

ONE of the most significant statements made by Admiral Dewey upon his arrival in America is, that the Filipinos are far more capable of self-government than are the Cubans.

This confirms and corroborates the assertion often made by the RECORD. We have repeatedly asserted and insisted that the Filipinos are far more civilized and capable of self-government than the Cubans.

When the Cubans were fighting Spain in order to be free we called them struggling "patriots," but now when the Filipinos are fighting the United States troops, who are trying to subjugate them, we call them "rebels."

Rather inconsistent, isn't it? THE increase in the price of cotton is a great God-send to the farmers of the South. The price now is about two cents a pound, or about ten dollars a bale, higher than it was this time last year, and it will probably go still higher.

About a month ago the RECORD copied an item from the Atlanta Constitution stating that eight cent cotton was in sight. That prediction is already nearly fulfilled, and on the strength of it many persons have held their cotton for a better price and will save a good deal of money thereby.

THERE was great excitement, on last Saturday, at many of the cotton exchanges of the United States in consequence of false cablegrams from Liverpool in regard to the price of cotton. This excitement was especially intense at New Orleans, where finally it became so great that the cotton exchange was closed and all transactions for the day were declared null and void.

These false cablegrams raised the price of cotton in a few hours one and a half cents a pound, and it is no wonder that such an unprecedented rise should have caused such excitement.

THE death of Gen. Henry Heth, last week, removes another of the most distinguished ex-Confederate Generals. He was probably as well known as any other Major General in the Army of Northern Virginia, and rendered as eminent service as any officer of his rank. At different times during the war he commanded many North Carolina troops. At the time of the Gettysburg campaign Pettigrew's brigade was in his division, and it was his division that began that great battle on the 1st of July, 1863.

In another column is published a description of the grand reception given Admiral Dewey in the city of New York, the like of which has never before been known. It was in every respect worthy of this country's welcome to its most popular son.

How different must have been Dewey's thoughts and feelings in this triumphal welcome to New York from what they were on his entrance to Manila Bay on the morning of May first, 1898!

THE Supreme court, last week, granted licenses to practice law to forty-three out of the sixty-one applicants who attempted to stand the required examination. A license was granted to every applicant who had studied law at the University and had received a certificate of his proficiency from Judge Shepherd, their instructor. This proves the thoroughness of instruction given at that venerable institution of learning.

A CONVENTION or meeting of the cotton growers of this State is called to be held at Raleigh on Wednesday of Fair week, the 18th inst. This is an important movement in the right direction. There should be some organization or concert of action among the cotton farmers, so that they may not be so entirely at the mercy of speculators in selling their cotton.

DEWEY'S WELCOME.

Unprecedented Ovation—Miles of People—Naval Pageant—Grand Parade—Tremendous Crowds, Etc.

New York, Sept. 29.—No Roman conqueror returned to his triumph of barbaric splendor; no victorious King or Prince, coming home from a successful war, ever received such a magnificent ovation, as overwhelmed Admiral Dewey today, as he stood on the bridge of the Olympia at the head of a magnificent fleet of steel thunders of the deep, followed by a thousand vessels of peace each tiered and coated black with people, and sailed over the bright waters of the upper bay and up the broad pathway of the sunlit river, whose banks were gay with millions of flags and streamers dancing in the wind.

The sky was blue, the water rippled under the fresh wind that held out flags straight and jaunty, and the wharves and piers and rocky heights and grassy knolls were black with frantic, enthusiastic people, who strived weakly to make their shouts heard above the perfect bedlam of tooting whistles that accompanied the admiral ashore and aloft. As the tomb of General Grant, on Riverside drive, was reached, the fleet paid its tribute to the memory of the great warrior with a national salute of twenty-one roaring guns. The fleet then anchored and reviewed the almost endless procession of craft that steamed past, all so burdened with humanity that it seemed as if they would turn turtle before they got back to their piers. Toward the end of the parade, the line became disorganized and it took hours for the heterogeneous flotilla to get by. Darkness at last brought relief to the tired admiral who had stood on the bridge for six hours, bowing his acknowledgments to the stentorian expression of homage.

New York has never witnessed before anything approaching this wonderful, remarkable demonstration. The Columbian naval parade, the dedication of Grant's tomb and the reception of the North Atlantic squadron last fall, all pale before this gigantic ovation to the sailor, who in a single morning, destroyed an enemy's fleet without the loss of a man or a ship. It is not beyond the mark to say that 3,000,000 people viewed the pageant from ashore, and that 250,000 were aloft.

THE FIREWORKS.

New York, Sept. 29.—Never before in the history of New York has this city witnessed a greater pyrotechnic and electrical display than that which with the return of Admiral George Dewey was celebrated in the harbor and water surrounding the island of Manhattan tonight. No more picturesque spectacle has ever been presented to so large a concourse gathered on both shores of the North river, as that of the great bulks of the battleships of Dewey's fleet silhouetted against the dark background of the sky and shining from stem to stern with myriads of incandescent lights, while all around innumerable brilliantly decorated yachts and other river craft honored the nation's hero. One hundred thousand people saw the illumination from Riverside drive, near Grant's tomb. Sir Thomas Lipton's yacht, Erin, was brilliantly lighted with streamers of white lights and the name "Erin" in green, between the masts. From the bay the letters on the Brooklyn bridge, "Welcome Dewey," were plainly visible and were one of the features of the celebration, many persons going out in the bay on boats to see this display.

As if to join in the popular acclaim to the great admiral, nature lent her forces to the display of fire-works, for the western sky was illuminated frequently during the evening with flashes of lightning, showers at times interrupting the skyrocket proceedings, though but slightly dampening the nature of some of the crowds. There was seemingly no end to the display of fireworks. Every wharf landing and pier had its quota of sight-seers, and the enthusiasm was abundant. The top as well as from the sidewalks the powder barrel was burned and rockets sent aloft in honor of the hero of Manila. Over on the Jersey shore the display was just as generous and the sky was lighted with the blaze of fireworks, making the surrounding seas bright as midday.

THE GRAND PARADE.

New York, Sept. 30.—The land parade today capped the climax. The city, State and nation united in one vast demonstration worthy of the hero of Manila. The earth trembled beneath the tread of 50,000 men, and the air was torn with the shouts of millions. The naval parade of yesterday was a magnificent and superb spectacle, but the wonder of modern times was the great land parade. Thousands of proud men of our land and sea forces, militia of 15 States and the veterans of the civil and Spanish-American wars swelled the procession and added to its dignity. Walls of people, miles long, stretched down the line of march on either side, a dense, impregnable mass. Fifth avenue from fifty-ninth street to the

Washington arch at Fourth street, where the parade disbanded, was solidly packed with spectators, who overflowed into the buildings, windows and on to the roof lines, sat in embrasures and crowded scaffolding. Along Broadway, where it crossed the avenue, the sky-scrappers were as crowded at the top as at the bottom, and for blocks down the intersecting streets tenants hung from the windows and fire escapes and multitudes of them were on the roofs lying flat on their stomachs peering patiently and good-naturedly to see Dewey, and when they saw him they waited on unciously for three hours and a half while the procession passed. Far down this living lane the column marched, while the air was gorgeous with the mist of banners and vibrating with shouts of admiration, the clatter of horses' hoofs, when the cavalry sabres flashed and plumes waved, the rumble of artillery, the snarl of drums, the clear drawn bugle call and the blare of military bands.

The head of the parade started from Grant's tomb at 11:15 a. m. At the given signal, the platoon of police advanced, clearing away the crowds that overflowed over into the street. Some little distance behind, on a bay horse, rode Major General Charles F. Rice, National Guard, of New York, followed by his staff. Then came Sousa's Band, playing a spirited air and behind it was a battalion of sailors from the Olympia. Then followed the carriage containing Admiral Dewey, by whose side was seated the mayor of the city. In response to the cheers of the thousands of spectators, the admiral bowed right and left and appeared greatly pleased at the warmth of his reception. Following were three carriages containing Admiral Dewey's captains, then two carriages abreast containing the personal staff of the admiral. Rear Admiral Howison and President Randolph Guggenheimer, of the municipal council, followed in a carriage, and after them came Rear Admiral Howison's officers.

Seventeen aerial bombs from the top of the Waldorf-Astoria heralded the approach to the reviewing stand in Madison Square. Several companies of police, mounted on glossy, well-trained horses, brought up the procession. When the head of the column appeared, the jockies of the Olympia, marching rank on rank with an easy, rolling step, and Sousa's blue-coated band, playing as only it could play. It was a poor American whose heart did not beat higher. Those in the stands leaped upon their seats and everybody greeted the advancing column with cheers. The tars of the Olympia were in plain blue, with brown leggings and black cartridge boxes, loose flannel caps flapping over their eyes and their sword band made a picket of steel over them. Those caps with the ribbons snapping jauntily over their temples and the blue steel sword band impressed the people mightily. The sailors were large-boned and solemn, with faces bronzed and bodies that seemed all muscles—the kind of men one would like to have back of him in a fight. The commander was on foot, with shining sword blade resting on his right shoulder, walking in front of his men as army officers do. A squad of sailors dragging a rapid-fire six-pounder brought up the rear of the Olympia's battalion.

Then came the hero, the admirals and the officers of the fleet in all the glory of their gold-laced uniforms and gold-trimmed cocked hats. All were in open barchouses, and at their head was the man of the hour, Mayor Van Wyck sat beside Admiral Dewey in the carriage. The front seat was banked with beautiful floral pieces. The people did not have to give a second glance at the man whose features have been blazoned everywhere for weeks. He was recognized on the instant, and the cheers and huzzas that had greeted the Olympia's men seemed tame compared with the shout that was raised. It seemed fairly to lift the sky. There is no perceivable kind of noise the people did not make. Everybody waved and cheered and nearly everybody jumped up and down in frantic enthusiasm. Old men were as enthusiastic as boys and just as noisy. Admiral Dewey, during the last few days experience, has become somewhat accustomed to these vociferous greetings, and he took it all calmly, smiling and bowing right and left and occasionally lifting his gold-trimmed beaver as he rode along. The gallant captains of the ships engaged in the destruction of Montojo's fleet, except poor Gridley, who died a month after the battle, followed and also got a rousing welcome. The three rear admirals, Howison, Sampson and Philip, as they rode by with their brilliantly accoutred staffs, were easily recognized and got flattering applause, as did many of the popular officers of the North Atlantic squadron. The Governors of the several States, who rode in carriages, though many of them were popular and would have received big demonstrations at any other time, passed almost unnoticed. The crowds would have none of them to-day. They yearned only for

the brass buttons and gold lace of military and naval heroes and would have nothing else. Both Major General Miles and General Merritt got ovations. They wore a band of yellow across their breast and seemed always to have their caps off acknowledging the salutations of the throng.

But it was Rear Admiral Schley who divided the honors with the central figure of the day. He received a demonstration second only to that of Dewey. The people along the line of march fairly rose at him shouting their adoration, lacerated throats to the breaking point. "Hurrah for the hero of Santiago!" "There is the man that smashed Cervera's fleet!" "Hip, hip, hurrah, for Schley!" and kindred cries came from all parts of the line. In upper Fifth avenue, some enthusiastic lady threw him a handful of roses. They landed fairly in the carriage. The admiral leaned forward, picked them up and lifted them to his lips. Instantly all the ladies in the balcony seemed possessed with the desire to have their flowers similarly honored, and he was fairly bombarded. Many of the flowers fell into the street, only to be caught up by eager spectators and carried to the carriage. Before he got to Madison Square, Admiral Schley was up to his arms in flowers.

Died of Hydrophobia.

Asheville, Sept. 28.—Dollie May Landreth, the 18-months-old daughter of Mr. and Mrs. B. P. Landreth, died this afternoon from the effects of what is thought by the doctors who attended the sufferer, to have been a genuine case of hydrophobia. About a month ago while the child was playing in the hall a bull dog ran into the hall with Willie Landreth, her nine-year-old brother. Dollie fell down and began to scream. Upon this the dog sprang upon her and lacerated one of her cheeks, badly, and bit her severely on the other cheek.

Last Monday the child began to show symptoms similar to those observable in a slight cold and not until last evening did nervous and convulsive conditions manifest themselves sufficiently to render the theory of hydrophobia tenable. Since that time, up to the moment of death, convulsions recurred with heart-rending frequency.

Bit Concentrated Lye.

Concord, Sept. 28.—Little Jack Wadsworth, son of our townsman, Mr. J. C. Wadsworth, while climbing around on a step ladder in a closet at home today, discovered a piece of concentrated lye, and thinking it chocolate candy, bit into it. He fortunately discovered his error and did not swallow any. He is suffering, however, with a pretty sore mouth.

Killed in a Prize Fight.

Grass Valley, Cal., Sept. 28.—As a result of a prize fight held here last night between Jim Pendergast, of Sacramento, and Chas. Hoskins, of this place, the latter is dead. Hoskins was knocked out in the tenth round and although physicians worked upon the man all night, they did not save his life. The referee, Pendergast, and all the seconds were placed under arrest.

An Inventive Indian.

John McLeymore, a Cherokee Indian living near Murphy, was in town the other day with a violin that he made himself, including the bow. It was a piece of handsome workmanship and stamps John as a genius of no mean character. The violin had a pleasant sound and was acquired by all who saw it.

A Destructive Earthquake.

London, Sept. 28.—The Echo today says the Greek government was informed yesterday that the severe shock of earthquake around Smyrna killed a thousand people, injured eight hundred and demolished two thousand houses and two villages.

TICKETS GOOD FOR THIRTY DAYS.

A Cheap Excursion Trip to Washington, Baltimore or Philadelphia, by the Seaboard Air Line. You can buy any Seaboard Air Line Agent tickets to the Philadelphia Export Exposition at the rate of one and one-third fares for the round trip.

You can stop over at Washington or Baltimore, going or coming. Your ticket will be good for thirty (30) days from date of purchase, only it must be used on or before December 2.

You can go by Norfolk and connecting steamship lines, or all rail.

Millions of dollars have been spent on this mammoth Industrial Exposition, an education in itself.

Tickets on sale Tuesday and Thursday of each week until and including Tuesday, November 23rd, 1899.

A monster wine barrel has just been built at Nancy, France, for the Paris Exposition. A dinner was given inside the barrel to the 150 coopers who made it.

Washington Letter.

[From our Regular Correspondent.]

Washington, Sept. 29, 1899. Unless Mr. McKinley exhibits a little more backbone than usual, his party managers are going to compel him to drag Admiral Dewey along with him on the stumping tour upon which he is to start next week. They are now trying to get him to promise to ask Dewey to accompany him, knowing that Dewey would have to regard such a request as an order he must obey, regardless of his own wishes. Mr. McKinley has not yet agreed to become a party to this attempt to use the country's admiration for Admiral Dewey as a Republican vote-maker, but there is danger that he will do so, notwithstanding all the administration talk for months past about Dewey being allowed to dispose of his time in any way he pleased when he got back home.

The administration is very glad of the Dewey excitement, which is now at white heat. It serves to distract public attention from the humiliating fact that the Filipinos, who have no navy, succeeded in sinking a United States gunboat and killing or capturing its entire crew, within 25 miles of the city of Manila.

If the Cubans all feel as strongly concerning the action of General Ludlow, in pushing aside the civil authorities in Havana and putting an end to a labor strike by arbitrary military authority, as General Carlos Garcia, who is now in Washington, does, there is danger ahead. When the news of Ludlow's action reached Washington, General Garcia sent Ludlow a telegram saying: "I beg to remind you that you are not in Russia," and speaking of that action he said: "Of all the blunders and arbitrary acts committed by the military authorities in Cuba, this act of General Ludlow, approved by Governor General Brooke, is the most vicious. General Ludlow has been most unwise in taking military charge of affairs in Havana without being asked for help by the civil authorities. There was absolutely no need for such a display of brutal authority. The strike was as peaceable as any people's gathering can be. General Ludlow has taken a wrong view of the objects of government in Cuba. He ought not to have meddled in the strike. The civil authorities ought to have prevented this action, taking in advance the necessary precautions to settle the differences between the employees and the laborers. The charging on helpless laundry women, reported in the newspaper dispatches, shows that brutal force has been unnecessarily used in Havana. I protest against such outrages and denounce them as a violation of the rights my people are entitled to under the guidance of the American government. General Ludlow's ukase, in which he threatened to plunge into the Cubans fortress a thousand or more men, is the most abusive ostentation of power that I have ever heard, including those issued by Weyler. I hope that the administration will take this matter up immediately, so as to prevent serious complications that may arise from the inability of General Brooke and Ludlow to cope with the situation in Havana."

The Census Bureau is to be the same old political machine the Republicans have invariably made it, and those who control the appointments don't care how much it will cost the people. An indication of this has just been given by the choice of a tabulating machine to be used. The committee decided to use the same machines that were used ten years ago although a new machine was offered which would do the work much faster. The decision is said to have been made because the new machines, if adopted, would have largely reduced the number of clerks required, which Republican Congressmen protested against.

A Washington man has received a letter from a Republican friend in Ohio, from which the following is extracted: "You ought to see Hanna. He has the scare of his life on, and believes that McLean is going to win, unless he can get the disgruntled Republicans back into the traces. He and his henchmen have dropped their bulldozing tactics towards Republicans and are talking as sweet as pie to them. We are enjoying his scare, and will decide later whether we'll stay at home on election day."

Winston Sentinel: Earnest Jenkins, a sixteen-year-old boy, of Rowan county, died Monday morning after a brief illness. He was taken with a chill Friday. It is said he was like a raving maniac Sunday, and it required several men to hold him in bed. His physician said death was caused by excessive cigarette smoking.

Gen. Julian S. Carr has announced his candidacy for the U. S. Senate as Butler's successor, and his election would be very gratifying to his many friends.

It is estimated that 1,500 persons perished in the earthquakes in Asia Minor. The first shock occurred at 4 o'clock the morning of September 20th, and lasted forty seconds. The effects were appalling. Whole villages were completely destroyed.

The Danbury Reporter says that Charles Moddy, colored, has a cat which he says has caught more than one hundred rabbits during the last few months. The cat brings the rabbits to the house alive.

Save Your Money. One box of Tutt's Pills will save many dollars in doctors' bills. They will surely cure all diseases of the stomach, liver or bowels. No Rockless Assertion For sick headache, dyspepsia, malaria, constipation and biliousness, a million people endorse TUTT'S LIVER PILLS

PATENTS. Caveats, and Trade-Marks obtained, and all Patent business conducted for MODERATE FEES. Our Office is Opposite U. S. Patent Office and we can secure patent in less time than those remote from Washington.

LUMBER AND COFFINS. Always on hand a lot of Lumber both dressed and undressed. Also Framing and Shingles. Bills cut to order.

A supply of Coffins and Caskets always on hand, from \$2 to \$100 in price. Will be delivered at any time, either day or night.

B. NOOE JR. Pittsboro, N. C. Feb. 2, 1899.

NOTICE TO CREDITORS. Having qualified as executor of the last will and testament of Jesse Richardson, deceased, this is to notify all creditors of his estate to present their claims to the undersigned or his attorney...

WOMACK & HAYES, Attorneys.

DURHAM AND CHARLOTTE Railroad Company. Time Table No. 1 To take effect Monday, May 1st, 1899, at 10:00 a. m.

Table with columns: No. 1, daily, No. 2, daily, Stations, and times for Durham and Charlotte Railroad.

ADMINISTRATOR'S Notice. Having qualified as the administrator of John B. DeGruenewald, deceased, I hereby notify all persons having claims against said decedent to exhibit the same to me on or before the 28th day of September, 1900.

W. J. Hunter. CHAPEL HILL, N. C. LIVERY AND FEED STABLES. HORSES AND VEHICLES HIRED AT REASONABLE RATES.

TRY THE "NEW HOME" SEWING MACHINE. Write for circulars showing the different styles of Sewing Machines we manufacture and their prices before you purchase any other.

THE NEW HOME SEWING MACHINE CO., OREGON, MASS. Agents: Union Square, N. Y., Chicago, Ill., St. Louis, Mo., Dallas, Texas, San Francisco, Cal., Atlanta, Ga.

Wilmington and Weldon Railroad, Atlantic and Yadkin Division Main Line—Train leaves Wilmington, 9:00 a. m., arrives Fayetteville 12:15 p. m., leaves Fayetteville 1:45 p. m., arrives at Sanford 4:45 p. m., leaves Sanford 5:30 p. m., arrives Fayetteville 8:30 p. m., leaves Fayetteville 9:30 p. m., arrives Wilmington 11:30 p. m.

Wilmington and Weldon Railroad, Bennettsville Branch—Train leaves Bennettsville 6:00 a. m., Maxton 9:07 a. m., arrives Fayetteville 10:40 a. m., leaves Fayetteville 11:40 a. m., Maxton 1:30 p. m., arrives Bennettsville 3:15 p. m., leaves Bennettsville 4:15 p. m., Maxton 5:15 p. m., arrives Bennettsville 7:15 p. m.

Wilmington and Weldon Railroad, Hope Mills Branch—Train leaves Hope Mills 6:00 a. m., arrives Fayetteville 8:30 p. m., leaves Fayetteville 9:30 p. m., arrives Hope Mills 11:30 p. m.

Wilmington and Weldon Railroad, Red Springs Branch—Train leaves Red Springs 6:00 a. m., Maxton 9:07 a. m., arrives Fayetteville 10:40 a. m., leaves Fayetteville 11:40 a. m., Maxton 1:30 p. m., arrives Red Springs 3:15 p. m., leaves Red Springs 4:15 p. m., Maxton 5:15 p. m., arrives Red Springs 7:15 p. m.

Wilmington and Weldon Railroad, Goldsboro Branch—Train leaves Goldsboro 6:00 a. m., arrives Fayetteville 8:30 p. m., leaves Fayetteville 9:30 p. m., arrives Goldsboro 11:30 p. m.

Wilmington and Weldon Railroad, Rocky Mount Branch—Train leaves Rocky Mount 6:00 a. m., arrives Fayetteville 8:30 p. m., leaves Fayetteville 9:30 p. m., arrives Rocky Mount 11:30 p. m.

Wilmington and Weldon Railroad, Farmville Branch—Train leaves Farmville 6:00 a. m., arrives Fayetteville 8:30 p. m., leaves Fayetteville 9:30 p. m., arrives Farmville 11:30 p. m.

SEABOARD AIR LINE VESTIBULE LIMITED TRAINS. DOUBLE DAILY SERVICE. TO ALL POINTS NORTH, SOUTH and SOUTH-WEST.

Schedule in Effect Dec. 11, 1899.

Table for Southbound trains: Lv New York, Penn. R. R., No. 408, No. 41; Lv Washington, No. 409, No. 42; Lv Richmond, A. C. L., No. 410, No. 43; Lv We don, No. 411, No. 44; Lv Henderson, No. 412, No. 45; Lv Norfolk, No. 413, No. 46; Lv Portsmouth, No. 414, No. 47; Lv Wilmington, No. 415, No. 48; Lv Norfolk, No. 416, No. 49; Lv Chesapeake, No. 417, No. 50; Lv Alexandria, No. 418, No. 51; Lv Annapolis, No. 419, No. 52; Lv Baltimore, No. 420, No. 53; Lv Philadelphia, No. 421, No. 54; Lv New York, No. 422, No. 55.

Table for Northbound trains: Lv Atlanta (Cent. time) S. A. L., No. 402, No. 403; Lv Athens, No. 404, No. 405; Lv Greenville, No. 406, No. 407; Lv Charleston, No. 408, No. 409; Lv Columbia, No. 410, No. 411; Lv Spartanburg, No. 412, No. 413; Lv Florence, No. 414, No. 415; Lv Greenville, No. 416, No. 417; Lv Anderson, No. 418, No. 419; Lv Seneca, No. 420, No. 421; Lv York, No. 422, No. 423; Lv Lancaster, No. 424, No. 425; Lv Columbia, No. 426, No. 427; Lv Charleston, No. 428, No. 429; Lv Greenville, No. 430, No. 431; Lv Spartanburg, No. 432, No. 433; Lv Florence, No. 434, No. 435; Lv Greenville, No. 436, No. 437; Lv Anderson, No. 438, No. 439; Lv Seneca, No. 440, No. 441; Lv York, No. 442, No. 443; Lv Lancaster, No. 444, No. 445; Lv Columbia, No. 446, No. 447; Lv Charleston, No. 448, No. 449; Lv Greenville, No. 450, No. 451; Lv Spartanburg, No. 452, No. 453; Lv Florence, No. 454, No. 455; Lv Greenville, No. 456, No. 457; Lv Anderson, No. 458, No. 459; Lv Seneca, No. 460, No. 461; Lv York, No. 462, No. 463; Lv Lancaster, No. 464, No. 465; Lv Columbia, No. 466, No. 467; Lv Charleston, No. 468, No. 469; Lv Greenville, No. 470, No. 471; Lv Spartanburg, No. 472, No. 473; Lv Florence, No. 474, No. 475; Lv Greenville, No. 476, No. 477; Lv Anderson, No. 478, No. 479; Lv Seneca, No. 480, No. 481; Lv York, No. 482, No. 483; Lv Lancaster, No. 484, No. 485; Lv Columbia, No. 486, No. 487; Lv Charleston, No. 488, No. 489; Lv Greenville, No. 490, No. 491; Lv Spartanburg, No. 492, No. 493; Lv Florence, No. 494, No. 495; Lv Greenville, No. 496, No. 497; Lv Anderson, No. 498, No. 499; Lv Seneca, No. 500, No. 501; Lv York, No. 502, No. 503; Lv Lancaster, No. 504, No. 505; Lv Columbia, No. 506, No. 507; Lv Charleston, No. 508, No. 509; Lv Greenville, No. 510, No. 511; Lv Spartanburg, No. 512, No. 513; Lv Florence, No. 514, No. 515; Lv Greenville, No. 516, No. 517; Lv Anderson, No. 518, No. 519; Lv Seneca, No. 520, No. 521; Lv York, No. 522, No. 523; Lv Lancaster, No. 524, No. 525; Lv Columbia, No. 526, No. 527; Lv Charleston, No. 528, No. 529; Lv Greenville, No. 530, No. 531; Lv Spartanburg, No. 532, No. 533; Lv Florence, No. 534, No. 535; Lv Greenville, No. 536, No. 537; Lv Anderson, No. 538, No. 539; Lv Seneca, No. 540, No. 541; Lv York, No. 542, No. 543; Lv Lancaster, No. 544, No. 545; Lv Columbia, No. 546, No. 547; Lv Charleston, No. 548, No. 549; Lv Greenville, No. 550, No. 551; Lv Spartanburg, No. 552, No. 553; Lv Florence, No. 554, No. 555; Lv Greenville, No. 556, No. 557; Lv Anderson, No. 558, No. 559; Lv Seneca, No. 560, No. 561; Lv York, No. 562, No. 563; Lv Lancaster, No. 564, No. 565; Lv Columbia, No. 566, No. 567; Lv Charleston, No. 568, No. 569; Lv Greenville, No. 570, No. 571; Lv Spartanburg, No. 572, No. 573; Lv Florence, No. 574, No. 575; Lv Greenville, No. 576, No. 577; Lv Anderson, No. 578, No. 579; Lv Seneca, No. 580, No. 581; Lv York, No. 582, No. 583; Lv Lancaster, No. 584, No. 585; Lv Columbia, No. 586, No. 587; Lv Charleston, No. 588, No. 589; Lv Greenville, No. 590, No. 591; Lv Spartanburg, No. 592, No. 593; Lv Florence, No. 594, No. 595; Lv Greenville, No. 596, No. 597; Lv Anderson, No. 598, No. 599; Lv Seneca, No. 600, No. 601; Lv York, No. 602, No. 603; Lv Lancaster, No. 604, No. 605; Lv Columbia, No. 606, No. 607; Lv Charleston, No. 608, No. 609; Lv Greenville, No. 610, No. 611; Lv Spartanburg, No. 612, No. 613; Lv Florence, No. 614, No. 615; Lv Greenville, No. 616, No. 617; Lv Anderson, No. 618, No. 619; Lv Seneca, No. 620, No. 621; Lv York, No. 622, No. 623; Lv Lancaster, No. 624, No. 625; Lv Columbia, No. 626, No. 627; Lv Charleston, No. 628, No. 629; Lv Greenville, No. 630, No. 631; Lv Spartanburg, No. 632, No. 633; Lv Florence, No. 634, No. 635; Lv Greenville, No. 636, No. 637; Lv Anderson, No. 638, No. 639; Lv Seneca, No. 640, No. 641; Lv York, No. 642, No. 643; Lv Lancaster, No. 644, No. 645; Lv Columbia, No. 646, No. 647; Lv Charleston, No. 648, No. 649; Lv Greenville, No. 650, No. 651; Lv Spartanburg, No. 652, No. 653; Lv Florence, No. 654, No. 655; Lv Greenville, No. 656, No. 657; Lv Anderson, No. 658, No. 659; Lv Seneca, No. 660, No. 661; Lv York, No. 662, No. 663; Lv Lancaster, No. 664, No. 665; Lv Columbia, No. 666, No. 667; Lv Charleston, No. 668, No. 669; Lv Greenville, No. 670, No. 671; Lv Spartanburg, No. 672, No. 673; Lv Florence, No. 674, No. 675; Lv Greenville, No. 676, No. 677; Lv Anderson, No. 678, No. 679; Lv Seneca, No. 680, No. 681; Lv York, No. 682, No. 683; Lv Lancaster, No. 684, No. 685; Lv Columbia, No. 686, No. 687; Lv Charleston, No. 688, No. 689; Lv Greenville, No. 690, No. 691; Lv Spartanburg, No. 692, No. 693; Lv Florence, No. 694, No. 695; Lv Greenville, No. 696, No. 697; Lv Anderson, No. 698, No. 699; Lv Seneca, No. 700, No. 701; Lv York, No. 702, No. 703; Lv Lancaster, No. 704, No. 705; Lv Columbia, No. 706, No. 707; Lv Charleston, No. 708, No. 709; Lv Greenville, No. 710, No. 711; Lv Spartanburg, No. 712, No. 713; Lv Florence, No. 714, No. 715; Lv Greenville, No. 716, No. 717; Lv Anderson, No. 718, No. 719; Lv Seneca, No. 720, No. 721; Lv York, No. 722, No. 723; Lv Lancaster, No. 724, No. 725; Lv Columbia, No. 726, No. 727; Lv Charleston, No. 728, No. 729; Lv Greenville, No. 730, No. 731; Lv Spartanburg, No. 732, No. 733; Lv Florence, No. 734, No. 735; Lv Greenville, No. 736, No. 737; Lv Anderson, No. 738, No. 739; Lv Seneca, No. 740, No. 741; Lv York, No. 742, No. 743; Lv Lancaster, No. 744, No. 745; Lv Columbia, No. 746, No. 747; Lv Charleston, No. 748, No. 749; Lv Greenville, No. 750, No. 751; Lv Spartanburg, No. 752, No. 753; Lv Florence, No. 754, No. 755; Lv Greenville, No. 756, No. 757; Lv Anderson, No. 758, No. 759; Lv Seneca, No. 760, No. 761; Lv York, No. 762, No. 763; Lv Lancaster, No. 764, No. 765; Lv Columbia, No. 766, No. 767; Lv Charleston, No. 768, No. 769; Lv Greenville, No. 770, No. 771; Lv Spartanburg, No. 772, No. 773; Lv Florence, No. 774, No. 775; Lv Greenville, No. 776, No. 777; Lv Anderson, No. 778, No. 779; Lv Seneca, No. 780, No. 781; Lv York, No. 782, No. 783; Lv Lancaster, No. 784, No. 785; Lv Columbia, No. 786, No. 787; Lv Charleston, No. 788, No. 789; Lv Greenville, No. 790, No. 791; Lv Spartanburg, No.