted in all its departments on a scale never before attempted in the South. Not only is all this the case, but manufacturing industries are springing up all over the Southern country, and we have the seeming anomaly of the cotton mill establishing itself almost side by side with the cotton field, let us hope with the cordial recognition and acceptance of Lowell, Lawrence and Fall River. A significant fact in this connection is the grand impetus that has been given to railroad enterprise in the South. The consolidation of minor roads into great trunk lines, opening up new through routes to the Atlantic and the Gulf, displays better than any other sign the solid foundation on which the new Southern prosperity rests, as upon a rock. Railroads—which are the pioneers of civilization and the forerunners of production in their Westward growth and as they appear in sparsely-settled countries—are, longitudinally and among large populations, more conservative and less venturesome. Here they mark the awakening of a trade which renders them necessary. We must, therefore, construe the marvellous vigor of railroad enterprise in the South as one of the chief signs of a renewed prosperity and manifest activity in production and in trade. The South is essentially an agricultural country. Despite the difference in methods, the lack of capital since the war, the impossibility of its employing new inventions and discoveries to advantage, the South has well held its own against the North and West in the value of its agricultural products. In 1879 the average cash value per acre of crops in fifteen States in the South was $13.72; that of fifteen States in the North and West was $16.00. In 1870 the same average in the South was $15.85, and in the North and West $29.37. This shows that while the panic of 1872 and other disturbing occurrences had caused the average crop values per acre in the North and West to fall forty-five per cent. in the nine years, in the South these have fallen only 14½ per cent. Or, to place it more clearly, the average value fell in the North and West in 1873 to $12.93 per acre, and in the South the same year to $10 99. So that the North and West, which had lost 55 per cent. in 1873, had regained but 10 per cent., or a little less than one fifth of their loss in 1879; while the South, which had lost 30 per cent. in 1873, had regained 16 per cent., or more than half the loss in 1879. These figures certainly give a peculiar interest to the continuing prosperity of the South in the direction of agriculture. In the hands of their State and local Agricultural Associations and State Commissioners of Agriculture, and aided by their Agricultural Colleges and periodicals, there need be no fear for the future of the farmers of the South. It is gratifying for us to be able to state that the advent of the American Agricultural Association has been warmly welcomed by the intelligent Southern farmers.—*Journal of the American Agricultural Association.*

A man with four wives was brought before a Dutch justice for commitment on a charge of bigamy. "Four vives!" exclaimed the astonished Haus; "four vives! Dat was a most hinoersous crime! Discharch him at vons." "Why?" propounded the prosecutor; "why discharge him when the proof is positive? Will the court explain?" "Yes, I eksplains. Off he lif mit four vives he got bunishment enough. I lif mit von, and I goot doo much bunishment already."

A Curious Southern Town.

Texarkana is an extraordinary town. It is located in two States, half in Texas and the other half in Arkansas. State Line avenue divides it in the centre, and is the boundary line between the two States. The town has two Mayors, and each section is subject to the laws of the State in which it it located. The people on the Texas side look with contempt upon those on the Arkansas, and vice versa. The reigning belle on one side is a horrid fright in the opinion of the people on the other, and what is all the fashion on one side the main avenue is dowdy by on the other. Some time since the Mayor of the Arkansas section ordered all the taverns closed on Sunday, expecting the Texas Mayor would follow his lead; but he failed to do so, and the Texas saloon keepers reaped a harvest in monopolizing the trade of both sections. The Arkansas Legislature imposed a fine of $500 against the sale of firearms in the State. The hardware merchant moved his store on the other side of the line and sells with impunity.

THE LADY OF THE WHITE HOUSE WELL KNOWN IN EDGEFIELD.—"President Arthur's maiden sister is to preside in the White House. Miss Arthur was before the war a teacher in the family of Mrs. Tillman, the mother of Congressman Tillman of the 5th District."

We find this item in the Newberry *Herald*, and upon inquiry ascertain that it is true. Some twenty or twenty-five years ago, it seems that Miss Arthur was a governess in the family of Mrs. Sophie Tillman and afterwards taught at Curryton. And certainly this is a very striking example of the ups and downs of human life. A woman toiling in her youth in a strange land and in her mature years occupying the highest social position in all America. We do not know that any such sister of President Arthur is to preside in the White House; but if so we would strongly advise our honored friends, Mrs. Swearengen and Mrs. Simpson, sisters of the Hon. G. D. Tillman, to repair to Washington and renew acquaintance with their old preceptress. She could secure them many advantages. And their own minds and manners would make them at home in Washington's highest and best circles.—*Edgefield Advertiser.*

A Washington special to the New York *Herald* says: "It is said that the result of the election in Virginia will be the meeting of prominent Southern Republicans in this city very soon. The purpose of this meeting is to make suggestions to President Arthur on the Southern question, and to get one or two Southerners into the Cabinet.

The earliest known nails were made of copper.

Some people are so constituted as to be unable to see anything beautiful in this life—not even in a mirror.

That kind of insane flattery which is the popular slang, is known as soft soap, is made of very strong lie.

A philosopher who went to a church where the people came in late, said, "it is in the fashion there for nobody to go until every body got there."

A Michigan journal says: "In this State etiquette permits a bride to be married without gloves, because that's the way she handles the groom after marriage.

TUTT'S PILLS

INDORSED BY
PHYSICIANS, CLERGYMEN, AND THE AFFLICTED EVERYWHERE.

THE GREATEST MEDICAL TRIUMPH OF THE AGE.

SYMPTOMS OF A
TORPID LIVER.

Loss of appetite, Nausea, bowels costive, Pain in the Head, with a dull sensation in the back part, Pain under the shoulder-blade, fullness after eating, with a disinclination to exertion of body or mind, Irritability of temper, Low spirits, Loss of memory, with a feeling of having neglected some duty, weariness, Dizziness, Fluttering of the Heart, Dots before the eyes, Yellow Skin, Headache, Restlessness at night, highly colored Urine.

IF THESE WARNINGS ARE UNHEEDED, SERIOUS DISEASES WILL SOON BE DEVELOPED.

TUTT'S PILLS are especially adapted to such cases, one dose effects such a change of feeling as to astonish the sufferer.

They Increase the Appetite, and cause the body to Take on Flesh, thus the system is nourished, and by their Tonic Action on the Digestive Organs, Regular Stools are produced. Price 25 cents. 35 Murray St., N.Y.

TUTT'S HAIR DYE.

GRAY HAIR OR WHISKERS changed to a GLOSSY BLACK by a single application of this DYE. It imparts a natural color, acts Instantaneously. Sold by Druggists, or sent by express on receipt of $1.

Office, 35 Murray St., New York.

(Dr. TUTT'S MANUAL of Valuable Information and Useful Receipts will be mailed FREE on application.)

HOSTETTER'S

CELEBRATED

STOMACH
BITTERS

One of the Reasonable Pleasures
Of life, a properly cooked meal, affords little or no present enjoyment, and much subsequent torture to a confirmed dyspeptic. But when chronic indigestion is combatted with Hostetter's Stomach Bitters, the food is eaten with relish, and most important of all, is assimilated by and nourishes the system. Use this grand tonic and corrective also to remedy constipation, biliousness, rheumatism, fever and ague.

For sale by all Druggists and Dealers generally.

WM. C. ERVIN, JOHN D. VERNER,

BANKERS AND COMMISSION MERCHANTS.

ERVIN & VERNER, Walhalla, S. C.
VERNER & ERVIN, Seneca City, S. C.
TRANSACT a General Banking and Commission Business. Make collections, receive deposits, buy and sell exchange.
October 6 47-2m

Notice to Creditors.

State of South Carolina,
Oconee County.
IN THE COURT COMMON PLEAS.
S. C. Carpenter and others vs. W. F. Parker and others.

THE creditors of Belton Carpenter, deceased, are required, under an order made by Judge Fraser in this case, to present to me and prove their demands against said deceased, according to law, on or before the 10th day of December next, or their claims will be barred.

RICHARD LEWIS, Master.
Nov 10, 1881 52-4t

W. J. POLLARD,

NOS. 734 AND 736 REYNOLDS STREET, AUGUSTA, GA.

COTTON FACTOR AND COMMISSION MERCHANT
—AND DEALER IN—

MACHINERY OF ALL KINDS.

Also Disston's Circular Saws, Rubber and Leather Belting, Steam Pipe, Water and Steam Gauges, Connections, Whistles, Oil Cups, Pop, Globe and Check Valves, Governors, Wrenches, &c., together with every article of Steam and Water Fittings, Findings, &c. General Agent for

TALBOTT & SONS.

Talbott's Agricultural Engines (on wheels); Portable Engines, (on skids); Stationery Engines; Tubular and Locomotive Boilers; Turbine Water Wheels; Corn and Wheat Mills; Saw Mills; Shafting, Pulleys, Boxes, Hangers and Patent Spark Arresters.

Watertown Steam Engine Co.

Watertown Agricultural Engines, (on wheels); Portable Engines, (on skids); Dairy Engines, (for small buildings); Vertical Engines; Stationary Engines, (with and without cut-off); Return Tubular Boilers, (with two flues); Locomotive and Vertical Boilers; Saw Mills, &c., &c.

C. & G. COOPER & CO.

Cooper's Self-Propelling (traction) Engines; Farm Agricultural Engines, (on wheels); Portable Engines, (on skids); Stationary Engines; Locomotive and Return Tubular Boilers; Corn and Wheat Mills; Portable Mill, (with portable bolt attached); Smut Machines; Dustless Wheat Separators and Oat and Weed Extractor; Saw Mills, double and single.

J. W. CARDWELL & CO.

Cardwell Wheat Threshers, Separators and Cleaners, "Ground Hog" Threshers, Hydraulic Cotton Presses, Horse Powers, mounted and down, Power Corn Shellers and Feed Cutters.

Johnston Harvester Company and Emerson, Talcott & Co.

Reapers and Binders; Reapers and Mowers Combined; Single Binders, Reapers and Mowers; Cultivators and Grain Sowers.

Fairbanks & Co.

Fairbanks' Standard Scales, all sizes and patterns. Alarm Cash Drawers.

Manufacturer of the Following Machines:

Neblett & Goodrich Improved IXL Cotton Gin; Reid's Patent Automatic Power Screw Press, steam or water power; Smith's Improved Hand Power, Cotton and Hay Press; Cotton Gin Feeder; Cotton Condenser; New Virginia Feed Cutter. ENGINES, COTTON GINS, &c., REPAIRED IN A WORKMANLIKE MANNER.

☞ Orders solicited and promptly executed. For further particulars, circulars, general information, &c., apply to

W. J. POLLARD.

H. N. REID, Traveling Agent. July 7, 1881—34ly

LIFE and DEATH of JAMES A. GARFIELD
A correct History of his Life and full Particulars of the Assassination of our martyred President. A most remarkable and critical record of a noble man. **AGENTS WANTED** The BEST SELLING BOOK of the AGE. Circulars Free. **50 per cent. discount to Agents** on orders for 20 copies or more. Sample Book by mail, $1.00. CINCINNATI PUB. CO., 174 W. 4th St., Cincinnati, O.

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COLUMBUS, GEORGIA.

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☞Sold by all Jobbers.☜

ASK FOR "EAGLE & PHENIX." USE NO OTHER

ADGER COLLEGE,

WALHALLA, S. C.

THE session of 1881-'82 will begin on THURSDAY, September 15th. Students may elect between the Classical, Scientific and Commercial Courses. Board and tuition very reasonable; the whole expenses (except for clothing and traveling) need not exceed $150 per annum. The students are drilled in military tactics. Located at the base of the Blue Ridge Mountains, the climate is unsurpassed. For catalogue apply to JOHN R. RILEY, Chairman of Faculty.

W. W. LEGARE, Secretary of Faculty.
July 21, 1881 36 tf

Final Settlement and Discharge.

THE undersigned hereby gives notice that he will apply to Richard Lewis, Esq., Judge of Probate, in his office, at Walhalla Court House, on Monday, the 28th day of November, 1881, for a final discharge as administrator of the estate of James Malonee, deceased.

SIMPSON WAITE, Administrator.
October 27, 1881 50 4t

A GOOD FARM
FOR SALE,

SITUATED and lying on Conneross Creek, two-and-a-half miles above Walhalla, on the public road leading to Stump House Mountain, containing two hundred acres, thirty of which is good bottom land. It was a part of the farm formerly known as the Wm. Grisham place and afterwards belonging to Dr. Yarbrough.

Apply to C. F. SEEBA, Walhalla, S. C.
September 1, 1881 42-tf

AGENTS WANTED FOR THE STANDARD EDITION OF THE
REVISED NEW TESTAMENT.

13 STYLES, Large Type. From $1 to $7. | Elegant Edition, about 600 pages. Comparative Edition, over 1,100 pages. Old and new versions on opposite pages "History of the Bible and of the New Revision" given to subscribers. The secret of successful canvassing given every agent. Send for our liberal terms. [Mention this paper.]

THE HENRY BILL PUBLISHING CO.,
Established 1847.] Norwich, Conn.
September 15, 1881 44

J. B. SANDERS,
Deputy Surveyor and Notary Public.

WILL give special attention to the Surveying of Land, writing Deeds and Mortgages, taking Dowers, proving Deeds, Accounts, &c., upon short notice.

OFFICE AT - - OAKWAY, S. C.
Nov 10, 1881 52-1y

WALHALLA PRICES CURRENT.

APPLES—Dried, per pound	4
Green, per bushel	25 to 40
BUTTER—Per pound	15@20
BEESWAX—Per pound	18 to 20
BEEF—Per pound	4@7
BACON—Dry salt shoulders	9@11
" " C. R. Sides	10@12
S. C. hams, canvassed	14@15
CALICO—Per yard	8@10
COFFEE—Rio per pound	16@20
" —Laguyra, per pound	20
" —Java, per pound	25@30
CANDLES—Adamantine, per set	20@25
" —Sperm, per pound	30
CHICKENS AND FOWLS, per head	18@20
COTTON—Per pound, middling,	10@11
" —Yarn, per bunch	90 to 1.00
COPPERAS—Per pound	5
DUCKS—Per head	20@25
EGGS, per dozen	10@12½
FLOUR, per sack, (98 pounds.)	3.50@4.00
FEATHERS—Geese, per pound	45
" —Mixed per pound	30
GRAIN—Corn, per bushel,	1.20
—Rye, per bushel	90
—Oats, red, per bushel	1.00
IRON—English refined, per pound	4½@5
" —Sweed, per pound	7(@8
" —Band, per pound	5(@6
" —Hoop, per pound	12½
Potware, per pound	5(@6
LARD, per pound	12½@15
LIME, per barrel	1.90
LUMBER, per thousand feet	10.00
LEAD, per pound	10
MOLASSES, per gallon	40@60
MADDER, per pound	25@30
NAILS, per keg	4.00@5.00
ONIONS, per bushel	1.00
OIL, kerosene, per gallon	20@25
POTATOES—Irish, per bushel	60@75
RICE, per pound	10
SALT—Liverpool, per sack	1.25
⅞ SHIRTING, wholesale	7
⅞ " retail	7½
¾ " wholesale	6½
¾ " retail	7
4-4 SHEETING, wholesale	8
" " retail	8½
SHOT, per pound	10
SPIRITS TURPENTINE, per gallon	75
SOAP, per pound	8@10
SUGARS—Crushed, per pound	12½
—A White, per pound	10
—Brown, per pound	9
—Extra C., per pound	10
STARCH, white and blue, per pound	6½@7
SODA, per pound	5@10
TOBACCO, per pound	50(@60
" per pound, smoking	40(@50
TALLOW, per pound	7
TURKEYS, per head	40@50
GEESE—Per head	30(@50
HONEY, per pound	8@10
HIDES—Dry, per pound	10
" —Green, per pound	6@65
INDIGO—Spanish Float, per pound	1.50
" —Carolina, per pound	70
TEAS—Gun Powder, per pound	1.00
Hyson, Green, per pound	85
Young Hyson Black, per lb	75
WOOL, washed, per pound,	30 to 35

CLOTHING.

—I have on hand a full lot of Samples of

GENTLEMEN'S CLOTHING,

All grades, from which I will sell by the yard or suit.

All goods warranted as represented and suits warranted to fit.

Patronage of the town and country solicited. Profits short and prices low.

Call and see.

W. A. MILES, Merchant Tailor.
March 17, 1881 18-tf

BEATTY'S Organs, Pianos, 20 stops, 6 sets reeds only $65. Pianos $125. ☞ Illustrated Catalogue Free. Address BEATTY, Washington, N. J.

South Carolina Railroad.

CHANGE OF SCHEDULE.

On and after May 15th, 1881, Passenger Trains will run as follows until further notice:

GREENVILLE EXPRESS.

GOING EAST, (DAILY EXCEPT SUNDAYS.)	
Leave Columbia	6 00 p m
Arrive Camden	8 45 p m
Arrive Charleston	10 45 p m
GOING WEST, (DAILY EXCEPT SUNDAYS.)	
Leave Charleston	6 00 a m
Leave Camden	6 15 a m
Arrive Columbia	10 35 a m

WAY FREIGHT AND PASSENGER TRAINS.

GOING EAST (DAILY EXCEPT SUNDAYS.)	
Leave Columbia	*6 30 a m
Arrive Camden	12 49 p m
Arrive Augusta	3 20 p m
Arrive Charleston	1 55 p m
GOING WEST (DAILY EXCEPT SUNDAYS.)	
Leave Charleston	*9 05 a m
Leave Augusta	7 55 a m
Arrive Columbia	5 30 p m

*Passengers leaving Columbia or Charleston on these trains have to change cars at Branchville to reach Charleston at 1.55 p m or Columbia at 5.30 p m.

NIGHT EXPRESS TRAINS.

GOING EAST DAILY.	
Leave Columbia	9 00 p m
Arrive Augusta	7 25 a m
Arrive Charleston	6 35 a m
GOING WEST DAILY.	
Leave Charleston	8 10 p m
Leave Augusta	7 00 p m
Arrive Columbia	5 30 a m

On Columbia Division Night Express Trains run daily; all other Trains daily except Sunday

On Augusta Division all Passenger Trains run daily.

Sleeping Cars are attached to Night Express Trains—berths only $1.50 between Columbia, Charleston and Augusta.

On Saturdays and Sundays round trip tickets are sold to and from all stations at one first class fare for the round trip, good till Monday noon to return. Regular excursion tickets, good for ten days, are sold at six cents per mile to and from all stations.

Connections made at Columbia with Columbia & Greenville Railroad and Charlotte, Columbia & Augusta Railroad at Charlotte Junction, by train arriving at Columbia at 10.35 a m and leaving Columbia at 6.00 p m to and from all points on both roads; at Charleston with steamers for New York on Wednesdays and Saturdays; also with steamers for Jacksonville and all points on St. John's River, and with Savannah and Charleston Railroad to all points South.

Connections are made at Augusta with the Georgia Railroad and Central Railroad to and from all points West and South. Through tickets can be purchased to all points South and West by applying to

A. B. DESAUSSURE, Agent, Columbia, S. C.
JOHN B. PECK, General Superintendent.
D. C. ALLEN, Gen. Pas. and Ticket Agt

Professional Cards

JOHN D. CAPPELMANN,
ATTORNEY AND COUNSELLOR-AT-LAW,
56 Broad Street,
CHARLESTON, S. C.

WILL practice in the State Courts of the First Judicial Circuit and in the United States Courts. All business entrusted will receive prompt attention. Correspondence solicited. August 4, 1881 38-6m

LAW CARD.

G. G. WELLS, J. L. ORR, Greenville, S. C. | ROBT. A. THOMPSON, Walhalla, S. C.

WELLS, ORR & THOMPSON,
Attorneys-at-Law,
Walhalla, S. C.

ALL business entrusted to them will receive prompt attention.
March 31, 1881 20-tf

Wm. P. Calhoun,
ATTORNEY AND COUNSELOR AT LAW,
OFFICE AT SENECA CITY, S. C.

WILL practice in all the State and United States Courts. All business entrusted to him will receive prompt attention.
February 3, 1881. 12-1y

WM. C KEITH. JOHN S. VERNER.
KEITH & VERNER,
ATTORNEYS AT LAW AND Solicitors in Equity,
Will practice in the State Courts on the Eighth Judicial Circuit and in the United States Court
Office on Public Square, Walhalla, S C
Jan 6, 1875 8 tf

Columbia and Greenville Railroad

PASSENGER DEPARTMENT.

COLUMBIA, S. C., August 19, 1881.

On and after Monday, August 22d, 1881, the Passenger Trains will run as herewith indicated upon this road and its branches daily, except Sundays:

NO. 42 UP PASSENGER.	
A—Leave Columbia at	11 20 a m
Alston at	12 26 p m
Newberry at	1 21 p m
Ninety Six,	2 50 p m
Hodges at	3 52 p m
Belton at	5 05 p m
Arrive at Greenville	6 27 p m
NO. 43 DOWN PASSENGER.	
Leave Greenville at	10 33 a m
Belton at	11 57 a m
Hodges at	1 12 p m
Ninety Six,	2 35 p m
Newberry at	3 47 p m
Alston at	4 46 p m
F—Arrive at Columbia	5 50 p m
SPARTANBURG, UNION & COLUMBIA RAILROAD.	
NO 42 UP PASSENGER.	
Leave Alston at	12 40 p m
Strother	1 13 p m
Lyles Ford	1 27 p m
Shelton	1 35 p m
Fish Dam	1 52 p m
Santuc	2 10 p m
Union	2 35 p m
Jonesville	3 04 p m
Pacolet	3 22 p m
B—Spartanburg S., U & C. Depot	4 03 p m
E—Spartanburg R & D. Depot	4 12 p m
NO. 43 DOWN PASSENGER.	
H—Leave S., R. & D. Depot	12 48 p m
G S., U. & C. Depot	1 05 p m
Pacolet,	1 39 p m
Jonesville	1 59 p m
Union	2 36 p m
Santuc	3 02 p m
Fish Dam	3 21 p m
Shelton	3 40 p m
Lyles Ford	3 49 p m
Strother	4 03 p m
Arrive at Alston	4 37 p m
LAURENS RAILROAD.	
Leave Newberry at	3 55 p m
Arrive at Laurens C H at	6 45 p m
Leave Laurens C H at	8 30 a m
Arrive at Newberry at	11 30 a m
ABBEVILLE BRANCH.	
Leave Hodges at	3 56 p m
Arrive at Abbeville at	4 46 p m
Leave Abbeville at	12 15 p m
Arrive at Hodges at	1 05 p m
ANDERSON BRANCH AND BLUE RIDGE R. R.	
UP	
Leave Belton at	5 08 p m
Anderson at	5 40 p m
Pendleton at	6 20 p m
C—Seneca	7 20 p m
Arrive at Walhalla at	7 45 p m
DOWN.	
Leave Walhalla at	9 23 a m
D—Seneca City	9 54 a m
Pendleton at	10 30 a m
Anderson at	11 12 a m
Arrive at Belton	11 48 a m

On and after the above date through cars will be run between Columbia and Hendersonville without change.

CONNECTIONS.

A—With South Carolina Railroad from Charleston; with Wilmington, Columbia & Augusta Railroad from Wilmington and all points North thereof; with Charlotte, Columbia & Augusta Railroad from Charlotte and points North thereof.

B—With Asheville & Spartanburg Railroad for points in Western North Carolina.

C—With Atlanta & Charlotte Air Line Railway for Atlanta and all points South and West.

D—With Atlanta and Charlotte Air Line Railway from Atlanta and beyond.

E—With Richmond and Danville Railroad.

F—With South Carolina Railroad for Charleston; with Wilmington, Columbia & Augusta Railroad for Wilmington and the North; with Charlotte, Columbia and Augusta Railroad for Charlotte and the North.

G—With Asheville and Spartanburg Railroad from Hendersonville.

H—With Richmond and Danville Railroad from Charlotte and beyond.

Standard time used is Washington, D. C., which is fifteen minutes faster than Columbia.

J. W. FRY, Supt.
A. POPE, General Passenger Agent.

RICHMOND AND DANVILLE RAILROAD.

PASSENGER DEPARTMENT.

On and after June 5th, 1881, Passenger Train Service on the Atlanta and Charlotte Air Line Division of this road will be as follows:

EASTWARD.		U. S. Mail, No. 43, A.	N. Y. Express, No. 47, B.	U.S. Fast Mail No 49, C.	Suwanee Accommodation No. 21.
Leave Atlanta at		4 00 a m	3 15 p m	6 30 p m	5 00 p m
Arrive Suwanee	D	5 18 a m	4 37 p m	7 45 p m	7 08 p m
Arrive Lula	E	6 54 a m	5 59 p m	9 06 p m	
Arrive Toccoa	F	8 14 a m	7 15 p m	10 16 p m	
Arrive Seneca	G	9 20 a m	8 40 p m	11 25 p m	
Arrive Greenville	H	10 58 a m	10 20 p m	1 00 a m	
Arrive Spartanburg	K	12 14 p m	11 40 p m	2 11 a m	
Arrive Gastonia	L	2 36 p m	2 13 a m	4 31 a m	
Arrive Charlotte	M	3 35 p m	3 15 a m	5 35 a m	

WESTWARD.		U. S. Mail, No. 42.	N. Y. Express, No. 48.	U.S Fast Mail, No. 50.	Suwanee Accommodation, No. 22.
Leave Charlotte	M	12 30 p m	12 43 a m	12 33 a m	
Leave Gastonia	L	1 27 p m	1 27 a m	1 17 a m	
Leave Spartanburg	K	3 50 p m	4 06 a m	3 12 a m	
Leave Greenville	H	5 07 p m	5 18 a m	4 24 a m	
Leave Seneca	G	6 51 p m	7 02 a m	5 47 a m	
Leave Toccoa	F	8 01 p m	8 15 a m	6 53 a m	
Leave Lula	E	9 16 p m	9 31 a m	8 09 a m	
Leave Suwanee	D	10 38 p m	10 54 a m	9 22 a m	5 40 a m
Arrive Atlanta		12 05 a m	12 20 p m	10 35 a m	8 00 a m

CONNECTIONS.

A with arriving trains of Georgia Central and A. & W. P. Railroads.
B with arriving trains of Georgia Central, A. & W. P. and W. & A. Railroads.
C with arriving trains of Georgia Railroad.
D with Lawrenceville Branch to and from Lawrenceville, Ga.
E with Northeastern Railroad of Georgia to and from Athens, Ga.
F with Elberton Air Line to and from Elberton, Ga.
G with Columbia and Greenville to and from Columbia and Charleston, S. C.
H with Columbia and Greenville to and from Columbia and Charleston, S. C.
K with Spartanburg and Asheville, and Spartanburg, Union and Columbia to and from Henderson and Asheville and Alston and Columbia.
L with Chester and Lenoir Narrow Guage to and from Dallas and Chester.
M with C., C. & A.,—C. C.—R. & D. and A. T. & O. for all points West, North and East.

48, DAIL, PULLMAN SLEEPING CAR SERVICE ON TRAINS Nos. 47 and 48, WITHOUT CHANGE, BETWEEN ATLANTA AND NEW YORK.

A. POPE, General Passenger Agent.