

MISCELLANY

Endurance.
How much the heart may bear, and yet not break!
How much the flesh may suffer, and not die!
I question much if any pain or ache
Of soul or body brings our end more nigh—
Death chooses his own time; till that is sworn,
All evils may be borne.

We shrink and shudder at the surgeon's knife—
Each nerve recoiling from the cruel steel
Whose edge seems searching for the quivering life;
Yet to our sense the bitter pangs reveal
That still, although the trembling flesh be torn,
This, also, can be borne.

We see a sorrow rising in our way,
And try to flee from the approaching ill;
We seek some small escape—we weep and pray—
But when the blow falls, then our hearts
Are still
Not that the pain is of its sharpness short,
But think it can be borne.

We wind our life about another life—
We hold it closer, dearer than our own;
Anon it faints in deathly strife,
Leaving us stunned, and stricken, and alone;
But, ah! we do not die with those we mourn—
This, also, can be borne.

Behold! we live through all things—famine, thirst,
Bereavement, pain; all grief and misery,
All woe and sorrow; life inflicts its worst
On soul and body—but we cannot die,
Though we be sick, and tired, and faint,
And worn;
Lo! all things can be borne!

A JUST REBUKE.—The Memphis (Tenn.) *Avalanche*, of a late date, contained the following pertinent and well-deserved rebuke:

"It has become quite fashionable of late for the newspapers to speak of the 'clerk of the weather.' We make no pretensions to self-righteousness—we despise sanctimonious hypocrisy—but to call Him who directs the storm, the whirlwind, the thunder and the lightnings—who sends the rain, the hail, the sleet, the snows, the harvest, the seasons, the fruits and flowers, the clerk of the weather, is a species of wickedness amounting to impiousness. It is sacrilege! It is scoffing. It is scandalous. It is irreverent. Call Him Jehovah, the Maker, the Creator, the Preserver, God Almighty, the Son of our ruler; but it is profane to call Him the clerk of the weather. Aye, He, as a clerk, will some day make a fearful account against those guilty of such blasphemy."

"An exchange says that a hen has the capacity of laying 600 eggs and no more. Usually they lay a few the first year; from 320 to 370 in the next three years; and the rest from the fifth to the ninth year inclusive. The true economy, therefore, is not to keep hens after their fourth year."

THE GREAT TUNNEL.—Tourists to Italy will be pleased to hear that after many delays, it is officially announced that the railway over Mount Cenis, will be opened in May. The line will be worked by twelve engines, each weighing twenty tons.

A cautious old bachelor, who knows that the present is leap year, says: "If you meet a young lady who is not very shy, you had better be a little shy yourself."

A turkey gobbler, weighing forty-seven pounds, having five distinct beards from three to seven inches long, has recently been shot in St. Helena, Louisiana.

A Cincinnati court has decided that the relationship between step-daughter and step-father ceases on the death of the wife and mother.

The hog may not be thoroughly posted in arithmetic, but when you come to square root he is there—the hog is.

The more a woman's waist is shaped like an hour glass, the quicker will the sands of her life run out.

Religion is as necessary to reason as reason is to religion.

Spring and Summer Fashions.
JUST received, at the "Industrial Depository," Madame Demore's Bulletin of Ladies' and Children's Fashions. This plate of fashion is elegantly colored, and has with it a book of description and valuable information, together with a full assortment of Patterns for ladies' and children's dresses, caps, waists and suits. Call, ladies, and assist the needy, by purchasing our patterns. All orders from the country promptly attended to.
April 17

Richland--In Equity.
The Theological Seminary of the Evangelical Lutheran Church of South Carolina, and the adjacent State, vs. Mrs. Mary A. Blanding, Executrix, Shubel Blanding, et al.
IT appearing to my satisfaction that Mrs. MARY A. BLANDING, Dr. JOHN W. POWELL and Mrs. LUCY E. POWELL, his wife, three of the defendants in this case, reside beyond the limits of this State; it is, on motion of Messrs. Bachman & Waties, ordered, that they plead, answer or demur to this bill, within forty days from the publication of this order, or a decree pro confesso will be entered against them.
D. B. DESAUSSE, Clerk.
April 10

Clarified Sugars.
25 BBLs. Coffee and Extra C. SUGAR, just in and for sale by
E. & G. D. HOPE.
Feb 28

Fresh Biscuit and Crackers.
20 BBLs. FRESH CRACKERS, for sale low by
E. & G. D. HOPE.
March 27

Scrofula, or King's Evil, is cured by using Heinrich's Queen's Delight.

SOUTH CAROLINA UNIVERSITY.

COLUMBIA, S. C., May, 1868.

To His Excellency James L. Orr, President Board of Trustees of the University of South Carolina.

Sir: At your request, I submit to you the following report, in relation to the University of South Carolina:

By an Act of the Legislature, passed on the 19th day of December, 1865, the South Carolina College was constituted a University, to "foster," as it declares, "all the elements which have heretofore contributed to its intellectual and moral power." In the existing condition of the State, in my opinion, the change was judicious, and has proved beneficial; for, whilst ample provision was made for the prosecution of a full course of liberal studies by those whose inclinations and means allowed them to do so, substituting only the consecutive, for the simultaneous cultivation of the different branches of learning, it allowed others to select and cultivate exclusively such departments as were most congenial to their tastes and aptitudes, and most conducive to their interests.

This change in the character of the institution, together with the wise and generous provision made by the Legislature for the education, without any charge for tuition, room-rent, or the use of the library, of one student from each Election District, would under ordinary circumstances have at once insured the attendance at the University of a large number of students. But the extreme impoverishment of the State compelled many youths, who would gladly have availed themselves of the opportunity offered for mental cultivation, to turn to other avocations necessary for the support of their families and themselves. Two successive failures of the annual crops of the State, tended to perpetuate this evil; and the number of our students increased very slowly. If fidelity and diligence in the teachers, and application and excellent conduct in the taught, could have availed for enlarging the numbers in our institution, I can confidently assert that these qualities were not wanting from the inception of the University.

In December, 1866, "An Act to amend an Act establishing the University of South Carolina," was passed, establishing schools of law and medicine in the University; and in October, 1867, the University having all its schools filled with their respective Professors, commenced its exercises with 113 students present; a number still much reduced by the pressure of poverty, but indicating growth and promising larger results in the future.

In May, 1866, the list of students numbered..... 49 names
In May, 1867, the list of students numbered..... 93 "
In May, 1868, the list of students numbered..... 115 "

The instruction in the schools, as indicated by the reports of the Professors, made to me and communicated to the Board of Trustees, gives the assurance of an earnest desire in instructors and instructed, to impart and receive knowledge respectively; and the result of our intermediate examination in February last, proves that their combined labors have been crowned with merited success.

The extent of the buildings of the University, and the various dilapidations which they had sustained during the period in which they ceased to be used for collegiate purposes, rendered large repairs necessary. The Legislature voted the University generously \$2,000. This being exhausted, the same amount was kindly and judiciously allowed to the Trustees of the University by the District Commander, Major-General Canby. I submit a statement of the application of this sum:

Repairs on roof about.....	\$170 00
Smaller jobs and material on hand.....	230 00
Repairs on East DeSaussure.....	250 00
Discount on Bills Receivable.....	400 00
Repairs on out-buildings adjacent.....	145 00
Balance on hand about.....	\$805 00

Many important repairs and improvements still remain unaccomplished.

At your suggestion, I append a general statement of the ordinary receipts and expenditures of the University for its last fiscal year, ending October 31, 1867:

	Annual Fee.	Library.	Rent.
Receipts.....	\$299.65	\$746.40	\$2,516 70
Expenditures.....	293.75	55.75	2,256 60

And for the half year, ending April 30, 1868:

	Annual Fee.	Library.	Rent.
Receipts.....	\$237.20	\$1,375.55	\$1,999 65
Expenditures.....	226.35	753.60	1,413 60

I cannot conclude this report without submitting a few observations in reference to this institution, as connected with the State. I speak not of the influence or excellence of high mental cultivation, which it is designed to impart. All men, if they do not fully comprehend, yet freely admit this. I allude to the peculiar character of the sympathy by which the State thus draws together its most enlightened and influential citizens. At that period of opening manhood, when friendships are easily formed, and yet are ended with the most indestructible permanence, the State assembles from every location and every condition, her youth to enter together upon that noblest employment, the cultivation of the mind, to become members of that society in which alone the high principle of a just equality, to each according to his capacity, and to each capacity according to its work, thoroughly prevails. How strong is that bond of enduring union thus formed? Nor is this all. The State not only binds them to each other, but to herself also. She has become the mother of their minds, and no success in life to which education has contributed—and how few are those to which it has not contributed—can be disavowed from grateful recollections of this beneficent and efficient instructress, and intense devotion to her honor and interests. Thus has it been in the past history of this State. Thus may it be in her future history forever.

Respectfully submitted.

R. W. BARNWELL,

Chairman Faculty University of South Carolina.

Charleston Advertisements.

Dry Flint Hides Wanted.
WANTED, a lot of DRY FLINT HIDES, for which we will pay 19 cents per pound, if delivered at the South Carolina Railroad Depot, Charleston, S. C.
MOSES GOLDSMITH & SON.
April 21 1m

Livery and Sale Stables,
CHALMERS STREET,
Charleston, S. C. W. M. A. BAKER, Proprietor.
Carriages, Phaetons, Buggies and Saddle Horses to hire, at all hours. Mules and Horses for sale.
Feb 27

CHARLESTON HOTEL,
CHARLESTON, S. C.
THE undersigned having taken charge of the above well-known HOTEL, respectfully informs his friends and the traveling public that it has been REFURNISHED, in all of its departments. The table will, at all times, be supplied with the best Market affords, including every delicacy in season, while the cuisine will be unexceptionable. The Bath Rooms attached to the Hotel are supplied with the celebrated Artesian Water, and Hot, Cold or Shower Baths can be obtained at any time. The same attention will be paid to the comfort of the guests as heretofore, and travelers can rely upon finding the Charleston Hotel equal to any in the United States. The patronage of the traveling public is respectfully solicited.
J. P. HORBACH, Agent.
Jan 11 3mo

New York Advertisements.

SOUTHERN BANK NOTES!
SOUTHERN SECURITIES!
Bought and sold on commission by
LAWRENCE, BROS. & CO.,
BANKERS,
NO. 16 WALL STREET, NEW YORK.
MONEY received on deposit from banks, bankers, merchants and others. Orders in Gold, Government and other Securities executed at the regular Stock Exchange by a member of the firm. Oct 8
DEWITT C. LAWRENCE. JOHN R. CECIL.
CYRUS J. LAWRENCE. WM. A. HALSTED

REEVES' AMBROSIA
FOR THE HAIR,
IMPROVED:

IT is an elegant Dressing for the HAIR.
It causes the Hair to Curl beautifully.
It keeps the Scalp Clean and Healthy.
It invigorates the Roots of the Hair.
It forces the Hair and Beard to grow luxuriantly.
It immediately stops Hair Falling Out.
It keeps the Hair from Changing Color from Age.
It restores Grey Hair to its Original Color.
It brings out Hair on heads that have been bald for years.
It is composed entirely of simple and purely vegetable substances.
It has received over six thousand voluntary testimonials of its excellence, many of which are from physicians in high standing.

It is sold in half-pound bottles (the name blown in the glass) by Druggists and Dealers in Fancy Goods, everywhere, at One Dollar per Bottle. Wholesale by Demas Barnes & Co.; F. C. Wells & Co.; Schieffelin & Co., New York.

March 13 1y
JAMES CONNER'S SONS
United States Type Foundry
AND PRINTER'S WAREHOUSE.
Nos. 28, 30 and 32 Centre street, (corner of Reade street,) New York. The type on which this paper is printed is from the above Foundry.
Nov 18

FRESH CRACKERS.
MUSHROOM, Soda, Trenton Butter, Tea Crackers, Jumbles, &c., for sale by
GEO. SYMMERS.
March 10

CONDENSED TIME TABLE
OF CHARLOTTE AND SOUTH CAROLINA RAILROAD COMPANY, AND ITS CONNECTIONS:
Going North Read Down. Coming South Read Up.
VIA GREENSBORO AND DANVILLE.

REDUCTION OF RATES.
CHARLOTTE AND S. C. R. R. CO., GEN'L FREIGHT AND TICKET AGT'S OFFICE, COLUMBIA, S. C., April 8, 1868.
ON and after APRIL 7th, 1868, the following FREIGHT TARIFF will be observed:
To New York, first class, \$1.00; second class, 90 cents; third class, 80 cents; fourth class, 70 cents.
To Baltimore, first class, \$1.00; second class, 90 cents; third class, 80 cents; fourth class, 70 cents.
To Philadelphia, \$1.00 per bale of 400 lbs. or less.
To New York, \$4.00 per bale of 400 lbs. or less.
This route is cheaper, quicker and as reliable as any competing line.
The rates being the same, shippers save 32 cents per bale—estimating cotton at 10 cents per pound—in Marine Insurance, by having their cotton forwarded via this route.
E. R. DORSEY, Dec 12 Gen. Freight and Trans. Agent.

REDUCTION OF FREIGHT TARIFF BY THE GREAT SOUTHERN FREIGHT LINE.
ON and after APRIL 7th, 1868, the following FREIGHT TARIFF will be observed:
From New York to Columbia, first class, per 100 lbs., \$1.00; second class, 90 cents; third class, 80 cents; fourth class, 70 cents; fifth class, 60 cents.
From Baltimore to Columbia, first class, per 100 lbs., \$1; second class, 90 cents; third class, 80 cents; fourth class, 70 cents; fifth class 70 cents.
H. T. PEAKE, General Superintendent, S. C. R. R. April 8

CONDENSED TIME TABLE
OF CHARLOTTE AND SOUTH CAROLINA RAILROAD COMPANY, AND ITS CONNECTIONS:

Going North Read Down. Coming South Read Up.
VIA GREENSBORO AND DANVILLE.

ARRIVE.	LEAVE.	TERMINALS.	ARRIVE.	LEAVE.
11.05 P. M.	4.00 P. M.	Columbia.....	6.00 A. M.	11.35 P. M.
4.45 A. M.	11.35 P. M.	Charlotte.....	11.35 P. M.	7.02 "
5.00 P. M.	5.30 A. M.	Greensboro.....	7.02 "	7.17 "
6.15 A. M.	8.50 P. M.	Richmond.....	4.45 A. M.	8.15 A. M.
9.10 "	7.45 A. M.	Washington.....	5.50 P. M.	7.30 P. M.
1.32 P. M.	9.45 "	Baltimore.....	3.45 "	4.15 "
5.05 "	1.32 P. M.	Philadelphia.....	12.00 M.	12.00 M.
		New York.....		8.36 A. M.

VIA PORTSMOUTH AND BAY LINE.

ARRIVE.	LEAVE.	TERMINALS.	ARRIVE.	LEAVE.
9.31 A. M.	9.35 A. M.	Raleigh.....	3.15 P. M.	3.20 P. M.
3.05 P. M.	3.30 P. M.	Weldon.....	10.35 A. M.	10.40 A. M.
7.30 "	7.30 "	Portsmouth.....	6.00 "	6.30 "
8.30 A. M.	9.45 A. M.	Baltimore.....	3.45 P. M.	4.30 P. M.
1.32 P. M.	1.32 P. M.	Philadelphia.....	12.00 M.	12.00 M.
5.05 "		New York.....		8.36 A. M.

VIA PORTSMOUTH AND ANNAHESSIC LINE.

ARRIVE.	LEAVE.	TERMINALS.	ARRIVE.	LEAVE.
7.30 P. M.	7.30 P. M.	Portsmouth.....	6.00 A. M.	6.30 A. M.
2.45 A. M.	2.45 A. M.	Crisfield.....	10.45 P. M.	10.45 P. M.
8.03 "	12.30 P. M.	Wilmington, Delaware.	4.45 "	5.05 "
1.32 P. M.	1.32 "	Philadelphia.....	3.30 "	3.30 "
5.05 "		New York.....		11.56 A. M.

OPTIONAL TICKETS to all points North, good over either route named above, can be had on application at the Ticket Office, foot of Blanding street. BAGGAGE CHECKED THROUGH.
April 29
C. BOUKNIGHT, Superintendent.

Smoking Tobacco.
100 LBS. Pure Spanish SMOKING TOBACCO,
100 lbs. Long Jack Smoking Tobacco.
For sale low by E. & G. D. HOPE.
March 10

Greenville and Columbia R. R. Co.
THIS Company has now for sale, in lieu of "Season Tickets," a TICKET which entitles a person to travel over the road ONE THOUSAND MILES FOR \$40, within one year from date of purchase. The Tickets can be purchased from the Agents at Columbia, Newberry, Abbeville, Anderson and Greenville.
W. ALSTON GIBBES, General Ticket Agent G. & C. R. R. Co. Papers in the country publishing by agreement will copy six times.
May 12 16

South Carolina Railroad.
THIS Company has now for sale, for the accommodation of merchants throughout the country, "BUSINESS TICKETS" to travel over the road ONE THOUSAND MILES FOR \$25. They can be procured at the Company's Ticket Offices in Augusta, Columbia and Camden; also in Charleston, from L. C. HENDRICKS, General Ticket Agent, Office John street.
April 10 fm

South Carolina Railroad.
GENERAL SUPERINTENDENT'S OFFICE, SOUTH CAROLINA RAILROAD, April 28, 1868.
THE FOLLOWING FREIGHT TARIFF from Nashville and Chattanooga to Columbia will take effect from and after this date:

From	To Columbia.	Nashville.	Chattanooga.
Bacon per 100 lbs.	83	63	
Oats per bushel.....	28	21	
Wheat, rye and barley per bushel.....	43 1/2	32 1/2	
Pork and beef per barrel.....	\$2.57	\$1.92	
Flour, apples, onions and potatoes per barrel.....	1.59	1.19	
Whiskey, high wines and alcohol.....	3.95	2.95	

(Signed,) H. T. PEAKE, General Superintendent.
May 7

Reduction of Freight Rates by the Seaboard Inland Air Line Route.
CHARLOTTE AND S. C. R. R. CO., GEN'L FREIGHT AND TICKET AGT'S OFFICE, COLUMBIA, S. C., April 8, 1868.
THE following FREIGHT TARIFF, via this route, will take effect from and after this date:

To New York, first class, \$1.00; second class, 90 cents; third class, 80 cents; fourth class, 70 cents.
To Baltimore, first class, \$1.00; second class, 90 cents; third class, 80 cents; fourth class, 70 cents.
To Philadelphia, \$1.00 per bale of 400 lbs. or less.
To New York, \$4.00 per bale of 400 lbs. or less.
This route is cheaper, quicker and as reliable as any competing line.
The rates being the same, shippers save 32 cents per bale—estimating cotton at 10 cents per pound—in Marine Insurance, by having their cotton forwarded via this route.
E. R. DORSEY, Dec 12 Gen. Freight and Trans. Agent.

REDUCTION OF RATES.
CHARLOTTE AND S. C. R. R. CO., GEN'L FREIGHT AND TICKET AGT'S OFFICE, COLUMBIA, S. C., December 11, 1867.
ON and after THIS DAY, COTTON will be forwarded via the "SEABOARD INLAND AIR LINE FREIGHT ROUTE," as follows:

To Baltimore, \$3.25 per bale of 400 lbs. or less.
To Philadelphia, \$4.00 per bale of 400 lbs. or less.
To New York, \$4.00 per bale of 400 lbs. or less.
This route is cheaper, quicker and as reliable as any competing line.
The rates being the same, shippers save 32 cents per bale—estimating cotton at 10 cents per pound—in Marine Insurance, by having their cotton forwarded via this route.
E. R. DORSEY, Dec 12 Gen. Freight and Trans. Agent.

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E. R. DORSEY, Dec 12 Gen. Freight and Trans. Agent.

REDUCTION OF FREIGHT TARIFF BY THE GREAT SOUTHERN FREIGHT LINE.
ON and after APRIL 7th, 1868, the following FREIGHT TARIFF will be observed:

From New York to Columbia, first class, per 100 lbs., \$1.00; second class, 90 cents; third class, 80 cents; fourth class, 70 cents; fifth class, 60 cents.
From Baltimore to Columbia, first class, per 100 lbs., \$1; second class, 90 cents; third class, 80 cents; fourth class, 70 cents; fifth class 70 cents.
H. T. PEAKE, General Superintendent, S. C. R. R. April 8

CONDENSED TIME TABLE
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VIA GREENSBORO AND DANVILLE.

ARRIVE.	LEAVE.	TERMINALS.	ARRIVE.	LEAVE.
11.05 P. M.	4.00 P. M.	Columbia.....	6.00 A. M.	11.35 P. M.
4.45 A. M.	11.35 P. M.	Charlotte.....	11.35 P. M.	7.02 "
5.00 P. M.	5.30 A. M.	Greensboro.....	7.02 "	7.17 "
6.15 A. M.	8.50 P. M.	Richmond.....	4.45 A. M.	8.15 A. M.
9.10 "	7.45 A. M.	Washington.....	5.50 P. M.	7.30 P. M.
1.32 P. M.	9.45 "	Baltimore.....	3.45 "	4.15 "
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		New York.....		8.36 A. M.

VIA PORTSMOUTH AND BAY LINE.

ARRIVE.	LEAVE.	TERMINALS.	ARRIVE.	LEAVE.
9.31 A. M.	9.35 A. M.	Raleigh.....	3.15 P. M.	3.20 P. M.
3.05 P. M.	3.30 P. M.	Weldon.....	10.35 A. M.	10.40 A. M.
7.30 "	7.30 "	Portsmouth.....	6.00 "	6.30 "
8.30 A. M.	9.45 A. M.	Baltimore.....	3.45 P. M.	4.30 P. M.
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ARRIVE.	LEAVE.	TERMINALS.	ARRIVE.	LEAVE.
7.30 P. M.	7.30 P. M.	Portsmouth.....	6.00 A. M.	6.30 A. M.
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April 29
C. BOUKNIGHT, Superintendent.

NOTICE TO SHIPPERS.

GEN'L SUPERINTENDENT'S OFFICE, S. C. R. R., December 11, 1867.
ON and after this date, the TARIFF by the Great Southern Freight Line, FROM COLUMBIA, will be as follows, viz: Cotton per bale, to New York.....\$4.00
Philadelphia.....4.00
Baltimore.....3.25
This route is guaranteed as cheaper, quicker and more reliable than any competing, while the difference of insurance, not amounting to 20c., is over twice compensated by difference of rates.
H. T. PEAKE, General Superintendent.
Dec 11
Charlotte & South Carolina R. R. Co.

SUPERINTENDENT'S OFFICE.
COLUMBIA, S. C., March 31, 1868.
ON and after this date, the Trains over this Road will run as follows:

Arrive at Columbia at.....4.00 p. m.
Leave Columbia at.....11.00 p. m.
Arrive at Charlotte at.....11.35 p. m.
Leave Charlotte at.....6.00 a. m.
Passengers taking this route, going North make close connections at Greensboro, Weldon and Portsmouth.
Tickets optional from Greensboro, either via Danville or Raleigh; and from Portsmouth either via Bay Line or Annamessic Route. Baggage checked through.
TIME AS QUICK AND FARE AS LOW as by any other route.

Passengers from Greenville Railroad going North, make same time, by taking this route at 4 o'clock p. m., as they will by leaving here at 6 a. m., at the time to all points North of Richmond it is the same. Trains of this route coming South, make connections with trains of Greenville Road. For THROUGH TICKETS to Richmond, Washington, Baltimore, Philadelphia and New York, apply at Ticket Office, foot Blanding street.

An Accommodation Train will be run as follows:
Leave Columbia on Mondays, Wednesdays and Fridays at 7 A. M., arriving at Charlotte at 6.35 P. M.
Returning—Leave Charlotte on Tuesdays, Thursdays and Saturdays at 6 A. M., arriving at Columbia at 5.05 P. M.
Passengers taking the 6 A. M. Train from Charlotte can connect with Night Train of South Carolina Road