

SARGE PLUNKETT.

A Talk Upon the War With a Little Politics Trown In.

Atlanta Constitution.

I doubt if there is any use to try to write of anything except war or politics with the expectation of it being read.

As for war, the excitement is immense, and people are ready to receive it. It is not to be wondered at to see the people of the South excited and anxious over a prospect of war, for the immensity of the last war certainly justifies uneasiness. I have found consolation in the thought that there will never be such a war again. Never will any people fight and endure as was done in the war between the States, and never can the South be called to suffer as it suffered then. If all the world would array itself against these United States, I do not believe they could run over us as the South was run over. There is no danger of another such war. In connection with this thought I was thinking of England, and of how little concern she gives her wars. England would have long ago cleaned Spain from off the Cuban island, and thought nothing of it. The United States is greater than England then, why should we make such a to do? England is nearly always in a war, and thrives upon it, why should not we? I have come to think, after giving the subject much thought, that the future statesmanship of America should be to keep us in a foreign war. This would keep us united at home, and "united we stand." There is a few old fogies who object to everything. These go into figures to prove that we should have no war. I was with one yesterday, and he had 396 pages of legal cap paper covered with figures. He makes the expenses of a war terrible. According to these figures, the work upon breastworks and forts would terrace every hill in the United States, ditch every bottom and reclaim every worn-out spot. The other expenses would buy a home for every homeless man, build them a house, give them a year's provisions and supply them with stock and farming implements. If we were to pay attention to these figuring fellows, we never would have any fun shooting at each other: there would be no heroes; the Christian "reformers," who would work a poor man for nothing that they may enter their families and magnify themselves by "loud" and "gracious" acts, would have to attend to their own business, for prosperity would be in the land to such an extent that no poor devil could be squeezed that some "reformer" might spread. And it might be that Prince Albert would never be king of England in case Queen Victoria were to die soon, and the leaven of republicanism might so enter the kingdoms of the world as to "leaven the whole." I am sorry for these old foggy figures, they are out of date and fools for not knowing that they will be laughed at.

Brown is one of these figuring fellows. I wish you could hear him talk. He is away down in the newground of sorrow over the prospects and his voice sounds like he talked from under a wagon body. Says he: "I was so badly fooled in our last war that I tremble now. When that war was being got up I was sure that I could whip the three best yankees that could be brought before me. I never thought a yankee could ride a horse, nor shoot, nor scout around, and so I talked accordingly. "I wore a cockade, hawled for secession, swore that our boys would clean them up in sixty days and thought sure that I could drink all the blood that would be spilt, and so I talked accordingly. "After sixty days, and ninety days, and a hundred days had passed I decided that I had been a little bit mistaken in the time it would take to clean them up, and after some prayerful consideration I decided that three of the rascals might weary me a little and it was best for me to fall one, making it two that I could whip, and I would have sworn to this and talked accordingly. "After the war had run along about two years I called a council of my family and it was unanimously decided that I had better fall another, making it one for me to whip—man to man this was, and I would have sworn that I could do that and talked accordingly. "After so long a time they got up the conscript law and it looked as if I would have a chance of trying my hand whether it was convenient for me to do so or not, and so we held another family council and the old woman and the girls decided that if I could call back some thirty years I might be in condition to tackle them, but we could not call the years back and so I talked accordingly. "When at last old Sherman did come I could not find any time to fight. I was kept more than busy trying to keep what little we had out of the way, but one side or the other got everything and left us mighty nigh in a starving condition, and so I talked accordingly.

At last we became reduced in the substance of this world, till three old hens, an old sheep and one old gander was all the wealth we had upon earth. My whole mind became bent upon saving these, and after much study I decided that it would take a mighty smart yankee to get them, and so I talked accordingly. "I proceeded to dig me a pit down in the woods back of my lot, covered it with rails first then some dirt, and then the whole thing was covered well with pine straw. I got the hens, the sheep and the gander stored away in this pit, and smiled to myself over the way I had old Sherman cowered, and talked accordingly. "While I was sauntering around the house with my hands in my pockets and whistling and smiling to myself from ear to ear upon my shrewdness, the old gander had worked his head between the rails of the pit, out through the dirt and straw and stood there bawling as loud as she could just as a regiment of yankees were passing by, and so they went down and cleaned up the whole thing, and then I talked accordingly. "I am not much on politics, but there is so much of it that I am provoked into saying something about it. Branan has been sliding into every nook and corner. Felder has been strutting through the Court House square time and again with a chip on his hat, old Livingston is coming from Washington in a short time and then, I think, in the language of a prominent divine, we may exclaim that "hell's broke loose in Georgia."

The like of candidates was never seen before. There are twenty-seven candidates for the office of Sheriff, and all the other offices will be as numerously competed for. If they keep on there will be no one to vote but candidates. It looks as if they were going to give the "old set" a tight squeeze this time. They blame them for everything that has happened since the war and even accuse the old Sheriff with the blowing up of the Maine. If we have war they will be blamed, and if we don't have any they will be blamed, till I'll be blamed if Jordan's not a hard road to travel.

SARGE PLUNKETT.

A Dog Orchestra.

There is often as much pain as pleasure in reading about the clever tricks performed by dogs; for although their training may have been carried on with the utmost kindness, one shrinks from the thought of the energy and concentration required in bending them to deeds quite foreign to their natural habits of life. Mr. Louis Lavater, says the Strand Magazine, has a dog orchestra which plays in public, to the delight of select audiences. The work of training these poor little beasties was one requiring endless tact and patience. Jack, the trombone player, had to be taught to stand on his hind legs for half an hour at a time, then to balance himself, holding the trombone in position, and finally to play the instrument properly, and to act in time with his colleagues. It took him three months to learn to keep his balance. No wonder he is a mournful dog! The first violin is a quiet, sober dog of evident refinement and culture; but the big drummer, who was among the first members of the orchestra, had a way of nipping his neighbors when no one was looking, and thus causing frightful and unaccountable yells. As soon as anyone glanced his way, after he had made these disturbances Prince would thump his drum anxiously, as if he had no thought but that of getting on with the business in hand. Mr. Lavater was years in bringing his orchestra together, and in rehearsing, before he ventured to appear in public. The debut took place in a theatre near Amsterdam, and the trainer declares that he can never forget it. The dogs came out reluctantly, dazed by the glare of the footlights. When they were all in place, they sat there looking at one another helplessly, as if to say, "What on earth are we doing here?" They did many things at wrong moments. Prince fell over his big drum. The others got up and tore aimlessly about the stage, scared by the trailing of their instruments behind them, and to crown all, Jack, the trombone man, fell into the human orchestra. But the Dutch audience did not complain. They were receiving more than they bargained for, and were hysterical with merriment.

A good book and a good woman are excellent things for those who know just how to appreciate their value. There are men, however, who judge both from the beauty of the covering. Our present effective fighting force consists of four battleships of the first class, one battleship of the second class, two armored cruisers, 18 cruisers, 15 gunboats, six double tormented monitors, one ram, one dynamite boat, one dispatch boat, one transport and eight torpedo boats. The Iowa weighs nearly 12,000 tons, and as 20 tons is the average load of a freight car and 12 cars is a good load for a locomotive engine, it would take 50 locomotives to haul the great steel structure. The powder used is brown and in chunks the size of a caramel. A charge for the biggest guns weighs 500 pounds and is hoisted to the breech by a derrick, the powder being sewed up in burlap bags. Armor plates are tested by firing steel projectiles weighing from 100 to 1,500 pounds at them from guns charged with 500 pounds of powder and at a distance of about a city block. Our battleships have a speed of from 15 to 17 knots an hour. Cruisers make 19 to 21 knots, while the monitors can travel only five to seven knots. The biggest guns in the navy are 49 feet long, big enough for a man to crawl into; 4 feet in diameter at their largest part and weigh 155,500 pounds or thereabouts. There are six rear admirals in active service. The offices of vice admiral and admiral are unfilled, so there is no head of the navy excepting Secretary Long. Barnacles form on the hull of a ship, impeding its speed. A six months' cruise will decrease the speed of a ship 15 per cent., and must go into dry dock. Sixty-one merchant vessels belong to the auxiliary navy. These ships are subsidized and by contract must be given to the United States on demand. Some of the guns in the navy can fire a shot 20 miles, farther than a man can see, for the guns are aimed and sighted by machinery. The amount expended by the navy department in 1897 was \$34,561,540. This is a larger sum than has been expended in any year since 1866. In a battle the woodwork and all articles of wood are either stowed below or thrown overboard lest the men be injured by splinters. The origin of the navy department may be said to date from October 13, 1775, when Congress authorized the equipment of two cruisers. The fastest vessels in the navy are the torpedo boats Porter and Dupont, each of which can travel 27.5 knots an hour. Battleships cost from \$2,500,000 to \$3,750,000, and cruisers from \$600,000 to \$3,000,000. A good torpedo boat costs over \$100,000. Battleships are for the heavy work; cruisers are commerce destroyers, monitors are useful only for coast defense. The Indiana could lie outside Sandy Hook and throw 1,200-pound shots into New York at the rate of four a minute. Those artists who show smoke in their pictures of naval battles are wholly wrong. Smokeless powder is used. All of the cruisers are named in honor of cities, and the battleships, except the Kearsage, in honor of States. The "grog" ration was abolished in 1893, and since then the crew has been forbidden to drink while on duty. Marines are the police on board ship. Originally they were employed to prevent mutiny among the sailors. The guns of a battleship can carry from 6 to 12 miles, hurling a shot weighing half a ton. Only 60 per cent. of the enlisted men are Americans, and a smaller percentage yet are native born. Projectiles thrown by naval guns are shaped much as the bullets shot by the ordinary rifle. A battleship has on board an electric plant capable of lighting a town of 5,000 inhabitants. The boilers of the Iowa have a heating surface of eight acres and hold 20 tons of water. Great Britain has 294 torpedoed and torpedo-boat destroyers. Uncle Sam has only eight. Five hundred and twenty-six men and 40 officers are required to man the cruiser New York. Battleships are covered with armor of nickel steel from 5 to 7 inches thick. We have four armored battleships—the Indiana, Iowa, Massachusetts and Texas. A submarine torpedo boat to be known as the Plunger is now under construction. At present the total enlisted force of the naval militia is 3,807 officers and men. Behind the heavy armor there is a padding of either corn pith or cocoa husk. It costs \$500 every time one of the big guns on board a ship is fired. The Brooklyn and the New York are our armored cruisers. Sailors are paid from \$9.50 to \$12.50 per month and board. An act of Congress in 1882 abolished flogging in the navy. The American navy has practically all been built since 1883.

Our Navy in a Nutshell.

Our present effective fighting force consists of four battleships of the first class, one battleship of the second class, two armored cruisers, 18 cruisers, 15 gunboats, six double tormented monitors, one ram, one dynamite boat, one dispatch boat, one transport and eight torpedo boats. The Iowa weighs nearly 12,000 tons, and as 20 tons is the average load of a freight car and 12 cars is a good load for a locomotive engine, it would take 50 locomotives to haul the great steel structure. The powder used is brown and in chunks the size of a caramel. A charge for the biggest guns weighs 500 pounds and is hoisted to the breech by a derrick, the powder being sewed up in burlap bags. Armor plates are tested by firing steel projectiles weighing from 100 to 1,500 pounds at them from guns charged with 500 pounds of powder and at a distance of about a city block. Our battleships have a speed of from 15 to 17 knots an hour. Cruisers make 19 to 21 knots, while the monitors can travel only five to seven knots. The biggest guns in the navy are 49 feet long, big enough for a man to crawl into; 4 feet in diameter at their largest part and weigh 155,500 pounds or thereabouts. There are six rear admirals in active service. The offices of vice admiral and admiral are unfilled, so there is no head of the navy excepting Secretary Long. Barnacles form on the hull of a ship, impeding its speed. A six months' cruise will decrease the speed of a ship 15 per cent., and must go into dry dock. Sixty-one merchant vessels belong to the auxiliary navy. These ships are subsidized and by contract must be given to the United States on demand. Some of the guns in the navy can fire a shot 20 miles, farther than a man can see, for the guns are aimed and sighted by machinery. The amount expended by the navy department in 1897 was \$34,561,540. This is a larger sum than has been expended in any year since 1866. In a battle the woodwork and all articles of wood are either stowed below or thrown overboard lest the men be injured by splinters. The origin of the navy department may be said to date from October 13, 1775, when Congress authorized the equipment of two cruisers. The fastest vessels in the navy are the torpedo boats Porter and Dupont, each of which can travel 27.5 knots an hour. Battleships cost from \$2,500,000 to \$3,750,000, and cruisers from \$600,000 to \$3,000,000. A good torpedo boat costs over \$100,000. Battleships are for the heavy work; cruisers are commerce destroyers, monitors are useful only for coast defense. The Indiana could lie outside Sandy Hook and throw 1,200-pound shots into New York at the rate of four a minute. Those artists who show smoke in their pictures of naval battles are wholly wrong. Smokeless powder is used. All of the cruisers are named in honor of cities, and the battleships, except the Kearsage, in honor of States. The "grog" ration was abolished in 1893, and since then the crew has been forbidden to drink while on duty. Marines are the police on board ship. Originally they were employed to prevent mutiny among the sailors. The guns of a battleship can carry from 6 to 12 miles, hurling a shot weighing half a ton. Only 60 per cent. of the enlisted men are Americans, and a smaller percentage yet are native born. Projectiles thrown by naval guns are shaped much as the bullets shot by the ordinary rifle. A battleship has on board an electric plant capable of lighting a town of 5,000 inhabitants. The boilers of the Iowa have a heating surface of eight acres and hold 20 tons of water. Great Britain has 294 torpedoed and torpedo-boat destroyers. Uncle Sam has only eight. Five hundred and twenty-six men and 40 officers are required to man the cruiser New York. Battleships are covered with armor of nickel steel from 5 to 7 inches thick. We have four armored battleships—the Indiana, Iowa, Massachusetts and Texas. A submarine torpedo boat to be known as the Plunger is now under construction. At present the total enlisted force of the naval militia is 3,807 officers and men. Behind the heavy armor there is a padding of either corn pith or cocoa husk. It costs \$500 every time one of the big guns on board a ship is fired. The Brooklyn and the New York are our armored cruisers. Sailors are paid from \$9.50 to \$12.50 per month and board. An act of Congress in 1882 abolished flogging in the navy. The American navy has practically all been built since 1883.

A captain in the navy ranks with a colonel in the army. The oldest iron vessel is the Michigan, built in 1844. Five battleships are now under construction. We have the only ram—the Katakadin. The ships are painted white.—Chicago Times-Herald.

Eloquence at Bay.

It was a preacher who had that "fatal fluency" for whom an acquaintance laid a trap. He had a way of promising to preach, and on beginning would say something like "I have been too busy to prepare a sermon, but if some one will kindly give me a text, I'll preach from it. One determined to cure him. He therefore asked him to preach. The invitation was accepted. The time came and the visitor began his usual introduction: "Brethren, I have been so pushed for time to-day as to have been quite unable to prepare a sermon. But if some of you will give me a text, I'll preach from it. Perhaps my brother here," turning to the plotter near him, "will suggest a text."

"Yes, brother," came the ready response; "your text is the last part of the ninth verse of the first chapter of Ezra, and its words are 'nine-and-twenty knives.'"

There was a pause, an ominous pause, as the preacher found his text. He read it out: "Nine-and-twenty knives," and he began at once. "Notice the number of these knives—just exactly nine-and-twenty; not thirty, nor eight-and-twenty. There were no more and no less than nine-and-twenty knives." A pause—a long pause. Then, slowly and emphatically, "Nine-and-twenty knives." A longer pause. Then, meditatively, "Nine-and-twenty knives." Again he rested. "Nine-and-twenty knives." A dead stop. "Nine-and-twenty knives—and if there were nine hundred and twenty knives I could not say another word."

Moral Geography.

The largest river is Time. The deepest ocean is Death. The highest mountain is Success. Few reach the top, save those who watch sharply for the passing of the spirit of the mountain, Opportunity, who carries upward all those that seize hold upon him. The most highly civilized country is To-day. The region where no man hath ever set foot is To-morrow. The region where no living thing hath habitation is called Yesterday. The greatest desert is called Life, and it hath many oases. These are called Hope and Ambition and Love and Charity and Home; and of them all, the last is the most beautiful. Besides these, there are many others, smaller in extent, whence the traveller obtaineth refreshment during the weary journey through life.—Christian Observer.

A Bank Cashier's Fate.

SAVANNAH, Ga., March 31.—A special from Brunswick, Ga., to the Morning News says: Cashier Louis Fleming, of the Brunswick Savings and Trust Company, was drowned to-day. Indications point to suicide, but several theories are advanced. Bank officials announce to-night that his cash and book accounts are straight except for an error in addition of \$100 on his discount book. Bank Examiner Speer reached Brunswick to-day. He checked up Mr. Fleming's cash and it proved correct. He then checked his books and found the small error of \$100. Fleming's attention was called to the error. He put on his hat and said he would be back shortly. Two hours afterwards his body was found floating in the river. A run commenced on the bank. All demands were promptly met and the bank remained open fifteen minutes after banking hours to pay depositors. It is believed to-day when Examiner Speer spoke of the small error that Mr. Fleming became temporarily unbalanced. He had been working unusually hard day and night, for months, and his high-strung sensitive nature is believed to have given way. He is believed to have misunderstood the examiner and taken the remark as a reflection on his honor.

CASTORIA For Infants and Children. The Kind You Have Always Bought

Bears the Signature of J. C. Watson. During 1897 the furnaces of Alabama have sent 200,000 tons of iron to Europe. A little boy asked for a bottle of "get up in the morning as fast as you can." The druggist recognized a household name for "David's Little Early Risers," and gave him a bottle of those famous little pills for constipation, sick headache, liver and stomach troubles. Evans Pharmacy. — Plant a seed of love and reap good deeds, unselfishness, devotion, Christlikehood. Thousands of sufferers from grippe have been restored to health by One Minute Cough Cure. It quickly cures coughs, colds, bronchitis, pneumonia, grippe, asthma, and all throat and lung diseases. Evans Pharmacy. — A very small kindness has been known to bridge a very wide gulf.

SOMETHING NEW. Large package of the world's best cleanser for nickel, still greater economy in 4-pound package. All grocers. Made only by THE N. K. FAIRBANK COMPANY, Chicago, St. Louis, New York, Boston, Philadelphia.

THE FARMERS LOAN AND TRUST CO. Is Now Ready for Business. Money to Lend at Reasonable Rates. Interest Paid on Deposits. The Farmers Loan and Trust Co. will act as Executor, Administrator or Trustee of Estates and Guardian for Minors. NINE rich men in South Carolina out of every ten commenced life poor. They became rich by spending less than they made. No one gets rich who does not spend less than he makes. Any one will get rich who continually spends less than he makes. Every young man can and should save something each month or each year. The man who will not save a portion of a small salary or small earnings will not save a portion of a large salary or large earnings. The boy who saves something every month will be promoted before the boy who spends all he makes. True manhood is found in order to deny ones self and save. It is weakness and folly to spend all regardless of the "rainy day." Industry, economy and integrity cause prosperity—not luck or good fortune. For reasonable interest and a secure ready deposit your savings in the Farmers Loan and Trust Co. office at the Farmers and Merchants Bank.

THE BEST Tea and Coffee Store. WE HAVE SECURED A LOT OF Genuine Seed-Tick Coffee, Which is famous for its cup qualities, and will sell you Seven Pounds for One Dollar. We have just received a lot of SILVER TEA, A nice present with every package. We guarantee the Tea in every particular, and if it don't suit you it comes from AUSTIN'S—bring it back and get your money. Here are some of the Presents: Dish Pans, Teapots, Cups and Saucers, Plates, Carving Knives, and many other too numerous to mention. Call and see them. JNO. A. AUSTIN & CO., The Best Tea and Coffee Store.

O. D. ANDERSON & BRO. WANTED CASH. Got to have it. Roll 'em out—Short Profits. Seed Oats, Corn, Timothy Hay, Bran, Molasses, in Car Lots. Can fill any size order—compare prices. CAR HALF PAT. FLOUR. Bought 50c. under market. Sell same way. Lower grades \$3 90 per barrel. We Want Your Business, Large or Small. Wanted at once, 1,000 bushels Molasses Cane Seed, and all your Peas, Raw Hides, green and dry, Tallow, Beeswax, Eggs, &c. Pay you spot cash. Get prices and look at our stuff. Will save you money on Corn, Hay and your barrel Molasses. All kinds Seed Irish Potatoes. O. D. ANDERSON & BRO.

PIANOS, ORGANS. I can save you 15 per cent. on Organs and 20 per cent. on Pianos by ordering direct from Manufacturer. Sample Piano and Organs can be seen at my residence South Main St. Personal attention given to correspondence. M. L. WILLIS.

SOUTHERN RAILWAY. Condensed Schedule in Effect February 27, 1898. STATIONS. Daily. No. 11. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 12. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 13. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 14. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 15. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 16. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 17. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 18. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 19. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 20. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 21. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 22. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 23. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 24. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 25. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 26. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 27. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 28. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 29. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 30. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 31. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 32. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 33. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 34. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 35. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 36. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 37. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 38. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 39. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton 3:10 p. m. Lv. Anderson 3:45 p. m. Lv. Greenville 4:25 p. m. Lv. Columbia 4:50 p. m. STATIONS. Daily. No. 40. Lv. Greenville 10:30 a. m. Lv. Piedmont 10:55 a. m. Lv. Columbia 11:25 a. m. Lv. Anderson 11:05 a. m. Lv. Belton 11:25 a. m. Lv. Donalds 11:45 a. m. Lv. Abbeville 12:05 p. m. Lv. Hodges 12:30 p. m. Lv. Greenwood 1:00 p. m. Lv. Ninety-Six 1:20 p. m. Lv. Columbia 1:45 p. m. Lv. Anderson 2:05 p. m. Lv. Orangeburg 2:25 p. m. Lv. Charleston 2:50 p. m. STATIONS. Daily. No. 41. Lv. Charleston 7:10 a. m. Lv. Columbia 11:00 a. m. Lv. Greenville 12:11 p. m. Lv. Spartanburg 1:25 p. m. Lv. Anderson 1:45 p. m. Lv. Orangeburg 2:05 p. m. Lv. Aiken 2:25 p. m. Lv. Belton