

THE PHOENIX,
Published Daily and Tri-Weekly.
THE GLEANER,
Every Wednesday Morning,
BY JULIAN A. SELBY,
Editor and Proprietor.
Office on Richardson St., near Taylor.

The PHOENIX is the oldest Daily Paper in South Carolina, has the largest circulation in the upper portion of the State, and has been regularly issued since its inception—March 21, 1865.

SUBSCRIPTIONS.
Daily, six months, \$4; Tri-Weekly, 2 50; Weekly, 1 50.

ADVERTISEMENTS
inserted in the Daily at \$1 a square of nine lines for first, and 50 cents each subsequent insertion; if not exceeding five lines in length, 75 cents. Long advertisements by the week, month or year, at less rates. Marriages, Funeral Invitations, &c., \$1.

Book and Job Printing of every description faithfully attended to.

AGENTS.
Julius Poppe, Anderson.
Robert Bryson, Spartanburg.
J. A. Grigsby, Ridgeway.
E. A. Scott, Newberry.
H. W. Lawson, Abbeville.

Desire.
Thou, who dost dwell alone—
Thou, who dost know thine own—
Thou, to whom all are known
From the cradle to the grave—
Save, oh, save!
From the world's temptations,
From tribulations;
From that fierce anguish
Wherein we languish;
From that torpor deep
Wherein we lie asleep
Heavy as death, cold as the grave,
Save, oh, save!
When the soul, growing clearer,
Sees God no more;
When the soul, mounting higher,
To God comes no higher,
But the arch fiend Flido
Mounts at her side,
Follies her high emprise,
Sealing her eagle eyes,
And, when she flin, would soar,
Makes idols of joy,
Changing the pure emotion
Of her high devotion
To a skin-deep sense
Of her own eloquence;
Strong to deceive, strong to enslave—
Save, oh, save!
From the ingrained fashion
Of this earthly nature,
From that marvellous creature,
From that gift of the passion,
From mirth that is but feigning,
From tears that bring no healing,
From wild and weak complaining,
Thine old strength revealing,
Save, oh, save!
From doubt, where all is double,
Where wise men are not strong;
Where comfort turns to trouble;
Where just men suffer wrong;
Where sorrow is the joy,
Where sweet things sound like woe;
Where faith is built on dust;
Where love is half mistrust,
Hungry and barren, and sharp as the sea,
Oh, set us free!
O let the false dream fly,
Where our eyes seek to do lie,
Tossing continually,
O let us Thy voice doth come,
Let us do as we do,
Let all words be mild,
All strife be reconciled,
All pains be beguiled,
Light bring no blindness,
Love no unkindness;
Knowledge no ruin,
Fear no undoing,
From the cradle to the grave,
Save, oh, save!

KALAKAUA IN NEW YORK—LUDICROUS INCIDENTS AT HIS RECEPTION.—A New York letter of the 23d ult. says: The serenades to the King of the Sandwich Islands, to-night, at the Windsor Hotel, brought out many ludicrous incidents. The committee of the Board of Aldermen appointed to receive King Kalakaua had become as drunk as Toadies. While awaiting, in Jersey City, the arrival of the train from Washington, they adjourned to the benzine shop near the Pennsylvania Railroad Depot, and took in a supply of Jersey fighting to steady their nerves to receive, with becoming dignity, the copper colored potentate whose presence was to shed a blaze of glory. At the Windsor Hotel, the Ninth Regiment Band put in an appearance, shortly after 9 o'clock, to serenade the King. An immense throng had assembled in front of the hotel. During the playing of the first air, the King and suite appeared on the balcony. Kalakaua's features became like a newly polished mahogany table. He seemed pleased with himself and his surroundings. Parties of female beauty clustered in the corridors of the hotel, in the parlors and on the balcony, and shed a lustre on the scene. Two brilliant calcium lights illuminated the avenue for a quarter of a mile. The first air over, Alderman McCafferty, chairman of the reception committee of the Board of Aldermen, staggered to the side of the King, and, leaning over the balcony, swayed to and fro in a manner which alarmed his friends for his safety, and looked ominous for whatever life insurance company he had a policy in. Alderman McCafferty, "a descendant of kings and princes, be jabbers," spoke as follows: "Mr. Chairman and members of the Board of Aldermen." [Laughter.]

A friend at his elbow—D-n it, Mac, what are you talking about? Say ladies and gentlemen.

Alderman McCafferty, smiling a good-natured, alcoholic smile, and giving a plunge dead against the life insurance interest, taking the hint—Ladies and gentlemen: Allow me to introduce to you my friend, King David. [Rousing laughter.] Kalakaua smiled amiably, while McCafferty glared in astonishment, and the aldermanic friend at his elbow said: "Hell, Mac, call him Oaieo." McCafferty, who had evidently been seeking information in regard to the pronunciation of the potentate's name, corrected himself in the following fashion: I mean, Mr. Chairman—that is, ladies and gentlemen—to give his majesty, his full name, let me introduce to you King David Kalakaua, King of the Sandwich Islands. [Laughter.]

—as citizens of New York, you will listen patiently to what the King has to say. He will now address you. Mr. Kalakaua, let me introduce you. The crowd laughed and cheered, and his Majesty smiled and puffed his cigar. He had no speech to make. He listened to another air and then retired to his own rooms. The band continued playing till after 10 o'clock. McCafferty and his aldermanic friends adjourned to take a drink.

The worthy alderman's speech was the subject of much merriment. Mac was angry and disgusted, and said it was all the result of that Jersey rum, and that anyhow the blood of the McCaffertys was better than King Kalakaua or any other "damned nagur's."

A Mormon paper at Salt Lake City places the number of polygamists in the Territory at 1,000 men, 3,000 women and 9,000 children, and the cost and loss, by legal punishment of all, at \$2,000,000, and thinks that the courts would have around them 3,000 crying women and 9,000 crying children. This is probably a pretty accurate computation. One of the beauties of the polygamous system is shown by a statement that within a stone's throw of a prominent church in Salt Lake is the residence of an aged Mormon, who is the husband of a woman and her two daughters. Thus his first wife is his mother-in-law, his step-daughters are his wives, his son by his first wife is half-brother to his other wives, and a sort of uncle to his other children, and—you can study it out further if you want to.

New Light-houses.—A Baltimore firm, under contract with the Government, have in course of construction two light-houses, one of which is destined for Hunting Island, and the other for Morris Island, S. C. The one for Hunting Island is entirely of cast iron, and is 136 feet high and 27 feet in diameter. The one for Morris Island will be 150 feet high; the lantern brackets, the gallery and the lantern are of cast iron, the tower being of brick. The roofs of both the light-houses are of copper, and each is to be supplied with a spiral stairway.

RELIABLE TESTIMONY.—It cannot be reasonably supposed that when a person testifies to the efficacy of a remedy whose benefits he has experienced, without solicitation, that he does so for the purpose of misleading the public, or from any other motive than that of gratitude. It is still more unreasonable to suppose that eminent physicians would corroborate the evidence thus given, unless they were persuaded of its truth. The proprietors of Hostetter's Stomach Bitters are constantly in the receipt of voluntary testimonials acknowledging the curative and preventive potency of this beneficial tonic and purgative, emanating not only from those who have felt its influence, but also from well known members of the medical profession, both here and abroad, who have witnessed its effects, and prescribed it in their private practice. In the face of such evidence as this, to which the widest publicity has repeatedly been given, it would be absurd to question the medicinal virtues of the Bitters. Scepticism upon this point was long ago disarmed, and they are to-day as much respected and far more widely known than many of the official remedies which figure conspicuously in the pharmacopoeia. They are universally recognized to be the supreme remedy for intermittent and remittent fevers, dyspepsia, liver complaint, general debility, disorders of the bowels and nervousness, as well as a means of fortifying the system against malarious influences and those which operate injuriously upon the sensitive organs. Whether used as a remedy for actual disease, as a means of building up the broken down physique, or of hastening convalescence, they are never resorted to in vain, and they often restore complete health when prescribed remedies cannot even initiate its recovery. J 1351

SEHENOK'S PULMONIC SYRUP, SEA WEED TONIC AND MANDRAKE PILLS.—These deservedly celebrated and popular medicines have effected a revolution in the healing art, and proved the fallacy of several maxims which have for many years obstructed the progress of medical science. The false supposition that "Consumption is incurable," deterred physicians from attempting to find remedies for that disease, and patients afflicted with it reconciled themselves to death without making an effort to escape from a doom which they supposed to be unavoidable. It is now proved, however, that Consumption can be cured, and that it has been cured in a very great number of cases (some of them apparently desperate ones) by Sehenok's Pulmonic Syrup alone; and in other cases by the same medicine in connection with Sehenok's Sea Weed Tonic and Mandrake Pills, one or both, according to the requirements of the case.

Dr. Sehenok, himself, who enjoyed uninterrupted good health for more than forty years, was supposed, at one time to be, at the very gate of death, his physicians having pronounced his case hopeless, and abandoned him to his fate. He was cured by the aforesaid medicines, and, since his recovery, many thousands similarly affected have used Dr. Sehenok's preparations with the same remarkable success.

Full directions accompany each, making it not absolutely necessary to personally see Dr. Sehenok, unless patients wish their lungs examined, and for this purpose he is professionally at his principal office, corner Sixth and Arch streets, Philadelphia, every Monday, where all letters for advice must be addressed. Sehenok's medicines are sold by all druggists. Jan 9 13

State of South Carolina.
EXECUTIVE DEPARTMENT,
STATE TREASURER'S OFFICE,
COLUMBIA, December 18, 1874.
Coupons of the Consolidation Bonds of the State of South Carolina, due January 1, 1875, will be paid at that date on presentation at the Treasury, and at the South Carolina Bank and Trust Company, Columbia, S. C., and also at the People's National Bank, Charleston, S. C., and the National Park Bank, New York.

The Coupons due July 1, 1874, on all Consolidation Bonds, issued in exchange for old bonds, will be paid whenever presented at any of the above mentioned places.

The Coupons of the Consolidation Bonds due January 1 and July 1, 1875, are receivable for taxes.

F. L. CARDOZO,
Treasurer S. C.

\$300,000
MISSOURI STATE LOTTERIES!
Legalized by State Authority, and
DRAWN IN PUBLIC IN ST. LOUIS.
Grand Single Number Scheme of 90,000 Numbers!
DRAWS THE LAST DAY OF EACH MONTH.
CAPITAL PRIZE, \$50,000!
10,340 Prizes, amounting to \$300,000.
Whole Tickets, \$10; Halves, 5; Quarters, 2 50

The Great Combination Scheme, with a
CAPITAL PRIZE OF \$32,500! and
32,396 PRIZES, amounting to \$578,177!
Draws Every Saturday During the Year.
Whole Tickets, \$10; Halves, 5; Quarters, 2 50
Address, for tickets and circulars,
MURRAY, MILLER & CO., Managers,
P. O. Box 2,446, St. Louis, Mo.
April 7

MONEY TO LOAN,
On Marketable Collaterals.

EXCHANGE on New York, Baltimore, Philadelphia, Boston and all prominent cities of the United States and Europe bought and sold.

DEPOSITS received and interest-bearing certificates issued.

STOCKS, BONDS, GOLD and SILVER bought and sold.

ACCOUNTS of merchants and others from the city and country solicited, and **LIBERAL LINES OF DISCOUNTS** granted by the **CENTRAL NATIONAL BANK,** Corner of Plain and Richardson streets.

Horse and Mule Shoes.
100 KEGS FIRST QUALITY HORSE SHOES, at \$6 per keg.
100 KEGS FIRST MULE SHOES, at \$7 per keg.
Just received and for sale by
Dec 17 **JOHN AGNEW & SON.**

PURE CALIFORNIA ANGELICA.
Dec 18 **J. C. SEEGERS.**

GREAT SOUTHERN FREIGHT AND PASSENGER LINE
VIA
CHARLESTON, S. C.,
TO AND FROM
BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON,
AND
ALL THE NEW ENGLAND MANUFACTURING CITIES.

Three Times a Week from New York—Tuesday, Thursday and Saturday. Elegant State Room Accommodations. Sea Voyage 10 to 12 Hours Shorter, "via Charleston." TOTAL CAPACITY, 40,000 SALES MONTHLY.

The South Carolina Railroad Company.
AND connecting Roads West, in alliance with the fleet of thirteen first class Steamships to the above ports, invite attention to the quick time and regular despatch afforded to the business public in the Cotton States at the PORT OF CHARLESTON, offering facilities of rail and sea transportation for Freight and Passengers not excelled in convenience and capacity at any other port. The following splendid Ocean Steamers regularly on the line:

TO NEW YORK.
CHARLESTON... J. J. Berry, Commander. | CHAMPION... P. W. Lockwood, Com'r.
JAMES ADGER... T. J. Lockwood, Com'r. | MANHATTAN... B. S. Woodhull, Com'r.
JAMES ADGER & CO., Agents, Charleston, S. C.

TO PHILADELPHIA.
Iron Steamships ASHLAND, Alex. Hunter, Com'r. | EQUATOR, C. H. Hickey, Com'r.
Sailing Days—FRIDAYS. | WM. A. COURTNEY, Agent, Charleston, S. C.

TO BALTIMORE.
FALCON... Hainie, Commander. | SEA GULL... Patton, Commander.
Sailing Days—Every Fifth Day. | PAUL C. TRENHOI, M. Agent, Charleston, S. C.

TO BOSTON.
Steamships MERCEDITA and FLAG. Sailing every Saturday.
JAMES ADGER & CO., Agents, Charleston, S. C.

Rates guaranteed as low as those of competing lines. Marine Insurance, one-half of one per cent.

THROUGH BILLS OF LADING AND THROUGH TICKETS
Can be procured at all the principal Railroad Offices in Georgia, Alabama, Tennessee and Mississippi.

State Rooms may be secured in advance, without extra charge, by addressing the Agents of the Steamships in Charleston, at whose offices, in all cases, the Railroad Tickets should be exchanged and Berths assigned. The Through Tickets by this route include Transfers, Meals and State Room, while on ship-board.

THE SOUTH CAROLINA RAILROAD, GEORGIA RAILROAD
And their connecting lines, have largely increased their facilities for the rapid movement of Freight and Passengers between the Northern cities and the South and West. First Class Eating Saloon at Branchville. On the Georgia and South Carolina Railroads. First class Sleeping Cars.

Freight promptly transferred from the steamers to day and night trains of the South Carolina Railroad. Close connection made with other Roads delivering Freight at distant points with great promptness. The manager will use every exertion to satisfy their patrons that the line via Charleston cannot be surpassed in despatch and the safe delivery of goods.

For further information, apply to T. J. GRIFFIN, Western Agent, Atlanta, Ga.; B. D. HABELL, General Agent, P. O. Box 4 979, Office 317 Broadway, N. Y.; S. B. PICKENS, General Passenger and Ticket Agent, South Carolina Railroad; or J. M. SELBY, Superintendent Great Southern Freight and Passenger Line, Charleston, S. C. Jan 30 11.

ROSE'S HOTEL, COLUMBIA, S. C.
WM. E. ROSE, Proprietor.

Another First Class Hotel—Fare \$9.50 a Day, including Omnibus Ride. Situated NEAR THE CAPITOL, and in the centre of the business part of the city. Selby's Omnibus will convey passengers to and from every Train. The Ladies Apartments are complete, with private entrance on Assembly street. The BILLIARD and BATH ROOMS are all new and superior to any in the city. April 5

THE GREAT SOUTHERN DRY GOODS HOUSE.
FURCHGOTT, BENEDICT & CO.,
275 King Street, Charleston, S. C.
THE CHEAPEST
DRY GOODS,
NOTIONS,
OIL CLOTHS,
CARPETS,
MATTINGS,
RUGS, Etc.,
THIS SIDE OF NEW YORK.
For prices, see local. Sept 4 16mo

ESTABLISHED, 1833.
WALKER, EVANS & CO'S
Nos. 3 Broad Street and 109 East Bay Street,
CHARLESTON, S. C.
STATIONERS
PRINTERS
AND
BINDERS
FIRST-CLASS WORK
OUR SPECIALTY.
YET, BY USING CHEAPER GRADES OF STOCK,
WE CAN FURNISH WORK AT
LOWEST LIVING PRICES.
FINE FASHIONABLE STATIONERY,
Piries Paper and Envelopes.
Wedding and Ball Invitations
ON THE BEST STOCK AND PRINTED IN THE
LATEST STYLE.
Sept 4 11y

Imported Wines, Brandies, Etc. Etc
SCOTCH WHISKIES,
Old Jamaica Rum,
Brandy—Clard, &c.,
Holland Gin,
Sherry Wine, Port Wine, Madeira Wine,
Also, a large stock of Fine Old Whiskies,
Gin, &c. J. C. SEEGERS

PURE CALIFORNIA PORT.
Dec 18 **J. C. SEEGERS.**

Is thoroughly supplied with **POWER PRESSES** of the latest improvement; **TYPE** of various grades and styles from one foot to the fiftieth part of an inch in size; **BOEDERS, CUTS, &c.**; **Black, Colored and Transfer INKS; PAPER, CARDS, &c.** Work executed at shortest notice, in latest and best styles and at New York prices. **CALL and EXAMINE SPECIMENS** of

1, 2, 3 and 4 Sheet Posters, Hand-bills, Programmes, Circulars, Pamphlets, Bills of Fare, Briefs, Letter Heads, Dodgers, Bill Heads, Cheques, Horse Bills, Receipts, Labels, Railroad Blanks, Legal Blanks, Tags, Cards all kinds and sizes. **Wedding, Visiting, Business, Show** JULIAN A. SELBY, Proprietor, PHOENIX and GLEANER Establishment

TO THE READING PUBLIC!
If you Want a Thorough Newspaper, SUBSCRIBE FOR
THE PHOENIX,
Daily and Tri-Weekly; or
WEEKLY GLEANER
Issued every Wednesday,
IN COLUMBIA, SOUTH CAROLINA



The PHOENIX is the oldest daily paper in the State, and has been regularly issued since March, 1865.

THE LATEST INTELLIGENCE,
By Telegraph and Mail, from nearly all parts of the World; together with **FULL MARKET REPORTS;**

Besides well selected **MISCELLANEOUS and READING MATTER,** of interest to everybody, will be found in these publications. The Daily usually contains twelve columns of reading matter; the Tri-Weekly twenty-four, and the Weekly forty-eight.

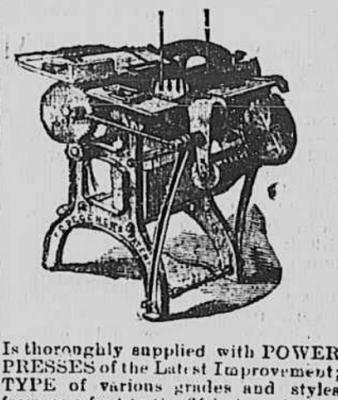
THE EDITORIALS
Are carefully prepared, by competent writers; while special attention is given **THE LOCAL PARTMENT.**

Taken as a whole, **NO BETTER OR MORE SATISFACTORY INVESTMENT** can be made, than a subscription to one of the other of these publications. They are **Conservative in politics,** and are devoted to the best interests of the State. The following are the **TERMS FOR SIX MONTHS.**

Daily PHOENIX..... \$4 00
Tri-Weekly..... 2 50
Weekly GLEANER (48 columns)..... 1 50
These papers were first issued in Columbia, in 1865, after its partial destruction, and have been regularly published ever since. They **CIRCULATE EXTENSIVELY** throughout middle and upper Counties of the State, and are excellent **MEDIUMS FOR ADVERTISING.**

The PHOENIX has a greater circulation through the upper part of South Carolina than any other daily paper. Merchants and others will find its columns an admirable means of communication with the people of the entire up-country. Advertising rates are reasonable. Send advertisements marked with the number of insertions desired, and they will be stopped upon the expiration of the time. Offices on Richardson street, between Taylor and Blanding.

JULIAN A. SELBY, Proprietor.
Have your Job Printing done Home. **ESPECIALLY WHEN**
Style and Price are the Same
THE PHOENIX
Book and Job
Steam Printing Office



Piedmont Air-Line Railway.
CONDENSED TIME TABLE, Richmond and Danville, Richmond and Danville R. W. N. C. Division, and North Western N. C. R. W. GOING NORTH.

STATIONS.
Leave Charlotte..... 7 10 P M EXPRESS
Leave Salisbury..... 8 40 A M
Leave Greensboro..... 9 50 A M
Leave Danville..... 11 30 A M
Leave Burkeville..... 9 44 A M
Arrive at Richmond..... 12 45 P M 9 36 A M

GOING SOUTH.
Leave Richmond..... 2 30 P M
Leave Burkeville..... 5 34 P M
Leave Danville..... 10 41 P M
Leave Greensboro..... 2 15 A M
Leave Salisbury..... 4 57 A M
Arrive at Charlotte..... 7 20 A M 8 30 A M

GOING EAST.
Leave Greensboro..... 1 45 A M
Leave Company Shops..... 3 20 A M
Arrive at Raleigh..... 8 05 A M
Arrive at Goldsboro..... 11 55 A M

GOING WEST.
Leave Goldsboro..... 4 00 P M
Leave Raleigh..... 7 45 P M
Leave Company Shops..... 10 05 A M
Arrive at Greensboro..... 1 30 A M
Leave Greensboro..... 3 40 A M
Leave Kernersville..... 5 10 A M
Mail trains daily, both ways, over the length of road. Express daily between Company Shops and Charlotte. Sundays excepted. S. A. LILEY, Gen. Ticket Agent. T. M. R. TALCOFF, Engineer and Gen. A.

Summer Schedule S. & U. R. E.
DOWN TRAIN UP TRAIN
Arrive Leave Arrive Leave
Spartanburg..... 11 52 11 00 2 45
Ridgeway..... 11 40 11 45 2 15
Jonesville..... 12 15 12 22 1 55
Unionville..... 12 15 1 10 12 30 1 15
Spartanburg..... 1 42 1 50 11 45 11 15
Fish Dam..... 2 12 2 16 11 10 11 20
Shelton..... 2 28 2 35 11 47 10 75
Lyles Ford..... 2 45 2 58 10 24 10 22
Columbia..... 2 57 2 55 10 00 10 10
Alston..... 3 07 3 10 9 10
June 25 **W. W. DAVIES, Engr.**

Spring, Axes and Iron.
OUR stock of **SPRINGS and AXLES**, as well as **IRON** of all descriptions, is very large. Purchasers will save money by procuring these goods, as well as **Carriage Material**, at the **Hardware Establishment** of **Nov 25 JOHN AGNEW & SON.**

The Short Line Schedule.
CHARLOTTE, COLUMBIA & AUGUSTA R. R. CO.
COLUMBIA, S. C., Dec. 23, 1874.
The following Passenger Schedule will be operated on and after this date:

GOING NORTH. Train No 2. Train No 4
Leave Augusta..... 9 30 a m
Leave Columbia..... 10 20 a m
Leave Columbia..... 2 45 p m
Leave Charleston..... 8 34 p m
Arrive Charlotte..... 9 00 p m

No. 2 Train makes close connection, via Charlotte and Richmond, to all points North, arriving at New York 6 05 A. M.

No. 4 Train makes close connection via Wilmington and Richmond to all points North, arriving at New York at 5 15 P. M.

GOING SOUTH. Train No 1. Train No 3
Leave Charlotte..... 8 50 a m
Leave Columbia..... 11 02 a m
Leave Columbia..... 12 38 p m
Leave Columbia..... 2 52 p m
Leave Columbia..... 4 15 a m
Leave Columbia..... 7 15 p m
Leave Columbia..... 8 06 p m
Leave Columbia..... 8 45 a m

South bound trains connect at Augusta for all points South and West. Through tickets sold and baggage checked on principal points. Sleeping cars on all night trains. **JAR. ANDERSON, General Sup.** **A. POPE, Gen. Passenger and Ticket Agent**

Wilmington, Columbia and Aug R. R.
GENERAL PASSENGER DEPARTMENT.
COLUMBIA, S. C., Nov. 24, 1874.
The following Schedule will be operated on and after this date:

GOING NORTH. TRAIN NO 2 TRAIN NO 4
Leave Columbia..... 8 30 a m 8 15 p m
Leave Columbia..... 10 10 p m 12 50 a m
Arrive Wilmington..... 6 45 p m 7 10 a m

GOING SOUTH. TRAIN NO 1 TRAIN NO 3
Leave Wilmington..... 6 40 a m 6 10 p m
Leave Columbia..... 12 50 p m 11 40 a m
Arrive Columbia..... 5 10 p m 4 00 a m

Train No. 4 from Columbia, is an accommodation to Florence and vice versa, connecting closely with N. E. R. R. and at Wilmington with W. & W. R. R. to all points North, North and South, and water line connections via Portsmouth.

Train No. 1 from Wilmington, connects closely at Florence with N. E. R. R. for Charleston, and is an accommodation train thence to Columbia.

Train No. 3 from Wilmington, is a fast Express connecting closely from and to all points North and South through tickets sold and baggage checked on all principal points. Fullman sleepers on night trains.

Train No 2 leaves Columbia daily, Sundays excepted. Express No 4 every night, **JAR. ANDERSON, General Sup.** **A. POPE, Gen. Passenger and Ticket Agent**

Greenville and Columbia Railroad
CHANGE OF SCHEDULE.
PASSENGER TRAINS RUN DAILY, Sunday excepted, connecting with Night Train on South Carolina Railroad up and down. On and after Friday, August 28, the following will be the schedule:

Leave Columbia..... 7 20 a m
Leave Columbia..... 9 05 a m
Leave Columbia..... 10 51 a m
Leave Columbia..... 1 30 p m
Leave Columbia..... 3 16 p m
Arrive at Greenville..... 5 30 p m

DOWN.
Leave Greenville..... 6 30 a m
Leave Greenville..... 8 30 a m
Leave Greenville..... 10 18 a m
Leave Greenville..... 1 30 p m
Arrive at Columbia..... 3 08 p m
Anderson Branch and Blue Ridge Division

Leave Wallhalla..... 4 45 a m Arrive 7 15 p m
Leave Ferrville 5 30 a m Arrive 6 35 p m
Leave Pendleton 6 10 a m Arrive 5 50 p m
Leave Anderson 7 20 a m Arrive 4 50 p m
Arrive at Belton 8 10 a m Arrive 3 50 p m

Accommodation Train run up to Abbeville, on Monday, Wednesday and Friday. On Tuesday, Thursday and Saturday, **THOMAS BOYD, M. A. G. S. Supt.** **JABEZ SCOTTS, General Ticket Agent.**

Change of Schedule.
SOUTH CAROLINA RAILROAD COMPANY,
COLUMBIA, S. C., October 18, 1873.
The following Schedule will be operated on and after this date:

MAIL AND PASSENGER TRAIN.
Leave Columbia..... 8 40 a m
Arrive at Charleston..... 9 20 a m
Leave Charleston..... 9 40 a m
Arrive at Columbia..... 9 50 a m
NIGHT EXPRESS, THROUGH ACCOMMODATION TRAIN, Sunday excepted.

Leave Columbia 7 15 p m Arrive 6 50 p m
Arrive Charleston 7 10 p m Leave 6 45 p m
Canden Train runs Monday, Wednesday and Saturday, as follows:
Leave Columbia 1 50 p m Arrive 11 50 a m
Leave Camden 6 50 a m Arrive 6 35 p m
S. B. PICKENS, General Ticket Agent.

CONDENSED TIME TABLE, Richmond and Danville, Richmond and Danville R. W. N. C. Division, and North Western N. C. R. W. GOING NORTH.

STATIONS.
Leave Charlotte..... 7 10 P M EXPRESS
Leave Salisbury..... 8 40 A M
Leave Greensboro..... 9 50 A M
Leave Danville..... 11 30 A M
Leave Burkeville..... 9 44 A M
Arrive at Richmond..... 12 45 P M 9 36 A M

GOING SOUTH.
Leave Richmond..... 2 30 P M
Leave Burkeville..... 5 34 P M
Leave Danville..... 10 41 P M
Leave Greensboro..... 2 15 A M
Leave Salisbury..... 4 57 A M
Arrive at Charlotte..... 7 20 A M 8 30 A M

GOING EAST.
Leave Greensboro..... 1 45 A M
Leave Company Shops..... 3 20 A M
Arrive at Raleigh..... 8 05 A M
Arrive at Goldsboro..... 11 55 A M

GOING WEST.
Leave Goldsboro..... 4 00 P M
Leave Raleigh..... 7 45 P M
Leave Company Shops..... 10 05 A M
Arrive at Greensboro..... 1 30 A M
Leave Greensboro..... 3 40 A M
Leave Kernersville..... 5 10 A M
Mail trains daily, both ways, over the length of road. Express daily between Company Shops and Charlotte. Sundays excepted. S. A. LILEY, Gen. Ticket Agent. T. M. R. TALCOFF, Engineer and Gen. A.

Summer Schedule S. & U. R. E.
DOWN TRAIN UP TRAIN
Arrive Leave Arrive Leave
Spartanburg..... 11 52 11 00 2 45
Ridgeway..... 11 40 11 45 2 15
Jonesville..... 12 15 12 22 1 55
Unionville..... 12 15 1 10 12 30 1 15
Spartanburg..... 1 42 1 50 11 45 11 15
Fish Dam..... 2 12 2 16 11 10 11 20
Shelton..... 2 28 2 35 11 47 10 75
Lyles Ford..... 2 45 2 58 10 24 10 22
Columbia..... 2 57 2 55 10 00 10 10
Alston..... 3 07 3 10 9 10
June 25 **W. W. DAVIES, Engr.**

Spring, Axes and Iron.
OUR stock of **SPRINGS and AXLES**, as well as **IRON** of all descriptions, is very large. Purchasers will save money by procuring these goods, as well as **Carriage Material**, at the **Hardware Establishment** of **Nov 25 JOHN AGNEW & SON.**