THE OIL MILL INDUSTRY.

Hon. Harvie Jordan, of Georgia, in Atlanta Journal.

There is no other single industry in the South which is developing more rapidly than that of the oil milling business. From an infant industry of 30 years ago, it has grown until now hundreds of millions of dollars are invested in cotton seed oil mill plants all over the South Atlantic and Gulf States. The rapid development of this business is largely due to the fact that it is a paying industry to those who have invested their millions in it. From a few small plants which were erected in the 70's and operated as independent concerns the business has grown until now we have the cotton seed oil trust with its millions of capital controlling and operating large numbers of mills under the management just the same as the steel trust, meat trust and similar trusts of like character. While the oil trusts have been buying up large numbers of small mills during the last few years, the small local independent mills continue to be built and the promoters of all these small or large industries continue to make money. The business is a fascinating one because the dividends are usually satisfactory and the investors are contented and happy. During the past seasons, the oil mills netted possibly the largest dividends ever before realized in the business. The reason for this was based upon the fact that the margin of difference between the purchase price of the raw seed and the sale of the manufactured products was sufficiently wide to realize to the manufacturers an unusually large profit, running on an average from $6 to $10 net profit per ton. The price of seed was low and the price of oil, meal and hulls high. The cost of manufacture remaining the same as in past years.

As promised to our correspondent from Camak in the Inquiry Department of the last issue, we will now undertake to cover this question fully, that the farmers who have seed to sell may be fully posted on the situation and know the true value of their seed and how to meet the prices of the oil mill people who come into the market for their seed. If a farmor knows nothing of these things, it is impossible for him to arrive at any proper conclusion regarding the value of his seed to the mill and to himself.

BY-PRODUCTS OF COTTON SEED.

The price of cotton seed set by the mills is largely based upon the market price and demand for oil. In order to determine the value of a ton of cotton seed to an oil mill therefore we must know what the by-products of a ton of seed are and the total value of the same. Deducting from that the price paid for the ton of seed and the cost of manufacture we can easily arrive at the profit or loss to the mill in working a ton of seed. The by-products of a ton of cotton seeds are as follows: 40 gallons of oil, 700 pounds of meal and 1,000 pounds of hulls, linters, etc.

In The Atlanta Journal of August 2d we find the local market for these by-products, f. o. b. cars at the mill, advertised as follows: Oil 35 cents per gallon, meal $24 per ton and hulls, loose, $6 per ton. Applying these prices to the different yields of a ton of seed we have the following:

40 gallons oil at 35c	$14.00
725 pounds meal at $1.20	8.70
1,000 pounds hulls at 30c	3.00
Total value	$25.70

The price offered for seed is $14 per ton or 21 cents per bushel. This would leave a margin of difference of $11.70 per ton between the cost of the seed and the selling price of the manufactured products.

Out of this difference of $11.70 the mills must pay the freight on the seed from shipping point to mill and the cost of manufacture, and whatever balance is left will go to the net profit of the mill on the business. The average rate of freight on a ton of seed from shipping point to mill is estimated at $1.50, and the average cost of manufacture is $4 per ton. Of course where seed are delivered to the mill from wagons the freight is saved. We have here the total cost of manufacture including freight, amounts to $5.50 per ton. These are outside figures, some mills working the seed for less than $4 per ton.

Now deduct the $5.50 cost of freight and manufacture from $11.70 the net difference between the original cost of the seed and the value of the by-products at present prices and we get the net amount of $6.20 per ton, which should go to the profit of the mill on the business. If a mill should work 3,000 tons in one season and nearly all of them do that, the net profit on this basis for the season's business would amount to, in round numbers, to $18,000. This has been about the average profit to the mills the past season, which as stated above, was probably the most profitable season oil mills have had in several years. Whether the coming season will be as profitable is of course entirely speculative.

TRUE VALUE OF SEED.

The farmers who have seed to sell this fall should study the situation, and, after getting the facts and figures as given above, be able to arrive at a fair price which they should demand from the mills. The oil mill people claim that they will be satisfied with $1 net profit on each ton they work. Basing that estimate on present prices for oil, meal and hulls, and deducting $5.50 per ton to cover the cost of freight and manufacture, leaving the mills $1 profit per ton, the present price of seed should be $19.00 per ton, or about 30 cents per bushel.

These figures are based upon cold blooded facts which the oil mills can neither deny or refute. At the opening of the ginning season, for some reason the price of oil is always forced down, and the price of seed based upon existing low markets for oil. For the same reason, doubtless, the price of cotton is depressed at the opening of the season, so that the speculators and spinners can get the staple cheap while the rush is on. Cotton seed oil is several cents a gallon cheaper now than it was three months ago, although the demand, in view of the fact that no oil is being manufactured, should be higher.

SOME WHOLESOME ADVICE.

There is no need to be extravagant with printers' ink in condemning the oil mill people for buying their seed as low as they can get them. They are not in the business for their health. The oil mill man will depress the seed market as quick as the cotton buyer. Both have the same object in view and that is to buy the raw material as cheap as possible and sell the manufactured product as high as possible. What the producers should do, is to keep themselves posted and demand the true value of their seed, which at the present time is 30 cents per bushel. It does no good to sell your seed at $12 or $14 per ton and then "cuss" out the oil mill people for getting the best of you in the trade. Stand firm for your rights and you will receive them. Protect the local, independent home mills by selling your seed to them, instead of strengthening the power of the oil mill trust by selling your seed to the agents of the trust. The independent mill can and will pay just as much for your seed as the trust. If the trust can live and grow fat, give the local mills the preference and the best chance. It is on the line of protecting a home industry and making the power of the trust weak for the future.

I have given you all the figures needful to work out the value of a ton of seed from the oil mill standpoint every day in the year. These market values are always printed in the market columns of your paper. If the price of oil should drop for any cause, hold back your seed until prices advance. Don't sell on a low market just to get rid of your seed and then after the seed are hauled from the farm and delivered to the mills see the price of oil advancing. The farmers can certainly control the seed market if they will.

The effort is certainly worth making. If a farmer wants to exchange his seed for meal and hulls, get the full market price for your seed and pay the mill the market price for meal and hulls. A fair exchange at present valuations would be one ton of seed for 1,000 pounds of meal and one ton of hulls, or one ton of seed for 1,550 pounds of meal. Of course such an exchange cannot be perfected if you allow the mills to price your seed at $14 per ton. The fight for better prices can be easily won if farmers will stand steadfastly together and simply demand their legitimate rights.

— A man in Massachusetts, according to an exchange, started out to shoot his wife. But when he produced his loaded revolver his better half snatched it out of his hand and proceeded to give him the thumping that he needed, winding up by firing him out into the street. We don't know what the provocation was, but it is at least clear why he took the precaution to go into the affair armed.

Teething

Then the baby is most likely nervous, and fretful, and doesn't gain in weight.

Scott's Emulsion

is the best food and medicine for teething babies. They gain from the start.

Send for a free sample. SCOTT & BOWNE, Chemists, 409-415 Pearl Street, New York. 50c. and $1.00; all druggists.

CLOTHES OF MEN AND WOMEN

Sterner Sex the Best Judge of Feminine Attire.

It is often said that women dress to please each other, but men dress to please themselves. On this point a writer in the Lady's Pictorial says:

"Now and then one sees a woman whose clothes are absolutely characteristic of her and bear the impress of having been carefully thought out by their wearer. These are those who never wear garments fashioned like others, but the majority of women do not desire nor, indeed, would it become them to be individualistic in their attire. They like to be 'in the fashion.' And the question is, Are they or are men best suited to making what is understood by la mode?

"On the whole, one inclines to the opinion that men are really the best judges of what best suits the female form divine, and, on the other hand, it would seem as if woman's taste in men's clothing is far more reliable than man's. She is quick to detect a mistake in the choice of a tie, to note the angle of a hat, the set of a coat, the pattern of a tweed, the shape of a collar, and she never falls into the error of urging her men folk to adopt any atrocious things merely because they are described as 'very fashionable.'

"The man whom a woman considers well dressed is well fitted, absolutely well groomed and quite unobtrusive alike in the matter of hats, waistcoats, ties or patterns, and this looks as if each sex were meant to select the other's clothes. Women are ready enough to admit men's good taste and cleverness in this direction, but the other sex disclaims with horror the ability of their womankind to exercise any judgment with regard to their wardrobes, despite the fact that an unfavorable feminine opinion of anything they are wearing means its instant disuse. Perhaps if men and women alike more freely expressed themselves in fashion journals from time to time about each other's clothes it would be better for both."

A Venomous Bird.

But one species of venomous bird is known to the student of ornithological oddities, the rpir n'doob, or "bird of death," a feathered paradox of New Guinea. It is not a large or formidable looking creature, as one would naturally expect, being scarcely as large as a common pigeon, but longer and of a more slender build. It is of a gray, glossy color, without any special markings except the tail, which ends with a blood red tip. The bird is comparatively helpless, being able to fly but a few feet, and can be caught without difficulty. However, it is unnecessary to say that its poisonous bite causes the native Papuans to let it severely alone. Persons bitten by the creature are seized by maddening pains, which rapidly extend to every part of the body. Loss of sight, convulsions and lockjaw are the other symptoms which follow in rapid succession. The natives say that there is not a case on record of a survival of the bite, there being no antidote, death always ensuing within the short space of two hours.

Oriental Logic.

A man bought three pounds of meat and brought it home to his wife to cook for dinner and then went his way to his place of business in the bazaars. The wife was hungry and ate the meat, says Harper's Magazine.

In the evening the man came home and asked for his dinner.

"There is no meat," said the wife, "for the cat ate it."

"Bring the cat," said the man, "and a pair of scales.

"Weigh the cat," said the man. The cat weighed three pounds.

"If that is the cat," said the man, "where is the meat? And if this is the meat where is the cat?"

Solving a Problem.

In a speech in London the other day the orator told an admirable story of the advice given by an Englishman, a Scotchman and an Irishman respectively to a gentleman whose servant was constantly breaking articles in the household. The Englishman in his blunt, honest way said to the employer, "Oh, get rid of him—dismiss him." The Scotchman's advice was, "Stop the money out of his wages." "But," said the master, "he breaks more than his wages amount to." "Then," said the Irishman, "raise his wages."

The Busy Bee.

Every head of clover consists of about sixty flower tubes, each of which contains an infinitesimal quantity of sugar. Bees will often visit 100 different heads of clover before retiring to the hive, and in order to obtain the sugar necessary for a load must therefore thrust their tongues into about 6,000 different flowers. A bee will take twenty trips a day when the clover patch is convenient to the hive and thus will draw the sugar from 120,000 different flowers in the course of a single day's work.

E. W. Grove

This signature is on every box of the genuine **Laxative Bromo-Quinine** Tablets the remedy that cures a cold in one day

— If poverty is ever abolished every bachelor will either have to marry or act as his own servant.

— Job evidently had no desire for fickle fame. He was in a position to win out as a manufacturer or profane history—but he didn't.

Imitative Foreigners.

There are reasons to believe that some of our foreign customers and competitors, notably the British, have abandoned the policy of decrying the quality of American inventions and manufactures and adopted the more sensible plan of recognizing all our points of superiority and endeavoring to match them. In at least one line of manufacture the adoption of this shrewder policy has already had a decided effect in curtailing our exports and may produce more serious results.

A few years ago the foreign demand for American locomotives was so widespread and increasing at such a rate that an immense export trade in this line was freely predicted.

The superiority of our locomotives was fully established and admitted almost everywhere. American manufacture, therefore, counted on a large and steady increase of foreign orders for locomotives and prepared to meet the prospective demand. We touched the high-water mark of this export trade, however, in 1900. During that year we sold abroad 525 locomotives, valued at $5,592,493.

During the fiscal year ended June 30, 1902, our total exports of locomotives amounted to only 365, valued at $3,257,894. This was a very heavy falling off in two years, but the most serious feature of the decline was the fact that the heaviest loss of our locomotive trade was in Europe where we had hoped for such a large permanent market.

During the fiscal year just preceding the one ended June 30, 1902, we exported to European countries 195 locomotives valued at $2,236,320. Within one year this trade fell to nine locomotives valued at $100,100, and during that year not a single American locomotive was sold in England, Ireland or Scotland. Our sales increased that year in Canada, South America, Japan and Cuba, and but for its gains in those markets what promised but a little while ago to grow rapidly into a very important branch of the American export trade would have dropped almost entirely out of sight.

Some of our manufacturers of locomotives are inclined to the opinion that the British intended from the start to use the engines bought in the United States manly as samples, as they have copied them so faithfully in some important particulars and are so well satisfied with the result that they have ceased to buy locomotives in this country.

If this is true the imitation will probably continue, for the American inventor and manufacturer will keep his lead and his British competitor will have to lay in a new supply of samples before long.—Atlanta Journal.

Stops the Cough and Works off the Cold.

Laxative Bromo Quinine Tablets cure a cold in one day. No cure, No Pay. Price 25 cents.

The Graduate Horse.

Notwithstanding the popular scepticism which exists concerning the proposition of the automobilists to establish in various parts of the country schools where horses may be taught not to fear motor vehicles, the results achieved in the school at Lenox, Mass., appear to have been excellent. It is reported that over one hundred horses have taken a course of instruction in this school and have been graduated, so to speak, with high honors. Before receiving the first lesson, each of them threw up his head and pricked his ears and was ready to run upon seeing an automobile approach, whereas after finishing the course he couldn't be frightened by the most freakish-looking machine in town. Now, of course, it remains to be seen how long these animals will remember what they have learned at school.

Chamberlain's Colic, Cholera and Diarrhoea Remedy has a world wide reputation for its cures. It never fails and is pleasant and safe to take. For sale by Orr-Gray & Co.

Chinese Humor.

Wu-ting-fang's chief purpose during his stay in the United States has been to give Americans a better idea of his own people than they could gain by observing the coolie class of immigrants that caused the enactment of the exclusion law, and to that end he seldom declined an invitation to address cultivated gatherings, although simulating reluctance on occasions only to acquiesce cordially after making it appear that he was not seeking the honor. Some time ago he delivered a memorable address for the benefit of one of the mission churches at Washington, and at the beginning of his remarks, referring to the part played by United States Treasurer Ellis H. Roberts in securing his services as speaker for the evening, Mr. Wu said:

"When Mr. Roberts came for me he looked so respectable that I could not refuse. You know in China we have great respect for age." At this the large audience indulged in a shout of laughter at Mr. Roberts expense. "I don't mean that he is so old," continued Mr. Wu. "It may be that he is not much older than I am, but he looked so respectable that I had to come with him.'

At the time Mr. Wu might well have told the following incident of the committee's visit to him. Casual mention was made of the fact that the pastor of the church had recently resigned to enter upon a new field of labor on the Pacific cost.

"Why did he resign?" asked Mr. Wu.

"Because he had received a call to another church," was the reply.

"What salary did you pay him?"

"Four thousand dollars."

"What is his present salary?"

"Eight thousand dollars."

"Ah," said the disciple of Confucius, "a very loud call."

Henry L. Shattuck of Shellsburg, Iowa, was cured of a stomach trouble with which he had been afflicted for years by four boxes of Chamberlain's Stomach and Liver Tablets. He had previously tried many other remedies and a number of physicians without relief. For sale by Orr-Gray & Co.

— A woman seldom believes anything her husband says about her, but she believes every word he says about other women.

Hot weather saps the vital energy and makes the hardest workers feel lazy. To maintain strength and energy use Prickly Ash Bitters. It is the friend of industry. Evans Pharmacy.

— Probably a married man shows his years more than a bachelor because he has to carry a few of his wife's.

Keep your vital organs in good condition if you would have health during the malarial season. Prickly Ash Bitters cleanses and strengthens the stomach, liver and bowels and helps the system to resist disease germs. Evans Pharmacy.

— Milk of human kindness is usually of a poor quality and a little in the can.

"Let the GOLD DUST twins do your work."

Are you a slave to housework?

GOLD DUST

has done more than anything else to emancipate women from the back-breaking burdens of the household. It cleans everything about the house—pots, pans, dishes, clothes and woodwork. Saves time, money and worry.

Made only by THE N. K. FAIRBANK COMPANY. Chicago. New York. Boston. St. Louis. Makers of OVAL FAIRY SOAP.

FOR SALE.

A GOOD FARM, containing ninety-six and one-half acres, twenty of which is good bottom land on Conneross Creek. Two houses and barn, and all necessary outbuildings. Four miles from Walhalla, one mile to church and school.

Address—J. F. W. STELLING, Conneross, Oconee County, S. C.

July 23, 1902 5 8*

PRICKLY ASH BITTERS

CURES CONSTIPATION.

EVANS PHARMACY Special Agents.

PENDLETON COLLEGIATE INSTITUTE,

PENDLETON, S. C. FOR BOYS AND GIRLS.

Primary, Academic, Collegiate, Music, Art, full Classical Courses. Fitting for Junior Class State Colleges. No crowding of pupils in boarding halls with attending evils. Board in private, refined homes. Expenses moderate. Write for information to President, D. W. RICHARDSON, or REV. W. F. STRICKLAND.

Bed Room Suites, Side Boards, Lounges, Wardrobes, Baby Carriages, Go Carts, Rockers, Chairs, Safes, Rugs, Mattings, Etc., Etc,, Can be found at a Cheaper Price at the

PEOPLES FURNITURE CO.

Than anywhere else.

COFFINS and CASKETS.

D. S. VANDIVER. E. P. VANDIVER.

VANDIVER BROS.,

MERCHANTS,

ANDERSON, S. C., April 9, 1902.

BIG LINE SAMPLE SHOES
JUST IN AT GREAT BARGAINS.

STAPLE LINE DRY GOODS
AT RIGHT PRICES.

We can make you the CHEAPEST price in this section on—

Flour, Bacon, Molasses, Lard, Rice, Coffee and Tobacco.

Your trade is appreciated.

VANDIVER BROS.

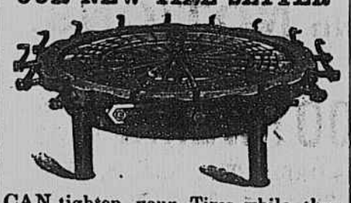
People's Friend!

Who?---The Dollar!

DON'T fail to see the grand Axel Machine that W. M. Wallace has purchased to save people money on their Buggies, Carriages, &c. This is the greatest Machine that has ever been invented in this country. It saves you putting on new Axel Points. This only costs you $2.00 to make your old Buggies ride like new ones. Don't fail to come to see us. Also, will shrink your Tires for 37½c. each, and guarantee satisfaction. Horse Shoeing a specialty. You will find us below Jail, on the corner.

W. M. WALLACE.

OUR NEW TIRE SETTER



CAN tighten your Tires while they are cold without taking them off wheels or taking out bolts. Leave the wheels in perfect shape and dish just right. Can do the work in one-third time it requires the old way. Don't wait 'till your wheels are ruined. Bring them on and see how nicely we can do the work.

PAUL E. STEPHENS.

Watches and Jewelry.

8-Day Clocks $2.50.

Alarm Clock $1.00.

Watches and Jewelry of all kinds Repaired promptly. Give me a call.

JOHN S. CAMPBELL

Money to Loan at 7 per Ct.

I have several Thousand Dollars that I will loan on Farming Lands in Anderson County at Seven per cent interest. Will loan you any amount from Three Hundred Dollars up.

E. G. McADAMS,
Attorney at Law, Anderson, S. C.

July 9, 1902 3 3m

SOUTHERN RAILWAY.

Condensed Schedule in Effect June 30th, 1902.

STATIONS.	Daily No. 15.	Daily No. 11.
Lv. Charleston	11 00 p m	7 00 a m
" Summerville	12 00 n't	7 41 a m
" Branchville	2 00 a m	9 00 a m
" Orangeburg	2 45 a m	9 22 a m
" Kingville	4 05 a m	10 24 a m
Lv. Savannah	12 30 a m	12 30 a m
" Barnwell	4 13 a m	4 13 a m
" Blackville	4 28 a m	4 28 a m
Lv. Columbia	6 00 a m	11 30 a m
" Prosperity	7 14 a m	12 20 n'n
" Newberry	7 30 a m	12 55 p m
" Ninety-Six	8 30 a m	1 30 p m
" Greenwood	8 50 a m	2 05 p m
Ar. Hodges	9 15 a m	2 25 p m
Lv. Abbeville	8 55 a m	1 45 p m
Ar. Belton	10 10 a m	3 00 p m
Lv. Anderson	9 40 a m	2 45 p m
Ar. Greenville	11 20 a m	4 25 p m
Ar. Atlanta. (Gen. Time)	8 55 p m	9 00 p m

STATIONS.	Daily No. 16.	Daily No. 12.
Lv. Greenville	6 20 p m	9 40 a m
" Piedmont	6 50 p m	10 05 a m
" Williamston	7 12 p m	10 25 a m
Ar. Anderson	8 15 p m	11 15 a m
Lv. Belton	7 35 p m	10 45 a m
Ar. Donalds	8 05 p m	11 10 a m
Ar. Abbeville	9 05 p m	12 01 n'n
Lv. Hodges	8 20 p m	11 25 a m
Ar. Greenwood	8 50 p m	11 50 a m
" Ninety-Six	9 10 p m	12 05 p m
" Newberry	10 15 p m	1 10 p m
" Prosperity	10 52 p m	1 24 p m
" Columbia	11 50 p m	2 40 p m
Ar. Blackville	2 52 a m	2 52 a m
" Barnwell	3 07 a m	3 07 a m
" Savannah	4 50 a m	4 50 a m
Lv. Kingville	2 32 a m	3 46 p m
" Orangeburg	3 45 a m	4 42 p m
" Branchville	4 25 a m	5 25 p m
" Summerville	5 57 a m	6 42 p m
Ar. Charleston	7 00 a m	7 30 p m

Daily No. 15.	Daily No. 13.	STATIONS.	Daily No. 14.	Daily No. 16.
11 00 p	7 00 a	Lv..Charleston..Ar	7 30 p	7 00 a
12 00 n	7 41 a	" Summerville "	6 42 p	5 57 a
2 00 a	9 00 a	" Branchville. "	5 25 p	4 25 a
2 45 a	9 22 a	" Orangeburg "	4 42 p	3 45 a
4 05 a	10 24 a	" Kingville "	3 40 p	2 32 a
12 30 a	.....	Lv..Savannah..Ar	.....	4 50 a
4 13 a	.....	" ..Barnwell.. "	.....	3 07 a
4 28 a	.....	" ..Blackville.. "	.....	2 52 a
7 30 a	11 30 a	" ..Columbia.. "	2 15 p	9 20 p
7 57 a	12 15 p	" ...Alston.... "	1 28 p	8 30 p
8 38 a	1 22 p	" ...Santuc.... "	12 15 p	7 40 p
9 15 a	2 00 p	" ....Union.... "	11 37 a	7 10 p
9 34 a	2 22 p	" ..Jonesville.. "	11 17 a	6 52 p
9 49 a	2 37 p	" ...Pacolet.... "	11 05 a	6 42 p
10 20 a	3 10 p	Ar Spartanburg Lv	10 35 a	6 15 p
10 35 a	3 40 p	Lv Spartanburg Ar	10 25 a	6 00 p
2 00 p	7 15 p	Ar...Asheville...Lv	7 05 a	3 00 p

"P" p. m. "A" a. m. "N" night.

DOUBLE DAILY SERVICE BETWEEN CHARLESTON AND GREENVILLE.

Pullman palace sleeping cars on Trains 53 and 55, 57 and 58, on A. and C. division. Dining cars on these trains serve all meals en route.

Trains leave Spartanburg, A. & C. division, northbound, 6:55 a. m., 3:37 p. m., 6:12 p. m., (Vestibule Limited) and 6:55 p. m.; southbound 12:20 a. m., 3:15 p. m., 11:40 a. m., (Vestibule Limited), and 10:30 a. m.

Trains leave Greenville, A. and C. division, northbound, 5:55 a. m., 2:34 p. m., and 5:10 p. m., (Vestibule Limited), and 8:35 a. m.; southbound, 1:25 a. m., 4:20 p. m. 12:40 p. m. (Vestibule Limited), and 11:20 a. m.

Trains 15 and 16—Pullman Sleeping Cars between Charleston and Asheville.

Elegant Pullman Drawing Room Sleeping Cars between Savannah and Asheville en route daily between Jacksonville and Cincinnati.

Trains 13 and 14 Pullman Parlor Cars between Charleston and Asheville.

FRANK S. GANNON, Third V-P. & Gen. Mgr., Washington, D. C.
S. H. HARDWICK, Gen. Pas. Agent, Washington, D. C.
W. H. TAYLOE, Asst. Gen. Pas. Agt., Atlanta, Ga.
R. W. HUNT, Div. Pas. Agt., Charleston, S. C.

— THE —

BANK OF ANDERSON.

J. A. BROCK, President.
JOS. N. BROWN, Vice President.
— B. F. MAULDIN, Cashier.

THE largest, strongest Bank in the County.

Interest Paid on Deposits

By special agreement.

With unsurpassed facilities and resources we are at all times prepared to accommodate our customers.

Jan 10, 1900 29

NOTICE.

MR. A. T. SKELTON has been engaged by the Anderson Mutual Fire Insurance Co. to inspect the buildings insured in this Company, and will commence work on the first of July. Policy-holders are requested to have their Policies at hand, so there will be no unnecessary delay in the inspection.

ANDERSON MUTUAL FIRE INSURANCE CO.

BEST BREED CHICKENS A SPECIALTY!

Barred Plymouth Rock.
White Plymouth Rock.
Silver Wyandottes.
Brown Leghorns.
Purity guaranteed.
Eggs for sale. Carefully packed for shipping.

L. S. MATTISON, Anderson, S. C.

Jan 22, 1902 31 6m

E. G. McADAMS,

ATTORNEY AT LAW, ANDERSON, S. C.

Office in Judge of Probate's office, in the Court House.

Feb 5, 1902 33

BANNER SALVE

the most healing salve in the world.

CHARLESTON AND WESTERN CAROLINA RAILWAY

AUGUSTA AND ASHEVILLE SHORT LINE

In effect July 6th, 1902.

Lv Augusta	10 10 am	.....
Ar Greenwood	12 44 pm	.....
Ar Anderson	.....	7 15 pm
Ar Laurens	1 45 pm	.....
Ar Greenville	3 25 pm	.....
Ar Glenn Springs	4 00 pm	.....
Ar Spartanburg	3 30 pm	.....
Ar Saluda	5 33 pm	.....
Ar Hendersonville	6 11 pm	.....
Ar Asheville	7 10 pm	.....
Lv Asheville	7 55 pm	.....
Lv Spartanburg	12 01 pm	.....
Lv Glenn Springs	10 00 am	.....
Lv Greenville	12 15 pm	.....
Lv Laurens	1 55 pm	.....
Lv Anderson	.....	7 25 am
Lv Greenwood	2 51 pm	.....
Ar Augusta	5 20 pm	11 55 am
Lv Anderson	7 25 am	.....
Ar Elberton	1 52 pm	.....
Ar Athens	2 33 pm	.....
Ar Atlanta	4 55 pm	.....
Lv Anderson	7 25 am	.....
Ar Augusta	11 35 am	.....
Ar Port Royal	6 50 pm	.....
Ar Beaufort	6 30 pm	.....
Ar Charleston (Sou)	7 50 pm	.....
Ar Savannah (Cofga)	7 35 pm	.....

Close connection at Calhoun Falls for all points on S. A. L. Railway, and at Spartanburg for Southern Railway.

For any information relative to tickets, or schedules, etc., address

Ernest Williams, Gen. Pass. Agent, Augusta, Ga.
T. M. Emerson, Traffic Manager.
J. Reese Fant, Agent, Anderson, S. C.

Blue Ridge Railroad.

Effective April 6, 1902.

EASTBOUND.

STATIONS.	No. 4 Sun. only	No. 6 Daily Ex. Sun.	No. 8 Daily Ex. Sun.		No 12 Daily
	P. M.	A. M.	P. M.	P. M.	A. M.
Lv Walhalla	.....	.....	2 30	.....	8 00
" Seneca	.....	.....	3 26	.....	8 57
" Cherry	.....	.....	3 51	.....	8 47
" Pendleton	.....	.....	.....	4 11	8 55
" Autun	.....	.....	.....	4 23	9 07
" Denver	.....	.....	4 33	2 45	9 09
" Anderson	7 45	8 03	7 03	3 10	9 30
Ar Belton	8 05	.....	7 30	.....	.....

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Lv Belton	3 25	9 00	.....	10 50	3 20
" Anderson	3 55	9 30	10 00	11 15	3 45
" Denver	.....	.....	10 27	.....	3 59
" Autun	.....	.....	10 37	.....	4 05
" Pendleton	.....	.....	10 47	.....	4 11
" Cherry	.....	.....	11 02	.....	4 18
" Seneca	.....	.....	11 01	.....	4 35
	.....	.....	12 50	.....	4 40
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