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FORTIETH ANNUAL REPORT
OF THE
RAILROAD
COMMISSION
FOR THE
STATE OF SOUTH CAROLINA

1918

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GIFT OF

South Carolina Railroad Commission

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FORTIETH ANNUAL REPORT

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OF THE

Railroad Commission

OF

South Carolina

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1918

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JOHN G. RICHARDS, Chairman. }
FRANK W. SHEALY, } Commissioners.
JAMES CANSLER, }
J. P. DARBY, Secretary.

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COLUMBIA, S. C.
GONZALES & BRYAN, STATE PRINTERS,
1919

Handwritten scribbles and marks, including the number '1918' at the bottom.

LETTER OF TRANSMITTAL

OFFICE OF THE RAILROAD COMMISSION,

Columbia, S. C., January 1, 1919.

To His Excellency, Richard I. Manning, Governor of South Carolina.

Sir: We have the honor to transmit the Fortieth Annual Report of the Railroad Commission of South Carolina for the year ending December 31st, 1918.

Yours respectfully,

JOHN G. RICHARDS, Chairman,
FRANK W. SHEALY,
JAMES CANSLER,

Commissioners.

J. P. DARBY, Secretary.

JUL 21 1919

PART I.

ANNUAL REPORT OF THE RAILROAD COMMISSION OF SOUTH CAROLINA

To the General Assembly of South Carolina:

The Railroad Commission of South Carolina has the honor to respectfully submit for your consideration this its Fortieth Annual Report.

Since our last report to your honorable body, the National Government, as is well known to you, has assumed control of all trunk line railroads. This was done by authority of Congress and for the purposes of the war. The Railroad Commission of South Carolina, however, is in undivided supervisory control of eighteen short line independent railroads and three electric lines which have not been taken over by the National Government. Since assuming control the Director General of Railroads has authorized and put into operation a twenty-five per cent. increase in freight rates, a twenty per cent. increase in regular passenger fares, and a thirty-three and one-third per cent. increase upon mileage books. A number of the short line railroads of the State have been struggling for mere existence for some years, and two of them are now operating under receivers. The short lines are the real life of the commerce of our State; they operate through territory and serve a patronage that the main trunk lines do not reach—in fact, the short lines are the real feeders, the main support of the trunk lines. That these short line roads might continue to exist and serve our people, and for the further purpose of maintaining proper parity, and a just proportion of the through rates, between these roads and the trunk lines, the South Carolina Commission has made operative the same rate increases over the independent short lines that the Director General has granted the three great systems operating in and through the State. The State Commission has in no way surrendered its police powers, nor its general supervisory control of traffic operations and the movement of trains over the various lines of the State; in fact, the National Government has not undertaken to

disturb these functions of the regulatory bodies of the individual States. The South Carolina Commission has co-operated with the Director General of Railroads in every way possible to make the public service corporations an effective force for the winning of the war. During the period of the war traffic conditions have been greatly disturbed and congestion has resulted everywhere. Many passenger trains have been discontinued and rolling stock used for the transportation of troops and necessary war material. The erection of depots and the improvement of station facilities throughout the State has been practically discontinued for the period of the war. The traveling public has been called upon to give up many comforts and conveniences and to submit to great hardships, but this they have done cheerfully and with the same patriotic spirit that has actuated us all in the one great purpose. With a return of peace, which seems so near and for which we all so earnestly pray, there should be a rapid resumption of normal conditions. Whether the railroads are returned to their private owners or remain in the hands of the National Government, there can no longer be a reasonable excuse for the poor service, disorganization and congestion that exists today. The South Carolina Commission stands ready, as is its function and duty to do, to aid in every way it may the restoration to normal conditions. It stands ready not only to do this, but to use its best efforts to have the public service corporations over which it has jurisdiction give to South Carolina increased facilities and the best service she has yet enjoyed.

PHYSICAL CONDITION OF RAILROADS.

The Commission has been diligent in its efforts to have maintained the high physical standard which is necessary for proper and safe railroad operations. While the management of the various lines are to be commended for the diligence which they have shown and for their efforts to make effective the Commission's regulations, it is but proper to state that the physical condition of the railroads of the State is considerably below the pre-war standard. This is due mainly to the scarcity of and the high cost of material, and the want of sufficient and efficient labor. There has been, nevertheless, much permanent construction and improvement in trestles and bridges. There have been a number of entirely new bridges and trestles erected and the decks of these have been ballasted. The Commission commends

the policy of the trunk line railroads, which has with those systems become general, of ballasting the decks of all their trestles. There have been several very disastrous wrecks during the past year, but careful investigation disclosed that man-failure and not defective construction was the cause in every instance.

During the year 1918, 147 miles of new 85- and 90-pound rail have been put down on main lines, replacing lighter rail; also 56 miles of relay rail, replacing lighter rail, have been put down on branch lines. Roadbed drainage has been greatly improved by placing of concrete and iron pipes in culverts or waterways, and the renewal of cross-ties has been up to the average. Also a large amount of stone ballast has been put in track. It appears to be the policy of the large trunk lines to continue to improve their roadbed up to the highest and most modern standard.

ROLLING STOCK.

So great has been the demands of the National Government for all classes of rolling stock to meet the requirements of the war, both in this country and the countries of the Allies, that transportation facilities in our State have been reduced to a minimum. This Commission has steadily used its influence to have the railroads supplant the wooden types of passenger cars with modern steel frame cars, and many of these were in operation, adding greatly to the comfort and safety of the traveling public. In recent months many trains are being operated that are made up of both steel and wooden coaches. This is a very dangerous policy in case of derailment or collision and should and will be discontinued as soon as possible after a restoration of normal conditions.

SCHEDULES AND TRAIN SERVICE.

This line of the service is far below normal and is due to the discontinuance of trains by direction or upon request of the Director General (trains considered not absolutely necessary), and by the great increase of travel to and from the various army camps. Nearly all trains are loaded to capacity and beyond, in fact, so much so that comfort, proper sanitation and safety are impossible. The Commission has been diligent in its efforts to have maintained the very best schedules and service possible, and in this has had the co-operation of the management of the

various railroads. The people realize fully the difficulty under which transportation is being conducted and their patience under the circumstances should be commended.

BRIDGES AND TRESTLES.

Commission's Order No. 156 required that all wooden trestles be substituted by steel and concrete, and where possible the necessity for trestles be removed by filling in with earth. This rule was passed in 1911 and the railroads were given six years to complete the work. It was a mammoth undertaking, but the wisdom of and necessity for the order was fully realized by the railroad companies and they met the Commission's order in the spirit in which it was given. Millions of dollars have been expended by the railroads upon this great improvement and permanent life-saving device, and it is estimated that seventy-five per cent. of the work has been completed. The Commission has found it necessary, on account of the magnitude of the work and the great expense involved, to extend the time for completion until 1920. At the expiration of this time the Commission has reason to hope and believe that there will not be a wooden trestle remaining in South Carolina.

DEPOT AND OTHER BUILDINGS.

The construction of depots and other buildings has not been very extensive during the past year, owing to the curtailment of this class of construction on account of the scarcity of material and labor due to war conditions. However, depots and other buildings at the following places were constructed, extensively repaired or are under construction:

SOUTHERN RAILWAY.

Paris—Combination depot under construction.

Langley—Combination depot under construction.

Clifton—Depot enlarged.

West Charleston, Woodstock and Styx—Passenger booths erected.

ATLANTIC COAST LINE RAILROAD.

Gilmania—Combination depot erected.

Hardeeville—Depot enlarged.

McCants—Freight shed erected.

Rumphs—Freight shed erected.
 Goshen—Loading shed erected.
 Bashan—Platform erected.
 Ehrhardts—Platform enlarged.

SEABOARD AIR LINE RAILWAY.

Columbia—Freight depot enlarged.
 Hemingway—Covered platform erected.
 Centenary—Platform erected.
 Bishopville—Covered platform enlarged.

PIEDMONT & NORTHERN RAILWAY.

Paris (Sevier)—Large passenger shed erected.
 Wadsworth—Large passenger shed erected.
 Whitman—Large passenger shed erected.
 Locks—Large passenger shed erected.

SUMMARY.

Depots erected, 1; depots enlarged, 3; depots under construction, 2; passenger sheds erected, 5; passenger booths erected, 3; freight sheds erected, 3; platforms erected or enlarged, 5.

GRADE CROSSINGS—ONE RAILWAY BY ANOTHER.

The Commission, realizing the great danger and hazard to the traveling public by grade crossings, has been diligent in its efforts to remove the cause as far as practicable. Grade separation, on account of the gravity of the question, is being agitated by all Public Service Commissions throughout the entire country. In this State the topography of the ground, in many instances, makes grade separation impracticable, at least at this time. In all such cases the South Carolina Commission has insisted that either the most modern safety appliances be installed, or that all trains be required to come to a full stop before crossing at grade. Even these precautions are sometimes inadequate and wrecks occur on account of the fact that imperfect machinery causes loss of control of trains. The only absolutely safe policy is entire elimination.

We desire to call your honorable body's attention to the fact that, while having authority over grade crossings, the Commission has no power to prorate expenses when these improvements

are ordered. This want of authority often causes delay, and is a source of annoyance to the railway companies against whom the order is directed, to the Commission and to the interested public.

GRADE CROSSINGS OF RAILWAYS BY HIGHWAYS.

The Commission continues to exercise the authority vested in it by your body at the session of 1915, and to good effect. During the past year the Commission ordered the discontinuance of a great number of dangerous grade crossings and has under consideration the removal of many others. The Commission, however, has been greatly handicapped in this most important function by want of authority to apportion the expense for removal. To illustrate: In the County of Newberry there are nine very dangerous crossings over the Southern Railway and the Columbia, Newberry & Laurens Railroad between Prosperity and Newberry. The Commission has authority to have these crossings closed and can force the railroads to do the work, but if these crossings are closed then the highway from Prosperity to Newberry is destroyed. If these crossings are discontinued, and they should be if there is a proper regard for human life and limb, then there must be a highway purchased and opened parallel with the railroad for a distance of about three miles. For the purposes of the construction of this new highway, the President of the C., N. & L. R. R., Mr. J. F. Livingston, and the Supervisor of Newberry County, Mr. Sample, agree to give each one-third of the expense if the Southern Railway will agree to pay one-third. The Commission has held several hearings on this important matter but has been held up by the failure of the Southern Railway to agree, and for want of necessary authority on the part of the Commission. The Commission hopes, however, that an agreement will be reached in the case and these crossings taken out in the next few weeks. There are a number of similarly dangerous crossings in this State that should be removed but cannot be for want of proper authority, and the Commission most urgently submits this matter for your earnest consideration at your present session. It is but necessary to say to you that delay upon your part may mean that lives will be lost at some of these crossings before you again convene.

ACCIDENTS.

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Twelve passengers were killed, 346 injured and 17 railroad employees were killed in South Carolina since our last report to your body. The Commission has personally investigated many of these accidents, either on the ground or by special hearings, as to the cause where fatal or serious injury has resulted, and while some of these accidents were unavoidable, the Commission feels that there must be a want of diligence and proper care somewhere in the management of these roads, and will use every effort at our command to impress the great necessity for a more rigid discipline and stricter observance of safety regulations which should govern railroad operations in this State.

TRESPASSING UPON RAILWAY RIGHT OF WAY.

Since our last report to your body, 59 trespassers have been killed and 227 injured by the railroads of the State. Deaths and injuries from trespassing upon railway rights of way are increasing year by year, and the Commission respectfully and urgently submits for your consideration what it had to say to your honorable body upon this important question at your last session:

“So great and distressing is the increase of deaths and injuries resulting from trespassing upon railway rights of way throughout the country that the National Association of Railway Commissioners from time to time has passed strong resolutions condemning the trespass habit that seems to be growing upon our people, and also calling upon the Legislatures of the various States to pass the necessary remedial legislation that will protect the people against themselves, and will stop this great and ever-increasing loss of human life. The South Carolina Railroad Commission heartily endorses this action on the part of the national association, and respectfully requests your honorable body to pass such legislation at your present session as, in your judgment, the necessities of the case demand.”

ELECTRIC RAILWAYS.

The service of the electric railways of the State has not been greatly disturbed by war conditions. This particular line of public service is maintained at its usual high standard of efficiency. As is known to you, the Commission's jurisdiction extends only to suburban and interurban lines; it has no author-

ity over urban service. The Commission has inspected in recent months the Augusta-Aiken Railway, the Piedmont and Northern Railway, the suburban lines of the Charleston Consolidated Railway & Lighting Co., and of the Charleston-Isle of Palms Traction Company. The physical condition of all of these properties is good and in every way up to the standard. These lines, with the exception of the Charleston Consolidated Railway, are supplied with rolling stock that is in good condition and in every way adequate to meet the requirements and demands made upon them.

The enlargement of the navy yard at Charleston and the North Charleston development for war purposes has so greatly increased the populations of these localities and of the City of Charleston proper that the Charleston Consolidated Railway has been unable to meet the demands made upon it for transportation facilities. Although the Consolidated Company has added greatly to its rolling stock in the way of passenger cars, and the Seaboard Air Line Railway, upon urgent request of the Commission, has put shuttle trains into operation, the service is still inadequate and greater provision must be made.

While the electric lines have not suffered the disorganization that has befallen the steam lines, and while the demands for war purposes have not been near so great, yet they have suffered on account of abnormally high cost of all material and construction, and at the same time there has been a necessary increase in the wages paid to employees. The Commission has had appeals for authority to increase rates both from the Charleston-Isle of Palms Traction Company and the Charleston Consolidated Railway and Lighting Co. The Commission has held hearings in both cases. On September 26th, of the present year, upon sworn testimony submitted, the Commission reached the conclusion that the Isle of Palms Traction Co. was operating at great loss and that relief was necessary; therefore they ordered a passenger rate of three cents per mile, with a minimum zone rate of five cents. The Commission also increased the boat line fare from ten cents to fifteen cents. The Commission also adopted a graduated scale for baggage, and a charge similar to that given steam railways for carrying dead bodies.

The Commission has not rendered a decision upon the petition of the Charleston Consolidated Railway & Lighting Co. for authority to increase its suburban rates, all of the evidence of

those opposing this increase not yet being before the Commission. The Consolidated is petitioning for authority to charge five cents from the city limits of Charleston to and from the Navy Yard, whereas the charge is and has been for some months five cents from any part of the city to the Navy Yard, and five cents for a return. This petition also asks for the right to charge three cents from the Navy Yard to North Charleston, and three cents return, with the privilege of five cents for a round trip ticket. If the petition is granted this will inaugurate a rate upon a mileage basis of about one and a quarter cents per mile. The Consolidated Railway made out a strong case upon sworn evidence, submitting its financial condition as the basis of its petition. All evidence in the case, as in all others, is upon file in the Commission's office and is, of course, public property.

TELEGRAPH COMPANIES.

Numerous petitions have been filed with the Commission for the discontinuance of telegraph offices in small towns. A few of these petitions have been granted, but not until there had been a full investigation and the wisdom of such action clearly shown. The service in most small communities is joint, that is, the operator is paid jointly by the telegraph company and hailroad company, the telegraph company paying upon a commission basis. The revenue of many of these offices is so small that it does not pay expenses, yet the service is indispensable to the communities. Many expert operators have been called into the service of the country and altogether the situation has become complex and difficult. The Commission, where it did not feel warranted in issuing formal orders, has held conferences with the operators and the companies, and in most instances has succeeded in working out compromises whereby the service was continued. Considering general disorganization in all lines of service incident to the war, the service of the telegraph companies has been reasonably good.

TELEPHONE SERVICE.

Practically all new telephone development has been discontinued for the period of the war. This applies both to long distance and local service. The National Government, through the Postoffice Department, has taken control of all transmission lines. This change became operative in September, of the present

year. One of the first orders issued by the Government was for an increase of salaries to operators, an increased charge for the installation of telephones, and directing the management of the Southern Bell Telegraph and Telephone Company to apply to the local authorities for an increased scale of rates, designating what the scale should be. The commission has not thought advisable to hear this case, therefore the petition of the company has been dismissed. The Commission feels that as the National Government has assumed control and is exercising certain functions of control direct, it should also assume responsibility if there is to be an increase in rates. There has been great disorganization in the general telephone situation. The demands of the Government have been peculiarly great upon this line of public utility. Great quantities of material have been required for telephone construction in the various war zones, and an army of expert telephone men taken to make this necessary line of war service efficient and effective. The telephone companies have been forced to employ largely inexperienced help to fill positions thus made vacant, and consequently the service has been disorganized and in many cases unsatisfactory. The Commission has kept in close touch with the situation and worked faithfully for the removal of the causes of complaint wherever they have arisen. The Commission has received the hearty cooperation of the telephone companies whenever they have had occasion to require relief. During the past year the Commission has heard a number of complaints by patrons of local lines against service rendered, and from one company against another for proper physical connections. In practically every case the result has been that necessary relief was secured.

EXPRESS COMPANY.

The various express companies, along with the Southern Express Company, which alone does business in South Carolina, have been consolidated into one corporation known as the American Railway Express Company. The National Government has recently taken control of this public utility and operation is similar to that of the trunk line railways. The zone and block system adopted by the South Carolina Commission in 1914, continue in operation and as a system gives general satisfaction. Practically all the States have adopted this scheme of rate making, which tends to uniformity and simplicity. The Commission

has had practically no complaints during the past year as to excessive express charges, but there have been filed many complaints as to poor service and congestion. In every instance this office has been prompt in its efforts to improve the service and remove causes for complaints.

It is but fair to the company to state that the general disorganization in all departments of the traffic world, interrupted schedules, scarcity of efficient labor, and congestion in all lines of freight service have so increased the demands upon the express company that it has been a physical impossibility to discharge the obligations imposed without delays and other irritating circumstances. There are, however, complaints against this service which are just and the causes for which should and must be removed. There is no excuse for the depredations upon certain lines of express which is the practice today, and which seems to be growing more frequent. Packages are being broken into and contents appropriated either by employees or others while goods are in transit. The company of course is responsible for such losses, but adjustment of such claims, to say nothing of the annoyance to the assignee. The Commission will use its authority to have these practices discontinued and if necessary direct the prosecution of those guilty of the depredations.

OVERCHARGES, LOSS AND DAMAGE CLAIMS.

There have been overcharges during the year on intra-state shipments over which this Commission has jurisdiction, for the reason that they exceeded the maximum freight rates prescribed by this Commission. Also many overcharges were on interstate shipments, over which this Commission has no authority. However, we have checked these matters, taken them up with the railroad companies, and, in many instances, have adjusted them satisfactorily.

As to loss and damage, this Commission has no right to prescribe a penalty or to try such cases, as they must be tried in a court of competent jurisdiction. We have, however, through our office, taken up many of these matters with the several railroad companies and adjusted these claims without cost to the shipper, knowing that we did not exercise authority, but only presenting the matter in its proper light.

CLASSIFICATION AND FREIGHT TARIFFS.

The Southern Classification is adopted by the South Carolina Railroad Commission, also South Carolina Commission's Exception Sheet and Special Tariffs, which give rate on certain commodities as established by the Commission for intra-state shipments in South Carolina. This exception sheet and special tariffs have been changed from time to time, and are fully shown in this report as "Exception Sheet No. 14 to Current Issue of Southern Classification."

Effective June 25th, 1918, all lines under Government control increased freight rates under Order No. 28 of the Director General, and this Commission made operative the same increase over the independent short lines in order that these lines would be on the same parity with the Government controlled lines, both as to local and through rates.

CASES PENDING BEFORE THE COURTS.

The following cases of importance are pending in the courts:
 Supreme Court—Seaboard Air Line Railway Company vs. Railroad Commission in re physical connection between the Columbia Railway and Navigation Company and Seaboard Air Line Railway Company in joint yard at Columbia, near Olympia.

Supreme Court—Augusta-Aiken Railway and Electric Corporation vs. Railroad Commission in re increase in rate for passenger fare.

Circuit Court—Railroad Commission vs. The Ridgeway Telephone Company in re violation of Commission's order by the telephone company as to certain improvements.

COMPLAINTS AND HEARINGS.

The records of the Commission do not show any decrease in the volume of work, which is the indirect result of the rapid development and growth of the business interests of the State. The Commission has given prompt attention to all petitions and complaints that have been filed, as an investigation of its docket will show.

The convenience of the citizens of the State who have had business with the office has received consideration and as far as practicable the Commission has held investigations and hearings at the place where the complaints originated. The result is not

only a pecuniary saving and convenience to the complainants and petitioners, but it affords the Commission an opportunity for fuller investigations and safer conclusions.

JOHN G. RICHARDS, Chairman.

FRANK W. SHEALY, Commissioner.

JAMES CANSLER, Commissioner.

J. P. DARBY, Secretary.

FINANCIAL REPORT OF THE RAILROAD COMMISSION—APPROPRIATIONS AND EXPENSES FOR YEAR 1918.

	Dr.	Cr.
*Printing	\$400 00	\$303 00
Testimony hearings, traveling expenses, etc.....	1,500 00	1,314 00
Rent of offices and contingent expenses.....	3,500 00	3,490 82
Stationery, stamps, maps, etc.....	800 00	730 33
Promulgating and printing telephone and telegraph regulations	500 00	250 00
*Printing Annual Report	850 00	679 14
Balance from current expenses.....		361 85
Unused, promulgating and printing telephone and telegraph regulations		250 00
*Unused, from printing Annual Report.....		170 86
Totals	<u>\$7,550 00</u>	<u>\$7,550 00</u>

*This item transferred from Public Printing to Appropriation of Railroad Commission.

**General Rules of the Railroad Commission of South
Carolina**

Subject to Change Without Notice

COMPLAINT AND ANSWERS.

Rule No. 1. All complaints or petitions to the Commission must plainly and distinctly state the grounds of complaint, the items being numbered, and clearly set forth in writing.

In like manner, all defenses must be distinctly made in writing, and the items correspondingly numbered, as above stated.

These specifications, whether of complaint or of defense, may be accompanied, if the parties so desire, by any explanation or argument, or by any suggestion touching the proper remedy or policy. The parties may also be heard in person, or by attorney, or by written argument, upon such written statements being first filed.

AFFIDAVITS REQUIRED.

Rule No. 2. When expressly ordered, upon the hearing of any cause that may hereafter come on to be heard before the Commission, the respective parties shall present the testimony of their witnesses by affidavits, in like manner as the same are now by law required to be submitted upon the hearing of applications for injunctions.

COPIES OF AFFIDAVITS TO BE FURNISHED OPPOSITE SIDE.

Rule No. 3. All affidavits, intended to be offered by either party, shall be served upon the opposite party, his counsel or agent, having control of his case, at least five days, and all counter-affidavits at least twelve hours, before the day for their hearing. This rule of procedure will be varied only when, in the exercise of a sound discretion, this Commission shall be of the opinion that a departure from this letter thereof may be necessary to the attainment of substantial justice.

PUBLIC SESSIONS, WHEN HELD.

Rule No. 4. The regular sessions of the Commission for the hearing of contested cases will be held at its office in Columbia, S. C., Wednesday of each week at 10 o'clock a. m., unless otherwise ordered by the Commission. When special sessions are held at other places such regulations as may be necessary will be made by the Commission.

SUSPENSION OF RULES.

Rule No. 5. The Commission reserves the right to suspend or modify, at its discretion, the enforcement of any of its rules, rates, orders or other regulations, where, in its opinion, the conditions are such in any particular instance, that a strict enforcement of such rules or other regulations would result in hardships or injustice.

NOTICE TO BE POSTED.

Rule No. 6. All railroad companies, operating in South Carolina as common carriers, shall be required to have printed in large type and kept posted in a conspicuous place in each waiting room at their depots in South Carolina, the following notice:

"NOTICE.

"All railroad companies are required, under the laws of South Carolina and the rules of the Railroad Commission, to bulletin trains when late, to furnish good, wholesome drinking water to passengers, to keep waiting rooms and passenger coaches clean, well lighted, properly ventilated, and comfortably heated when necessary.

"The Railroad Commission of South Carolina would appreciate the prompt reporting to its office at Columbia, S. C., of the failure of any company or its agents to comply with these requirements."

OPENING WAITING ROOMS.

Rule No. 7. At junction points, railroad companies shall be required to open their depot waiting rooms for the accommodation of the traveling public at least thirty minutes before the schedule time for the arrival of all passenger trains, or trains carrying passengers.

At local, or non-junction points, all such waiting rooms shall likewise be opened: *Provided*, That the same shall not be required to be opened, nor kept open, after 10 o'clock p. m., except for delayed trains due before that hour, in which case such rooms shall be kept open until the actual arrival of such delayed trains.

WAITING ROOMS.

Rule No. 8. A separate room for white and colored passengers, sufficient for their comfort and convenience, shall be provided at all stations where passenger tickets are offered for sale, and these waiting rooms shall be furnished with adequate lights, and, when the inclemency of the weather requires, with fire, and at all times kept clean and made comfortable for passengers.

A substantial water cooler must be in each waiting room with drinking vessel conveniently placed. The said cooler to be supplied with wholesome water at all hours to meet the requirements of passengers. There shall be connected with each of these waiting rooms, whenever practicable, except at flag stations on the railroad lines where there is no regularly kept passenger station, two separate and distinct water closets, one for female passengers and one for male passengers, and said closets shall be kept in fit and suitable condition for use and convenience of said passengers. Such toilets will be considered as connected with the waiting rooms if the walks thereto are walled up on each side and open into or near the waiting rooms so as to afford a reasonable privacy to passengers.

HEATING, LIGHTING, ETC., OF COACHES.

Rule No. 9. On all passenger trains, or trains carrying passengers in this State, the railroad companies shall furnish safe and adequate heating appliances and lights, and shall keep the passenger coaches clean, sufficiently warm, and properly ventilated for the comfort of passengers. All passenger coaches, including closets, after reaching their destination and before being put in service for further use, must be thoroughly cleaned and disinfected.

HANDLING BAGGAGE.

Rule No. 10. All railroad companies shall provide such means or appliances as may be necessary to secure the careful handling of and prevent injury to baggage. At all stations where no proper

appliances are supplied, the baggagemaster shall have such assistance from the train hands or others as may be necessary to handle all baggage without injury to same. That at all junctional points and all towns of over 500 inhabitants, sufficient trucks be furnished to both load and unload baggage.

NOTICE AS TO DELAYED TRAINS.

Rule No. 11. Whenever any passenger train or train carrying passengers on any railroad in this State shall be more than one-half of an hour behind its schedule time, it shall be the duty of said railroad company to bulletin, and keep posted at every telegraph station along its line, in the direction in which said train is going, the time such train is behind its schedule time, and the time of its arrival, as near as can be ascertained.

Each bulletin board upon which the foregoing information is to be posted shall contain the regular schedule of the arrival and departure of all trains carrying passengers.

All notices as to trains behind schedule time shall be erased from the bulletin immediately after the departure of such trains.

Such bulletin shall be changed every quarter-hour until delayed train arrives.

NOTICE OF CHANGE IN SCHEDULES.

Rule No. 12. Notice of any change in the schedule time of passenger trains, or trains carrying passengers, must be posted conspicuously at each of the stations along the line of the road, and notice to the Commission be given in writing at least eight days before the change is to take effect; said notice to also be published in two issues of newspapers at least eight days before the change is made: *Provided*, Freight trains carrying passengers and running between local stations may be excepted from this rule by proper showing before this Commission when said train is not advertised in published schedules as carrying passengers.

BAGGAGE TARIFF AND RULES GOVERNING SAME.

Rule No. 13. Allow free 200 pounds of baggage for each passenger holding full ticket and 100 pounds for each half ticket, between stations in South Carolina.

(a) No single piece of baggage weighing more than 250 pounds required to be checked.

(b) Agents may allow a margin of ten (10) pounds on any one lot of baggage, for possible variation of scales.

(c) Baggage not required to be checked to points short of destination of ticket, except on Winter or Summer Tourist Excursion Tickets or other tickets on which stop-overs are allowed.

(d) For all Baggage over Two Hundred Pounds the following maximum tariff has been adopted:

For 20.4 miles and under.....	10 cents per 100 pounds
For 30.4 miles and over 20.4.....	15 cents per 100 pounds
For 40.4 miles and over 30.4.....	20 cents per 100 pounds
For 60.4 miles and over 40.4.....	25 cents per 100 pounds
For 70.4 miles and over 60.4.....	30 cents per 100 pounds
For 80.4 miles and over 70.4.....	35 cents per 100 pounds
For 90.4 miles and over 80.4.....	40 cents per 100 pounds
For 100.4 miles and over 90.4.....	45 cents per 100 pounds
For 110.4 miles and over 100.4.....	50 cents per 100 pounds
For 120.4 miles and over 110.4.....	55 cents per 100 pounds
For 130.4 miles and over 120.4.....	55 cents per 100 pounds
For 140.4 miles and over 130.4.....	60 cents per 100 pounds
For 150.4 miles and over 140.4.....	65 cents per 100 pounds
For 160.4 miles and over 150.4.....	70 cents per 100 pounds
For 170.4 miles and over 160.4.....	75 cents per 100 pounds
For 180.4 miles and over 170.4.....	80 cents per 100 pounds
For 190.4 miles and over 180.4.....	85 cents per 100 pounds
For 200.4 miles and over 190.4.....	90 cents per 100 pounds
For 210.4 miles and over 200.4.....	95 cents per 100 pounds
For 220.4 miles and over 210.4.....	100 cents per 100 pounds
For 230.4 miles and over 220.4.....	105 cents per 100 pounds
For 240.4 miles and over 230.4.....	110 cents per 100 pounds
For 260.4 miles and over 240.4.....	115 cents per 100 pounds
For 290.4 miles and over 260.4.....	120 cents per 100 pounds
For 320.4 miles and over 290.4.....	125 cents per 100 pounds
For 350.4 miles and over 320.4.....	130 cents per 100 pounds
For 400.4 miles and over 350.4.....	135 cents per 100 pounds
For 450.4 miles and over 400.4.....	140 cents per 100 pounds

The above tariff is for use between stations within the State of South Carolina. It does not apply to any business moving to points outside of the State of South Carolina, nor from a point in South Carolina to another point in South Carolina where the route passes through another State.

(e) All common carriers of passengers in South Carolina, using steam as a motive power, are required by State law to safely transport to the destination of any passenger "personal baggage or sample trunks or sample cases, not to exceed 200 pounds in weight, for any one passenger holding a ticket or paying ordinary passenger fare, free of charge for such personal baggage or sample trunks or sample cases, and shall issue checks for such personal baggage or sample trunks or sample cases on request."

(f) *Bicycles and Baby Carriages* are deemed baggage under the law of South Carolina; and steam railroads are required to transport same under the same rules as govern trunks and other separate baggage. No crating, cover, locking, boxing or other protection to bicycles or baby carriages shall be required. Railroads are not required to carry more than one bicycle or baby carriage for any one person.

(g) Storage may be charged on each piece of baggage, either inbound or outbound, checked or not checked, remaining at station over twenty-four (24) hours as follows:

Baggage not called for and remaining on hand more than twenty-four (24) hours, is subject to a charge for storage of 25 cents each piece for the second day of twenty-four (24) hours or fraction thereof, 10 cents for each succeeding day or fraction thereof; maximum charge for one month or portion thereof, \$1.00. If a second month is entered upon the charge of the first month will be repeated, except that a charge for the first and each succeeding day will be made of 10 cents, instead of 25 cents, and not to exceed \$1.00 for the month, or portion thereof. When the baggage arrives between the hours of 3:00 p. m. on Saturday, and 3:00 p. m. on Sunday, it will be held without charge until 3:00 p. m. Monday. This Saturday and Sunday rule also applies to legal holidays.

ACCIDENTS.

Rule No. 14. Every railroad corporation shall cause immediate notice of any accident which may occur on its road, attended with injury to any person, to be given to the Railroad Commissioners, by telegraph, telephone or such other means as may be the quickest under the circumstances, at the same time that notice is given the officials of the road on which accident occurred, and shall furnish immediate transportation for the Commissioners over its line to the place of accident free of expense to the Com-

missioners, and if the Commissioners use another railroad to reach the place of accident, the corporation on whose line the accident occurs shall pay the expense of transportation thereon, and shall also give notice in like manner of any accident falling within any description of accidents of which said Commissioners may by general regulation require notice to be given.

Also, every railroad corporation upon whose line any accident may occur, attended with injury to any person or persons, is, in all such cases, required to immediately notify the most accessible physician or physicians, by quickest possible means, of place of accident and require the giving of such medical or surgical attention as the case or cases may require.

CLOSING OR DISCONTINUING DEPOTS, STATIONS AND AGENCIES.

Rule No. 15. Each and every depot, flag stop, station, office and agency, now maintained, conducted or used in South Carolina by any railroad, express or telegraph company doing business in this State, for the transaction of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot, flag stop, station, office or agency, as aforesaid, now established, or that hereafter may be established, pursuant to orders made by the Commission, or voluntarily by such company, or otherwise, shall be closed, removed, suspended, discontinued or abolished, without authority granted by the Commission upon written application; after which a notice to the public shall be posted in a conspicuous place at or near such depot, flag stop, station, office or agency for not less than 30 days, setting forth the fact that application for such closing, removal, suspension, discontinuance or abolition has been made to the Commission, with date of such application.

FARE FOR CHILDREN.

Rule No. 16. On all railroads a fare of not more than one-half the maximum rate prescribed for adults, shall be charged for children, over six years and under twelve years of age.

MINIMUM FARE.

Rule No. 17. No railroad company shall be allowed to charge more than five cents as a minimum full or half rate between regular stations when the fare would be less than that amount.

STANDARD PASSENGER RATES.

Rule No. 18. The standard passenger rate in South Carolina is fixed by law at a maximum rate of three cents per mile for adults on all roads operated by steam: *Provided*, That any steam railroad not over five miles in length, and operated independently, may be allowed by the Railroad Commission to charge and receive five cents per mile for the transportation of passengers.

A lower passenger rate of two and one-half cents per mile has been applied to certain steam railroads in South Carolina under conditions prescribed by the Commission.

In cases where a competitive road's mileage between points or stations is shorter, the short mileage may be used. In calculating said rate, the shortest mileage between any two points or stations by one or more roads may be used.

APPLICATION OF SHORT HAUL PASSENGER MILEAGE BETWEEN COMPETITIVE POINTS.

Rule No. 18. (a) That where the same standard fare is legally applicable on two or more railroads between competitive points wholly within the State of South Carolina, the railroads shall extract from mileage ticket books only such number of coupons as will not exceed in value the standard fare between such points.

FARE ON CORPSES.

Rule No. 19. Upon a corpse the regular passenger fare may be charged, with a minimum charge of one dollar for the transportation of corpses. If not in good condition, or improperly packed, or not accompanied by a person in charge, the railroad company may decline to receive it.

DISCRIMINATION.

Rule No. 20. All of the various kinds of tickets that may be on sale at any and all other offices of a given railroad company, in any given town or city, shall likewise be kept on sale at the depot ticket office of such railroad company in such town or city, at the same prices.

There shall be no unjust discrimination as to passenger rates in favor of or against any individual or locality: *Provided*, however, That this rule shall not be so construed as to prevent railroad

companies issuing commutation, excursion or mileage tickets as the same are now issued.

NOTICE AS TO OBSTRUCTED TRAINS.

Rule No. 21. Whenever there is, by reason of accident or otherwise, a break or obstruction on any railroad in this State, which will delay any passenger train on said road, it shall be the duty of said road to have the same bulletined at all stations at and between the said passenger train and the place so obstructed, and the conductor shall give notice of said obstruction to the passengers in the cars, before leaving the station, and the delay that will probably be caused by the same.

CINDER DEFLECTORS.

Rule No. 21. (a) Steam railroad companies are required to attach a permanent cinder deflector to windows on all passenger coaches used in this State.

DRINKING INTOXICATING LIQUORS ON TRAINS.

Rule No. 21. (b) The drinking of intoxicating liquors on trains in the presence of passengers in this State is prohibited, except on dining or buffet cars. The State law on this subject requires that the Act in reference to same be posted in all passenger coaches used for passenger service within the State.

INSUFFICIENT MILEAGE TO COVER JOURNEY.

Rule No. 21. (c) If a mileage ticket or tickets containing insufficient mileage to carry passengers to destination are tendered, ticket agent should detach all mileage in cover or covers and collect from passenger the additional amount in cash at two and one-half cents per mile, to cover the difference between the mileage detached and the mileage to destination, and issue *one continuous passage ticket to destination*.

DETACHING FRACTIONAL MILEAGE.

Rule No. 21. (d) Detach one coupon from all mileage tickets for each mile, or fraction of a mile five-tenths or over. No detachment to be made for fractions of a mile less than five-tenths of a mile.

FILING REPORTS AND FURNISHING INFORMATION.

Rule No. 21. (e) Each company shall file in the office of the Commission, on or before the last day of each month, a report, duly sworn to, showing fully and in detail the earnings and expenses of such company during the month preceding.

And each of said companies shall, on or before the first day of March of each year, file in the office of the Commission an annual report, duly sworn to, showing fully and in detail the operations of such company during the preceding fiscal year, to-wit: from January the first to December the thirty-first, both inclusive.

All of said reports shall be rendered on, and in accordance with, the printed forms that the Commission will prescribe and furnish for that purpose.

In addition to the foregoing, each of said companies shall furnish such other reports and information as the Commission may require from time to time.

Furthermore, it shall be the duty of each of said companies to produce, for the inspection of the Commission, any and all books, papers, contracts, agreements and other original records, of any character whatsoever, that may be in possession of said company, or within its power, custody or control, or copies thereof, as may be demanded and designated by the Commission.

STOPPING PASSENGER TRAINS AT STATIONS.

Rule No. 21. (f) All passenger trains operated in this State shall, at all stations where such trains stop, either upon flag or regular schedule, be brought to a standstill with such relation to the waiting-rooms of the station building, or other passenger facilities at said station, as will render egress from and ingress to said trains most practicable and convenient for the passengers, without reference to the convenient handling of baggage or other freight.

Rules Applicable to Freight Service

No. 22. RATES APPLICABLE TO ROADS UNDER ONE MANAGEMENT OR CONTROL.

All connecting railroads, doing business in this State, and under the management or control, by lease, ownership, association or otherwise, of one and the same person, firm, corporation or association, shall, for purposes of transportation, in applying freight and passenger tariffs, be considered as constituting but one and the same road, and the rate shall be computed as upon parts of one and the same road, unless otherwise specified by the Railroad Commission.

No. 23. LOCAL SHIPMENTS.

All shipments moving locally by rail, between points in South Carolina, are subject to the rates, rules and regulations as adopted by the Railroad Commission of South Carolina, unless there is issued at the time of shipment at the place the shipment originates, or at the nearest agency station thereto, through interstate bill of lading to the final point of destination of the shipment, or such a bill of lading as may be exchanged for a ship's bill of lading at a place of export.

No. 24. JOINT RATES.

Joint freight rates are those ordered put in, or authorized, by the Railroad Commission of South Carolina, which shall only apply on shipments moving between two points in the State of South Carolina, over two or more steam railroad routes, not under the same management or control.

Joint rates between points in South Carolina will be made by adding mileage rates of each line, less twenty per cent., but in no case to be less than continuous mileage rate for the total short line distance.

No. 25. RATES FROM COMPETING POINTS.

Where there are two or more railroad lines between any two points in South Carolina, having through connections, the lowest freight rate established between such points shall be

charged by the other lines accepting the freight for transportation between said points. Rates for intermediate stations shall not be affected by this rule.

RULE 26. WEIGHT OF SHIPMENTS.

Actual gross weights must be charged for in all cases; when the actual weights cannot be ascertained at point of shipment, or at destination or in transit, the following estimated weights shall govern for the articles named below; and when an article is classified to be accepted at an estimated weight, such estimated weight will govern.

Article.	Weight	
Clay, per cubic yard.....	3,000	pounds
Gravel, viz.:		
Washed, per cubic yard.....	2,800	pounds
Other than washed, per cubic yard.....	3,200	pounds
Laths, Cypress or Yellow Pine, per 1,000....	900	pounds
Laths, other than Cypress or Yellow Pine, per 1,000	750	pounds
Lumber, per 1,000 feet, viz.:		
Rough, viz.:		
Ash (black)	5,000	pounds
Basswood and Butternut	4,000	pounds
Chestnut, Cottonwood and Cypress.....	5,000	pounds
Elm (soft)	5,000	pounds
Gum (red)	5,000	pounds
Gum (sap)	5,000	pounds
Hemlock	4,000	pounds
Hickory	6,000	pounds
Oak	6,000	pounds
Poplar	4,000	pounds
Yellow Pine, under 6 inches in thickness..	5,000	pounds
Yellow Pine, 6 inches and over in thick- ness	4,500	pounds
White Pine	4,000	pounds
N. O. S.	6,000	pounds
Note—Rough lumber less than one inch in thickness to be assessed on a proportionate basis of above.		
Dressed, viz.:		
Cypress, Gum, Poplar and Yellow Pine, viz.:		
¾ in. Ceiling	1,000	pounds
½ in. Ceiling	1,300	pounds
¾ in. Ceiling or Partition.....	1,600	pounds
¾ in. Ceiling or Partition.....	2,000	pounds
13-16 in. Ceiling, Partition or Flooring ..	2,200	pounds
Drop Siding	2,200	pounds
Shiplap and Tongued and Grooved Boards, ¾ in.	2,300	pounds
Shiplap and Tongued and Grooved 13-16 in.	2,500	pounds
Siding, Bevel, from 1 in. stock.....	1,100	pounds
Siding, Bevel, from 1 ¼ in. stock.....	1,400	pounds
Siding, Square Edge, from 1 ¼ in. stock..	1,600	pounds
13-16 in. Boards.....	2,600	pounds

Article.	Weight.
N. O. S.	4,000 pounds
Sand, per cubic yard.....	2,750 pounds
Shingles, green, per thousand.....	3,000 pounds
Shingles, seasoned, per thousand.....	600 pounds
Staves, Headings or Hoop-poles, green, car loaded to depth of forty-three inches, per car.....	500 pounds
Staves, Headings or Hoop-poles, seasoned, car loaded to depth of fifty inches, per car.....	30,000 pounds
Stone, not dressed, per cubic foot.....	30,000 pounds
Tan Bark, green, per cord.....	160 pounds
Tan Bark, seasoned, per cord.....	2,600 pounds
Telegraph Poles, Fence Posts, or Rails, per cord.....	2,000 pounds
Turpentine, in barrels, per barrel, containing not over 52 gallons (the weight of each gallon in excess of 52 gallons to be computed on basis of 7.2 lbs. per gallon)....	3,500 pounds
Wood, green, per cord.....	432 pounds
Wood, seasoned, per cord.....	3,500 pounds
	3,000 pounds

No. 27. MINIMUM CHARGES.

Railroads are authorized to charge not exceeding twenty-five (25c.) cents as a minimum charge on any single shipment over one line; over two lines, forty (40c.) cents, and over three or more lines, sixty (60c.) cents, although by the tariff the rate may be less than that amount: Except that shipments moving between any two points in this State over two or more lines, whether under the same management and control or not, but where through rates have been established and published, the minimum charge on any single shipment shall not exceed twenty-five cents.

No. 28. DISTANCES FOR CHANGING RATES.

Ten miles has been fixed as the usual limit for a change of freight rates in South Carolina, but the railroads may, if they so desire for intermediate distances, adopt rates also intermediate between those given in the tables.

When the distance between stations ends in a fraction of a mile, such fraction, if .5 or over, will be counted as a mile. If less than .5, such fraction will not be considered.

Stations not over two miles beyond the upper limits of ten-mile group may be included in such group. The Commission reserves the right, however, to correct the charge in extreme cases which work hardships, although the same may not violate the letter of its rules.

No. 29. FRACTIONAL RATES.

Where rates are expressed in cents per hundred pounds, fractions of less than half will be dropped, and fractions of over half

a cent will be computed as one cent. Half cents will be used as such. www.libtool.com.cn

No. 30. NO CHANGE OF RATES WITHOUT APPROVAL OF THE COMMISSION.

The rates fixed or authorized by this Commission are to be regarded as maximum rates, which the railroads shall not exceed, except when specifically authorized by rule or written consent of this Commission. The railroads may adopt lower rates with the consent of the Commission, but if they do so for one shipper or person, they must, for like service, apply the same reduction of rates for all other persons, and if they fix less freight rates from one station, they shall make a corresponding reduction of the same per cent. at all stations along the line of road, so as not to discriminate against any person or locality except as provided in Rule 25.

No. 31. BILLS LADING AND FREIGHT RECEIPTS.

All freight bills and receipts of all railroads in this State must show name of consignor, consignee, weight, class, rate, and charges.

No. 32. FREIGHT RATE BY PASSENGER TRAIN.

The rate of freight by regular passenger train shall not exceed the rate allowed by ordinary freight trains for first-class freight with 50 per cent. added thereto, and no railroad company shall, by reason of any contract with any express or other company, decline or refuse to transport any article proper for transportation on the train for which it is offered.

No. 33. NO DISCRIMINATION ALLOWED.

There shall be no discrimination by any railroad company chartered by this State in favor of or against any railroad company with which it may connect, but each road shall deal with all its connections at any one point on the same terms, and shall afford the like usual customary facilities for the interchange of freight between all of its connections at the same point, any contract, combination, joint ownership or management to the contrary notwithstanding.

No. 34. NO REBATE PERMITTED.

No rebate, bonus, drawback or other advantage in any form shall be allowed, directly or indirectly, upon shipments made or service rendered to any person, but the rates shall be the same to all.

No. 35. NOTICE OF ARRIVAL OF FREIGHT.

All railroads shall give prompt notice by mail or otherwise to consignees of the arrival of goods, together with the weight and amount of freight charges due thereon; and when goods or freight of any kind in carload quantities arrive, said notice must contain letters or initials of the car, number of the car, net weight of shipment, and amount of freight charges due on same. To facilitate the transportation of freight so that no confusion or unnecessary expense shall arise to the consignee at destination, the railroads shall be required, at request of the shipper, to notify the party named in an Order-Notify bill of lading upon arrival of the freight. If the postoffice address is other than destination of freight, same must be shown in the body of the bill of lading and agent is required to notify party at this postoffice that freight has arrived at destination.

No. 36. ROUTING SHIPMENTS.

The right of the shipper to direct by what road or roads in this State his shipments shall be transported must be observed by the carriers.

Whenever a shipper tenders to any railroad, express or other transportation company, a shipment for transportation between points within this State, and give such company routing instructions, it shall be the duty of said company to receive such shipment and forward according to instructions given. And if it be necessary in complying with such routing instructions for the shipment to pass over the lines of two or more companies, it shall be the duty of the initial company to so deliver to its connection, and each succeeding company shall do likewise, as will cause compliance with routing instructions, and the lowest rate applicable *via* such specified route shall be applied.

Where shipments are tendered without routing instructions, the company receiving same in the first instance shall forward said shipments with due regard to the interests of the shippers

and by that reasonable and practicable route over which the lowest charge for transportation applies, and any damage resulting to a shipper from a disregard of this obligation by any company shall be repaired by the company responsible for the misrouting making reparation to shipper to the extent of the difference between the necessary expense incurred in making delivery of shipment over the route by which same improperly moved and the necessary expense which would have been incurred had shipment been properly routed: *Provided*, That any reparation made upon this account shall in no wise affect the right of shipper to any claim for actual damages sustained in excess of the difference in expense incurred in making delivery as herein provided.

No railroad shall decline or refuse to transport any article proper for transportation.

No. 37. NOTICE TO BE GIVEN BEFORE CHANGE OF RATES.

Before any rate shall be fixed, established or changed by the Railroad Commission, the railroad company to be affected thereby shall have at least thirty (30) days' notice of the time and place when and where the matter of fixing or changing such rate will be considered by the Commission in session; and said railroad company shall be entitled to be heard at such time and place, to the end that justice may be done.

No. 38. WHEN RATES ARE EFFECTIVE.

All authorities for rates issued by the Commission may be made effective at once, or as soon after date of issuance as possible, but in no case later than ten days after the date of the Commission's authority, unless otherwise specified.

No. 39. CONFLICT BETWEEN RATES.

Whenever there is a conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight, between any two points in South Carolina, the lowest rate in effect shall be charged.

No. 40. DELAYS IN TRANSPORTATION.

No railroad shall, for any cause, subject any article of freight to unreasonable delay in receiving, delivering or forwarding the same.

No. 41. KEEPING OPEN DEPOTS.

All freight depots must be kept open each day, except Sundays and legal holidays, during following hours: 8:00 o'clock, a. m. to 5:00 o'clock p. m., for deliveing freight, and 8:00 o'clock a. m. to 4:00 o'clock p. m. for receipt of less than carload freight for forwarding. The closing hour on Saturdays may be 2 o'clock p. m. for delivering and 1 o'clock p. m. for receiving.

No. 42. ARTICLES NOT CLASSIFIED.

Rates for the transportation of any article not included in the Freight Classification may be assessed as if upon the article most analagous to it in said classification.

No. 43. REPAIRS AND IMPROVEMENTS.

Whenever in the judgment of the Railroad Commissioners it shall appear that repairs are necessary upon any railroad in this State, or that any addition to the rolling stock, or that any enlargement of, or improvement in, the stations or station houses, or any changes in the mode of operating the road and conducting its business, is reasonable and expedient, in order to promote the security, convenience and accommodation of the public, they shall give information in writing to the railroad company of the improvements and changes which they adjudge to be proper, and if said company shall fail, within sixty (60) days, to adopt the suggestion of said Commissioners, they will take such legal proceedings as they may deem expedient.

No. 44. ADJUSTING OVERCHARGES.

Railroad companies shall adjust all freight charges promptly when shipments are delivered, and apply only the legal, published rates and classifications in effect at time shipment moved from point of origin.

Actual weights must be observed in settling charges, unless otherwise provided for in classification.

If, after settlement is made, an overcharge appears, the railroad company collecting such overcharge shall make proper refund to shipper or consignee when demand is made and said overcharge is shown.

No. 45. RATES FOR LESS THAN CARLOADS NOT TO EXCEED CARLOAD RATES.

Where rates are fixed for freight in less than carloads, the aggregate amount of freight charges shall not exceed the carload rate prescribed for such article.

No. 46. CARLOAD MINIMUM.

Carload minimum for all carload shipments within the State of South Carolina, regardless of the length of the car, shall be the minimum weight specifically named in the Southern Classification as approved by this Commission, or as specified in the South Carolina Exception Sheet. The minimum carload will not be increased because a car over 36 feet in length is furnished.

No. 47. RAILROADS REQUIRED TO FURNISH INFORMATION.

Every railroad corporation operating in this State shall at all times, on request, furnish the Railroad Commissioners any information required by them concerning the condition, management and operation of its railroads.

No. 48. TON AND CARLOAD DEFINED.

A ton is 2,000 pounds. Where rates are fixed for articles of freight in less than carloads the aggregate amount shall not exceed the carload rates for such articles.

No. 49. ASSESSING RATES WHERE NOT OTHERWISE PROVIDED FOR.

Between points where rates are not provided for, the Commission will, on application of shipper, consignee, or railroads interested, make reasonable rates for immediate use, or to correct charges previously assessed for which no rates are published.

No. 50. POSTING OF RATES.

Railroads in this State are required to keep "posted" in all their stations copies of rate schedules with tables showing distances between all stations, applying on their respective roads. It shall be the duty of all such railroads to obtain as needed, from the

Railroad Commission, all such schedule of rates, including such changes or revisions as may from time to time be made, and to "post" copies of same as required by law.

No. 51. REGULATING CHARGES FOR SHORTER DISTANCES.

The railroads will not be required to regulate their charges for shorter distances by their proportion of through rates between terminal or junctional competitive points.

No. 52. ERECTING DEPOTS.

All railroads in this State are required to erect within the time specified by the Commission union or other depots at such points as the travel and public interest shall in the judgment of the Commission justify.

SWITCHING AND TRANSFER CHARGES.

No. 53—*a*—*Switching*.

Switching service is hereby defined as a service performed to or from private or assigned sidings within yard or switching limits, preceding or following a road movement.

A carrier performing switching service may charge one dollar (\$1.00), except at Columbia, at which point the charge will be one dollar and fifty cents (\$1.50), for switching a car between a private or assigned siding connected with its rails, and its point of connection with any other line. Each carrier performing switching service as an intermediate line may charge therefor the amounts specified herein.

No. 53—*b*—*Local Transportation*.

Local transportation is hereby defined as a movement in cars, which begins and ends on private or assigned sidings within yard or switching limits of the same town, and which does not precede or follow a road movement.

The following charges per car may be made where local transportation service is performed:

1st. For a car loaded on a private or assigned siding of one carrier, to be unloaded on a private or assigned siding of the same carrier, four dollars per car.

2nd. For a car loaded on a private or assigned siding of one carrier, to be unloaded on a private or assigned siding of another

carrier, where only two carriers participate in the service, five dollars per car. libtool.com.cn

3rd. For a car loaded on a private or assigned siding of one carrier, to be unloaded on a private or assigned siding of another carrier, where three carriers participate in the service, six dollars per car.

No. 54. TIME TABLES.

All railroads in South Carolina shall furnish the Railroad Commission complete Time Tables covering schedules of all regular trains carrying passengers over their respective roads; and shall furnish new time tables or schedules, whenever changes are made, as soon as such schedules are received from the printer.

No. 55. WEIGHING CARLOAD SHIPMENTS.

Any consignee of coal or other articles to be delivered to him in carload lots by any common carrier at any point within the limits of this State where such common carrier maintains track scales or track scales are accessible, shall have the right to demand that such coal or other articles be reweighed before delivered to him by said common carrier, within forty-eight (48) hours after such demand to reweigh the same, and to deliver to such consignee a written or printed or partly written and partly printed statement, showing the true weight thereon, and that where track scales are accessible and wherever practicable, all railroad companies operating in South Carolina are required to weigh all loaded tank cars for shipment of oil on track scales at the station of the initial line, or at the oil mill where such cars are to be loaded and to weigh these cars on same scales when loaded, and issue Bill of Lading therefor with actual weight of the contents of each car inserted thereon. And that weight of cars may be accurately determined, each car shall be weighed separately and uncoupled at each end from other cars upon the request of shipper or consignee.

No. 56. HANDLING FREIGHT AT NON-AGENCY STATIONS.

At all non-agency stations the railroads shall load and unload all less than carload shipments. The consignor or consignee shall load or unload all carload shipments. When a shipper at a non-agency station desires to make a carload shipment, the order for

empty car shall be placed with the conductor or the agent of the railroad at the nearest station, and said car shall be set off on the siding designated, loaded by the shipper and bill of lading issued by the nearest agent of the railroad in the direction the car moves. When a carload shipment is consigned to a non-agency station, the freight charges on which are prepaid, the car shall be set off at that point and unloaded by the consignee. Railroads shall not leave less than carload freight at non-agency station when there is no one there to receive it if the weather is such as to cause damage, but the same shall be carried to the nearest station for protection and returned at the proper time.

No. 57. HANDLING FREIGHT CARS ON FIRST CLASS PASSENGER TRAINS.

No railroad operating trains in South Carolina shall be allowed to handle any freight cars, loaded or empty, on a train that is operated as a first class passenger train, or shown as such in the published time table of any railroad *except by written permission of the Railroad Commission.*

Rules and Regulations as to Express Service

No. 58. GENERAL RULE.

All Rules and Regulations herein prescribed as applying to railroads are to be regarded as applying, with equal force and effect, to express companies doing business in this State: *Provided*, Such application is practicable and does not conflict with the laws of this State or of the United States, nor with the Rules and Regulations herein distinctly prescribed for the government of express companies.

No. 59. POSTING SCHEDULES.

All express companies in South Carolina are required to file with the Commission, to print and keep posted at each of their offices in this State, schedules of rates, classification and charges for the carrying of freight, which shall be open during office hours to public inspection.

No. 60. CHANGES IN RATES AND CLASSIFICATION.

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No change in express rates or classification shall be made until thirty (30) days' notice of such change has been filed or posted at all express offices or agencies in this State, and not until thirty (30) days' notice has been given the Commission, and not until the consent of the Commission has been obtained.

No. 61. LABELS ON PACKAGES.

All express companies operating in South Carolina shall paste conspicuously on each package received for shipment a label designed and reading as follows:

From No. Tally No. Route.No. Express Charges on this shipment are PREPAID	
If express charges appear as collect on delivery sheet, deliver free, entering all numbers shown hereon and on the way-bill-label, opposite the entry on delivery sheet.	
Value	Express Charges Prepaid
Weight	on Pieces
\$	\$

From No. Way-bill No. Date. Prepaid	LOT SHIPMENT On Pieces
Billed Via..... Pieces	

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From
No. Tally No. Route No.
COLLECT
charges at destination
on pieces

From
No. Way-bill No. Date.
Collect
LOT SHIPMENT
On Pieces
Billed Via.....
When parts of this shipment are on separate way-
bills Agents at destination will adjust charges to
proper amount on the number of places received.

No. 62. C. O. D. SHIPMENTS.

If C. O. D. express shipments are refused or cannot be delivered within twenty-four (24) hours after arrival at destination, the shipper must be so notified immediately. If such shipments are not disposed of within thirty (30) days they may be returned, subject to charges both ways. In the case of perishable property, the consignor must be notified within six (6) hours after refusal of consignee to receive such perishable shipments or failure of the express company to effect delivery.

No. 62a.

As to closing Express Agencies, refer to Rule 15.

No. 63. ACCIDENTS.

All express companies in South Carolina are required to comply with Section 3228 of the General Statutes of South Carolina, "Accidents, Notice to be Given," and Rule No. 14 of the Railroad Commission, "Accidents."

Rules and Regulations as to Telegraph Service

No. 64. TELEGRAPH RATES.

No telegraph company shall charge or collect more than twenty-five (25c.) cents for any message of ten words or less, exclusive of date, address and signature, between any two points within the limits of this State, on its lines, nor more than two cents for each additional word on a day message, and no more than one cent for each additional word on a night message.

No independent telegraph office where messages are received and transmitted for the public shall be discontinued or abolished without first obtaining the consent of this Commission, upon an application duly filed by the said company desiring such discontinuance, wherein shall be stated the reason therefor; it being understood that this refers to the main offices, and does not include branches of the main offices at any place. Such branches may be opened or closed as the exigencies of business may require.

Whenever a message is sent over two or more telegraph lines owned, controlled and operated by separate and distinct corporations or individuals, the joint rate shall not exceed the sum of forty (40c.) cents for such message, of ten body words or less, exclusive of date, address and signature, between any two points within the limits of this State, nor more than three (3c.) cents for each additional word.

No telegraph company shall make any charge or collect any amount for delivering messages in towns or cities whose corporate limits do not exceed one and one-fourth (1 1-4) miles, and all messages shall be delivered in a radius of one and one-quarter (1 1-4) miles from the center of the town or city free of charge in towns and cities whose radius exceeds one and one-quarter (1 1-4) miles.

No. 65. ANNUAL REPORTS REQUIRED.

On or before March 1st of each year the telegraph companies shall make to the Railroad Commission an annual report of their operations in the State of South Carolina, including receipts and expenses, for the year ending December 31st, preceding.

No. 66. GENERAL RULE.

All Rules and Regulations herein prescribed for the government of railroads are to be regarded as applying with equal force and effect to telegraph companies doing business in this State: *Provided*, Such application is practicable, and not inconsistent with the laws of this State or of the United States, and not in conflict with the Rules and Regulations of the Commission herein distinctively prescribed for the government of telegraph companies.

No. 67. ACCIDENTS.

All telegraph companies in South Carolina are required to comply with Section 3228 of the General Statutes of South Carolina, "Accidents, Notice to be Given," and Rule No. 14 of the Railroad Commission, "Accidents."

Rules and Regulations as to Telephone Companies

No. 68. ANNUAL REPORTS REQUIRED.

On or before the first day of March of each year, all telephone companies shall make to the Railroad Commission an annual report of their operations in the State of South Carolina, including rates and expenses for twelve (12) months ending December 31st preceding. Said report to be made on blanks as furnished by said Railroad Commission, and a separate report shall be made for each exchange where one company operates one or more exchanges.

No. 69. MANNER OF HANDLING COMPLAINTS.

All complaints made by firms, corporations or individuals as to any telephone company doing business in this State, shall be addressed to the Railroad Commission in writing, setting forth in detail, as near as possible, the condition complained of, and the remedy desired. When any such communication is received, the Secretary of the Commission shall send a copy of said communication to the telephone company complained of in said com-

munication, and it shall be the duty of such telephone company, upon receipt from this Commission of a copy of said complaint, to immediately investigate the same and report to this Commission, notifying said Commission within thirty (30) days of their answer to said complaint.

Upon the answer of said telephone company complained of being served upon this Commission, the Commission shall call a meeting for a formal hearing by this Board, the day being named by the Commission for said hearing, and the following procedure shall prevail:

(a) This Commission shall designate the time, place and hour at which such hearing shall be had, and the Secretary of this Commission shall notify interested parties in writing to this effect.

(b) All testimony given at such hearing shall be under oath.

(c) At such hearing, the burden of proof shall be upon the party complaining, and the individual, firm or corporation against which complaint is made, shall be heard in reply.

(d) The decision of this Commission shall be in writing, and a copy of the same shall be given to each of the parties interested.

No. 70. TELEPHONE RATES.

On or before the first day of March each year, each telephone company shall file with this Commission a separate report for each exchange operated by it in any city or town in this State, and all rates or charges for telephone service at said exchange shall be submitted to this Commission for approval.

No. 71. CONTRACTS AS TO RATES.

All contracts and agreements as to any rates or charges for services or connections, made between any exchange or exchanges, and any private lines, must first be submitted to this Commission for approval.

No. 72. ACQUIRING ADDITIONAL LINES.

All additional lines and connections acquired by purchase or otherwise by any telephone company or exchange, must be reported immediately to this Commission, giving schedule of rates charged, number of telephones, etc.

No. 73. REPORTS AS TO TOLL RATES.

All toll rates or long-distance charges to and from all places within the State of South Carolina, must be reported to this Commission in detail on or before the first day of March; and any changes on said toll or long-distance charges must be submitted to this Commission immediately.

No. 74. FIXING RATES FOR NEW EXCHANGES.

Any telephone company establishing a telephone exchange in any city or town in this State, shall file with this Commission a schedule of rates, charges, etc., for services in said city or town, to be approved by this Commission, and said rates shall not go into effect until they are approved by this Commission.

No. 75. CHANGING RATES.

Any telephone company operating a telephone exchange in any city or town in this State, which desires to change the rates charged for telephone services in such city or town, from the rates charged by such company on the 25th day of February, A. D. 1904, where the rates are not limited by the franchise under which said company is operating in such city or town, shall be allowed to do so by agreement with the subscribers connected with such exchange; failing to secure such agreement from the subscribers connected with such exchange, no change shall be made in such rates without the consent of this Commission. One or more of such subscribers may petition for a hearing, said petition to be made as prescribed in Rule 69.

No. 76. ACCIDENTS.

All telephone companies in South Carolina are required to comply with Section 3228 of the General Statutes of South Carolina, "Accidents, Notice to be Given," and Rule No. 14 of the Railroad Commission, "Accidents."

SPECIFICATIONS FOR OVERHEAD CROSSINGS OF
LIGHT AND POWER TRANSMISSION LINES
AND TELEGRAPH AND TELEPHONE LINES
OVER RAILWAY RIGHTS OF WAY IN
SOUTH CAROLINA.

1. Crossing of Electric Light and Power Transmission Lines and Telegraph and Telephone Lines now existing or that may hereafter be constructed over railroad rights of way, tracks and wires thereupon, or along, shall conform to the following general precautions for the safety of the public and the employees of the railroads:

2. The poles or towers supporting the crossing span and the adjoining span on each side shall be in a straight line, if practicable, shall be securely set in the earth or in suitable masonry foundations, and shall be so guyed or braced as to prevent the wires sagging below the clearances hereinafter specified. No pole or tower shall be less than twelve (12) feet from the nearest track, except that at sidings a clearance of seven (7) feet may be allowed, measurement being made from the near rail.

3. The crossing span shall be as short as practicable and in general, the length of the adjoining span on each side shall not be more than fifty (50 per cent.) per cent. of the length of the crossing span.

4. Electric Light and Power wires shall have a clearance of not less than thirty (30) feet above the top of rail: Provided, That for trolley contact wires, carrying constant potential direct current not exceeding 750 volts, twenty-two (22) feet may be allowed.

5. Telegraph and Telephone wires shall have a clearance of not less than twenty-five (25) feet above the top of rail.

6. Electric Light and Power wires shall cross over Telegraph and Telephone wires, and the clearance between the two classes of wire shall be not less than eight (8) feet.

7. Telegraph and Telephone wires shall clear wires of the same class not less than four (4) feet.

8. Wires and cables shall be attached to their supporting structures in such manner as that the clearance herein specified shall be maintained under the most unfavorable conditions of temperature and loading.

9. Minimum size of conductors in the crossing spans and adjoining spans on each side in Electric Light and Power Lines

shall be as follows: No. 6 B. & S. guage copper for voltage not exceeding 5,000 volts; No. 4 B. & S. guage copper for voltage exceeding 5,000 volts; No. 1 B. & S. guage aluminum for all voltages.

Minimum size of conductors in the crossing spans and adjoining spans on each side of Telegraph and Telephone Lines shall be as follows:

For spans 150 feet or less, No. 10 B. W. G. galvanized iron or No. 10 B. & S. hard drawn copper.

For spans 150 feet and over, No. 8 B. W. G. galvanized iron or No. 9 B. & S. hard drawn copper.

10. Wooden poles shall be of selected timber, free from defects which would decrease their strength or durability, and shall be not less than eight (8) inches in diameter at the top for Electric Light and Power Lines; and shall be not less than six (6) inches in diameter at the top for Telegraph and Telephone Lines.

DEMURRAGE

THE RAILROAD COMMISSION OF SOUTH CAROLINA

Columbia, S. C., January 21st, 1918.

Circular No. 234

Effective this date, the rules governing demurrage and reciprocal demurrage intrastate in South Carolina, as promulgated and published by this Commission, are hereby suspended until further notice, and in lieu thereof the regulations as set forth in Order No. 3, and all subsequent orders relative to demurrage of the Director-General of Railroads will apply, as shown in the published tariffs of the railroads operating in South Carolina on file with this Commission.

J. P. DARBY,
Secretary.

JOHN G. RICHARDS,
Chairman.

Demurrage Rules

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RULE 1.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery is subject to car service regulations.

RULE 2.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the contents, weight and amount of freight charges due thereon, as shown by the waybill; and when goods or freight of any kind in carload quantities arrive, said notice must contain, in addition thereto, letters, or initials of the car, number of the car. Demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No demurrage charges, however, shall, in any case, be allowed unless legal notice of the arrival of the goods has been made to the owner or consignee thereof by the railroad company.

RULE 3.

Legal notice referred to in these rules may be either actual, or may consist of posting notice by mail to consignee. Whether the notice shall be actual or by mail, forty-eight (48) hours free time shall be allowed the consignee. Free time begins at twelve o'clock M. on day after such notice has been given, whether such notice shall be actual or by mail: *Provided, however,* That if, in any case, where notice of arrival is given by mail, the consignee will make oath that neither he, his agents or employees have received such notice, no demurrage charges shall be made until after legal notice, as above specified, is given.

RULE 4.

A charge of one dollar (\$1.00) per day shall be made for detention of cars and use of tracks when cars are not loaded or unloaded within forty-eight (48) hours after notice. It being understood that said car or cars are to be placed and remain accessible to the shipper or consignee for the purpose of loading or unloading during the period in which held free of demurrage; that when

the period of such demurrage charges commences they are to be placed accessible to the consignee for unloading purposes on demand of the consignee: *Provided, however,* That if the railroad company shall remove such car or cars after being so placed, or in any way obstruct the unloading of the same, the consignee shall not be chargeable with the delay caused thereby: *Provided, further,* That when any consignee shall receive over the lines of one railroad company four or more cars during any one day, taking track delivery, each of said cars in excess of three shall not be liable to demurrage until after the expiration of twenty-four (24) hours additional time.

Any fraction of a day shall be considered a day.

RULE 5.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad company to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receive the same or not.

RULE 6.

Where the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery shall give to the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give direction for the reshipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are held to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to the benefit of this rule.

RULE 7.

A consignee living four miles or over from the depot, and whose freight is destined to his residence or place of business so

located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of ordinary diligence.

RULE 8.

Railroad companies are authorized to hold such property in public warehouses at the expense of owner, if same is not removed before demurrage charges attach.

RULE 9.

When any railroad company fails to deliver freights at the depot or to place loaded cars at an accessible place for unloading within forty-eight (48) hours (not including Sundays or legal holidays), computed from 12 o'clock M. the day after the arrival of the same, the shipper or consignee shall be paid one dollar per day for each day said delivery is so delayed.

RULE 10.

1. Cars containing freight are to be delivered upon carload delivery tracks or private sidings designated by consignee upon arrival.

2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with agent within twenty-four (24) hours, will be considered as requiring general track delivery, and shall be so placed after twenty-four hours.

3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges, provided the railroad company could otherwise have placed such cars on delivery tracks, except that on cars consigned to private sidings already fully occupied and delivery thereof impracticable, detention is to be computed from time of notification.

4. Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours. www.libtool.com.cn

RULE 11.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules it must collect of all who are liable. No rebate, drawback, or other similar device will be allowed.

If demurrage is collected by a railroad company at one point on its line, it must collect at all places on its line of those liable under the rules of this Commission: *Provided*, That the Commission shall hear and grant applications to suspend the operation of this rule whenever justice shall demand this course.

RULE 12.

Cars detained or held for want of proper shipping instructions or by reason of improper or excessive loading (where loading is done by shipper) shall be subject to a demurrage charge of one dollar per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are properly loaded and shipping instructions given the railroad agent must immediately issue bills of lading therefor, and if said car or cars are detained or held, and not carried forward (not including Sundays or legal holidays) within forty-eight (48) hours, except perishable articles, which shall be moved within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar per car for each day or fraction of a day that said car or cars are thus detained or held.

RULE 13.

No other charge shall be made for demurrage on car service cars so defined by Rule 1 except as provided in the foregoing rules.

RULE 14.

Private cars while in railroad service, whether on carrier's or private tracks, are subject to these demurrage rules to the same extent as cars of railroad ownership. Empty private cars are in railroad service from the time they are placed by carrier for load-

ing or tendered for loading on the orders of a shipper. Private cars under lading are in railroad service until the lading is removed and cars are regularly released.

Reciprocal Demurrage

RULES AND REGULATIONS GOVERNING THE RAILROADS IN THE PLACING OF EMPTY CARS.

1. All railroad companies in the State of South Carolina are subject to the rules hereunder promulgated.

2. For other than perishable freights the railroad company applied to by any shipper for a car or cars shall furnish same properly placed *for being loaded to points within the State of South Carolina* within four days from twelve o'clock M. next day after such application.

3. For perishable freight, such as vegetables, melons, fruits, berries, beans, or peas, or like freights, cars shall be placed within three days following application; unless the application states a particular later period: *Provided*, These rules do not apply to private cars.

4. The time allowed the roads for the placing of cars in these rules is designated as "free time."

5. For each day or a fraction of a day's delay after the expiration of free time the road offending shall forfeit and pay to the shipper the sum of one dollar per car per day. Any shipper, consignee, or owner, to avail himself of the benefits of any forfeiture provided for in these rules must make his application in writing; and to facilitate the making of such application the several railroads of the State shall provide suitable blanks for that purpose to be kept at all agencies.

6. The railroad companies may, when the freights so to be transported are not in sight, or when there is reason to believe the application is not made in good faith, require applicant to deposit two dollars for each car. This money may be retained as a forfeit to the railroad company, in case the car is not loaded, to pay trackage; if the car is loaded, then the said two dollars shall be refunded to the shipper with the bill of lading.

7. The period of time during which the movement of trains is suspended on account of accident, or any cause not within the

power of the roads to prevent, shall be added to the free time allowed herein and accounted as additional "free time."

8. When any railroad company fails to deliver freights at the depot or to place loaded cars at an accessible place for unloading within forty-eight (48) hours (not including Sundays or legal holidays), computed from 12 o'clock M. the day after the arrival of the same, the shipper or consignee shall be paid one dollar per day said delivery is so delayed.

Storage Rules

1. All freight received for delivery is subject to storage regulations.

2. All package freight not removed by owners from the custody of the railway company within seventy-two (72) hours after legal notice of the arrival thereof has been given to consignee, computed from 12 o'clock M. of the day following the date of such notice of arrival, shall thereafter be subject to a charge for storage, as set forth in Rule 4 of these Regulations.

3. Prompt notice shall be given to consignee of the arrival of freights, and the said notice must show date of its issue, and the time allowed for removal without charge for storage.

4. The maximum charges for the storage of freight by the railroads, when stored in the warehouses of the said railroads in this State, shall be as follows:

For 5 days and under, 1c. per hundred pounds per day.

For 10 days and over 5 days, 6c. per hundred pounds.

For 20 days and over 10 days, 8c. per hundred pounds.

For 30 days and over 20 days, 10c. per hundred pounds.

For 40 days and over 30 days, 13c. per hundred pounds.

For 50 days and over 40 days, 15c. per hundred pounds.

Each additional week and fraction thereof thereafter, 1c. per hundred pounds. The minimum charge for any one shipment shall be five cents. Not more than one dollar per day shall be charged for any one consignment not in excess of a carload.

5. A consignee living four miles or over from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage charges allowed in the above rules until a sufficient time has elapsed after notice for said

consignee to remove said goods by the exercise of ordinary diligence. www.libtool.com.cn

6. Shipments detained because billed to order and awaiting bills of lading or instructions as to disposition, shipments held for want of billing instructions, shipments held for inspection, change of billing, or for any other purpose, by owner or his agent, are subject to storage charges, and if such freights are forwarded to any other point, accrued storage will be added to the billing as back charges.

The rates herein prescribed are maximum rates, but these regulations will not be held to be violated if lower rates are made by the roads, provided that all shippers at the same point are assessed similar rates without discrimination.

8. Legal holidays and Sundays shall not be taken into account in reckoning the seventy-two hours herein allowed for removal of freight without charges.

9. Due diligence on the part of the shipper or consignee to remove freight promptly shall be deemed by the railroads a sufficient ground upon which to remit storage charges accruing by reason of bad weather or impassable roads.

10. Freight and storage charges must be billed in separate items, though they may be billed in the same sheet.

STORAGE RATES, RULES AND REGULATIONS ON EXPLOSIVES AND OTHER DANGEROUS ARTICLES.

No railroad company operating in the State of South Carolina shall accept for transportation, or transport, between points in this State, shipments of explosives, inflammable articles and acids, except in accordance with the terms prescribed by the rules and regulations of the Interstate Commerce Commission governing the transportation of such articles.

The free time allowed consignees within which to remove the more dangerous explosives (Section A) from the custody of the railroad company shall be 24 hours; the free time allowed consignees in which to remove the less dangerous and relatively safe explosive and other dangerous articles (Section B) shall be 48 hours; when such shipments are not removed from the custody of the railroad company within the free time here allowed, the following storage charge will apply:

Section A.—On less than carload shipments of the more dangerous explosives, i. e., Low Explosives, Black Powder, High

Explosives, Wet Fulminate of Mercury, Blasting Caps, Electric Blasting Caps, Ammunition for Cannon with Explosive Projectiles, Explosive Projectiles, Explosive Torpedoes and Detonating Fuzes, unloaded in or on railroad premises, twenty-five (25) cents per 100 pounds per day or fraction thereof, with a minimum charge of twenty-five (25) cents.

On carload shipments, \$5 per day in addition to the regular demurrage charges.

Section B.—On less than carload shipments of the less dangerous and relatively safe explosives, i. e., Ammunition for Cannon with Empty Projectiles, Ammunition for Cannon with Sand Loaded Projectiles, Ammunition for Cannon with Solid Projectiles, Ammunition for Cannon without Projectiles, Smokeless Powder for Cannon, Smokeless Powder for small Arms, Common Fireworks, Special Fireworks, Small-Arms Ammunition, Cannon Primes, Small-Arms Primers, Empty Cartridge Bags, Black Powder Igniters, Empty Cartridge Shells, primed, Combination Primes, Percussion Fuzes, Percussion Caps, Time, Tracer or Combination Fuzes, Safety Fuze, Cordeau Detonate and Safety Squibs, or less than carload shipments of Dangerous Articles other than Explosives, requiring Red, Yellow, Green or White I. C. C. labels, unloaded in or on railroad premises, ten (10) cents per 100 pounds per day or fraction thereof, with a minimum charge of ten (10) cents.

On carload shipments, \$2 per day in addition to the regular demurrage charges.

Millng-in-Transit Rules

1. Wheat or corn may be shipped from railway stations in South Carolina—

2. To milling points located on the railroads in South Carolina and milled and the product reshipped to stations in South Carolina under the following rules, viz:

3. Shipments of wheat or corn to be milled in transit must be billed to the milling point at full tariff rates.

4. Original bills of lading and expense bills for wheat or corn (the product of which is to be reshipped) must be surrendered to the railroad's agent at milling point.

5. These bills of lading and expense bills must be cancelled so as to prevent their use a second time.

6. The agent at milling point must keep a ledger account with the mill, which should show the receipts of wheat or corn, and the shipments of each kind of milled product made thereunder.

7. Waybills for the product from milling points must show the original point of shipment of the wheat or corn from which it is milled and the number and date of the waybill upon which it is received at the mill.

8. When the conditions of these rules have been fully complied with the agent at the milling point is authorized to waybill shipments of milled products at the difference between the rate on the wheat or corn into the mill and at the rate on the milled product for a distance equal to the sum of the distance from point of origin of the grain (from which milled) to the milling point, plus the distance from the milling point to destination of the milled product, as provided for in local tariff of all railroads.

For example, the agent at Rock Hill, S. C., has a shipment of flour in sacks milled from wheat received from a point 75 miles distant from Rock Hill, to be reshipped to a point 50 miles from Rock Hill. In this instance the total haul is 125 miles. The rate on the wheat into the mill is 12 cents, the rate on the flour in sacks (Class C) for a distance of 125 miles is 17 cents. Shipments should be waybilled from Rock Hill to destination at the difference between the rate on the grain into the mill and the rate on flour in sacks for the combined distance, or 125 miles, which is 5 cents per hundred pounds.

GRAIN—CLEANING IN TRANSIT.

The rate on all movement of grains in South Carolina where grain in transit is stopped at intermediate points for cleaning and grading purposes shall be the present through rate from point of origin to destination, plus 20 per cent. for each and every intermediate stop where cleaning and grading is to be done.

Shrinkage on all reshipments from cleaning points will be allowed.

All shipments stopped at intermediate points for cleaning and grading shall not be in transit exceeding six months.

The above rate is intended for an emergency rate.

Grain delivered at local markets for cleaning purposes cannot be substituted for grain in transit which is held at that point for cleaning.

PART III.

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SOUTH CAROLINA EXCEPTION SHEET NO 14

FREIGHT CLASSIFICATION OF THE SOUTH CAROLINA RAILROAD COMMISSION

NOTES AND RULES TO BE OBSERVED WHEN APPLYING THIS EXCEPTION
SHEET.

In the absence of classification, rules or ratings in this exception sheet,
the classification, rules or ratings of the current issue of Southern Classi-
fication, or subsequent issues, and supplements thereto, will apply.

A		B	
Agate and Graniteware, boxed.	5	Barrels, Half Barrels and Kegs, empty, except ale and beer, C. L., minimum 10,000 lbs.	K
Agate and Granite Stamped Ware, boxed	6		
Agricultural Implicments, L. C. L., viz.:		Excess 10,000 lbs.; 50 per cent. of Class K.	
Cultivators, K. D.	4	Barrels, empty, turpentine, oil. Excess 10,000 lbs., 50 per cent. of Class K.	
Diggers, Potato, K. D.	4		
Drills, grain, K. D., packed..	3	Barytes, packed or in sacks, L. C. L., 20 per cent. higher than C. L. rate.	K
Harrows, N. O. S., and Har- row Frames	4		
Mills, burrstone, portable...	5	Barytes, C. L.	
Mills, cane, corn, hominy and sorghum	6	Baskets, wood, splint, with tops or handles, in bundles of four with ends placed in each other, L. C. L.	1
Mills, fanning, S. U.	D1	Baskets, packed, nested, crated, or in bundles, L. C. L.	5
Same, drums detached and packed inside of main frames	1	Battings, or Felts, cotton, or cotton and jute com- bined, pressed in bales.	4
Same, K. D., flat, packed or in bundles	1	Batting, N. O. S.	2
Planters, corn and cotton, K. D., in bundles or boxes...	4	Beans, soy, soya or soja and velvet	Special
Rollers, field and road	5	Beehives, K. D., crated	6
Scrapers, road and pond....	5	Billets, L. C. L.	K
Ammonia, Sulphate; same as Fertilizers.		Billets (hardwood), viz.:	
Asbestos, packed, L. C. L., 20 per cent. higher than C. L. rate.	K	Red gum, persimmon, dog- wood, ash, hickory, oak, poplar, cypress, holly, and all kinds of hardwood not named herein, to be ship- ped as logs and billets in the round, either for pay- ing blocks or for other purposes. See special rates.	
Asbestos, C. L., 20,000 lbs.	K	Blacking or Dressing, harness, leather, shoe and glove, in glass, packed	3
Asparagus (packed)	6	Blacking or Dressing, harness, leather, shoe, and glove, packed	4
Axes	5	Blocks, shuttle, rough, packed or in sacks, L. C. L.	6
		Blocks, shuttle, rough, C. L.	K
B		Boards, cutting, glass, in crates or bales	3
Bags, viz.:			
Burlap and gunny, L. C. L.	6		
Paper, in bundles or crates, L. C. L.	6		
Paper, in boxes	4		
Banana Drums, C. L., min. 10,000 lbs.	6		
Bark, tan, in sacks, L. C. L.	K		
Bark, tan, C. L.	O		
Barrel Material, L. C. L.	A		
Barrels, empty, turpentine, oil, whiskey and Coca-Cola, L. C. L.	5		
Barrels, Half Barrels and Kegs, empty, except ale and beer, L. C. L.	4		

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	Class.
Charcoal, C. L.	M
Cheese, in boxes or casks	3
Clider, in wood	B
Cinders, C. L., min. wt. 30,000 lbs.	L
Clay, C. L.	P
Clay, fire, C. L.	P
Clay, fire, L. C. L., packed or sacked	K
Coal and Coke, C. L., 20 per cent. less than Class L, per ton 2,240 lbs.	
Coal and Coke, L. C. L., in sacks or barrels	D
Coal Tar; see Tar.	
Coffee, green, in double sacks.	6
Coffee, roasted, in double sacks	5
Coffins, plain, stained or varnished, wrapped and crated	2
Confectionery, agreed to be of the value of 6 cents per pound, and so expressed in bill of lading, L. C. L.	5
Concrete Blocks, see stone, artificial or composition, car-load.	
Copper Ore; see Ore.	
Copper Stills (worm, crated) ..	3
Cordage, including all roping used in putting up mill products	6
Corn, in sacks, any quantity ..	D
Cotton, in bales (Upland)	Special
Cotton, in bales (Sea Island), 30 per cent. higher than Upland.	
Cotton Fabrics, in the original piece, but not finished articles ready for immediate use (made wholly of cotton) in rolls, covered with burlap, or in bales or boxes, on the following articles, viz.:	
Backbands made of cotton webbing	
Calicoes, Cambrics glazed ...	
Canton flannels, plain or dyed	
Canvas	
Cottonades	
Checks, domestic	
Cheviots, domestic	
Crash, linen or cotton	
Denims	Special
Drills	
Duck	
Ginghams, domestic	
Jeans	
Jeans, corset	

	Class.
Kerseys	
Osnaburgs	
Plaids	
Rope	
Sack material	
Sheetings, bleached or brown	
Shirting	
Stripes, domestic	
Teazle cloth	
Tickings	
Twine	
Warp	
Waste, cotton	
Waste, cotton, manufactured	
Webbing, backband	
Wicking	
Yarn, cotton or jute, in boxes or bales, or on beams, wrapped and boxed or crated	Special
Cotton Sweepings, Motes and Card Strippings, in bales (refuse of cotton spinning factories, knitting mills or cotton seed oil mills), (ship's option)	A
Cottonseed Hulls, C. L., same as Cottonseed.	
Cottonseed Hulls, L. C. L., 20 per cent. higher than Class L.	
Cottonseed Oil Cake; see Cake.	
Crackers, L. C. L., also meal and dust	4
Crackers, C. L., also meal and dust	5
Cresote, pine, not distilled, in bbls. or iron drums—Class	K
Crossties, C. L.	P
Carboys, empty, crated, completely jacketed, or enclosed	2
D	
Demijohns, empty, released, returned to original shipper and point of shipment, packed	E
Disinfectants, L. C. L.	5
Disinfectants, C. L.	6
Drums (banana) C. L., min. wt. 10,000 pounds	6
E	
Earthenware, Jugware or Stoneware, loose, L. C. L.	3
Earthenware, Jugware or Stoneware, loose, C. L.	A

	Class.		Class.
Earthenware, Jugware or Stoneware, in boxes, barrels or casks	5	but less than 10,000 lbs., prepaid	1
Earthenware, Jugware, or Stoneware, in crates or hogsheads	6	Loose or in paper sacks, lots of 10,000 lbs. or over, prepaid or guaranteed, L. C. L.	2
Earthen Drain Tile or Sewer Pipe; see Pipe.		In crates, boxes, or cloth sacks, prepaid or guaranteed, L. C. L.	2
Envelopes, not stamped, packed, L. C. L.	2	Loose or packed, C. L., min. wt. 20,000 lbs.	3
Same, C. L.	3		
Excelsior, packed in bales, C. L., min. wt. 15,000 lbs.	D	Note.—Floor Racks, which are used for the protection of Bananas, and form a part of the necessary fittings of a car, may be returned to the original shipping points, via the route originally shipped, when removed from the cars for carrier's convenience and for the purpose of utilizing the equipment for other traffic, rates free.	
F			
Fertilizers, C. L.; see Special rates.		Note.—Caretakers in charge of carload shipments of Bananas will be passed free where this Classification governs for the purpose of looking after the proper ventilation of cars and otherwise caring for shipments, said caretakers to be returned free to point of origin on passenger trains within three days after arrival of fruit at destination. Care takers will not be passed with L. C. L. shipments, and not more than one caretaker with each car, and free transportation will only be given to caretakers actually in charge of banana shipments, and will not be allowed on account of fruits and vegetables of any other description.	
Fertilizers, L. C. L., 20 per cent. higher than C. L.			
Fiber, palmetto and pine, in bales	A		
Fiber, pine matting, broom wood	6		
Fire Clay; see Clay.			
Fish, fresh, packed, prepaid or guaranteed, L. C. L.	B		
Fish, fresh, prepaid or guaranteed C. L.	B		
Fish, fresh, packed, prepaid ..	B		
Fish, dry, salted, packed	5		
Fish, pickled or salted, in barrels, half barrels, kegs or kits	6		
Fish Scrap; same as Fertilizers.			
Fixtures, Gas, packed	2		
Floorings, ceilings, weatherboardings, and all square dressed stock, to be properly classified, L. C. L., 50 per cent. higher than Class P.			
Flour, buckwheat	C		
Flour, rice; see Rice Flour.			
Fluor Spar; same as Fertilizers.			
Forges, portable	3		
Fruit, dried, packed, or in sacks, C. L., 20,000 lbs. ...	6		
Fruit, green, viz.:			
Grapes, packed, prepaid or guaranteed, L. C. L.	1	Furniture:	
Same, C. L., min. wt. 20,000 lbs.	5	Chairs, N. O. S., minimum 8 000 lbs.	4
Fruit Jars, packed, L. C. L. ...	4	N. O. S., all kinds. finished or in white, minimum 12,000 lbs.	4
Fruit, apples, in barrels, actual weight, L. C. L.	6	Cots, K. D., or folded	3
Bananas (see Notes):		Desks and seats, school, S. U.	3
Loose or in paper sacks, lots of less than 2,000 lbs., prepaid	1½	Desks and seats, K. D., or folded	4
Loose or in paper sacks, lots of 2,000 lbs. or over,		Mattresses, moss, spring, wire, straw, shuck, excelsior or cotton	3

G	Class.	H	Class.	
Ginger, in bags or boxes	3	<ol style="list-style-type: none"> 1. Each article must be plainly marked or tagged with the full name of consignee and destination. 2. Bundles of Bedding and Mattresses must be wrapped or securely tied. Household Goods, Sewing Machines, and similar articles must be packed. Trunks filled with Clothing or Personal Effects, when shipped with Household goods, must be boxed or crated. Musical instruments must be boxed. Chests or boxes must be strapped or securely nailed. This does not apply to Household Goods, C. L. 3. Any agent receiving this class of freight contrary to the foregoing rules, will be charged with such expense (for packing or transportation) as may be necessary to forward goods to destination without delay. 4. Bills of lading and way-bills must designate character and number of packages. 5. These instructions apply to old and second-hand Furniture, Clothing, Bedding, etc., not to new articles. 6. In all cases where limitation of value is expressed in the classification, it must be written out or stamped in full upon bills of lading, and shippers must be required to accept in writing the limitations expressed. Agents must respect this rule and require acceptance by the shipper. 7. The classification of "Household Goods and old Furniture," will not cover shipments of second-hand Furniture, Clothing or other articles shipped by dealers or for sale. Such shipments must be charged for at same rates as new articles. 8. All shipments of Household Goods in L. C. L. lots must be fully prepaid or guaranteed. <p>Agreed to be of value of \$5 per 100 lbs. in case of loss or damage, and so expressed in bill of lading. L. C. L. (See General Rule</p>		
Gluc, liquid, in glass, boxed . . .	3			
Granite Blocks, rough, L. C. L.	M			
Granite Blocks, rough, C. L., 25 per cent. less than Class L.				
Granite Blocks, slabs, bases and shafts, dressed, boxed or crated, otherwise O. R., L. C. L.	K			
Granite Blocks, slabs, bases and shafts, dressed, boxed or crated, otherwise O. R., C. L., 10 per cent. higher than Class P.				
Granite Curbing, C. L., 25 per cent. less than Class L.				
Granite and Marble Grave Stones and Monuments, packed and prepaid, at option of initial road	4			
Granite Slabs, rough and protected, otherwise O. R., C. L. 25 per cent. less than Class L.				
Granite Rubble; see Stone.				
Gravel, C. L., 40 per cent. less than Class L.				
Grease, axle, all kinds, L. C. L.	6			
Grease, N. O. S., in barrels or casks, L. C. L.	5			
Gypsum, Land Plaster; same as Fertilizers.				
H				
Hair, cattle, for plastering, pressed in bales	6			
Hair, curled, in bales, and Hair Rope	2			
Handles, boxed or crated	A			
Handles, broom and broom corn, mixed	A			
Hatchets, boxed, L. C. L.	4			
Hay and Fodder, pressed in bales, L. C. L.	6			
Hay and Fodder, pressed in bales, C. L., min. 20,000 pounds	K			
Hay, Fodder, Straw, Shucks and Husks, pressed in bales, mixed carloads	K			
Hogsheads, empty, L. C. L., prepaid	2			
Hoofs and Horns; same as Fertilizers.				
Hoop Splits, C. L., per car, 8 cords	P			
Hoop Poles, C. L., per car; same as wood.				
Household Goods and Old Furniture, subject to the following rules, viz.:				

H	Class	I	Class.
2, Southern Classification) Same, C. L., min. wt. 20,000 pounds	4	and boxes, packed in kegs, barrels or casks.	
Household Goods and Old Fur- niture , not packed, agreed to be of the value in case of loss or damage of \$5 per 100 lbs., with live stock, one attendant to have free passage on same train as car, C. L.....	N	Car Wheels, Axles and Trucks.	
Hull Ashes , cottonseed; same as Fertilizers.	N	Castings in the rough, not machinery, each piece, weighing over 15 pounds to be marked or tagged separately, "Owner's risk of breakage."	
Husks and Shucks , pressed in bales, L. C. L.	6	Castings and forgings, parts of compresses, each piece weighing 2,000 lbs. or over, owner to load and unload.	
Husks and Shucks , pressed in bales, C. L., 20,000 lbs....	K	Chains, in casks or barrels, agreed to be of the value of two cents per lb., and so specified in bill of lad- ing.	
I		Crowbars.	
Ice , packed or in sacks, pre- paid, L. C. L., 25 per cent. higher than C. L. Quan- tities of less than five tons if unpacked or unsacked will be subject to freight charges on five tons as minimum.		Cut and wire nails, spikes and staples in kegs.	
Ice , C. L., prepaid	L	Fence posts.	
Iron , pig	M	Fish bars, fastenings and steel rail braces; frogs, railroad.	
Iron , scrap, C. L., min. 20,000 pounds	P	Horse and mule shoes.	A
Iron , scrap, L. C. L., in boxes, kegs, crates, barrels, bags, or wired in bundles, each bundle to weigh not less than 25 lbs., or over 100 lbs. unpacked, each piece weighing not less than 100 lbs. marked separately; 50 per cent. higher than Class P.		Harrow teeth, in kegs or bar- rels.	
Iron and Steel Articles , as fol- lows:		Iron, sheet, packed, or in bundles.	
Architectural Iron , includ- ing columns, pedestals, capitals, plates, saddles, doors and window jambs, sills and lintels, rolled beams, channel-bars and girders.	A	Jail plate.	
Bar , band, boiler and plate iron or steel, all unpacked.		Lap rings.	
Bar Steel , crated, so as to permit easy inspection.		Mattocks and picks, in bun- dles, barrels or kegs.	
Boiler tubes .		Pipe, cast or wrought.	
Bolts , nuts, rivets or wash- ers, in kegs, casks, barrels or drums.		Pipe fittings, in kegs, casks or barrels.	
Bridge iron .		Pipe fittings, wired, in bun- dles, C. L.	
Bridge material .		Plow molds, plow plates, plow points, plow steel, plow wings, plow couplers, plow frogs, plow clevises and plow plant fenders.	
Cattle guards , wrought.		Railroad iron.	
Carriage and wagon axles .		Sadirons, in barrels or casks, released.	
Carriage and wagon skelns		Sadirons, in boxes, contents to be plainly marked on boxes and contract to be made by the shipper that no other articles shall be put in the boxes.	
		Sheet iron shingle bands, in bundles or packed in bar- rels.	
		Splices, switches, switch chairs, railroad.	
		Sash weights, wired in bun- dles, L. C. L.	
		Sledges, without handles, wired together.	
		Wagon tires.	

I	Class.	L	Class.
Wagon axes, boxes and skeins, loose, (C.O.L. owners to load and unload). Wire (not wire fencing), plain or barbed	A	men to pass free with four (4) to seven (7) (inclusive) cars; three men to pass free with eight (8) or more cars.	6
K		Live Stock, L. C. L. Estimated weights as follows, until amount charged for less than carload equals carload rate:	
Kainit ; same as Fertilizers. Knitting Factory Products , made wholly of cotton, and shipped between points within the State of South Carolina, when specific name of article and name of shipper are plainly marked on outside of package, and stated in shipping receipt or bill of lading	5	Single horse, mule or horned animal, 2,000 lbs.	
Knitting Factory Products, N. O. S.	1	Each additional horse, mule or horned animal, 1,000 lbs.	
Knobs, door, packed	3	Jacks, stallions and bulls, each 3,000 lbs.	
L		Yearling cattle, except when boxed or crated, 1,000 lbs.	
Lampblack , in boxes, barrels or casks	3	Calves and sheep, each 175 lbs.	
Lamps and Lamp Goods , packed	2	Calves and sheep, in lots of three or more, each 150 lbs.	
Land Plaster ; see Gypsum.		Lambs, each 100 lbs.	
Lead, Pig, L. C. L.	6	Lambs, in lots of three or more, each 75 lbs.	
Laths , common pine, ash, oak and poplar, C. L.	P	Hogs, each 350 lbs.	
Laths , L. C. L.	K	Two hogs, 500 lbs.	
Laths and Shingles , mixed C. L.	P	Each additional hog, 100 lbs.	
Laths , L. C. L.	K	For more than three hogs, actual weight may be charged when it exceeds estimated weight.	
Leather , scrap, packed	A	Pigs, hogs, sheep, cattle, etc., boxed or crated, actual weight	1
Lime , in barrels, L. C. L.	K	Shipments of less than nine pigs or hogs (except drove stock accompanying other than live stock as part of shipment), may be required to be boxed or crated.	
Lime , in barrels, C. L.	P	Ponies, value limited to \$50 each, 25 per cent. less than horses.	
Lime , slaked, in sacks, L. C. L., 20 per cent. higher than C. L.		Rates on Live Stock as named in this Exception Sheet will apply when the declared value does not exceed the valuations as prescribed in Southern Classification. When increased valuation is requested by the shipper, the rules as per Southern Classification will govern.	
Lime , slaked, in sacks, C. L.	L	Logs , 20 per cent. less than Lumber.	
Limestone , ground, C. L.	L	Lumber , common, pine, ash, oak, poplar, maple and	
Limestone , ground, in bags or packed, L. C. L., same rating as Fertilizer, L. C. L.			
Live Stock, C. L. , as follows:			
Cattle , sheep and hogs, single deck	N		
Horses and mules	N		
Sheep and hogs , double decked, 25 per cent. higher than single decked.			
Free transportation (Drivers' passes) shall be issued with restrictions as to number as follows:			
One (1) man to pass free with one (1) to three (3) (inclusive) cars; two (2)			

L	Class	M	Class
sycamore, L. C. L.; 50 per cent. higher than Class P.		the white, L. C. L., 50 per cent. higher than Class O.	
Lumber , common, pine, ash, oak, poplar, maple and sycamore, including unfinished mouldings, laths or shingles and crossties, C. L.	P	Molasses , in cans boxed or jacketed, or in kegs, kits, barrels, half-barrels or hogsheads	6
Lumber , mahogany, walnut, cherry and white pine, L. C. L., 50 per cent. higher than Class O.		Muriate of Potash ; same as Fertilizers.	
Lumber , mahogany, walnut, cherry and white pine, C. L.	O	N	
Flooring , ceilings, weather-boardings, and all square dressed stock, to be properly classified, L. C. L., 50 per cent. higher than Class P.		Nitrate of Soda ; see Soda.	
Mouldings , in the rough or in the white, L. C. L., 50 per cent. higher than Class O.		Niter Cake ; see Cake.	
Lye , concentrated, L. C. L.	5	Nuts , peanuts and Chufas, packed or in sacks, L. C. L.	5
M		Nuts , peanuts, C. L., for crushing purposes only	Special
Machinery , Saw-mills and Saw-mill Gearing. Applies only to articles specified.	4	O	
Manure , stable, C. L.	Special	Oil , petroleum and petroleum products, benzine, gasoline and naphtha; coal oil, crude oil, distillates, fuel oil, gas oil, grease (not axle) kerosene oil, lubricating oil (not axle grease), miners' oil, paraffine oil, paraffine wax, petrolatum, refined oil, residuum, road oil, soap oil, tailings, transformer oil and wood oil; in wood or metal bbls. or metal casks or metal drums, L. C. L.	4
Marble Blocks and Slabs , rough, C. L.	P	Same, straight or mixed C. L., min. wt. capacity of tank, but not less than 24,000 lbs.	5
Marble Gravestones and Monuments ; see Granite.		Notes and estimated weights as per Southern Classification.	
Manganese , crude, L. C. L.	R	Oil , cottonseed, crude, when from mills along line of road, actual weight of oil. Special rate or	U P
Manganese , crude, C. L.	P	Ores , copper and iron, C. L.	P
Marl , L. C. L., 20 per cent. higher than carload rate		Ores , copper, gold, iron, lead, silver and zinc, packed, L. C. L.	K
Marl , C. L.	L	Outfits ; see well-boring and well-drilling.	
Matting , N. O. S.	2	Oyster Shells , C. L.	L
Mcal and Ashes , Cottonseed; same as Fertilizer.		Oysters , in bulk or in barrels, C. L.	K
Mcal , corn, in sacks, any quantity	D	P	
Meat , bacon, in bags	B	Paints , bulk, liquid, in kegs, kits, barrels or casks, L. C. L.	5
Meats , viz.:		Paints , dry in kegs, kits, bbls. or in casks, L. C. L.	5
Beef, canned, in boxes, L. C. L.	B	Paper Stock , in sacks, bales, crates or hds.	R
Pork, canned, in boxes, L. C. L.	B	*Pcas. cow, clay and field, packed or in sacks	D
Sausage, fresh, prepaid or guaranteed	B		
Melons , L. C. L., prepaid	5		
Melons , C. L., prepaid	O		
Merry-go-rounds , L. C. L.	1		
Merry-go-rounds , C. L., minimum 20,000 pounds	5		
Metal or Tin Shingles , packed L. C. L.	5		
Same, C. L., min. wt. 30,000 pounds	A		
Millet (not seed)	D		
Moulding , in the rough, or in			

*Sacks must be made of burlap (not less than ten ounces per yard) or substantial cotton cloth, and be sufficiently strong and so closely woven and stitched as to carry contents safely and prevent sifting. Sacks which have been used for fertilizers or other articles containing acids must not be used.

www.libPool.com.cn		Class.	S		Class.
Phosphate Floats; same as Fertilizer.			Saddlery:		
Phosphate Rock, ground; same as Fertilizer.			Hooks, backband, wire, parts of harness, packed in boxes or bundles	3	
Phosphate Rock, Lump, C. L., min. wt. 40,000 lbs.; 25 per cent. less than Fertilizer.			Salt, in sacks or barrels, L. C. L.	R	
Pipe, lead, in casks	6		Salt, in sacks or barrels, C. L.	O	
Pipe, earthen or concrete, Drain, Tile or Sewer, L. C. L.	K		Salt, Epsom, L. C. L.	3	
Pipe, earthen or concrete, Drain, Tile or Sewer, C. L.	P		Salt-peter; same as Fertilizers.		
Pitch	K		Sand, C. L., common builders', 40 per cent. less than Class P.		
Pickles, C. L.	6		Sand, Moulding or Moulders' Dust, packed or in sacks, L. C. L.	A	
Plaster, calcined, C. L.	O		Same, packed or in bulk, C. L.	L	
Plaster, land; see Gypsum.			Sash Weights, L. C. L. (wired)	A	
Plaster of Paris in sacks or barrels, L. C. L.	K		Same, C. L. (wired or loose)	O	
Same in cloth or in paper sacks or in barrels, C. L.	O		Sauer Kraut, in kegs, barrels, or half-barrels, L. C. L.	4	
Plaster of Paris, Cement and Cement Plaster, in barrels or in cloth or paper sacks mixed, C. L.	O		Same, C. L.	6	
Plaster, wall; same as Plaster, calcined.			Sawdust, 50 per cent. less than Class P.		
Plaster, wall, building, fancy and decorating, all kinds, and cement, Portland or Natural, straight or mixed carloads, per car 40,000 lbs., excess to be charged for in proportion	D-O		Saws, circular, packed	4	
Poles, hoop, C. L.; same as wood.			Second-hand Sugar Sack Bagging (not Second-hand Bags, in bales or rolls ...	A	
Poles and Posts; same as Lumber.			Seed, cotton, C. L.	L	
Potash, German; same as Fertilizers.			Seed, cotton, packed, L. C. L.	6	
Potash, muriate of; same as Fertilizers.			Shingles and Laths, in bundles, in straight or mixed quantities, L. C. L.	K	
Poultry, live, C. L.	N		Shingles and Laths, in straight or mixed carloads	P	
Putty	5		Shot, in boxes	4	
Pyrites, C. L., 40 per cent. less than Fertilizer rates.			Shot, in double sacks, kegs, barrels, half-barrels, quarter-barrels or drums	6	
Same, L. C. L., packed or in sacks, 20 per cent. higher than C. L. rate.			Shucks and Husks; see Husks.		
R			Soapstone, crude, C. L.	P	
Rags, in sacks, crates, bales or hds.	R		Soda, nitrate and sulphate of; same as Fertilizers.		
Rags, C. L., 20,000 lbs.	R		Stairwork, consisting of brackets, bases, knees, newel posts, railings, stringers and treads	6	
Rice, C. L., 20,000 lbs.	D		Starch, N. O. S., in bags, boxes or bbls., L. C. L.	4	
Rice Bran and Middlings in bbls., or sacks, L. C. L.	D		Starch, liquid or starch polish, in glass, boxed, or in wood, L. C. L.	1	
Same, min. wt. 20,000 lbs., C. L.	O		Starch, C. L., minimum 30,000 pounds	C	
Rice Flour, in sacks	D		Stationery	2	
Roofing Slate, C. L.	K		Staves, L. C. L.	K	
Rosin in barrels, in the absence of a commodity rate	K		Staves, C. L., 20 per cent. higher than Class P.		
			Stave Bolts, C. L., 8 cords. See special rates.		
			Stone, rubble or crushed, C. L., 40 per cent. less than Class L.		

S www.libtool.com.cn	Class.	S	Class.
Stone, artificial or composition (for account A. C. L. R. R., C. & W. C. Ry. and Southern Ry. only); 25 per cent. less than Class L.		and to insure safe transportation.	
Stoves and Ranges, viz.: Alcohol, gas, gasoline oil or vapor, boxed or crated, L. C. L.	2	Straw, viz.: Barley, Oat, Rice, Rye and Wheat, pressed in bales, L. C. L.	K
Same, boxed, crated or loose, C. L., min. wt. 16,000 lbs..	4	Same, C. L., 30 per cent. less than	K
Sand Ovens, boxed or crated, L. C. L.	1	Straw, N. O. S., pressed in bales, L. C. L.	6
Sheet Iron or Sheet Steel, N. O. S., boxed or crated, L. C. L.	1	Sugar, in cartons or sacks, packed in boxes	6
Stoves and Ranges, N. O. S., cast iron (including Sheet Steel or Sheet Iron Ranges), or with cast iron bases and tops, Stove Plates, Stove Hollow-ware and Stove Furniture (Cast or Sheet Iron or Steel), consisting of Ash Scrapers, Boilers, Broilers, Griddles, Kettles (27 inches or less in diameter), Lid Lifters, Muffin Irons, Pans (27 inches or less in diameter), Pots (27 inches or less in diameter), Skillets, Spiders, Waffle Irons and Toaster Irons, including Enameled, Agate, Granite or Tinware, Stove Pipe and Stove Pipe Elbows, loose or packed, L. C. L.	3	Sugar, in barrels, hogsheads or double sacks	6
All kinds, C. L., straight or mixed, including Sand Ovens, Stove Plates, Stove Hollowware and Stove Furniture (Cast or Sheet Iron or Steel), Stove Boards, Stove Pipes, side seams not closed (but not including Enameled, Agate, Granite or Tin Ware, Stove Pipe, Stove Pipe Elbows, or straight C. L. of Alcohol, Gas, Gasoline, Oil or Vapor), min. wt. 20,000 lbs. (see Note) ..	5	Sulphate of Ammonia, Potash and Soda: Same as Fertilizers.	
Same, in mixed C. L. with Stove Parts, min. wt. 20,000 lbs. (See Note.)		T	
NOTE —Carload shipments of Stoves and Ranges, N. O. S., not crated or boxed, must be so braced in the car as to prevent shifting of the load		Tanks, wooden, packed, K. D. ..	6
		Tar	K
		Tents, Tent Poles and Pins...	1
		Tents, Tent Poles and Pins, when shown to be used only and exclusively for religious purposes	4
		Tobacco (not smoking), manufactured, in boxes or kegs	3
		Tobacco, u n m a n u f a c t u r e d, packed or in bales	J
		Tobacco, u n m a n u f a c t u r e d, loose, minimum 16,000 lbs.	3
		Treenails, L. C. L.	K
		Treenails, C. L., 20 per cent. higher than Class P.	
		Turpentine, spirits, in barrels.	R
		Twine, binder, packed in bales, L. C. L.	4
		V	
		Vegetables:	
		Note. —If shippers of Vegetables, in carloads, furnish stoves and fuel to prevent freezing in cold weather, one attendant must accompany each shipment of one or more cars, and must pay full fare. Stoves returned will be charged for at tariff rates.	
		Note. —The rating shown below on Vegetables are applicable only on Intrastate shipments and on shipments moving between two points both within the State of South Carolina, and passing through another State. *Fresh or Green:	

V		V	
www.libtool.com.cn		www.libtool.com.cn	
	Class.		Class.
*Artichoke Tubers, Beets without tops, Cabbage, Carrots without tops, Onions without tops, Parsnips without tops, Pumpkins, Turnips without tops or Winter Squash, prepaid:		L. C. L.	3
In barrels with cloth tops, L. C. L.	6	In bags, barrels, boxes or crates, L. C. L.	3
In baskets with solid or slatted wooden tops, L. C. L.	6	In packages named, C. L., min. wt. 24,000 lbs.	6
In bags, barrels, boxes or crates, L. C. L.	6	*Horseradish Roots:	
In packages or in bulk, straight or mixed C. L., min. wt. 24,000 lbs.	6	In barrels with cloth tops, L. C. L.	3
*Beets with tops, Carrots with tops, Onions with tops, Parsnips with tops, Turnips with tops, or Summer Squash:		In baskets with solid or slatted wooden tops, L. C. L.	3
In barrels with cloth tops, L. C. L.	6	In bags, barrels, boxes or crates, L. C. L.	3
In baskets with solid or slatted wooden tops, L. C. L.	6	In packages named, C. L., min. wt. 24,000 lbs.	6
In barrels, boxes or crates, L. C. L.	6	*Potatoes, Sweet:	
In packages named, straight or mixed C. L., min. wt. 20,000 lbs.	6	In baskets with solid or slatted wooden tops, L. C. L.	6
*Celery, prepaid:		In bags, barrels, boxes or crates, L. C. L.	6
In barrels with slatted tops, L. C. L.	3	In packages, or in bulk, C. L., min. wt. 30,000 lbs.	6
In barrels, boxes or crates, L. C. L.	3	*Potatoes, other than Sweet:	
In packages named, C. L., min. wt. 20,000 lbs.	6	In baskets with solid or slatted wooden tops, L. C. L.	6
*Celery Roots:		In bags, barrels, boxes or crates, L. C. L.	6
In barrels with cloth tops, L. C. L.	3	In packages, or in bulk, C. L., min. wt. 30,000 lbs.	6
In baskets with solid or slatted wooden tops, L. C. L.	3	*Rhubarb (Pie Plant), prepaid:	
In bags, barrels, boxes or crates, L. C. L.	3	In barrels with cloth tops, L. C. L.	3
In packages named, C. L., min. wt. 24,000 lbs.	6	In baskets with solid or slatted wooden tops, L. C. L.	3
*Cucumbers, prepaid:		In barrels, boxes or crates, L. C. L.	3
In barrels with cloth tops, L. C. L.	3	In packages named, C. L., min. wt. 20,000 lbs.	6
In baskets with solid or slatted wooden tops, L. C. L.	3	*Tomatoes, prepaid:	
In barrels, boxes or crates, L. C. L.	3	In baskets with solid or slatted wooden tops, L. C. L.	1
In packages named, C. L., min. wt. 20,000 lbs.	6	In boxes or crates, L. C. L.	3
*Garlic, drv:		In packages named, C. L., min. wt. 20,000 lbs.	6
In baskets with solid or slatted wooden tops,	6	*Fresh or Green Vegetables, not otherwise indexed by name, prepaid:	
		In barrels with cloth tops, L. C. L.	3
		In baskets with solid or slatted wooden tops, L. C. L.	3
		In barrels, boxes or crates, L. C. L.	3

*Application of Classes L, M, N, O and P.

NOTE F.—Conflict Between Rates.—Whenever there is a conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in South Carolina, the lowest rate in effect shall be charged.

NOTE G.—Freight Rate by Passenger Train.—The rate of freight by regular passenger train shall not exceed the rate allowed by ordinary freight trains for first-class freight with 50 per cent. added thereto, and no railroad company shall, by reason of any contract with any express or other company, decline or refuse to transport any article proper for transportation on the train for which it is offered.

NOTE H.—Unless otherwise specified, the minimum carload weight for all shipments shall be 20,000 pounds. Such minimum will apply regardless of the length of the car used.

NOTE I.—Weighing Cotton Seed Oil.—Where track scales are accessible, and whenever practicable, all railroad companies operating in South Carolina are required to weigh all empty tank cars for shipments of oil on track scales at the station of the initial line, or at the oil mill where such cars are to be loaded; and to weigh these cars on same scales when loaded, and issue bills of lading therefor with actual weights of the contents of each car inserted thereon.

NOTE J.—Receipts for Freight Charges.—All bills of lading, freight bills and freight receipts must show name of consignor, consignee, weight of shipments, class, rate and charges.

NOTE K.—Routing Shipments.—The right of the shipper to direct by what road or roads in this State his shipments shall be transported must be observed by the carriers.

Whenever a shipper tenders to any railroad, express or other transportation company, a shipment for transportation between points within this State, and gives such company routing instructions, it shall be the duty of said company to receive such shipment and forward according to instructions given. And if it be necessary in complying with such routing instructions for the shipment to pass over the lines of two or more companies, it shall be the duty of the initial company to so deliver to its connection, and each succeeding company shall do likewise, as will cause compliance with routing instructions, and the lowest rate applicable *via* such specified route shall be applied.

Where shipments are tendered without routing instructions, the company receiving same in the first instance shall forward said shipments with due regard to the interests of the shippers and by that reasonable and practicable route over which the lowest charge for transportation applies, and any damage resulting to a shipper from a disregard of this obligation by any company shall be repaired by the company responsible for the misrouting making reparation to shipper to the extent of the difference between the necessary expense incurred in making delivery of shipment over the route by which same improperly moved and the necessary expense which would have been incurred had shipment been properly routed: *Provided*, That any reparation made upon this account shall in no wise affect the right of shipper to any claim for actual damages sustained in excess of the difference in expense incurred in making delivery as herein provided.

No railroad shall decline or refuse to transport any article proper for transportation.

NOTE L.—Transportation of Diseased Cattle.—Same to be shipped under regulations made by Clemson Agricultural College; Act of General Assembly, Act 249, 1907.

NOTE M.—Shipments of freight, except articles classified first class or higher, which are not delivered at destination, may be returned, via the same route over which originally forwarded, between points governed by this Classification at one-half the rate applying in the reverse direction; *Provided*, that the full amount of freight charges in both directions shall have been paid or guaranteed by owners, and, *provided, further*, that such return is made within ninety days of arrival at destination. This rule applies only to shipments returned to original point of shipment, and billing for the return shipment must show proper reference to the original billing. The foregoing shall not apply on Machinery, Agricultural Implements, or

other articles returned for repairs. *Provided*, however, that the above rule shall not operate to reduce the minimum charge on single shipments. Agricultural implements and Machinery, C. L. or L. C. L., returned to manufacturers, must be prepaid, or way-bill must be accompanied by an order from manufacturers for such return.

NOTE N.—The charge for a less than carload shipment must not exceed the minimum charge for a minimum carload of the same freight at the same rating: provided the loading is done by the consignor and the unloading by the consignee: the charge for a car fully loaded must not exceed the charge for the same lot of freight being taken as a less than carload shipment.

NOTE O.—*Switching and Transfer Charges.*—It shall be the duty of all railroad corporations, whose tracks shall be so connected, to transfer to any other railroad track any car or cars, upon demand of the consignee or owner of the freight in said car or cars, at such transfer charges as may be fixed by the Railroad Commission; empty cars to be returned free. See Rules Nos 53a and 53b. This rule shall also apply to the switching of passenger equipment, should any charges be assessed by one railroad company to another for such service

NAMES OF RAILROADS WITH DISTANCE TABLES AND FREIGHT TARIFFS

ALCOLU RAILROAD.

Between Alcolu, S. C., and Kirby, S. C.

STATIONS.	Miles	STATIONS.	Miles
Alcolu, S. C.	0.0	Beard, S. C.	15.0
2.0		2.0	
McLeod, S. C.	2.0	Seloc, S. C.	17.0
3.0		3.0	
Harby, S. C.	5.0	*Paroda Junction, S. C.	20.0
2.0		1.0	
DuRant, S. C.	7.0	Hudson, S. C.	21.0
5.0		4.0	
Sardinia, S. C.	12.0	Oianta, S. C.	25.0
2.0		4.0	
New Zion, S. C.	14.0	Kirby, S. C.	29.0
1.0			

*Paroda Railroad—Paroda Junction, S. C., to Bethel Siding, S. C., 10 miles.

ATLANTIC COAST LINE.

Between Charleston, S. C., and Savannah, Ga.

STATIONS.	Miles	STATIONS.	Miles
Charleston, S. C.	0.0	Yemassee, S. C.	59.9
6.3		3.5	
Ashley Junction, S. C.	6.3	Richardson, S. C.	63.4
1.7		4.6	
Bennett, S. C.	8.0	Coosawhatchie, S. C.	68.0
2.5		3.2	
Drayton, S. C.	10.5	Bashan, S. C.	71.2
4.9		4.8	
Johns Island, S. C.	15.4	Ridgeland, S. C.	76.0
4.5		3.4	
Berry Hill, S. C.	19.9	Okeetee, S. C.	79.4
3.4		3.8	
Ravenel, S. C.	23.3	Ferebee, S. C.	83.2
6.2		7.2	
Adams Run, S. C.	29.5	Hardeeville, S. C.	90.4
5.2		4.4	
Pon Pon, S. C.	34.7	Sand Island, S. C.	94.8
1.3		5.8	
Jacksonboro, S. C.	36.0	Montieth, Ga.	100.6
5.7		3.3	
Ashepool, S. C.	41.7	Galatia, Ga.	103.9
3.8		3.2	
Green Pond, S. C.	45.5	Central Junction, Ga.	107.1
4.6		Savannah (Union Station), Ga.	115.0
White Hall, S. C.	50.1	Savannah (Boldton St.), Ga.	
4.6			
Blakes, S. C.	54.7		
5.2			

ATLANTIC COAST LINE.

Between Walterboro, S. C., and Ehrhardt, S. C.

STATIONS.	Miles	STATIONS.	Miles
Green Pond, S. C.	0.0	Williams, S. C.	26.2
4.2		3.7	
Ritters, S. C.	4.2	Caldwell, S. C.	29.9
7.7		3.4	
Walterboro, S. C.	11.9	H. & B. or Mauldin Junction..	32.0
5.3		2.1	
Stokes, S. C.	17.7	Lodge, S. C.	33.3
3.0		1.0	
Raysor Junction, S. C.	21.0	Ehrhardt, S. C.	37.3
3.0			
Ruffin, S. C.	23.7		
2.5			

Between Yonges Island, S. C., and Ravenel, S. C.

STATIONS.	Miles	STATIONS.	Miles
Ravenel, S. C.	0.0	Yonges Island, S. C.	5.5
2.5			
Meggetts, S. C.	2.5		
3.0			

Between Charleston, S. C., and Florence, S. C.

STATIONS.	Miles	STATIONS.	Miles
Florence, S. C.	102.0	Santee River, S. C.	49.0
6.5		3.7	
Java, S. C.	95.5	St. Stephen, S. C.	45.3
3.3		7.1	
Effingham, S. C.	92.2	Bonneau, S. C.	38.2
6.5		8.2	
Coward, S. C.	85.7	Moncks Corner, S. C.	30.0
3.9		4.9	
Scranton, S. C.	81.8	Oakley, S. C.	25.1
3.0		2.2	
Lake City, S. C.	78.8	Strawberry, S. C.	22.9
6.1		4.6	
Cade, S. C.	72.7	Mt. Holly, S. C.	18.3
8.4		4.0	
Kingstree, S. C.	64.3	Otranto, S. C.	14.3
5.3		3.7	
Salters, S. C.	59.0	Saxon, S. C.	10.6
5.4		4.3	
Lanes, S. C.	53.6	Ashley Junction, S. C.	6.3
2.6		6.3	
Gourdin, S. C.	51.0	Charleston, S. C.	0.0
2.0			

ATLANTIC COAST LINE.

Between Lanes, S. C., and Sumter, S. C.

STATIONS.	Miles	STATIONS.	Miles
Lanes, S. C.	40.0	Alcolu, S. C.	13.5
7.8		5.0	
Greeleyville, S. C.	32.2	Brogden, S. C.	8.5
5.2		7.8	
Forreston, S. C.	27.0	Summerton Junction, S. C.	0.7
4.0		0.7	
Wilson's Mills, S. C.	23.0	Sumter, S. C.	0.0
5.5			
Manning, S. C.	17.5		
4.0			

Between Sumter, S. C., and Columbia, S. C.

STATIONS.	Miles	STATIONS.	Miles
Sumter, S. C.	42.7	Congaree, S. C.	15.5
0.3		6.4	
N. W. Junction, S. C.	42.4	Lykes, S. C.	9.1
6.0		3.2	
Cane Savannah, S. C.	36.4	Simms, S. C.	5.9
3.7		3.7	
Wedgefield, S. C.	32.7	Roysters, S. C.	2.2
2.3		1.3	
Camden Crossing, S. C.	30.4	Columbia (Union Sta.), S. C.	
1.9		1.6	
Malta, S. C.	28.5	Wayne St. Junction, S. C.	0.6
4.1		0.6	
Acton, S. C.	24.4	Columbia (Gervais St.), S. C.	0.0
2.4			
Eastover, S. C.	22.0		
6.5			

Between Columbia, S. C., and Charleston, S. C.

STATIONS.	Miles	STATIONS.	Miles
Columbia (Gervais St.), S. C.	0.0	Alcolu, S. C.	56.2
0.6		4.0	
Columbia (Wayne St.), S. C.	0.6	Manning, S. C.	60.2
0.3		5.5	
Columbia (Union Sta.), S. C.	0.9	Wilson's Mills, S. C.	65.7
1.3		4.0	
Royster, S. C.	2.2	Forreston, S. C.	69.7
3.7		5.2	
Simms, S. C.	5.9	Greeleyville, S. C.	74.9
3.2		7.8	
Lykes, S. C.	9.1	Lanes, S. C.	82.7
6.4		2.6	
Congaree, S. C.	15.5	Gourdin, S. C.	85.3
6.5		3.7	
Eastover, S. C.	22.0	St. Stephen, S. C.	89.0
2.4		7.1	
Acton, S. C.	24.4	Bonneau, S. C.	96.1
4.1		8.2	
Malta, S. C.	28.5	Moncks Corner, S. C.	104.3
1.9		4.9	
Camden Crossing, S. C.	30.4	Oakley, S. C.	113.2
2.3		2.2	
Wedgefield, S. C.	32.7	Strawberry, S. C.	115.4
3.7		4.6	
Cane Savannah, S. C.	36.4	Mt. Holly, S. C.	120.0
6.0		4.0	
N. W. Junction, S. C.	42.4	Otranto, S. C.	124.0
0.3		3.7	
Sumter, S. C.	42.7	Saxon, S. C.	127.7
0.7		4.3	
Summerton Junction, S. C.	43.4	Ashley Junction, S. C.	132.0
7.8		6.3	
Brogden, S. C.	51.2	Charleston, S. C.	138.3
5.0			

ATLANTIC COAST LINE.
Between Columbia, S. C., and Wilmington, N. C.

STATIONS.	Miles	STATIONS.	Miles
Wilmington, N. C.	191.7	Timmons ville, S. C.	70.3
Navassa, N. C. ^{4.8}	186.9	Cartersville, S. C. ^{5.9}	64.4
Malmo, N. C. ^{6.1}	180.8	Lynchburg, S. C. ^{3.4}	61.0
New Berlin, N. C. ^{7.8}	173.0	Mayesville, S. C. ^{9.0}	52.0
Bolton, N. C. ^{9.9}	163.1	Sumter, S. C. ^{9.3}	42.7
Lake Waccamaw, N. C. ^{7.3}	155.8	N. W. Junction, S. C. ^{0.3}	42.4
Hallsboro, N. C. ^{4.4}	151.4	Cane Savannah, S. C. ^{6.0}	36.4
Whiteville, N. C. ^{6.0}	145.4	Wedgfield, S. C. ^{3.7}	32.7
Chadbourn, N. C. ^{6.7}	138.7	Camden Crossing, S. C. ^{2.3}	30.4
Cerro Gordo, N. C. ^{6.4}	132.3	Malta, S. C. ^{1.9}	28.5
Fair Bluff, N. C. ^{5.8}	126.5	Aetion, S. C. ^{4.1}	24.4
Nichols, S. C. ^{8.8}	117.7	Eastover, S. C. ^{2.4}	22.0
Mullins, S. C. ^{6.5}	111.2	Congaree, S. C. ^{6.5}	15.5
Marion, S. C. ^{8.3}	102.9	Lykes, S. C. ^{6.4}	9.1
Pee Dee, S. C. ^{8.2}	94.7	Simms, S. C. ^{3.2}	5.9
Winona, S. C. ^{3.5}	91.2	Roysters, S. C. ^{3.7}	2.2
Mars Bluff, S. C. ^{3.2}	88.0	Columbia (Union Sta.), S. C. ^{1.3}	
F. Y. Tower, S. C. ^{4.1}	83.9	Wayne St. Junction, S. C. ^{1.6}	0.6
Florence, S. C. ^{2.2}	81.7	Columbia (Gervais St.), S. C. ^{0.6}	0.0
Ebenezer, S. C. ^{5.5}	76.2		
	^{5.9}		

Between Florence, S. C., and Augusta, Ga.

STATIONS.	Miles	STATIONS.	Miles
Florence, S. C.	0.0	Cameron, S. C.	73.3
Ebenezer, S. C. ^{5.5}	5.5	Orangeburg, S. C. ^{9.7}	83.0
Timmons ville, S. C. ^{5.9}	11.4	Cordova, S. C. ^{4.8}	87.8
Cartersville, S. C. ^{5.9}	17.3	Copes, S. C. ^{6.6}	94.4
Lynchburg, S. C. ^{3.4}	20.7	Denmark, S. C. ^{8.9}	103.3
Mayesville, S. C. ^{9.0}	29.7	Hilda, S. C. ^{7.3}	110.6
Sumter, S. C. ^{9.3}	39.0	Barnwell, S. C. ^{7.2}	117.8
Privateer, S. C. ^{7.0}	46.0	Snelling, S. C. ^{5.0}	122.8
Pinewood, S. C. ^{7.0}	53.0	Dunbarton, S. C. ^{7.0}	129.8
Remini, S. C. ^{5.6}	58.6	Meyers, S. C. ^{5.0}	134.8
Lone Star, S. C. ^{5.9}	64.5	Robbins, S. C. ^{3.2}	138.0
Creston, S. C. ^{3.9}	68.4	Augusta, Ga.	166.8
	^{4.9}		

ATLANTIC COAST LINE.

Between Creston, S. C., and Pregnall, S. C.

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STATIONS.	Miles	STATIONS.	Miles
Creston, S. C.	40.9	Connors, S. C.	14.6
6.5		Holly Hill, S. C.	11.9
Ellore, S. C.	34.4	2.7	
4.4		Bowyer, S. C.	10.7
Parlers, S. C.	30.0	1.2	
4.2		Harleyville, S. C.	4.2
Millicans, S. C.	25.8	6.5	
2.5		Pregnalls, S. C.	0.0
Vance, S. C.	23.3	4.2	
5.1			
Eutawville, S. C.	18.2		
3.6			

Between Eutawville, S. C., and Ferguson, S. C.

STATIONS.	Miles	STATIONS.	Miles
Eutawville, S. C.	0.0	Ferguson, S. C.	6.2
3.0			
Belvidere, S. C.	3.0		
3.2			

Between Florence, S. C., and Wadesboro, N. C.

STATIONS.	Miles	STATIONS.	Miles
Wadesboro, N. C.	63.0	Society Hill, S. C.	26.8
5.5		9.4	
Fulton, N. C.	57.5	Doves, S. C.	17.4
4.4		2.3	
Morven, N. C.	53.1	Floyds, S. C.	16.1
3.4		6.1	
MacFarlan, N. C.	49.7	Darlington, S. C.	10.0
11.3		5.0	
Cheraw, S. C.	38.4	Palmetto, S. C.	5.6
5.1		2.6	
Cash, S. C.	33.3	Hares Siding, S. C.	3.0
6.5		3.0	
		Florence, S. C.	0.0

Between Floyds, S. C., and Hartsville, S. C.

STATIONS.	Miles	STATIONS.	Miles
Hartsville, S. C.	10.0	Floyds, S. C.	0.0
4.5			
Auburn, S. C.	5.0		
5.5			

ATLANTIC COAST LINE.

Between Sumter, S. C., and Wadesboro, N. C.

STATIONS.	Miles	STATIONS.	Miles
Wadesboro, N. C.	94.1	Darlington, S. C.	39.1
Bennett, N. C. 7.0	87.1	Syracuse, S. C. 7.5	31.6
Morven, N. C. 3.0	84.1	Lamar, S. C. 7.1	24.5
MacFarland, N. C. 4.0	80.1	Carter's Cross Roads 4.0	20.5
Cheraw, S. C. 11.0	69.1	Elliott, S. C. 3.0	17.5
Cash, S. C. 6.0	63.1	St. Charles, S. C. 4.4	13.1
Society Hill, S. C. 7.0	56.1	Oswego, S. C. 5.6	7.5
Doves, S. C. 9.0	47.1	Sumter, S. C. 7.5	0.0
Floyds, S. C. 2.5	44.6		
	5.5		

Between Sumter, S. C., and Parkton, N. C.

STATIONS.	Miles	STATIONS.	Miles
Parkton, N. C.	108.7	Mandeville, S. C.	58.9
McNatts, N. C. 1.7	107.0	Marlboro, S. C. 1.0	57.9
Lumber Bridge, N. C. 2.7	104.3	Robins Neck, S. C. 6.3	51.6
Shannon, N. C. 4.6	99.7	Lumber, S. C. 3.0	48.6
Red Springs, N. C. 3.3	96.4	Mont Clare, S. C. 2.0	46.6
Wakulla, N. C. 4.6	91.8	Darlington, S. C. 7.5	39.1
Floral College, N. C. 4.0	87.8	Syracuse, S. C. 7.5	31.6
Maxton, N. C. 3.0	84.8	Lamar, S. C. 7.1	24.5
John's, N. C. 6.1	78.7	Carters Cross Roads, S. C. 4.0	20.5
Hasty, N. C. 2.1	76.6	Elliott, S. C. 3.0	17.5
McColl, S. C. 4.2	72.4	St. Charles, S. C. 4.4	13.1
Tatum, S. C. 2.7	69.7	Oswego, S. C. 5.6	7.5
Bennettsville, S. C. 6.0	63.7	Sumter, S. C. 7.5	0.0
	4.8		

Between Gibson, N. C., and Bennettsville, S. C.

STATIONS.	Miles	STATIONS.	Miles
Gibson, N. C.	11.2	Lester, S. C.	5.4
Newtonville, N. C. 3.3	7.9	Breeden, S. C. 1.9	3.5
	2.5	Bennettsville, S. C. 3.5	0.0

ATLANTIC COAST LINE.

Between Ellotta, S. C., and Lucknow, S. C.

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STATIONS.	Miles	STATIONS.	Miles
Lucknow, S. C.	16.5	Wisacky, S. C.	3.4
7.8		3.4	
Bishopville, S. C.	8.7	Elliott, S. C.	0.0
5.3			

Between Fayetteville, N. C., and Florence, S. C.

STATIONS.	Miles	STATIONS.	Miles
Fayetteville, N. C.	83.0	Hamer, S. C.	36.0
3.6		5.5	
Natal, S. C.	79.4	Dillon, S. C.	30.5
3.1		6.5	
Hope Mills, N. C.	76.3	Latta, S. C.	24.0
6.5		4.3	
Parkton, N. C.	69.8	Sellers, S. C.	19.7
7.3		6.7	
Rennert, N. C.	62.5	Pee Dee, S. C.	13.0
6.4		3.5	
Bules, N. C.	56.1	Winona, S. C.	9.5
4.8		3.2	
Pembroke, N. C.	51.3	Mars Bluff, S. C.	6.3
5.3		4.1	
Elrod, N. C.	46.0	F. Y. Tower, S. C.	2.2
6.1		2.2	
Rowland, N. C.	39.9	Florence, S. C.	0.0
3.9			

Between Latta, S. C., and Clio, S. C.

STATIONS.	Miles	STATIONS.	Miles
Latta, S. C.	0.0	Dunbar, S. C.	16.4
9.7		3.4	
Bingham, S. C.	9.7	Clio, S. C.	19.8
6.7			

Between Elrod, N. C., and Conway, S. C.

STATIONS.	Miles	STATIONS.	Miles
Elrod, N. C.	71.4	Clarendon, N. C.	30.8
4.0		4.8	
Rayham, N. C.	67.4	Mount Tabor, N. C.	26.0
2.0		6.7	
McDonalds, N. C.	65.4	Loris, S. C.	19.3
5.0		4.3	
Fairmont, N. C.	60.4	Sanford, S. C.	15.0
4.6		2.5	
Proctorville, N. C.	55.8	Bayboro, S. C.	12.5
2.0		3.0	
Orrum, N. C.	53.8	Privetts, S. C.	9.5
3.8		3.5	
Boardman, N. C.	50.0	Allen, S. C.	6.0
3.0		6.0	
Evergreen, N. C.	47.0	Conway, S. C.	0.0
8.0			
Chadbourne, N. C.	39.0		
8.2			

ATLANTIC COAST LINE.

Between Conway, S. C., and Myrtle Beach, S. C.

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STATIONS.	Miles	STATIONS.	Miles
Aynor, S. C.	0.0	Burcol, S. C.	26.0
4.0		5.0	
Cool Springs, S. C.	4.0	Myrtle Beach, S. C.	31.0
12.0			
Conway, S. C.	16.0		
10.0			

AUGUSTA NORTHERN RAILWAY.

Between Ward, S. C., and Saluda, S. C.

STATIONS.	Miles	STATIONS.	Miles
Ward, S. C.	0.0	Attoway, S. C.	9.8
3.4		1.3	
Spigner, S. C.	3.4	Saluda, S. C.	11.1
3.1			
Bell, S. C.	6.5		
3.3			

BAMBERG, EHRHARDT & WALTERBORO RAILROAD.

Between Bamberg and Ehrhardt.

STATIONS.	Miles	STATIONS.	Miles
Bamberg, S. C.	0.0	Clear Pond.	7.0
3.0		3.0	
Lemon Spur, S. C.	3.0	Hughes, S. C.	10.0
4.0		4.0	
		Ehrhardt, S. C.	14.0

BENNETTSVILLE AND CHERAW RAILWAY.

Between Sellers and Kollocks, S. C.

STATIONS.	Miles	STATIONS.	Miles
Sellers, S. C.	0.0	Blenheim, S. C.	23.0
5.0		4.0	
Coleman, S. C.	5.0	Scotts, S. C.	23.0
2.0		6.0	
Oak Grove, S. C.	7.0	Bennettsville, S. C.	29.0
1.0		1.0	
Ashland, S. C.	8.0	Ayers, S. C.	30.0
3.0		2.0	
Brownsville, S. C.	11.0	Islay, S. C.	32.0
2.0		2.0	
Bristows, S. C.	13.0	Madeline, S. C.	34.0
3.0		3.0	
Genoa, S. C.	16.0	Everitta, S. C.	37.0
2.0		3.0	
Darkes, S. C.	18.0	Irby, S. C.	40.0
1.0		3.0	
Argyle, S. C.	19.0	Kollocks, S. C.	43.0
4.0			

Blenheim is on two-mile spur branching out two miles southeast of Scott's, S. C.

BLUE RIDGE RAILWAY.

Between Belton, S. C., and Walhalla, S. C.

This road uses the same freight rates as the Southern Railway and continuous mileage basis on joint business.

STATIONS.	Miles	STATIONS.	Miles
Belton, S. C.	0.0	Autun, S. C.	20.0
Welch, S. C.	5.0	Pendleton, S. C.	23.0
Toxaway, S. C.	9.0	Cherry's, S. C.	27.0
Anderson (Freight Depot), S. C.	9.5	Adams, S. C.	38.0
Anderson (Union Sta.), S. C.	10.0	Jordania, S. C.	34.0
West Anderson, S. C.	12.0	Seneca, S. C.	35.0
Denver, S. C.	17.0	West Union, S. C.	42.0
Sandy Springs, S. C.	19.0	Walhalla, S. C.	44.0

BRANCHVILLE AND BOWMAN RAILROAD.

(Narrow Gauge)

Between Branchville, S. C., and Bowman, S. C.

STATIONS.	Miles	STATIONS.	Miles
Branchville, S. C.	0.0	Garvin, S. C.	7.0
Grimes, S. C.	4.0	Sandy Run, S. C.	7.5
Lambrich, S. C.	6.0	Bowman, S. C.	11.0

CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA.

Between Spartanburg, S. C., and Chesnee, S. C.

STATIONS.	Miles	STATIONS.	Miles
Spartanburg, S. C.	0.0	Mayo, S. C.	11.0
Padgett, S. C.	5.0	Chesnee, S. C.	16.0

CAROLINA AND NORTH WESTERN RAILWAY.

Between Edgemont, N. C., and Chester, S. C.

STATIONS.	Miles	STATIONS.	Miles
Edgemont, N. C.	133.5	Newton, N. C.	80.0
2.6		7.4	
Mortimer, N. C.	130.9	Maiden, N. C.	72.6
2.3		8.6	
Phillips, N. C.	128.6	Lincolnton, N. C.	64.0
1.9		1.0	
Gorge, N. C.	126.7	Daniels, N. C.	63.0
4.2		1.5	
Adako, N. C.	122.5	Laboratory, N. C.	61.5
2.4		0.7	
Collettsville, N. C.	120.1	Southside, N. C.	60.8
1.9		2.0	
Coffeys, N. C.	118.3	Long (Shoals), N. C.	58.8
1.6		2.4	
Olivett, N. C.	116.6	High Shoals, N. C.	56.4
4.0		1.6	
Warrior, N. C.	112.6	Hardins, N. C.	54.8
1.2		5.7	
Valmead, N. C.	111.4	Dallas, N. C.	49.1
1.4		(Switch) 4.1	
Lenoir, N. C.	110.0	Gastonia, N. C.	45.0
3.3		(Switch) 6.0	
Whitnell, N. C.	106.7	Crowders, N. C.	39.0
3.4		2.1	
Hudson, N. C.	103.3	Bowlin, S. C.	36.9
2.1		3.8	
Saw Mills, N. C.	101.2	Clover, S. C.	33.0
3.0		5.1	
Granite Falls, N. C.	98.2	Filbert, S. C.	28.0
2.3		4.6	
Rhodhiss, N. C.	95.9	Yorkville, S. C.	23.4
2.1		7.3	
Cliffs, N. C.	93.8	Guthries, S. C.	16.1
3.2		2.3	
Plant, N. C.	90.6	McConnells, S. C.	13.8
0.9		5.4	
Hickory, N. C.	89.7	Lowry's, S. C.	8.4
0.2		4.9	
(Use Southern Railway track between Hickory, N. C., and Newton, N. C.)	9.5	Airlee, S. C.	3.5
		3.5	
		Chester, S. C.	0.0

CHARLESTON AND WESTERN CAROLINA RAILWAY.

Between Port Royal, S. C., and Augusta, Ga.

This road uses the same freight rates as the Atlantic Coast Line Railroad and continuous mileage on joint business.

STATIONS.	Miles	STATIONS.	Miles
Port Royal, S. C.	115.9	Yemassee, S. C.	90.9
4.1		4.0	
Beaufort S, C.	111.8	Davidson, S. C.	86.9
1.7		2.3	
Burton, S. C.	110.1	Early Branch, S. C.	84.6
4.3		2.5	
Grays Hill, S. C.	105.8	Fechtig, S. C.	82.1
2.7		1.9	
Seabrook, S. C.	103.1	Cummings, S. C.	80.2
1.2		2.7	
Coosaw, S. C.	101.9	Camp Branch, S. C.	77.5
4.0		2.0	
Sheldon, S. C.	97.9	Almeda, S. C.	75.5
2.2		2.1	
Tomotley, S. C.	95.7	Varnville, S. C.	73.4
4.8		1.9	

CHARLESTON AND WESTERN CAROLINA RAILWAY.

Between Port Royal, S. C., and Augusta, Ga.—Con.

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STATIONS.	Miles	STATIONS.	Miles
Hampton, S. C.	71.5	Robins, S. C.	32.2
6.3		7.0	
Brunson, S. C.	65.2	Ellenton, S. C.	25.2
8.6		2.7	
Fairfax, S. C.	61.6	Bush, S. C.	22.5
5.4		3.0	
Allendale, S. C.	56.2	Cowden, S. C.	19.5
4.0		1.5	
Appleton, S. C.	52.2	Jackson, S. C.	18.0
4.5		2.2	
Beldoc, S. C.	47.7	Hankinson, S. C.	15.8
3.4		1.1	
Martins, S. C.	44.3	Kathwood, S. C.	14.7
2.2		1.1	
Averills, S. C.	42.1	Browns Hill, S. C.	13.6
1.5		4.7	
Millett, S. C.	40.6	Beech Island, S. C.	8.9
4.8		8.9	
Hattievill, S. C.	35.8	Augusta Yard, Ga.	
3.6		Augusta (Freight Depot), Ga.	0.0

CHARLESTON AND WESTERN CAROLINA RAILWAY.

Between Augusta, Ga., and Spartanburg, S. C.

STATIONS.	Miles	STATIONS.	Miles
Augusta Yard, Ga.		Coronaca, S. C.	74.4
Augusta (Freight Depot), Ga.	0.0	8.0	
7.9		Waterloo, S. C.	82.4
Martinez, Ga.	7.9	4.5	
3.8		Cold Point, S. C.	86.9
Evans, Ga.	11.7	3.5	
4.8		Maddens, S. C.	90.4
Woodlawn, S. C.	16.5	4.4	
4.9		Laurens, S. C.	94.8
Meriwether, S. C.	21.4	7.4	
1.9		Ora, S. C.	102.2
Clark's Hill, S. C.	23.3	3.3	
5.1		Lanford, S. C.	105.5
Modoc, S. C.	28.4	1.8	
3.8		Enoree, S. C.	107.3
Parksville, S. C.	32.2	2.9	
5.3		Kilgore, S. C.	110.2
Plum Branch, S. C.	37.5	4.3	
5.4		Woodruff, S. C.	114.5
McCormick, S. C.	42.9	5.7	
6.3		Switzer, S. C.	120.2
Troy, S. C.	49.2	2.6	
5.3		Moores, S. C.	122.8
Bradley, S. C.	54.5	4.2	
4.6		Roebuck, S. C.	127.0
Verdery, S. C.	59.1	6.2	
8.3		Spartanburg, S. C.	133.2
Greenwood, S. C.	67.4		
7.0			

CHARLESTON AND WESTERN CAROLINA RAILWAY.

Between Laurens, S. C., and Greenville, S. C. .

STATIONS.	Miles	STATIONS.	Miles
Laurens, S. C.	0.0	Fountain Inn, S. C.	18.0
Narnie, S. C.	4.9	Simpsonville, S. C.	23.3
Barksdale, S. C.	7.2	Mauldin, S. C.	28.3
Gray Court, S. C.	10.3	Woods, S. C.	33.7
Owings, S. C.	12.2	Greenville, S. C.	36.4
	5.8		

Between McCormick, S. C., and Anderson, S. C.

STATIONS.	Miles	STATIONS.	Miles
McCormick, S. C.	0.0	Rocky River, S. C.	31.6
Bordeaux, S. C.	8.0	Lowndesville, S. C.	35.8
Willington, S. C.	12.4	Barnes, S. C.	39.1
Mt. Carmel, S. C.	16.7	Iva, S. C.	43.3
Hester, S. C.	23.2	Starr, S. C.	48.9
Calhoun Falls, S. C.	25.0	Dean, S. C.	50.7
Latimer, S. C.	28.0	Gluck, S. C.	55.0
	3.6	Anderson, S. C.	59.0

CHARLOTTE, MONROE AND COLUMBIA RAILROAD.

Between McBee, S. C., and Jefferson, S. C.

This road uses the same freight rates as the Seaboard Air Line Railway and continuous mileage basis on join business.

STATIONS.	Miles	STATIONS.	Miles
McBee, S. C.	0.0	Angelus, S. C.	12.0
Junction, S. C.	7.0	Miller, S. C.	14.0
Diggs, S. C.	9.0	Jefferson, S. C.	18.0
Lee, S. C.	11.0		
	1.0		

GREENVILLE AND WESTERN RAILROAD.

Between Greenville, S. C., and River Falls, S. C.

STATIONS.	Miles	STATIONS.	Miles
Greenville, S. C.	0.0	Hellams, S. C.	12.0
1.5		2.1	
Monaghan, S. C.	1.5	Bates, S. C.	14.1
1.0		1.1	
White Oak, S. C.	2.5	Marietta, S. C.	15.2
2.5		5.9	
Montague, S. C.	5.0	Cleveland, S. C.	21.1
3.1		1.5	
Altamont, S. C.	8.1	Riverview, S. C.	22.6
1.0		4.0	
Traveler's Rest, S. C.	9.1	River Falls, S. C.	26.6
3.1			

HAMP'ON AND BRANCHVILLE RAILROAD.

Between Hampton, S. C., and Smoaks, S. C.

STATIONS.	Miles	STATIONS.	Miles
Hampton, S. C.	0.0	Ashton, S. C.	13.0
4.0		3.0	
Crockettville, S. C.	4.0	H. & B. or Mauldin Junc., S. C.	16.0
3.0		4.0	
Miley, S. C.	7.0	Padgetts, S. C.	20.0
2.0		4.0	
Moselle, S. C.	9.0	Smoaks, S. C.	24.0
4.0			

LANCASTER AND CHESTER RAILROAD.

Between Chester, S. C., and Lancaster, S. C.

STATIONS.	Miles	STATIONS	Miles
Chester, S. C.	0.0	Fort Lawn, S. C.	20.0
8.0		3.5	
Knox, S. C.	8.0	Grace, S. C.	23.5
4.0		4.2	
Richburg, S. C.	12.0	Mills, S. C.	27.7
3.0		0.9	
Bascomville, S. C.	15.0	Lancaster, S. C.	28.6
5.0			

MARION AND SOUTHERN RAILROAD.

Between Marion, S. C., and West Marion, S. C.

STATIONS.	Miles	STATIONS.	Miles
Marion, S. C.	0.0	West Marion, S. C.	1 $\frac{1}{4}$
1 $\frac{1}{4}$			

NORTHWESTERN RAILROAD COMPANY OF SOUTH CAROLINA.

Between Sumter, S. C., and Wilson's Mill, S. C.

STATIONS.	Miles	STATIONS.	Miles
Sumter, S. C.	0.0	Booth, S. C.	18.0
0.7		3.0	
Summerton Junction, S. C.	0.7	Millard, S. C.	21.0
6.4		1.5	
Tindal, S. C.	7.1	Summerton, S. C.	22.5
5.7		5.0	
Packsville, S. C.	12.8	Davis, S. C.	27.5
4.2		3.0	
Silver, S. C.	17.0	Jordan, S. C.	30.5
1.0		7.0	
		Wilson's Mill, S. C.	37.5

Between Millard, S. C., and St. Paul, S. C.

STATIONS.	Miles	STATIONS.	Miles
Millard, S. C.	0.0	St. Paul, S. C.	3.5
3.5			

NORTHWESTERN RAILROAD COMPANY OF SOUTH CAROLINA.

Between Sumter, S. C., and Camden, S. C.

STATIONS.	Miles	STATIONS.	Miles
Sumter, S. C.	0.0	Ellerbee, S. C.	21.0
0.3		5.0	
N. W. Junction, S. C.	0.3	Southern Ry. Junction, S. C.	26.0
9.7		4.0	
Dalzell, S. C.	10.0	Camden, S. C.	30.0
4.0			
Borden, S. C.	14.0		
5.0			
Remberts, S. C.	19.0		
2.0			

ORANGEBURG RAILWAY.

Between Orangeburg, S. C., and North, S. C.

STATIONS.	Miles	STATIONS.	Miles
Orangeburg, S. C.	0.0	Wolfton, S. C.	10.0
5.0		2.0	
Culler, S. C.	5.0	Sistrunk, S. C.	12.0
2.0		5.0	
Raymond, S. C.	7.0	North, S. C.	17.0
3.0			

PICKENS RAILROAD.

Between Pickens, S. C., and Easley, S. C.

STATIONS.	Miles	STATIONS.	Miles
Pickens, S. C.	9.3	Ariall, S. C.	2.3
Ferguson, S. C.	7.0	Mauldin, S. C.	1.0
Parsons, S. C.	6.0	Easley, S. C.	0.0
Sheriff, S. C.	5.0		
	2.3		

RALEIGH AND CHARLESTON RAILROAD.

Between Lumberton, N. C., and Marlon, S. C.

This road uses the same freight rates as the Seaboard Air Line Railway and continuous mileage basis on joint business.

STATIONS.	Miles	STATIONS.	Miles
Lumberton, N. C.	41.0	May, S. C.	14.0
Pope, N. C.	38.0	Meller, S. C.	13.0
Kingsdale, N. C.	36.0	Squires, S. C.	12.0
Proctorville, N. C.	31.0	Fork, S. C.	11.0
Barnesville, N. C.	26.0	Zion, S. C.	8.0
Flowers, N. C.	23.0	Rogers, S. C.	5.0
Marletta, N. C.	21.0	M. and S. Junction, S. C.	1.0
Holmes, S. C.	19.0	Marlon, S. C.	0.0
Pages Mill, S. C.	17.0	Leitner, S. C.	1.5
Kemper, S. C.	15.0	Libby, S. C.	2.0
	3.0		

SEABOARD AIR LINE RAILWAY.

Between Monroe, N. C., and Atlanta, Ga.

STATIONS.	Miles	STATIONS.	Miles
Monroe, N. C.	0.0	Hicklin, S. C.	33.0
Houston, N. C.	5.0	Rodman, S. C.	36.4
Mineral Springs, N. C.	7.8	Chester, S. C.	45.0
Waxhaw, N. C.	12.3	Wylie, S. C.	46.0
Hancock, S. C.	17.0	Sandy River, S. C.	52.6
Van Wyck, S. C.	20.7	Leeds, S. C.	57.2
Catawba, S. C.	24.6	Pride, S. C.	59.5
Spence, S. C.	25.5	Carlisle, S. C.	62.0
Harmony, S. C.	27.2	Ada, S. C.	66.6
Edgemoor, S. C.	31.5	Delta, S. C.	69.3
	1.5		4.3

SEABOARD AIR LINE RAILWAY.

Between Monroe, N. C., and Atlanta, Ga.

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STATIONS.	Miles	STATIONS.	Miles
Whitmire, S. C.	73.6	Comer, Ga.	182.6
Garlington, S. C.	79.5	Colbert, Ga.	188.1
Renno, S. C.	83.5	Hull, Ga.	193.0
Dover, S. C.	88.7	Athens, Ga.	199.3
Clinton, S. C.	90.7	South Athens, Ga.	201.0
Mountville, S. C.	100.1	Fowler Junction, Ga.	201.4
Cross Hill, S. C.	104.5	Bogart, Ga.	208.7
Lota, S. C.	110.1	Statham, Ga.	212.7
Saluca, S. C.	112.0	Winder, Ga.	220.6
Greenwood, S. C.	118.5	Auburn, Ga.	227.1
Maxwell, S. C.	119.2	Dacula, Ga.	231.7
Salak, S. C.	121.5	Lawrenceville, Ga.	237.7
Long Cane, S. C.	128.2	Gloster, Ga.	243.6
Abbeville, S. C.	133.6	Lilburn, Ga.	248.6
Shops, S. C.	134.0	Tucker, Ga.	254.2
Watts, S. C.	141.0	Montreal, Ga.	256.9
Calhoun Falls, S. C.	148.1	Belt Junction, Ga.	261.1
Heardmont, Ga.	154.7	Mina, Ga.	265.1
Middleton, Ga.	159.1	Howell's, Ga.	268.9
Elberton, Ga.	164.9	W. & A. Junction, Ga.	269.3
Oglesby, Ga.	172.5	Atlanta (U. P. Sta.), Ga.	272.3
Berkeley, Ga.	177.0		

SEABOARD AIR LINE RAILWAY.

Between Spence, S. C., and Great Falls, S. C.

STATIONS.	Miles	STATIONS.	Miles
Spence, S. C.	0.0	Fudges, S. C.	3.3
Rowell, S. C.	3.5	Ft. Lawn, S. C.	10.5
Landsford, S. C.	5.5	Great Falls, S. C.	21.4

SEABOARD AIR LINE RAILWAY.

Between Hamlet, N. C., and Columbia, S. C.

STATIONS.	Miles	STATIONS.	Miles
Hamlet, N. C.	105.9	McKeithan and Alred, S. C. . .	52.0
Osborne, N. C.	6.9	Cassett, S. C.	46.4
Moore, S. C.	4.5	Shepard, S. C.	39.7
Kollocks, S. C.	4.4	Spalding, S. C.	35.0
Cheraw, S. C.	2.4	Camden, S. C.	32.9
Marburg, S. C.	2.2	Lugoff, S. C.	28.9
Kimberly, S. C.	2.7	Conquest, S. C.	23.0
Gillespie, S. C.	2.3	Blaney, S. C.	20.3
Patrick, S. C.	5.5	Pontiac, S. C.	15.0
McKennon, S. C.	5.5	Weddell, S. C.	10.3
Middendorf, S. C.	2.0	Hyatts, S. C.	3.9
McBee, S. C.	7.7	Columbia, S. C.	0.0
Bethune, S. C.	6.8		
	0.5		

Between Columbia, S. C., and Savannah, Ga.

STATIONS.	Miles	STATIONS.	Miles
Columbia, S. C.	0.0	Weekleys, S. C.	68.0
Cayce, S. C.	3.1	Sycamore, S. C.	71.1
Dixiana, S. C.	3.8	Fairfax, S. C.	76.3
Gaston, S. C.	8.6	Mauldins, S. C.	80.0
Smith's Mill, S. C.	3.5	Gifford, S. C.	83.4
Swansea, S. C.	2.1	Luray, S. C.	86.7
Woodford, S. C.	5.3	Estill, S. C.	90.7
North, S. C.	3.6	Maners Spur, S. C.	94.0
Livington, S. C.	4.6	Scotia, S. C.	95.9
Neece, S. C.	1.5	Garnett, S. C.	101.0
Hix, S. C.	5.9	Myers, S. C.	105.5
Williams, S. C.	3.0	Clyo, Ga.	109.6
Otside, S. C.	1.3	Stillwell, Ga.	117.0
Denmark, S. C.	4.6	Rincon, Ga.	122.3
Lancaster, S. C.	5.1	Exley, Ga.	126.2
Govan, S. C.	1.9	Meinhard, Ga.	130.6
Olar, S. C.	3.0	Central Junction, Ga.	137.3
Roby, S. C.	3.0	Savannah Yard, Ga.	140.0
Miller's Siding, S. C.	2.0	Savannah, Ga.	141.7
Ulmers, S. C.	2.1		
	1.0		

SEABOARD AIR LINE RAILWAY.

Between Hamlet, N. C., and Savannah, Ga.

STATIONS.	Miles	STATIONS.	Miles
Hamlet, N. C. . . . .	.0	Jamestown, S. C.	125.1
Gibson Junction, N. C. . . . .	.9	Clifford, S. C.	126.5
Scholl, N. C.	5.6	Davis, S. C.	128.5
Gibson, N. C.	10.1	Herberta, S. C.	135.0
McColl, S. C.	17.5	Cordessville, S. C.	140.5
Cllo Junction, S. C.	23.6	Pine Grove, S. C.	149.2
Cllo, S. C.	23.9	North Charleston, S. C.	161.0
Cllo Junction, S. C.	23.6	Cooper Yard, S. C.	164.7
Minturn, S. C.	29.7	Bay Junction, S. C.	167.3
Little Rock, S. C.	34.6	Charleston, S. C.	168.0
Dillon, S. C.	38.8	Bay Junction, S. C.	167.3
Floydale, S. C.	45.9	Albemarle, S. C.	170.7
Smithboro, S. C.	50.1	Stono, S. C.	177.4
Mullins Junction, S. C.	55.3	Yonges, S. C.	182.1
Mullins, S. C.	55.7	Meggetts, S. C.	186.1
Mullins Junction, S. C.	53.3	Towles, S. C.	187.6
Rains, S. C.	63.7	Fenwick, S. C.	199.0
Centenary, S. C.	68.7	Ashpoo, S. C.	202.1
Eulonia, S. C.	72.1	Dale, S. C.	214.3
Gresham, S. C.	76.5	Lobeco, S. C.	217.4
Poston, S. C.	80.3	Coosaw, S. C.	219.2
Johnsonville, S. C.	84.5	Boyd, S. C.	230.3
Hemingway, S. C.	88.8	Okeetee, S. C.	238.9
Henry, S. C.	94.0	Pritchard, S. C.	245.1
Nesmith, S. C.	96.6	Levy, S. C.	248.3
Morrisville, S. C.	100.3	Bridge Junction, Ga.	256.9
Warsaw, S. C.	107.1	Savannah Yard Jct. Ga.	258.8
Andrews, S. C.	111.4	Alabama Junction, Ga.	259.5
Oceda, S. C.	119.5	N. Savannah (U. P. Sta.), Ga.	261.7

SEABOARD AIR LINE RAILWAY.

Between Lanes, S. C., and Georgetown, S. C.

STATIONS.	Miles	STATIONS.	Miles
Georgetown, S. C.	36.0	West Andrews, S. C.	18.0
Graves, S. C.	32.6	Earle, S. C.	14.8
7-Mile Siding, S. C.	29.0	Trio, S. C.	9.8
Sampit, S. C.	26.0	Blakeley's, S. C.	7.5
Kent, S. C.	24.0	Taft, S. C.	5.9
Andrews, S. C.	19.3	Carris, S. C.	3.3
		Lanes, S. C.	0.0

Between McBee, S. C., and Poston, S. C.

STATIONS.	Miles	STATIONS.	Miles
McBee, S. C.	0.0	Fendall, S. C.	39.7
Leland, S. C.	6.5	Poyner, S. C.	43.0
Hickson, S. C.	9.2	Claussen, S. C.	45.4
Segars, S. C.	11.0	Perrot, S. C.	52.0
Hartsville, S. C.	15.8	Pamplico, S. C.	55.1
China, S. C.	18.5	Fleet, S. C.	58.6
Lunn, S. C.	21.0	Waring, S. C.	61.5
Darlington, S. C.	27.4	Kingsburg, S. C.	65.7
Warner, S. C.	31.9	Poston, S. C.	67.1
Florence, S. C.	36.7		

Between Hartsville, S. C., and Sumter, S. C.

STATIONS.	Miles	STATIONS.	Miles
Hartsville, S. C.	0.0	Meredith, S. C.	23.6
Lydia, S. C.	7.4	Aman, S. C.	26.8
Una, S. C.	9.0	DuBose, S. C.	29.5
Alcot, S. C.	12.4	Brent, S. C.	32.3
Bishopville, S. C.	16.7	Sumter, S. C.	38.7
Manville, S. C.	21.6		

SEABOARD AIR LINE RAILWAY.

Between Lydia, S. C., and Timmons ville, S. C.

STATIONS.	Miles	STATIONS.	Miles
Lydia, S. C.	0.0	Lamar, S. C.	8.7
4.0		6.3	
*Oats, S. C.	4.0	Wait, S. C.	15.0
3.9		2.0	
Parnell, S. C.	3.9	Timmons ville, S. C.	17.0
2.1			
Turner, S. C.	6.0		
2.7			

*Oats located at end of spur track.

SOUTHERN RAILWAY.

Between Charleston, S. C., and Columbia, S. C.

STATIONS.	Miles	STATIONS.	Miles
Charleston (Line St.), S. C.	0.0	Badham, S. C.	50.2
2.1		2.0	
Charleston (Union Sta.), S. C.	0.0	Reevesville, S. C.	52.7
1.9		0.3	
Magnolia, S. C.	2.1	Week, S. C.	55.6
1.0		3.4	
Hibernian Park, S. C.	3.1	Fifty-eight, S. C.	58.6
1.5		3.4	
West, S. C.	4.6	Hutto, S. C.	62.0
2.2		4.5	
Seven Mile, S. C.	6.8	Branchville, S. C.	62.5
1.0		4.1	
Goodrich, S. C.	7.8	Sixty-six, S. C.	66.6
1.8		4.5	
Ten Mile, S. C.	9.6	Edisto, S. C.	67.0
2.0		4.0	
Midland Park, S. C.	11.6	Rowesville, S. C.	71.0
0.9		4.2	
Ashley Phosphate, S. C.	12.5	Felder, S. C.	75.2
0.5		4.5	
Read Phosphate Works, S. C.	13.0	Orangeburg, S. C.	79.9
1.0		2.6	
Naval Station, S. C.	14.0	Stilton, S. C.	82.3
0.0		3.6	
Burton Mill, S. C.	14.0	Jamison, S. C.	85.9
0.6		3.2	
Ingleside, S. C.	14.6	Riley, S. C.	89.1
0.8		3.3	
Woodstock, S. C.	15.4	St. Matthews, S. C.	92.4
1.8		2.9	
Ladson, S. C.	17.2	Singleton, S. C.	95.3
2.2		4.4	
Fishburn, S. C.	19.3	Fort Motte, S. C.	99.7
1.0		2.9	
Lincolnton, S. C.	20.3	Moy, S. C.	102.6
1.5		3.2	
Summerville, S. C.	21.8	Kingville, S. C.	105.8
0.4		4.7	
West End, S. C.	22.2	Gadsden, S. C.	110.5
4.0		1.5	
Jedburg, S. C.	26.2	Dawson, S. C.	112.0
5.2		2.0	
Ridgeville, S. C.	31.4	Garrick, S. C.	113.3
1.6		0.0	
Malphus, S. C.	33.0	Weston, S. C.	114.0
4.0		4.0	
Dorchester, S. C.	37.0	Hopkins, S. C.	118.0
4.2		5.9	
Pregnall, S. C.	41.2	Childs, S. C.	123.9
3.6		3.6	
Byrd, S. C.	44.8	Royster, S. C.	127.5
3.0		1.3	
Saint George, S. C.	47.8	Columbia (Union Sta.), S. C.	128.8
2.4		1.2	
		Columbia (Gervais St.), S. C.	130.0

SOUTHERN RAILWAY.
Between Branchville, S. C., and Augusta, Ga.

STATIONS.	Miles	STATIONS.	Miles
Branchville, S. C.	0.0	Windsor, S. C.	44.5
Edisto, S. C.	4.4	Apia, S. C.	46.4
Midway, S. C.	9.7	Oakwood, S. C.	49.7
Bamberg, S. C.	13.1	Montmorenci, S. C.	52.5
Hadison, S. C.	16.0	Roseland, S. C.	54.8
Ott, S. C.	16.8	Aiken, S. C.	57.2
Sato, S. C.	18.7	Warrenville, S. C.	63.2
Denmark, S. C.	19.7	Kaolin, S. C.	66.0
Lee, S. C.	24.0	Langley, S. C.	66.2
Blackville, S. C.	27.7	Lamar, S. C.	67.0
Reynold, S. C.	31.0	Peerless, S. C.	68.0
Elko, S. C.	33.9	Bath, S. C.	68.0
Williston, S. C.	36.8	Immaculate, S. C.	69.0
39-Mile Siding, S. C.	39.0	Hamburg, S. C.	73.2
White Pond, S. C.	40.2	Augusta (Union Sta.), Ga. . .	75.2
Mixson, S. C.	42.2		

Between Charlotte, N. C., and Savannah, Ga.

STATIONS.	Miles	STATIONS.	Miles
Charlotte (Trade St.), N. C. . .	0.0	Winnsboro, S. C.	71.2
Charlotte (Sou. Switch), N. C. .	0.6	Rockton, S. C.	74.3
Griffith, N. C.	5.0	Simpson, S. C.	77.3
Pineville, N. C.	10.4	Ridgeway, S. C.	82.8
Fort Mill, S. C.	17.0	Smallwood, S. C.	84.8
Carhartt, S. C.	20.5	Blythewood, S. C.	89.9
Rock Hill,	25.0	Sharp, S. C.	93.3
Ogden, S. C.	30.8	Killian, S. C.	96.2
Smith, S. C.	34.0	State Park, S. C.	100.1
Lewis, S. C.	37.3	Columbia (Blanding St.), S. C. .	106.4
S. A. L. Crossing, S. C.	43.4	Columbia (Union Sta.), S. C. . .	108.3
Chester, S. C.	44.2	Cayce, S. C.	110.2
Evans, S. C.	46.9	Styx, S. C.	115.7
Cornwell, S. C.	52.0	Shuler, S. C.	120.0
Blackstock, S. C.	55.8	Edmund, S. C.	122.4
Woodward, S. C.	58.4	Macedon, S. C.	126.0
White Oak, S. C.	63.5	Pelton, S. C.	130.0
Adger, S. C.	66.4	Thor, S. C.	133.6

SOUTHERN RAILWAY.

Between Charlotte, N. C., and Savannah, Ga. (Continued).

STATIONS.	Miles	STATIONS.	Miles
Berlin, S. C.	138.5	Allendale, S. C.	186.8
Perry, S. C.	141.2	Barton, S. C.	193.0
Sally, S. C.	145.2	Valentine, S. C.	200.2
Springfield, S. C.	150.2	Lena, S. C.	205.3
Whaley, S. C.	154.9	Furman, S. C.	211.0
Walker, S. C.	156.9	Pineland, S. C.	216.9
Blackville, S. C.	161.1	Tarboro, S. C.	221.7
Yale, S. C.	167.7	Tillman, S. C.	226.7
Barnwell, S. C.	170.5	Pecan, S. C.	227.5
Yenome, S. C.	174.5	Tavora, S. C.	231.0
Kline, S. C.	178.6	Bush, S. C.	232.2
Cave, S. C.	180.9	Hardeeville, S. C.	238.9
Seigling, S. C.	184.4	Savannah (Union Sta.), Ga.	259.3

Between Batesburg, S. C., and Perry, S. C.

STATIONS.	Miles	STATIONS.	Miles
Batesburg, S. C.	0.0	Steedman, S. C.	11.7
S. & K. Junction, S. C.	0.7	Seivern, S. C.	17.4
Kneece, S. C.	4.4	Chaffee, S. C.	19.4
Samaria, S. C.	8.1	Wagener, S. C.	22.6
Rafin, S. C.	14.6	Perry, S. C.	26.0

Between Aiken, S. C., and Edgefield, S. C.

STATIONS.	Miles	STATIONS.	Miles
Edgefield, S. C.	0.0	Milledgeville, S. C.	13.7
Parkhill, S. C.	2.4	Lakeview, S. C.	16.6
Trenton, S. C.	6.0	Croft, S. C.	18.8
Baynham, S. C.	10.2	Aiken, S. C.	23.6
Eureka, S. C.	11.9		

SOUTHERN RAILWAY.
Between Columbia, S. C., and Augusta, Ga.

STATIONS.	Miles from Char- lotte.	STATIONS.	Miles from Char- lotte.
Columbia (Union Sta.), S. C.	108.6	Hibernia, S. C.	143.3
Cayce, S. C.	110.2	Monetta, S. C.	146.0
Arthur, S. C.	115.6	Ridge Spring, S. C.	149.1
Lexington, S. C.	120.8	Ward, S. C.	153.3
Barr, S. C.	124.8	Johnston, S. C.	157.6
Ethon, S. C.	126.1	Trenton, S. C.	164.6
Schumpert, S. C.	127.0	Sunny Brook, S. C.	170.1
Fowler, S. C.	128.8	Vauluse, S. C.	174.6
Gilbert, S. C.	131.0	Rennie, S. C.	177.0
Summit, S. C.	132.8	Graniteville, S. C.	178.0
Fredonia, S. C.	135.2	Warrenville, S. C.	179.1
Leesville, S. C.	138.3	Clearwater, S. C.	185.3
Summerland, S. C.	139.4	Hamburg, S. C.	189.2
S. & K. Junction, S. C.	139.6	Augusta (Reynolds St.), Ga.	190.2
Batesburg, S. C.	140.5	Augusta (Union Station), Ga.	191.0

Between Columbia, S. C., and Greenville, S. C.

STATIONS.	Miles	STATIONS.	Miles
Columbia (Union Sta.), S. C.	0.0	C. & W. C. Crossing, S. C.	85.9
Columbia (Gervals St.), S. C.	1.2	Cothran, S. C.	89.7
Alston, S. C.	26.3	Hodges, S. C.	95.3
Peak, S. C.	26.6	Shoals Junction, S. C.	100.0
Hope, S. C.	29.0	Donalds, S. C.	104.1
Pomaria, S. C.	32.6	Honea Path, S. C.	109.8
Prosperity, S. C.	40.9	Docheno, S. C.	112.9
C. N. & L. Crossing, S. C.	47.4	Belton, S. C.	118.2
Newberry, S. C.	47.9	Cheddar, S. C.	121.4
Helena, S. C.	49.3	Williamston, S. C.	125.6
Spearman, S. C.	52.0	Pelzer, S. C.	127.7
Silver Street, S. C.	55.5	Piedmont, S. C.	133.2
Old Town, S. C.	60.5	Golden Grove, S. C.	134.0
Chappell, S. C.	66.0	Oakvale, S. C.	138.4
Dyson, S. C.	70.8	Gantt, S. C.	140.0
Ninety-Six, S. C.	76.4	Greenville (C. & G. Depot).	143.5
New Market, S. C.	82.8	S. C.	143.5
Greenwood, S. C.	85.5	A. & C. Junction, S. C.	144.6
		Greenville (A. & C. Depot).	145.0
		S. C.	145.0

SOUTHERN RAILWAY.

Between Hodges, S. C., and Abbeville, S. C.

STATIONS.	Miles	STATIONS.	Miles
Hodges, S. C.	0.0	Abbeville, S. C.	11.6
Darraugh, S. C.	7.0		
	4.6		

Between Columbia, S. C., and Asheville, N. C.

STATIONS.	Miles	STATIONS.	Miles
Columbia (Union Sta.), S. C. . .	0.0	Pacolet, S. C.	82.8
Columbia (Gervais St.), S. C. .	1.2	Whitestone, S. C.	86.2
Fornance, S. C.	3.2	Cedar Springs, S. C.	89.2
Frost, S. C.	7.5	East Spartanburg, S. C. . . .	91.6
Montgomery, S. C.	12.4	Spartanburg (S. U. & C.	
Bookman, S. C.	14.8	Yards), S. C.	94.2
Littleton, S. C.	18.5	Spartanburg, S. C.	94.3
Wallaceville, S. C.	21.7	Hayne, S. C.	95.8
Alston, S. C.	26.2	Sigsbee, S. C.	99.7
Sueville, S. C.	32.0	Campton, S. C.	103.8
Dawkins, S. C.	35.0	Inman, S. C.	106.1
Strother, S. C.	38.3	Mascott, S. C.	108.4
Blair, S. C.	40.3	Gramling, S. C.	109.5
Lylesford, S. C.	42.5	Campobello, S. C.	112.4
Clayton, S. C.	44.6	Bennetts, S. C.	114.3
Shelton, S. C.	45.9	Landrum, S. C.	117.3
Herbert, S. C.	46.4	Tryon, N. C.	121.0
Carlisle, S. C.	53.1	Saluda, N. C.	130.0
Santuc, S. C.	57.3	Flat Rock, N. C.	133.0
Carem, S. C.	61.7	Hendersonville, N. C. . . .	142.0
Union, S. C.	66.1	Fletcher, N. C.	150.0
Bonham, S. C.	70.6	Arden, N. C.	153.0
Lockhart Junction, S. C. . . .	74.0	Skyland, N. C.	154.0
Jonesville, S. C.	76.0	Biltmore, N. C.	162.0
	6.8	Asheville, N. C.	164.0

SOUTHERN RAILWAY.
Between Lockhart Junction, S. C., and Lockhart, S. C.

STATIONS.	Miles	STATIONS.	Miles
Lockhart Junction, S. C.	0.0	Adam, S. C.	8.0
3.5		2.4	
Kelly, S. C.	3.5	Tabor, S. C.	10.4
2.7		3.4	
Bald Rock, S. C.	6.2	Lockhart, S. C.	13.8
1.8			

Between Kingsville, S. C., and Marlon, N. C.

STATIONS.	Miles	STATIONS.	Miles
Kingsville, S. C.	0.0	Leslie, S. C.	95.1
3.8		4.7	
Wateree, S. C.	3.8	Rock Hill, S. C.	99.8
4.5		2.2	
Sumter Junction, S. C.	8.3	Old Point, S. C.	102.0
1.7		4.1	
Middleton, S. C.	10.0	New Port, S. C.	106.1
2.1		2.6	
Camden Junction, S. C.	12.1	Tirzah, S. C.	108.7
3.0		5.4	
Dixie, S. C.	15.1	Yorkville, S. C.	114.1
3.2		7.0	
Claremont, S. C.	18.3	Sharon, S. C.	121.1
5.8		5.7	
Hagood, S. C.	24.1	Hickory Grove, S. C.	126.8
2.8		6.0	
State Farm, S. C.	26.9	Smyrna, S. C.	131.8
1.4		1.0	
Boykin, S. C.	28.3	London, S. C.	132.8
2.4		1.5	
Hammond, S. C.	30.7	Kings Creek, S. C.	134.3
2.2		2.0	
DeLoach, S. C.	32.9	Wilburn, S. C.	136.3
0.9		3.8	
N. W. Junction, S. C.	33.8	Blacksburg, S. C.	140.1
3.3		6.0	
Camden, S. C.	37.1	Earl, N. C.	146.1
2.2		2.7	
S. A. L. Crossing, S. C.	39.3	Patterson Springs, N. C.	148.8
2.2		4.7	
Kirkland, S. C.	41.5	Shelby, N. C.	153.5
5.6		5.8	
DeKalb, S. C.	47.1	Washburn, N. C.	159.3
1.9		3.1	
Zemp, S. C.	49.0	Lattimore, N. C.	162.4
1.2		3.0	
Clyburn, S. C.	50.2	Mooresboro, N. C.	165.4
2.5		4.3	
Westville, S. C.	52.7	Henrietta, N. C.	169.7
6.7		7.3	
Kershaw, S. C.	59.4	Forest City, N. C.	177.0
6.6		7.4	
Heath Spring, S. C.	66.0	Rutherfordton, N. C.	183.4
1.7		4.8	
Pleasant Hill, S. C.	67.7	Gilkey, N. C.	188.2
4.7		3.9	
Elgin, S. C.	72.4	Union Mills, N. C.	192.1
4.2		1.1	
Lancaster, S. C.	76.6	Golden Valley, N. C.	198.2
5.2		1.1	
Caskey, S. C.	81.8	Thermal City, N. C.	194.3
2.2		3.2	
Riverside, S. C.	84.0	Vein Mountain, N. C.	197.5
4.4		3.0	
Springdel, S. C.	88.4	Mud Cut, N. C.	200.5
2.9		1.4	
Catawba Junction, S. C.	91.3	Glenwood, N. C.	201.9
1.8		1.2	
Roddy, S. C.	93.1	Gardin, N. C.	203.1
2.0		5.4	
		Marion, N. C.	208.5

SOUTHERN RAILWAY.

Between Blacksburg, S. C., and Gaffney, S. C.

STATIONS.	Miles	STATIONS.	Miles
W. Blacksburg, S. C.	0.0	Gaffney, S. C.	10.5
Cherokee Falls, S. C.	5.2		
	5.3		

Between Sumter, S. C., and Sumter Junction, S. C.

STATIONS.	Miles	STATIONS.	Miles
Sumter Junction, S. C.	0.0	Toumey, S. C.	9.4
Levi, S. C.	2.7	A. C. L. Crossing, S. C.	15.3
Manchester, S. C.	4.7	Sumter, S. C.	15.8
	4.7		

Between Charlotte, N. C., and Atlanta, Ga.

STATIONS.	Miles	STATIONS.	Miles
Charlotte, N. C.	0.0	Wellford, S. C.	36.1
Juneau, N. C.	4.9	Duncan, S. C.	39.4
Belmont, N. C.	11.4	Greer, S. C.	94.1
Mayesworth, N. C.	13.8	Taylor, S. C.	99.0
Lowell, N. C.	16.1	Paris, S. C.	102.8
Gastonia, N. C.	21.7	Greenville, S. C.	107.2
Bessemer City, N. C.	28.3	Arline, S. C.	108.9
Vantline, N. C.	29.4	Crosswell, S. C.	113.4
Kings Mountain, N. C.	33.4	Latham, S. C.	116.1
Grover, N. C.	41.4	Easley, S. C.	119.2
Terry, S. C.	42.0	Beverly, S. C.	121.8
Blacksburg, S. C.	46.3	Liberty, S. C.	125.7
Gaffney, S. C.	54.8	Norris, S. C.	130.2
Thicketty, S. C.	60.8	Central, S. C.	133.4
Cowpens, S. C.	66.4	Calhoun, S. C.	137.9
Clifton, S. C.	68.2	Keowee, S. C.	140.4
Converse, S. C.	69.1	Courtenay, S. C.	143.8
Mount Zion, S. C.	71.4	Seneca, S. C.	146.7
Spartanburg, S. C.	75.7	Richland, S. C.	151.7
Hayne, S. C.	77.2	Westminster, S. C.	156.0
Fair Forest, S. C.	80.4	Harbin, S. C.	160.7
	5.7		4.4

SOUTHERN RAILWAY.

Between Charlotte, N. C., and Atlanta, Ga.—Con.

STATIONS.	Miles	STATIONS.	Miles
Madison, S. C.	165.1	Gainesville, Ga.	214.1
Deercourt, Ga. ^{3.8}	168.9	Oakwood, Ga. ^{5.7}	219.8
Toccoa, Ga. ^{5.3}	174.2	Flowery Branch, Ga. ^{3.7}	223.5
Ayersville, Ga. ^{6.5}	180.7	Buford, Ga. ^{6.7}	230.2
Mount Airy, Ga. ^{6.8}	187.5	Suwanee, Ga. ^{6.4}	236.6
Cornella, Ga. ^{1.9}	189.4	Duluth, Ga. ^{5.4}	242.0
Baldwin, Ga. ^{1.4}	190.8	Norcross, Ga. ^{5.9}	247.9
Alto, Ga. ^{2.7}	193.5	Doraville, Ga. ^{4.7}	252.6
Bellton, Ga. ^{7.3}	200.8	Chamblee, Ga. ^{1.3}	253.9
Lula, Ga. ^{0.9}	201.7	Crosskeys, Ga. ^{2.7}	256.6
White Sulphur, Ga. ^{6.5}	208.2	Arnpour, Ga. ^{4.8}	261.4
New Holland, Ga. ^{4.0}	212.2	Atlanta (Terminal Sta.), Ga. ^{6.0}	267.4
^{1.9}			

UNION AND GLENN SPRINGS RAILROAD.

Between Buffalo, S. C., and Pride, S. C.

STATIONS.	Miles	STATIONS.	Miles
Pride, S. C.	0.0	Crawford, S. C.	12.2
Neal Shoals, S. C. ^{4.0}	4.0	Monarch, S. C. ^{1.8}	14.0
Meadows, S. C. ^{3.9}	7.9	Union, S. C. ^{2.0}	16.0
Gregory, S. C. ^{2.3}	10.2	Buffalo, S. C. ^{3.2}	19.2
^{2.0}			

WARE SHOALS RAILROAD.

Between Shoals Junction, S. C., and Ware Shoals, S. C.

STATIONS.	Miles	STATIONS.	Miles
Shoals Junction, S. C.	0.0	Ware Shoals, S. C.	5.0
^{5.0}			

CHARLESTON TERMINAL COMPANY.

In City of Charleston, S. C.

Main Line mileage	1.52
Branches	3.50
Total	5.02

CHARLESTON UNION STATION COMPANY.

In City of Charleston, S. C.

Main Line mileage	1.67
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COLUMBIA UNION STATION COMPANY.
In City of Columbia, S. C.

Main Line, mileage0.38

PIEDMONT AND NORTHERN RAILWAY (Electric.)
Between Greenwood, S. C., and Spartanburg, S. C.

STATIONS.	Miles	STATIONS.	Miles
Greenwood, S. C.	0.0	Hillside, S. C.	44.1
Ampere, S. C.	0.9	Piedmont, S. C.	45.2
Blakedale, S. C.	3.0	Golden Grove, S. C.	47.3
Downs, S. C.	5.1	Clereburn, S. C.	48.5
Irving, S. C.	6.4	Oakvale, S. C.	50.4
Zeb, S. C.	7.6	White Horse, S. C.	52.5
Hodges, S. C.	8.7	Charles, S. C.	53.6
Simmons, S. C.	10.4	Brandon, S. C.	55.3
Tinsley, S. C.	11.3	Woodside, S. C.	56.4
Black, S. C.	12.9	Wye (Greenville Branch)	56.9
Shoals Junction, S. C.	14.6	*Greenville, S. C. Frt. Depot..	58.2
Chiquola, S. C.	15.9	Buncombe, S. C.	57.6
Donalds, S. C.	17.5	News, S. C.	58.9
Dunn, S. C.	19.1	Clairmont, S. C.	60.8
Murray, S. C.	20.4	Paris, S. C.	61.8
Crosby, S. C.	21.8	Locke, S. C.	63.6
Honea Path, S. C.	23.1	Nursery, S. C.	65.1
McGee, S. C.	24.6	Taylor, S. C.	65.8
Burris, S. C.	25.8	Chick Springs, S. C.	66.9
Prevost, S. C.	26.8	King, S. C.	68.9
Vandivis, S. C.	28.1	Parkes, S. C.	70.0
Weslee, S. C.	29.0	Greers, S. C.	70.6
Belton, S. C.	30.8	Tiger, S. C.	73.5
Thomason, S. C.	33.0	Duncan, S. C.	75.5
Cheddas, S. C.	34.9	Grace, S. C.	77.0
Gees, S. C.	36.4	Tucapau, S. C.	78.7
Gossett, S. C.	37.7	Snoddy, S. C.	80.0
Williamston, S. C.	38.4	Fairmont, S. C.	80.9
Pelzer, S. C.	40.5	Calvert, S. C.	84.0
Smyth, S. C.	41.3	Arcadia, S. C.	85.8
Bennetts, S. C.	42.2	Saxon, S. C.	86.8
		Spartanburg, S. C.	89.9

*Greenville Freight Depot on Branch from Wye.

PIEDMONT AND NORTHERN RAILWAY (Electric.)
 Between Belton, S. C., and Anderson, S. C.

STATIONS	Miles	STATIONS.	Miles
Belton, S. C.	0.0	Gentrys, S. C.	6.32
0.85		1.58	
Belton Mills, S. C.	0.85	River Heights, S. C.	6.90
1.43		0.53	
Callahans, S. C.	2.28	Nalleys, S. C.	7.48
1.49		0.78	
Cobbs, S. C.	3.77	Toxaway, S. C.	8.26
0.40		2.06	
Campbell, S. C.	4.17	Anderson, S. C.	10.32
1.07			
Watkins, S. C.	5.24		
1.08			

AUGUSTA AND AIKEN RAILWAY (Electric.)

Between Augusta, Ga., and Aiken, S. C.

STATIONS.	Miles	STATIONS.	Miles
Augusta, Ga.	0.0	Warrenville, S. C.	15.92
3.27		.74	
Tobin, S. C.	3.27	Graniteville, S. C.	16.66
2.23		1.41	
Belvedere, S. C.	5.50	Sub-Station No. 5, S. C.	18.07
1.66		2.54	
Power House, S. C.	7.15	Moseley, S. C.	20.61
2.12		1.15	
Clearwater, S. C.	9.27	Arbutus Hill, S. C.	21.76
1.42		1.86	
Bath, S. C.	10.69	Aiken, S. C.	23.61
1.17			
Langley, S. C.	11.86		
4.06			

CHARLESTON ISLE OF PALMS TRACTION COMPANY (Electric.)

Between Charleston, S. C., and Isle of Palms, S. C.

STATIONS.	Miles	STATIONS.	Miles
By Water—		By Rail—	
Charleston, S. C.	0.0	Mt. Pleasant, S. C.	0.0
2.73		1.46	
Ferry to Mt. Pleasant, S. C.	2.73	Sullivan's Island, S. C.	1.46
		6.23	
		Isle of Palms, S. C. Terminal.	7.69

LOCAL CLASS AND COMMODITY FREIGHT TARIFFS.

Applicable in South Carolina to Intrastate Traffic

SPECIAL RATES APPLYING TO INTRASTATE SHIPMENTS

Circular No. 143.

SPECIAL FREIGHT RATES ON

LUMBER, common, dressed or rough, pine, ash, oak, poplar, including unfinished MOULDINGS.

LATHS, SHINGLES, and CROSSTIES,

Per Carload, Minimum Weight 24,000 pounds.

Applicable Between Points in South Carolina on the following Railroads:

Atlantic Coast Line Railroad Company, Charleston and Western Carolina Railway Company, Seaboard Air Line Railway, Columbia, Newberry and Laurens Railroad Company, Southern Railway Company, Blue Ridge Railway Company, Chesterfield and Lancaster Railroad. And to Shipments Moving Over These Lines Having Origin and Destination in South Carolina on Other Lines.

	Rate
5 miles and under	\$ 5.00
10 miles and over 5	6.00
15 miles and over 10	7.00
20 miles and over 15	8.00
25 miles and over 20	8.50
30 miles and over 25	9.00
35 miles and over 30	9.50
40 miles and over 35	10.00
45 miles and over 40	10.50
50 miles and over 45	11.00
55 miles and over 50	11.25
60 miles and over 55	11.50
65 miles and over 60	11 75
70 miles and over 65	12.00
75 miles and over 70	12 20

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

MILES.	RATE.
80 miles and over 75	12.40
85 miles and over 80	12.60
90 miles and over 85	12.80
95 miles and over 90	13.00
100 miles and over 95	13.20
110 miles and over 100	13.50
120 miles and over 110	13.80
130 miles and over 120	14.10
140 miles and over 130	14.40
150 miles and over 140	14.70
160 miles and over 150	15.00
170 miles and over 160	15.30
180 miles and over 170	15.60
190 miles and over 180	15.90
200 miles and over 190	16.20
210 miles and over 200	16.50
220 miles and over 210	16.80
230 miles and over 220	17.10
240 miles and over 230	17.40
250 miles and over 240	17.70
260 miles and over 250	18.00
270 miles and over 260	18.30
280 miles and over 270	18.60
290 miles and over 280	18.90
300 miles and over 290	19.20

The above rates are subject to a reduction of 20 per cent. on Intrastate shipments moving between points in South Carolina over two or more steam railroad routes not under the same management or control.

Effective September 20th, 1910, superseding all rates in conflict.

Circular No. 72.

SPECIAL RATES ON FERTILIZERS.

Applicable to all Steam Railroads operating in South Carolina, except where otherwise provided for, and approved by the Commission. See Circular No. 135, Nov. 1st, 1909, and local tariffs herein published.

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

Per car, 20,000 pounds minimum; per ton, 2,000 pounds.

12 miles and under	.....	\$ 80
20 miles and over 12	.....	1.10
30 miles and over 20	.....	1.20
40 miles and over 30	.....	1.30
50 miles and over 40	.....	1.40
60 miles and over 50	.....	1.50
70 miles and over 60	.....	1.60
80 miles and over 70	.....	1.70
90 miles and over 80	.....	1.80
100 miles and over 90	.....	1.90
110 miles and over 100	.....	2.00
120 miles and over 110	.....	2.10
130 miles and over 120	.....	2.20
140 miles and over 130	.....	2.30
150 miles and over 140	.....	2.40
160 miles and over 150	.....	2.50
170 miles and over 160	.....	2.55
180 miles and over 170	.....	2.60
190 miles and over 180	.....	2.70
200 miles and over 190	.....	2.75
210 miles and over 200	.....	2.75
220 miles and over 210	.....	2.75
230 miles and over 220	.....	2.75
240 miles and over 230	.....	2.75
250 miles and over 240	.....	2.75
260 miles and over 250	.....	2.75
270 miles and over 260	.....	2.75
280 miles and over 270	.....	2.75
290 miles and over 280	.....	2.75
300 miles and over 290	.....	2.75
310 miles and over 300	.....	2.75

Circular No. 135, November 1, 1909.

SPECIAL RATES ON FERTILIZERS.

Applicable between points in South Carolina on the following Railroads:

Atlantic Coast Line Railroad Company, Charleston and Western Carolina Railway Company, Seaboard Air Line Railroad,

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

Columbia, Newberry and Laurens Railroad Company, Southern Railway Company, Blue Ridge Railway Company, and to shipments moving over these lines having origin and destination in South Carolina on other lines.

Per car, 20,000 pounds minimum, per ton, 2,000 pounds.

MILES.	RATE.
12 miles and under	\$.75
15 miles and over 12	.85
20 miles and over 15	.95
25 miles and over 20	1.05
30 miles and over 25	1.10
35 miles and over 30	1.15
40 miles and over 35	1.25
45 miles and over 40	1.30
50 miles and over 45	1.35
55 miles and over 50	1.40
60 miles and over 55	1.45
65 miles and over 60	1.50
70 miles and over 65	1.55
75 miles and over 70	1.60
80 miles and over 75	1.65
85 miles and over 80	1.70
90 miles and over 85	1.75
95 miles and over 90	1.80
100 miles and over 95	1.85
105 miles and over 100	1.90
110 miles and over 105	1.95
115 miles and over 110	2.00
120 miles and over 115	2.05
125 miles and over 120	2.10
130 miles and over 125	2.15
135 miles and over 130	2.20
140 miles and over 135	2.25
145 miles and over 140	2.30
150 miles and over 145	2.35
160 miles and over 150	2.40
170 miles and over 160	2.45
180 miles and over 170	2.50
190 miles and over 180	2.55
200 miles and over 190	2.60

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

MILES.	RATE.
210 miles and over 200.....	\$2.65
220 miles and over 210.....	2.70
230 miles and over 220.....	2.75
240 miles and over 230.....	2.75
250 miles and over 240.....	2.75
260 miles and over 250.....	2.75
270 miles and over 260.....	2.75
280 miles and over 270.....	2.75
290 miles and over 280.....	2.75
300 miles and over 290.....	2.75
310 miles and over 300.....	2.75
320 miles and over 310.....	2.75
330 miles and over 320.....	2.75
340 miles and over 330.....	2.75
350 miles and over 340.....	2.75
360 miles and over 350.....	2.75

SPECIAL COTTON TARIFF FOR SOUTH CAROLINA.

Circular No. 48.

Applicable to all Steam Railroads operating in South Carolina, except where otherwise provided for, and approved by the Commission.

MILES.	Rate in cents per 100 lbs.
10 miles and under.....	7
15 miles and over 10.....	10
20 miles and over 15.....	10
25 miles and over 20.....	14
30 miles and over 25.....	15
35 miles and over 30.....	17
40 miles and over 35.....	18
45 miles and over 40.....	20
50 miles and over 45.....	20
55 miles and over 50.....	21
60 miles and over 55.....	22

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

MILES.	www.libtool.com.cn	Rate in cents per 100 lbs.
65 miles and over	60	23
70 miles and over	65	23
75 miles and over	70	24
80 miles and over	75	24
85 miles and over	80	25
90 miles and over	85	25
95 miles and over	90	26
100 miles and over	95	26
110 miles and over	100	27
120 miles and over	110	28
130 miles and over	120	29
140 miles and over	130	30
150 miles and over	140	31
160 miles and over	150	32
170 miles and over	160	33
180 miles and over	170	34
190 miles and over	180	35
200 miles and over	190	35
210 miles and over	200	36
220 miles and over	210	37
230 miles and over	220	38
240 miles and over	230	39
250 miles and over	240	40
260 miles and over	250	40
270 miles and over	260	41
280 miles and over	270	41
290 miles and over	280	42
300 miles and over	290	42

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

SPECIAL RATES ON COTTON PIECE GOODS.

www.libtool.com.cn

Circular No. 60.

As described in South Carolina Exception Sheet No. 14, printed herein.

MILES.	Rate in cents per 100 lbs.
12 miles and under	9
20 miles and over 12	12
30 miles and over 20	13
40 miles and over 30	14
50 miles and over 40	15
60 miles and over 50	16
70 miles and over 60	17
80 miles and over 70	18
90 miles and over 80	19
100 miles and over 90	20
110 miles and over 100	21
120 miles and over 110	22
130 miles and over 120	22
140 miles and over 130	23
150 miles and over 140	24
160 miles and over 150	24
170 miles and over 160	25
180 miles and over 170	26
190 miles and over 180	27
200 miles and over 190	28
210 miles and over 200	28
220 miles and over 210	29
230 miles and over 220	29
240 miles and over 230	29
250 miles and over 240	30
260 miles and over 250	30
270 miles and over 260	30
280 miles and over 270	30
290 miles and over 280	30
300 miles and over 290	30

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

**SPECIAL RATE ON
GROUND OR PULVERIZED LIMESTONE AND GROUND
OR PULVERIZED MARL.**

Circular No. 205.

Applicable between points in South Carolina on the following railroads:

Alcolu R. R. Co., Augusta Northern Ry. Co., Bamberg, Ehrhardt & Walterboro R. R. Co., Bennettsville & Cheraw R. R. Co., Branchville & Bowman R. R. Co., Carolina, Clinchfield & Ohio Ry. of South Carolina, Carolina & Western Ry. Co., Carolina & Northwestern Ry. Co., Due West Ry. Co., Greenville & Western Ry. Co., Hampton & Branchville R. R. Co., Lancaster & Chester Ry. Co., Orangeburg Ry. Co., Pickens R. R. Co., Union & Glenn Springs R. R. Co., Ware Shoals R. R. Co.

Carload minimum 30 tons.

Not subject to percentage reduction on shipments received from or delivered to connecting lines.

In cents per ton 2,000 pounds.

Distance.	Maximum Rate.
5 miles and under.....	.35
10 miles and over 5.....	.40
15 miles and over 10.....	.45
20 miles and over 15.....	.50
25 miles and over 20.....	.55
30 miles and over 25.....	.60
35 miles and over 30.....	.65
40 miles and over 35.....	.70
45 miles and over 40.....	.75

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

SPECIAL RATES ON PEANUTS.

www.libtool.com.cn

Circular No. 215.

To apply on Peanuts for Crushing Purposes Only.

Carload Minimum Weight 24,000 Pounds.

MILES.		Rates in cents per 100 lbs.
5 miles and under		5
10 miles and over	5	6
15 miles and over	10	7
20 miles and over	15	8
25 miles and over	20	9
30 miles and over	25	9
35 miles and over	30	10
40 miles and over	35	10
45 miles and over	40	11
50 miles and over	45	11
60 miles and over	50	12
70 miles and over	60	12
80 miles and over	70	13
90 miles and over	80	13
100 miles and over	90	14
110 miles and over	100	14
120 miles and over	110	14
130 miles and over	120	15
140 miles and over	130	15
150 miles and over	140	16
160 miles and over	150	16
170 miles and over	160	17
180 miles and over	170	17
190 miles and over	180	18
200 miles and over	190	18
210 miles and over	200	18
220 miles and over	210	19
230 miles and over	220	19
240 miles and over	230	19
250 miles and over	240	19
260 miles and over	250	19
270 miles and over	260	20
280 miles and over	270	20
290 miles and over	280	20
300 miles and over	290	21

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

SPECIAL RATES ON VITRIFIED BRICK.

www.libtool.com.cn

Circular No. 170.

Carload Minimum 60,000 Pounds.

Effective September 15th, 1912.

MILES.	Rate in cents per 100 lbs.
25 miles and under.....	2
50 miles and over 25.....	2½
55 miles and over 50.....	2½
60 miles and over 55.....	2¾
65 miles and over 60.....	2¾
70 miles and over 65.....	2¾
75 miles and over 70.....	3
80 miles and over 75.....	3
85 miles and over 80.....	3¼
90 miles and over 85.....	3¼
95 miles and over 90.....	3½
100 miles and over 95.....	3½
110 miles and over 100.....	3½
120 miles and over 110.....	3¾
130 miles and over 120.....	4
140 miles and over 130.....	4
150 miles and over 140.....	4¼
160 miles and over 150.....	4¼
170 miles and over 160.....	4½
180 miles and over 170.....	4¾
190 miles and over 180.....	4¾
200 miles and over 190.....	5
210 miles and over 200.....	5
220 miles and over 210.....	5¼
230 miles and over 220.....	5¼
240 miles and over 230.....	5½
250 miles and over 240.....	5½

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

SPECIAL RATE ON FIRE BRICK

www.libtool.com.cn

Circular No. 223.

Carload Minimum Weight 40,000 Pounds.

MILES	Rate in cents per 100 lbs.
5 miles and under	2
7 miles and over 5	2 $\frac{1}{4}$
12 miles and over 7	2 $\frac{1}{2}$
15 miles and over 12	2 $\frac{3}{4}$
17 miles and over 15	2 $\frac{3}{4}$
22 miles and over 17	3
25 miles and over 22	3
27 miles and over 25	3 $\frac{1}{4}$
30 miles and over 27	3 $\frac{1}{4}$
32 miles and over 30	3 $\frac{1}{2}$
35 miles and over 32	3 $\frac{1}{2}$
37 miles and over 35	3 $\frac{3}{4}$
40 miles and over 37	3 $\frac{3}{4}$
42 miles and over 40	4
45 miles and over 42	4
47 miles and over 45	4 $\frac{1}{4}$
50 miles and over 47	4 $\frac{1}{4}$
52 miles and over 50	4 $\frac{1}{2}$
55 miles and over 52	4 $\frac{1}{2}$
57 miles and over 55	4 $\frac{3}{4}$
60 miles and over 57	4 $\frac{3}{4}$
62 miles and over 60	5
65 miles and over 62	5
67 miles and over 65	5 $\frac{1}{4}$
70 miles and over 67	5 $\frac{1}{4}$
72 miles and over 70	5 $\frac{1}{2}$
75 miles and over 72	5 $\frac{1}{2}$
77 miles and over 75	5 $\frac{3}{4}$
80 miles and over 77	5 $\frac{3}{4}$
82 miles and over 80	6
85 miles and over 82	6
87 miles and over 85	6 $\frac{1}{4}$
90 miles and over 87	6 $\frac{1}{4}$

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1913, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

MILES	Rate in cents per 100 lbs.
92 miles and over 90	6 $\frac{1}{2}$
95 miles and over 92	6 $\frac{1}{2}$
97 miles and over 95	6 $\frac{3}{4}$
100 miles and over 97	6 $\frac{3}{4}$
110 miles and over 100	7
120 miles and over 110	7 $\frac{1}{2}$
130 miles and over 120	8
140 miles and over 130	8 $\frac{1}{2}$
150 miles and over 140	9
160 miles and over 150	9 $\frac{1}{2}$
170 miles and over 160	10
180 miles and over 170	10 $\frac{1}{2}$
190 miles and over 180	11
200 miles and over 190	11 $\frac{1}{2}$
210 miles and over 200	12
220 miles and over 210	12 $\frac{1}{2}$
230 miles and over 220	13
240 miles and over 230	13 $\frac{1}{2}$
250 miles and over 240	14
260 miles and over 250	14
270 miles and over 260	14 $\frac{1}{2}$
280 miles and over 270	14 $\frac{1}{2}$
290 miles and over 280	15
300 miles and over 290	15

**SPECIAL RATE ON SOY, SOYA OR SOJA BEANS, AND
VELVET BEANS.**

Circular No. 225.

In Sacks or Barrels, any Quantity.

In Bulk, Carload Minimum Weight 30,000 Pounds.

MILES	Rate in cents per 100 lbs.
5 miles and under	3 $\frac{1}{2}$
10 miles and over 5	5
15 miles and over 10	5 $\frac{1}{2}$

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

MILES	Rate in cents per 100 lbs.
20 miles and over 15	6
25 miles and over 20	6½
30 miles and over 25	6½
35 miles and over 30	7½
40 miles and over 35	7½
45 miles and over 40	8
50 miles and over 45	8
55 miles and over 50	8½
60 miles and over 55	8½
65 miles and over 60	9
70 miles and over 65	9
75 miles and over 70	9½
80 miles and over 75	9½
85 miles and over 80	10
90 miles and over 85	10
95 miles and over 90	11
100 miles and over 95	11
110 miles and over 100	11
120 miles and over 110	12
130 miles and over 120	12
140 miles and over 130	13
150 miles and over 140	13
160 miles and over 150	13
170 miles and over 160	14
180 miles and over 170	14
190 miles and over 180	15
200 miles and over 190	15
210 miles and over 200	16
220 miles and over 210	16
230 miles and over 220	17
240 miles and over 230	17
250 miles and over 240	18
260 miles and over 250	18
270 miles and over 260	19
280 miles and over 270	19
290 miles and over 280	19
300 miles and over 290	19

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

SPECIAL WOOD TARIFF.

www.libtocoCircularNo. 236.

Cordwood and Slabs—For Fuel Purposes Only.

Car Load Minimum, Ten Cords.

MILES	PER CORD
10 miles and under	\$.40
15 miles and over 10	.45
20 miles and over 15	.50
30 miles and over 20	.60
40 miles and over 30	.70
50 miles and over 40	.80
60 miles and over 50	.85
70 miles and over 60	.90
80 miles and over 70	.95
90 miles and over 80	1.00
100 miles and over 90	1.05
110 miles and over 100	1.10
120 miles and over 110	1.11
130 miles and over 120	1.12
140 miles and over 130	1.13
150 miles and over 140	1.14
160 miles and over 150	1.15
170 miles and over 160	1.17
180 miles and over 170	1.20
190 miles and over 180	1.22
200 miles and over 190	1.25
210 miles and over 200	1.28
220 miles and over 210	1.30
230 miles and over 220	1.35
240 miles and over 230	1.40
250 miles and over 240	1.45
260 miles and over 250	1.50
270 miles and over 260	1.55
280 miles and over 270	1.60
290 miles and over 280	1.65
300 miles and over 290	1.70

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

SPECIAL RATE ON STABLE MANURE.

www.libtool.com.cn —————

Applicable Between Points in South Carolina.

Circular No. 238.

**Carload Minimum 40,000 Pounds; Per Ton 2,000 Pounds.
Not Subject to Percentage Reduction on Joint Tariff.**

	RATE
10 miles and under.....	\$.50
15 miles and over 10.....	.55
20 miles and over 15.....	.60
25 miles and over 20.....	.65
30 miles and over 25.....	.70
35 miles and over 30.....	.75
40 miles and over 35.....	.75
50 miles and over 40.....	.80
60 miles and over 50.....	.85
70 miles and over 60.....	.90
80 miles and over 70.....	.95
90 miles and over 80.....	1.00
100 miles and over 90.....	1.05
120 miles and over 100.....	1.10
140 miles and over 120.....	1.20
160 miles and over 140.....	1.30
180 miles and over 160.....	1.35
200 miles and over 180.....	1.40
220 miles and over 200.....	1.45
240 miles and over 220.....	1.50
260 miles and over 240.....	1.55
280 miles and over 260.....	1.60
300 miles and over 280.....	1.65

Note: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25th, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

SOUTH CAROLINA FREIGHT TARIFF NO. 1.—LOCAL MILEAGE CLASS RATES.

Applicable to intrastate traffic in South Carolina between all stations on the following railroads: Atlantic Coast Line Railroad, Blue Ridge Railway, Charleston and Western Carolina Railway, Chesterfield and Lancaster Railroad, Columbia, Newberry and Laurens Railroad, Seaboard Air Line Railway, Southern Railway, Raleigh and Charleston Railroad, Charlotte, Monroe and Columbia Railroad.

And on continuous mileage basis on traffic moving between stations on the following railroads: Atlantic Coast Line Railroad, Charleston and Western Carolina Railway.

And between stations on Southern Railway and stations on the Blue Ridge Railway.

And between stations on Seaboard Air Line Railway and stations on Chesterfield and Lancaster Railroad, Raleigh and Charleston Railroad, Charlotte, Monroe and Columbia Railroad.

and Governed by the Freight Classification, Exception Sheet, and all rules issued or approved by the Commission.

Distance—Miles.	Rates in Cents Per One Hundred Pounds.															Rates in Cts. Per 100 Pounds.					Rates in Cts. Per Ton of 20,000 Pounds.					Rates in Cts. Per 100 Lbs.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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235	2237	2239	2241	2243	2245	2247	2249	2251	2253	2255	2257	2259	2261	2263	2265	2267	2269	2271	2273	2275	2277	2279	2281	2283	2285	2287	2289	2291	2293	2295	2297	2299	2301	2303	2305	2307	2309	2311	2313	2315	2317	2319	2321	2323	2325	2327	2329	2331	2333	2335	2337	2339	2341	2343	2345	2347	2349	2351	2353	2355	2357	2359	2361	2363	2365	2367	2369	2371	2373	2375	2377	2379	2381	2383	2385	2387	2389	2391	2393	2395	2397	2399	2401	2403	2405	2407	2409	2411	2413	2415	2417	2419	2421	2423	2425	2427	2429	2431	2433	2435	2437	2439	2441	2443	2445	2447	2449	2451	2453	2455	2457	2459	2461	2463	2465	2467	2469	2471	2473	2475	2477	2479	2481

SOUTH CAROLINA FREIGHT TARIFF NO. 1.—LOCAL MILEAGE CLASS RATES.—Continued.

Distance—Miles. Classet.	Rates in Cents Per One Hundred Pounds.												Rates in Cts. Per 100 Pounds.			Rates in Cts. Per Ton of 2,000 Lbs.			Rates Per Car-load of 20,000 Pounds.			Rates in Cts. Per 100 Lbs.		
													Cts.			Cts.			Cts.			Cts.		
	1	2	3	4	5	6	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	R	U	
180 miles and over 170	65	55	47	42	34	26	20	24	20	16	33	40	41	36	14	1.60	2.55	32.50	24.50	14.25	17	17		
190 miles and over 180	66	56	48	43	35	27	21	24	21	16	33	42	41	37	14	1.65	2.60	33.00	25.00	14.50	18	17		
200 miles and over 190	67	57	49	44	36	27	21	24	21	16	34	42	42	37	14	1.70	2.65	33.50	25.50	14.75	18	18		
210 miles and over 200	68	58	50	45	37	28	21	25	22	16	34	43	43	38	14	1.75	2.70	34.00	26.00	15.00	18	18		
220 miles and over 210	69	59	51	46	38	28	21	25	22	17	35	43	43	38	14	1.80	2.75	34.50	26.50	15.25	19	18		
230 miles and over 220	70	60	52	47	39	29	21	25	22	17	35	43	43	39	15	1.85	2.80	35.00	27.00	15.50	19	19		
240 miles and over 230	71	61	53	48	40	29	21	25	22	17	36	43	44	39	15	1.90	2.85	35.50	27.50	15.75	19	19		
250 miles and over 240	72	62	54	49	41	30	22	26	23	18	36	45	44	40	15	1.95	2.90	36.00	28.00	16.00	19	20		
260 miles and over 250	73	63	55	50	42	30	22	26	23	18	37	45	45	40	15	2.00	3.00	36.50	28.50	16.25	19	20		
270 miles and over 260	74	64	56	51	43	31	22	26	23	18	37	46	45	41	16	2.05	3.05	37.00	29.00	16.50	20	21		
280 miles and over 270	75	65	57	52	44	31	22	27	24	19	38	47	46	41	16	2.10	3.10	37.50	29.50	16.75	20	21		
290 miles and over 280	76	66	58	53	45	32	22	27	24	19	38	47	46	42	16	2.15	3.15	38.00	30.00	17.00	20	22		
300 miles and over 290	77	67	59	54	46	32	22	27	24	19	39	48	47	42	16	2.20	3.20	38.50	30.00	17.25	21	22		

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

SOUTHERN RAILWAY COMPANY.

www.libtool.org FREIGHT TARIFF.

Commodity Rates.

DISTANCES.	Per Cord of 128 Cubic Feet.	Per 100 Lbs.	Per Car 20,000 Lbs.	Per Cord of 128 Cubic Feet.		
	Billets (hardwood), red gum, persimmon, dogwood, ash, hickory, oak, poplar, cypress, holly and any and all kinds of hardwood not named above, to be shipped as logs and billets in the rough, either for paving blocks or any other purposes, C. L. min., 8 cords.	Cotton piece goods as specified in South Carolina Exception Sheet.	Staves, viz.: (except rived or split), C. L.	Staves, rough, viz.: (rived or split), C. L., min. 8 cords.	Stave bolts, pine, C. L. min. 10 cords.	Stave bolts (except pine), C. L. min. 8 cords.
10 miles and under...	.90	9	8.40	.90	50	90
20 miles and over 10	1.00	12	9.60	1.10	60	1.00
30 miles and over 20	1.15	13	10.90	1.26	70	1.15
40 miles and over 30	1.25	14	12.00	1.37	75	1.25
50 miles and over 40	1.30	15	12.60	1.43	80	1.30
60 miles and over 50	1.40	16	13.20	1.54	85	1.40
70 miles and over 60	1.45	17	13.80	1.59	90	1.45
80 miles and over 70	1.45	18	14.10	1.59	95	1.45
90 miles and over 80	1.50	19	14.40	1.63	1.00	1.50
100 miles and over 90	1.50	20	14.70	1.65	1.05	1.50
110 miles and over 100	1.55	21	15.00	1.70	1.10	1.55
120 miles and over 110	1.60	22	15.30	1.76	1.11	1.60
130 miles and over 120	1.60	22	15.60	1.76	1.12	1.60
140 miles and over 130	1.65	23	15.90	1.81	1.13	1.65
150 miles and over 140	1.65	24	16.20	1.81	1.14	1.65
160 miles and over 150	1.70	24	16.50	1.87	1.15	1.70
170 miles and over 160	1.70	25	16.90	1.87	.....	1.70
180 miles and over 170	1.75	26	17.10	1.92	.....	1.75
190 miles and over 180	1.75	27	17.40	1.92	.....	1.75
200 miles and over 190	1.80	28	17.70	1.98	.....	1.80
210 miles and over 200	1.80	28	18.00	1.98	.....	1.80
220 miles and over 210	1.85	29	18.30	2.03	.....	1.85
230 miles and over 220	1.85	29	18.60	2.09	.....	1.90
240 miles and over 230	1.95	29	18.90	2.14	.....	1.95
250 miles and over 240	2.00	30	19.20	2.20	.....	2.00
260 miles and over 250	2.05	30	19.50	2.25	.....	2.05
270 miles and over 260	2.10	30	19.80	2.31	.....	2.10
280 miles and over 270	.....	30	.....	.....	.....	.....
290 miles and over 280	.....	30	.....	.....	.....	.....
300 miles and over 290	.....	30	.....	.....	.....	.....

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto, and the table of rate increases shown therein must be applied in computing rates.

SOUTHERN RAILWAY.
FREIGHT TARIFF.

Commodity Rates.—Continued.

DISTANCES.	Brick, common, C. L. min. 6,000 brick, per 1,000 brick.	Oil, crude cotton seed, ac- tual weight, per 100 lbs.	Rodin, in barrels, released, per 100 lbs.	Tobacco, leaf, in hogheads or tiers, per 100 lbs.
12 miles and over 12	80	7	5	7
20 miles and over 20	90	8	6	9
30 miles and over 30	1.00	9	7	13
40 miles and over 40	1.10	10	7½	15
50 miles and over 50	1.20	11	7½	17
60 miles and over 60	1.30	12	7¾	18
70 miles and over 70	1.40	12½	8	19
80 miles and over 80	1.50	13	8¼	19
90 miles and over 90	1.60	13½	8½	20
100 miles and over 100	1.65	13½	8¾	20
110 miles and over 110	1.70	14	9	21
120 miles and over 120	1.75	14½	9½	21
130 miles and over 130	1.80	14½	9½	23
140 miles and over 140	1.85	14¾	9¾	23
150 miles and over 150	1.90	15	10	23½
160 miles and over 160	1.95	15½	10¼	23½
170 miles and over 170	2.00	15½	10½	24
180 miles and over 180	2.05	15¾	10¾	24
190 miles and over 190	2.10	16	11	24½
200 miles and over 200	2.15	16¼	11¼	25
210 miles and over 210	2.20	16½	11½	25½
220 miles and over 220	2.25	16¾	11¾	25
230 miles and over 230	2.30	17	12	25
240 miles and over 240	2.35	17¼	12¼	25
250 miles and over 250	2.40	17½	12½	25½
260 miles and over 260	2.45	17¾	12¾	26½
270 miles and over 270	2.50	18	13	27
280 miles and over 280	2.55	20%	13¼	28
290 miles and over 290	2.60	21	13¾	28
300 miles and over 300	2.65	21¼	13¾	29
310 miles and over 310	2.70	22	14	30
320 miles and over 320	2.75	22½	14	31
330 miles and over 330	2.80	23	14½	32
340 miles and over 340	2.85	24	15	33
350 miles and over 350	2.90	25	15	34

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto, and the table of rate increases shown therein must be applied in computing rates.

SOUTHERN RAILWAY.
FREIGHT TARIFF.

Commodity Rates.

DISTANCES.	Cotton Per 100 Pounds.	DISTANCES.	Cotton Per 100 Pounds.	DISTANCES.	Cotton Per 100 Pounds.
12 miles and under.	7	90 miles and over 85.	25	230 miles and over 220.	38
20 miles and over 12.	10	95 miles and over 90.	26	240 miles and over 230.	39
25 miles and over 20.	14	100 miles and over 95.	26	250 miles and over 240.	40
30 miles and over 25.	15	110 miles and over 100.	27	260 miles and over 250.	40
35 miles and over 30.	17	120 miles and over 110.	28	270 miles and over 260.	41
40 miles and over 35.	18	130 miles and over 120.	29	280 miles and over 270.	41
45 miles and over 40.	20	140 miles and over 130.	30	290 miles and over 280.	42
50 miles and over 45.	20	150 miles and over 140.	31	300 miles and over 290.	42
55 miles and over 50.	21	160 miles and over 150.	32	310 miles and over 300.	42
60 miles and over 55.	22	170 miles and over 160.	32	320 miles and over 310.	42
65 miles and over 60.	23	180 miles and over 170.	33		
70 miles and over 65.	23	190 miles and over 180.	34		
75 miles and over 70.	24	200 miles and over 190.	35		
80 miles and over 75.	24	210 miles and over 200.	36		
85 miles and over 80.	25	220 miles and over 210.	37		

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

BLUE RIDGE RAILWAY

www.libtool.com **FREIGHT TARIFF.**

Use rates applicable to the Southern Railway and on continuous mileage between stations on the Southern Railway and stations on the Blue Ridge Railway.

COLUMBIA, NEWBERRY AND LAURENS RAILROAD.

(Same as Southern Railway.)

ATLANTIC COAST LINE RAILROAD.

FREIGHT TARIFF.

Commodity Rates.

DISTANCES.	Naval Stores Per 100 Pounds.			Tobacco, Leaf, in Hhds. or Tierces, Per 100 Lbs.
	Rosin.	Crude Turpentine.	Spirits Turpentine.	
12 miles and under	5	5	7	7
20 miles and over 12	6	6	8	8
30 miles and over 20	7	7	9	10
40 miles and over 30	7½	7½	10	11
50 miles and over 40	7½	7½	11	12
60 miles and over 50	7½	7½	12	13
70 miles and over 60	8	8	13	14
80 miles and over 70	8½	8½	14	15
90 miles and over 80	8½	8½	15	16
100 miles and over 90	8½	9	16	17
110 miles and over 100	9	9½	16½	18
120 miles and over 110	9½	9½	17	19
130 miles and over 120	9½	9½	17½	20
140 miles and over 130	9½	10	18	21
150 miles and over 140	10	10½	18½	22
160 miles and over 150	10½	10½	19	23
170 miles and over 160	10½	10½	19½	24
180 miles and over 170	10½	11	20	25
190 miles and over 180	11	11½	20½	26
200 miles and over 190	11½	11½	21	27
210 miles and over 200	11½	11½	21½	28
220 miles and over 210	11½	12	22	29
230 miles and over 220	12	12½	22½	30
240 miles and over 230	12½	12½	23	31
250 miles and over 240	12½	12½	23½	32
260 miles and over 250	12½	13	24	33

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto, and the table of rate increases shown therein must be applied in computing rates.

ATLANTIC COAST LINE RAILROAD.

FREIGHT TARIFF.
Commodity Rates.—Continued.

DISTANCES.	Cotton in Bales Per 100 Pounds.	Cotton Piece Goods as specified in South Carolina Exemption Sheet, Per 100 Lbs.
10 miles and under	7	9
12 miles and over 10	10	9
20 miles and over 12	10	12
25 miles and over 20	14	13
30 miles and over 25	15	13
35 miles and over 30	17	14
40 miles and over 35	18	14
45 miles and over 40	20	15
50 miles and over 45	20	15
55 miles and over 50	21	16
60 miles and over 55	22	16
65 miles and over 60	23	17
70 miles and over 65	23	17
75 miles and over 70	24	18
80 miles and over 75	24	18
85 miles and over 80	25	19
90 miles and over 85	25	19
95 miles and over 90	26	20
100 miles and over 95	26	20
110 miles and over 100	27	21
120 miles and over 110	28	22
130 miles and over 120	29	22
140 miles and over 130	30	23
150 miles and over 140	31	24
160 miles and over 150	32	24
170 miles and over 160	33	25
180 miles and over 170	34	26
190 miles and over 180	35	27
200 miles and over 190	35	28
210 miles and over 200	36	28
220 miles and over 210	37	29
230 miles and over 220	38	29
240 miles and over 230	39	29
250 miles and over 240	40	30
260 miles and over 250	40	30
270 miles and over 260	41	30

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1913, and supplements thereto, and the table of rate increases shown therein must be applied in computing rates.

ATLANTIC COAST LINE RAILROAD.

www.libtool.com.cn FREIGHT TARIFF.

Commodity Rates.—Continued.

DISTANCES.	Common Brick, Car-load 6,000 Brick, Min. per 1,000 Brick.		Billets (Hard Wood) as specified in South Carolina Exception Sheet, Per C. L., Min. Car 8 Corda per Car.	Pine Stave Bolts, C L., Min., Ten Corda, Per Cord.	Stave Boltg (except Pine), C. L., Min., 8 Corda, Per Cord.	Staves, Rough (viz.: Rived or Split), C. L., Min., 8 Corda, Per Cord.	Staves (viz.: except Rived or Split), Per C. L., 20,000 Lbs. (excess in Proportion).	Cord Wood and Slab Wood, When Used for Fuel Purposes Only, Carload Ten Corda Min., Per Cord.
	Drain Tile, per car 20,000 Lbs. (excess in proportion).							
10 miles and under	80	7.00	90	50	90	99	8.40	40
12 miles and over	80	7.00	90	50	90	99	8.40	45
15 miles and over	90	8.00	1.00	60	1.00	1.10	9.60	45
20 miles and over	90	8.00	1.00	60	1.00	1.10	9.60	50
25 miles and over	1.00	9.00	1.15	70	1.15	1.26	10.80	50
30 miles and over	1.00	9.00	1.15	70	1.15	1.26	10.80	60
35 miles and over	1.10	10.00	1.25	75	1.25	1.37	12.00	70
40 miles and over	1.10	10.00	1.25	75	1.25	1.37	12.00	70
45 miles and over	1.20	10.50	1.30	80	1.30	1.43	12.60	80
50 miles and over	1.20	10.50	1.30	80	1.30	1.43	12.60	80
55 miles and over	1.30	11.00	1.40	85	1.40	1.54	13.20	85
60 miles and over	1.30	11.00	1.40	85	1.40	1.54	13.20	90
65 miles and over	1.40	11.50	1.45	90	1.45	1.59	13.80	95
70 miles and over	1.40	11.50	1.45	90	1.45	1.59	13.80	95
75 miles and over	1.60	11.75	1.45	95	1.45	1.59	14.10	95
80 miles and over	1.50	11.75	1.45	95	1.45	1.59	14.10	95
85 miles and over	1.60	12.00	1.50	1.00	1.50	1.65	14.40	1.00
90 miles and over	1.60	12.00	1.50	1.00	1.50	1.65	14.40	1.00
95 miles and over	1.65	12.25	1.50	1.05	1.50	1.65	14.70	1.05
100 miles and over	1.65	12.25	1.50	1.05	1.50	1.65	14.70	1.05
110 miles and over	1.70	12.50	1.55	1.10	1.55	1.70	15.00	1.10
120 miles and over	1.75	12.75	1.60	1.11	1.60	1.76	15.30	1.11
130 miles and over	1.80	13.00	1.60	1.12	1.60	1.76	15.60	1.12
140 miles and over	1.85	13.25	1.65	1.13	1.65	1.81	15.90	1.13
150 miles and over	1.90	13.50	1.65	1.14	1.65	1.81	16.20	1.14
160 miles and over	1.95	13.75	1.70	1.15	1.70	1.87	16.50	1.15
170 miles and over	2.00	14.00	1.70	.....	1.70	1.87	16.80	1.17
180 miles and over	2.05	14.25	1.75	.....	1.75	1.92	17.10	1.20
190 miles and over	2.10	14.50	1.75	.....	1.75	1.92	17.40	1.22
200 miles and over	2.15	14.75	1.80	.....	1.80	1.98	17.70	1.25
210 miles and over	2.20	15.00	1.80	.....	1.80	1.98	18.00	1.22
220 miles and over	2.25	15.10	1.85	.....	1.85	2.03	18.30	1.20
230 miles and over	2.30	15.20	1.90	.....	1.90	2.09	18.60	1.25
240 miles and over	2.35	15.30	1.95	.....	1.95	2.14	18.90	1.40
250 miles and over	2.40	15.40	2.00	.....	2.00	2.20	19.20	1.45
260 miles and over	2.45	15.50	2.05	.....	2.05	2.25	19.50	1.50
270 miles and over	2.50	.....	2.10	.....	2.10	2.31	19.80	1.55

CHARLESTON AND WESTERN CAROLINA RAILROAD.

Charleston and Western Carolina Railway will use same rates applicable to the Atlantic Coast Line Railroad and on a continuous mileage basis when shipments originate at a point on one of these lines and destined to a point on the other.

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto, and the table of rate increases shown therein must be applied in computing rates.

SEABOARD AIR LINE RAILWAY.
FREIGHT TARIFF.
Commodity Rates.

Distances.	Brick, Viz.:		Cotton, Upland, in bales.	Cotton Goods.	Fertilizer, C. L., min. wt. 10 net tons, per ton 2,000 lbs.	Billets, Hardwood, C. L., min. 8 cords; per cord 128 cubic feet.	Lumber, C. L., min. wt. 24,000 lbs., per car 24,000 lbs., excess in proportion.	Staves, except rived or split, C. L., min. wt. 20,000 lbs., excess in proportion.	Staves, rough (rived or split), C. L., min. 8 cords; per cord 128 cu. ft.	Stave Bolts, except Pine, C. L., min. 8 cords; per cord 128 cubic feet.	Stave Bolts, Pine, C. L., min. 10 cords; per cord 128 cubic feet.	Wood, Fuel, and Stab, C. L., min. 10 cords; per cord 128 cubic feet.	Rosin.	Turpentine.	Oil, Cotton Seed, crude, actual weight.	Tobacco, Leaf, in hogsheads or tierces.	
	Common, C. L., min. 6,000 brick, per 1,000 brick.	Vitrified, C. L., min. wt. 60,000 lbs.															
	In Cents Per Hundred Pounds, Except Where Otherwise Shown.																
5 miles and under	80	2	7	9	75	90	5 00	8 40	99	90	50	40	40	7	7	7	7
10 miles and over 5	80	2	7	9	75	90	7 00	8 40	99	90	50	40	40	7	7	7	7
12 miles and over 10	80	2	10	9	75	1 00	7 00	9 60	1 10	1 00	60	45	50	7	7	7	7
15 miles and over 12	90	2	10	12	85	1 00	7 00	9 60	1 10	1 00	60	45	50	8	8	8	8
20 miles and over 15	90	2	10	12	95	1 00	8 00	9 60	1 10	1 00	60	45	50	8	8	8	8
25 miles and over 20	1 00	2	14	13	1 05	1 15	8 50	10 80	1 20	1 15	70	60	60	9	9	9	9
30 miles and over 25	1 00	2	15	13	1 10	1 15	9 00	10 80	1 20	1 15	70	60	60	9	9	9	9
35 miles and over 30	1 10	2	17	14	1 15	1 25	9 50	12 00	1 37	1 25	75	70	70	10	10	10	10
40 miles and over 35	1 10	2	18	14	1 25	1 25	10 00	12 00	1 37	1 25	75	70	70	10	10	10	10
45 miles and over 40	1 20	2	20	15	1 30	1 30	10 50	12 60	1 43	1 30	80	80	80	11	11	11	11
50 miles and over 45	1 20	2	20	15	1 35	1 30	11 00	12 60	1 43	1 30	80	80	80	11	11	11	11
55 miles and over 50	1 30	2	21	16	1 40	1 40	11 25	13 20	1 54	1 40	85	85	85	11	11	11	11
60 miles and over 55	1 30	2	22	16	1 45	1 40	11 50	13 20	1 54	1 40	85	85	85	11	11	11	11
65 miles and over 60	1 40	2	23	17	1 50	1 45	12 00	13 80	1 59	1 45	90	90	90	12	12	12	12
70 miles and over 65	1 40	2	23	17	1 55	1 45	12 00	13 80	1 59	1 45	90	90	90	12	12	12	12
75 miles and over 70	1 50	3	24	18	1 60	1 45	12 20	14 10	1 59	1 45	95	95	95	12	12	12	12
80 miles and over 75	1 50	3	24	18	1 65	1 45	12 40	14 10	1 59	1 45	95	95	95	12	12	12	12
85 miles and over 80	1 60	3	25	19	1 70	1 50	12 60	14 40	1 65	1 50	1 00	1 00	1 00	13	13	13	13
90 miles and over 85	1 60	3	25	19	1 75	1 50	12 80	14 40	1 65	1 50	1 00	1 00	1 00	13	13	13	13
95 miles and over 90	1 65	3	26	20	1 80	1 50	13 00	14 70	1 65	1 50	1 05	1 05	1 05	13	13	13	13
100 miles and over 95	1 65	3	26	20	1 85	1 50	13 20	14 70	1 65	1 50	1 05	1 05	1 05	13	13	13	13
105 miles and over 100	1 70	3	27	21	1 90	1 55	13 50	15 00	1 70	1 55	1 10	1 10	1 10	14	14	14	14
110 miles and over 105	1 70	3	27	21	1 95	1 55	13 50	15 00	1 70	1 55	1 10	1 10	1 10	14	14	14	14
115 miles and over 110	1 75	3	28	22	2 00	1 60	13 80	15 80	1 75	1 60	1 11	1 11	1 11	14	14	14	14
120 miles and over 115	1 75	3	28	22	2 05	1 60	13 80	15 80	1 75	1 60	1 11	1 11	1 11	14	14	14	14
125 miles and over 120	1 80	4	29	22	2 10	1 60	14 10	15 60	1 75	1 60	1 12	1 12	1 12	15	15	15	15
130 miles and over 125	1 80	4	29	22	2 15	1 60	14 10	15 60	1 75	1 60	1 12	1 12	1 12	15	15	15	15

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

SEABOARD AIR LINE RAILWAY.

FREIGHT TARIFF.

Commodity Rates.—Continued.

In Cents Per Hundred Pounds, Except Where Otherwise Shown.

Distances.	Brick, Viz.:		Cotton, Upland, in bales.	Cotton Goods.	Fertilizer, C. L., min. wt. 10 net tons, per ton 2,000 lbs.	Billets, Hardwood, C. L., min. 8 cords; per cord 128 cubic feet.	Lumber, C. L., min. wt. 24,000 lbs., per car 24,000 lbs., excess in proportion.	Staves, except rived or split, C. L., min. wt. 20,000 lbs., excess in proportion.	Staves, rough (rived or split), C. L., min. 18 cords; per cord 128 cu. ft.	Stave Bolts, except Pine, C. L., min. 8 cords; per cord 128 cubic feet.	Stave Bolts, Pine, C. L., min. 10 cords; per cord 128 cubic feet.	Wood, Fuel and Shab, C. L., min. 10 cords; per cord 128 cubic feet.	Roain.	Turpentine.	Oil, Cotton Seed, crude.	Tobacco, Leaf, in Hogsheads or tierces.
	Common, C. L., min. 6,000 brick; 1,000 brick.	Vitrified, C. L., min. wt. 60,000 lbs.														
135 miles and over 130	1 85	4	30	23	2 20	1 65	14 40	15 90	1 81	1 65	1 13	1 13	101	15 1/2	14 1/2	23
140 miles and over 125	1 85	4	30	23	2 25	1 65	14 40	15 90	1 81	1 65	1 13	1 13	101	15 1/2	14 1/2	23
145 miles and over 140	1 90	4 1/2	31	24	2 30	1 65	14 70	16 20	1 81	1 65	1 14	1 14	101	16	15	23 1/2
150 miles and over 145	1 90	4 1/2	31	24	2 35	1 65	14 70	16 20	1 81	1 65	1 14	1 14	101	16	15	23 1/2
160 miles and over 150	1 95	4 1/2	32	24	2 40	1 70	15 00	16 50	1 87	1 70	1 15	1 15	101	16 1/2	15 1/2	24 1/2
170 miles and over 160	2 00	4 1/2	33	25	2 45	1 70	15 30	16 80	1 87	1 70	1 16	1 16	101	17	15 1/2	24
180 miles and over 170	2 05	4 1/2	34	26	2 50	1 75	15 60	17 10	1 92	1 75	1 17	1 17	111	17 1/2	16 1/2	24 1/2
190 miles and over 180	2 10	4 1/2	35	27	2 55	1 75	15 90	17 40	1 92	1 75	1 18	1 18	111	18	16	24 1/2
200 miles and over 190	2 15	5	35	28	2 60	1 80	16 20	17 70	1 98	1 80	1 19	1 19	111 1/2	18 1/2	16 1/2	25
210 miles and over 200	2 20	5	36	28	2 65	1 80	16 50	18 00	1 98	1 80	1 20	1 20	111 1/2	19	16 1/2	25 1/2
220 miles and over 210	2 25	5 1/2	37	29	2 70	1 85	16 80	18 30	2 03	1 85	1 21	1 21	112	19 1/2	17 1/2	26
230 miles and over 220	2 30	5 1/2	38	29	2 75	1 90	17 10	18 60	2 09	1 90	1 22	1 22	121	20	17	26
240 miles and over 230	2 35	5 1/2	39	29	2 75	1 95	17 40	18 90	2 14	1 95	1 23	1 23	121	20 1/2	17 1/2	26
250 miles and over 240	2 40	5 1/2	40	30	2 75	2 00	17 70	19 20	2 20	2 00	1 24	1 24	121	21	17 1/2	26 1/2
260 miles and over 250	2 45	5 1/2	40	30	2 75	2 05	18 00	19 50	2 25	2 05	1 25	1 25	121	21 1/2	18 1/2	26 1/2
270 miles and over 260	2 50	5 1/2	41	30	2 75	2 10	18 30	19 80	2 31	2 10	1 26	1 26	121	22	18 1/2	27
280 miles and over 270	2 55	5 1/2	41	30	2 75	2 15	18 60	20 10	2 36	2 15	1 27	1 27	121	22 1/2	19 1/2	27 1/2
290 miles and over 280	2 60	5 1/2	42	30	2 75	2 20	19 00	20 40	2 41	2 20	1 28	1 28	121	23	20 1/2	28
300 miles and over 290	2 65	5 1/2	42	30	2 75	2 25	19 30	20 70	2 46	2 25	1 29	1 29	121	23 1/2	21 1/2	28 1/2
310 miles and over 300	2 70	5 1/2	42	30	2 75	2 30	19 60	21 00	2 51	2 30	1 30	1 30	121	24	22 1/2	29
320 miles and over 310	2 75	5 1/2	42	30	2 75	2 35	20 00	21 30	2 56	2 35	1 31	1 31	121	24 1/2	23 1/2	29 1/2
330 miles and over 320	2 80	5 1/2	42	30	2 75	2 40	20 30	21 60	2 61	2 40	1 32	1 32	121	25	24 1/2	30

CHESTERFIELD AND LANCASTER RAILROAD, RALEIGH AND CHARLESTON RAILROAD, CHARLOTTE, MONROE AND COLUMBIA RAILROAD.

FREIGHT TARIFFS.

The same tariff applicable to the Seaboard Air Line Railway will be used by the Chesterfield and Lancaster Railroad, the Raleigh and Charleston Railroad, and the Charlotte, Monroe and Columbia Railroad; and when shipment originates at a point on one of these lines and destined to a point on the other, the rate will be made on continuous mileage basis.

NOTE: The above tariff applies to all commodities under Commission's Circular No. 230, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein shall be applied in computing rates.

ALCOLU RAILROAD.

Local Commodity Rates.—Continued.

www.libtool.com.cn

Rates on Cotton Piece Goods Within the State of South Carolina.

Miles.	
12 miles and under	9 cents
20 miles and over 12	12 cents
30 miles and over 20	13 cents
40 miles and over 30	14 cents

Cotton Tariff for South Carolina.

Miles.	
10 miles and under	7 cents
15 miles and over 10	10 cents
20 miles and over 15	10 cents
25 miles and over 20	14 cents
30 miles and over 25	15 cents
35 miles and over 30	17 cents
40 miles and over 35	18 cents

Cord Wood and Slab Wood, for Fuel Purposes Only, Ten Cords Minimum.

Miles.	For State of South Carolina.	Per Cord.
10 miles and under		40 cents
15 miles and over 10		45 cents
20 miles and over 15		50 cents
25 miles and over 20		60 cents
30 miles and over 25		60 cents
35 miles and over 30		70 cents
40 miles and over 35		70 cents

ALCOLU RAILROAD.

Local Commodity Rates.—Continued.

DISTANCES.	Per Cord of 128 Cubic Feet.			Per Carload 20,000 Lbs..
	Fine Stave Bolts, C. L. Min. 10 Cords.	Stave Bolts, except Pine, C. L., Min. 8 Cords.	Staves, Rough (viz.: Rived or Split), C. L. Min. 8 Cords.	Staves (viz.: except Rived or Split), C. L.
10 miles and under	50	90	99	8.40
15 miles and over 10	60	1.00	1.10	9.60
20 miles and over 15	60	1.00	1.10	9.60
25 miles and over 20	70	1.15	1.26½	10.80
30 miles and over 25	70	1.15	1.26½	10.80
35 miles and over 30	75	1.25	1.35	12.00
40 miles and over 35	75	1.25	1.35	12.00

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto, and the table of rate increases shown therein must be applied in computing rates.

AGUSTA NORTHERN RAILWAY.

Local Class Rates.

DISTANCES.	In Cents Per Hundred Pounds.													Per Bbl.	Per 100 Lbs.	Per Ton 2,000 Pounds.	Per Car 20,000 Lbs.; Excess in Proportion.	Per 100 Pounds.					
	1 2 3 4 5 6 7 8 9 10 11 12			E	D	C	B	A	J	K	L	M	N						O	P	R		
	16	14	12																				
7 miles and under	16	14	12	10	9	8	8	8	7	9	10	14	14	14	6	50	1.00	10.00	9.00	8.00	8.00	8.00	
12 miles and over	19	17	15	12	11	10	9	10	9	8	11	14	14	9	7	55	1.10	12.00	10.00	8.00	8.00	8.00	8.00

LOCAL COMMODITY RATES.

DISTANCES.	Per Ton 2,000 Lbs.	Per 1,000 Brick.	Per 100 Lbs.	Per Ton 2,000 Pounds.	Per Cord.	Per Car 24,000 Lbs.; Excess in Proportion.							
							Coal.	Brick, C. L., Minimum 10,000 Brick.	Cotton in Bales.	Fertilizer.		Fuel Wood and Slabs, C. L., Minimum 10 Cord.	Lumber
										C. L., Minimum 10 Tons.	L. C. L.		
7 miles and under	40	80	7	80	40	6.00							
12 miles and over	44	85	10	1.10	45	7.00							

NOTE: The above tariff is subject to increases under Commission's Circular No. 289, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

BAMBERG, EHRHARDT AND WALTERBORO RAILWAY.
Local Class Rates.

Distances.	In Cents Per Hundred Pounds.										Per Barrel	Per 100 Lbs.	Per Ton 2,000 Lbs.	Per Car 20,000 Lbs.					Per 100 Lbs.			
	1	2	3	4	5	6	A	B	C	D				E	F	J	K	L		M	N	O	P	Q	R	U
5 miles and under	20	18	16	14	11	10	9	10	8	7	11	12	15	10	8	60	1.20	11.00	10.00	8.00	8	8
10 miles and over 5	24	22	19	16	13	12	10	12	9	8	13	14	17	11	10	65	1.40	12.00	11.00	9.00	9	8
15 miles and over 10	30	26	22	19	16	13	12	13	10	9	15	16	19	12	12	70	1.50	13.00	12.00	10.00	10	9

BAMBERG, EHRHARDT AND WALTERBORO RAILWAY.
Local Commodity Rates.

Distances.	In Cents, Per Hundred Pounds, Except Where Otherwise Shown.					Wood, fuel and Slab, per cord 128 cu. ft. Min. 10 cords. Per Cord.	Lumber, per car 24,000 lbs. excess in portion.
	Brick Per 1,000 Min. 6,000 Brick.	Cotton in Bales, Upland.	Fertilizer in cents per ton 2,000 lbs., min. 10 tons.	Per Cord.	Per Cord.		
5 miles and under	80	7	80	40	9.60		
10 miles and over 5	80	7	80	40	10.80		
12 miles and over 10	80	10	1.10	45	12.00		
15 miles and over 12	90	10	1.10	50	12.00		

NOTE: The above tariff is subject to increases under Commission's Circular No. 289, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

BENNETTSVILLE AND CHERAW RAILROAD.
Local Class Rates.

DISTANCES.	Per One Hundred Pounds.										In Cts. Per 100 Barrel.	In cents Per 100 Pounds.	Per Ton 2,000 Pounds.	Per Carload 20,000 Pounds.	Per 100 Pounds.						
	Local Class Rates.																				
	1	2	3	4	5	6	A	B	C	D						E	H	F	J	K	L	M	N	O	P	R
12 miles and under	16	14	12	10	9	8	8	8	7	9	10	15	9	6	50	\$1.00	\$10.00	\$9.00	\$9.00	\$9.00	8
15 miles and over 12	27	25	20	17	15	12	10	12	9	8	15	17	16	10	8	60	1.15	13.00	11.00	11.00	8
20 miles and over 20	35	32	26	24	18	16	12	16	10	9	18	24	18	16	9	70	1.30	15.00	12.00	11.50	9
30 miles and over 30	40	35	29	27	21	18	13	18	12	10	21	27	22	10	80	1.50	17.00	13.00	12.00	10	
40 miles and over 40	44	38	31	29	23	20	14	20	14	11	24	30	24	11	90	1.70	19.00	14.00	12.50	11	

BENNETTSVILLE AND CHERAW RAILROAD.
Local Commodity Rates.

DISTANCES.	Lumber, Common, Per Car, 20,000 Pounds, Per Cents in Proportion.	Brick, Common, Per 1,000.	Cotton in Bales, Per 100 Lbs.	Naval Stores, Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs. as Cotton Goods.	Turpentine.	Rosin and Tar.	Cotton in Bales, Per 100 Lbs.	Brick, Common, C. L., 6,000 Brick, Min.	Cotton in Bales, Per 100 Lbs.	Turpentine.	Rosin and Tar.	Cotton Goods, Per 100 Lbs.	Tobacco, Leaf in Lbns. or Tierces, Per 100 Lbs.	Per 100 Cubic Feet.	Wood, Fuel and Slab, 10 Cords Minimum.																	
																		12 miles and under	8 00	80	7	5	7	9	5	7	8 50	80	7	7	5	9	7	8 40
																		15 miles and over 12	8 50	90	10	5	10	10	5	10	8 50	90	10	7	5	10	8	45
20 miles and over 20	9 00	95	10	5	10	10	5	10	9 00	95	10	7	5	10	9	50																		
30 miles and over 30	9 50	1 00	15	8	14	13	8	11	9 00	95	14	8	11	13	13	60																		
40 miles and over 40	10 00	1 10	17	9	15	12	8	12	9 50	1 10	17	9	13	14	15	70																		
		1 15	18	9	16	13	9	13	9 50	1 15	18	9	14	14	16	70																		
		1 20	20	10	18	14	10	14	10 00	1 20	20	10	14	15	17	80																		

NOTE: The above tariff is subject to increases under Commission's Circular No. 289, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

BENNETTSVILLE AND CHERAW RAILROAD.

DISTANCES.	IN CENTS PER TON, 2,000 POUNDS.	
	Fertilizers.	
	MINIMUM WEIGHT 10 NET TONS.	
	Carload.	Less than Carload.
12 miles and under	80	90
20 miles and over 12	1 10	1 32
30 miles and over 20	1 20	1 44
40 miles and over 30	1 30	1 56
45 miles and over 40	1 40	1 68

NOTE: The above tariff is subject to increases under Commission's Circular No. 230, effective June 25, 1918, and supplements thereto, and the table of rate increases shown therein must be applied in computing rates.

BRANCHVILLE AND BOWMAN RAILROAD.
Local Class Rates. (See Note.)

DISTANCE.	Per 100 Pounds.						Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.	Per C. L. 20,000 Lbs
	1	2	3	4	5	6				
	A	B	C	D	E	F				
12 miles and under.....	80	26	25	20	18	15	12	15	10	\$11.00
										\$12.00
										\$15.00
										\$1.50
										\$1.00
										\$11.00

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BRANCHVILLE AND BOWMAN RAILROAD.
Local Commodity Rates. (See Note.)

DISTANCE.	Per 100 Lbs.	Mtn. C. L., 6,000 Brick.	L. C. L.	Per Ton 2,000 Pounds.	
				Per 1,000 Brick.	Fertilizer, C. L. C. L.
				Cotton Piece Goods.	L., 20,000 Lbs.
12 miles and under	12	\$2.00	\$2.50	\$1.25	\$1.50

Note.—(a) In making intrastate rates over other lines to points on the Branchville and Bowman Railroad, in the combination of locals, the 20 per cent deduction will not be made in the Branchville and Bowman Railroad's proportion of the through rate.
Note.—(b) Narrow gauge railroad. Carload freight in bulk cannot be handled.
NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1915, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

CAROLINA AND NORTHWESTERN RAILWAY.

Local Class Rates.

DISTANCES.	Per One Hundred Pounds.										Per ton (20,000 Lbs.)	Per 100 Lbs.	Per Ton (2,000 Lbs.)	Per Car Load (20,000 Lbs.)	Per 100 Lbs.	Per Ton (2,000 Lbs.)	Per Car Load (20,000 Lbs.)	Per ton (20,000 Lbs.)				
	1	2	3	4	5	6	A	B	C	D									E	F	H	J	K	L	M	N	O	P	R	T
6 miles and under..	12	11	10	9	8	7	7	7	7	6	8	12	7	5	5	38	90	9.50	8.50	5.50	7	1.50
12 miles and over 6..	16	14	12	10	9	8	8	8	7	9	14	10	9	6	50	1.00	10.00	9.00	7.00	8	1.00	
24 miles and over 12..	25	22	19	17	13	12	10	12	9	8	13	16	17	10	8	60	1.15	13.00	11.00	8.00	9	1.85
30 miles and over 20..	33	30	26	24	17	16	12	16	10	9	17	18	24	15	9	70	1.30	15.00	12.00	9.00	10	1.95
40 miles and over 30..	37	33	29	27	19	18	13	18	11	10	19	20	27	20	94	80	1.45	17.00	13.00	10.00	11	2.05

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

CAROLINA AND NORTHWESTERN RAILWAY.

Local Commodity Rates.

DISTANCES.

DISTANCES.	Brick, Common, C. Per 1,000 Brick.	Fertilizer and Cotton Seed Meal, C. L. Min. 20,000 Lbs. Per Ton 2,000 Lbs. C. L. 20 p. c. Higher.	Oil, Crude, Cotton Seed. Actual Weight. Per 100 Pounds.	Rosin, in Barrels, Released. Per 100 Lbs.	Tobacco, Leaf, in Hogsheads or Tierces. Per 100 Pounds.
6 miles and under.....	80	80	7	5	7
12 miles and over 6.....	80	80	7	5	7
20 miles and over 12.....	90	1.10	8	6	9
30 miles and over 20.....	1.00	1.20	9	7	13
40 miles and over 30.....	1.10	1.30	10	7½	13

CAROLINA AND NORTHWESTERN RAILWAY.

Local Commodity Rates.—Continued.

DISTANCES.

DISTANCES.	Coal Per Ton 2,000 Lbs., C. L.	Cotton in Bales per 100 Pounds.
5 miles and under.....	60	75
10 miles and over 5.....	62	75
15 miles and over 10.....	64	75
20 miles and over 15.....	66	75
25 miles and over 20.....	68	11
30 miles and over 25.....	70	12
35 miles and over 30.....	71	15
40 miles and over 35.....	72	16

CAROLINA AND NORTHWESTERN RAILWAY.

Local Commodity Rates.—Continued.

DISTANCES.

DISTANCES.	Wood, Fuel and Slab. Carload. Min. 10 Cord. Per Cord of 128 Cubic Feet.
10 miles and under.....	40
15 miles and over 10.....	45
20 miles and over 15.....	50
30 miles and over 20.....	55
40 miles and over 30.....	60

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto, and the table of rate increases shown therein must be applied in computing rates.

CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA.
Local Class Rates.

Distances.	Per Hundred Pounds.						Per Bbl	Per 100 Pounds.	Per Ton 2,000 Pounds.	Per Car of 2,000 Lbs. Excess in Proportion.						Per 100 Pounds.						
	1	2	3	4	5	6				A	B	C	D	E	H		F	J	K	L	M	N	O	P	R	U
12 miles and under	16	14	12	10	9	8	8	7	9	10	14	9	6	1.00	10.00	9.00	7.00	7				
20 miles and over 12	25	22	19	17	13	12	10	12	9	8	13	17	16	10	8	60	1.15	13.00	11.00	8.00	8	8
30 miles and over 20	33	30	26	24	17	16	13	16	10	9	17	24	18	15	9	70	1.30	15.00	13.00	9.00	9	9

CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA.
Local Commodity Rates.

DISTANCES.	Brick, common, car load, minimum 60,000 brick, per 1,000 brick.	Brick, vitrified, car load, minimum 60,000 pounds.	Cotton.	Cotton piece goods (See Note 3, page 2).	Fertilizer, car load, minimum 2,000 pounds.		Oil crude, cotton seed, actual weight.	Hops, in barrels, re-	Tobacco, leaf, in hogsheads or tierces.
					C. L.	L. C. L.			
12 miles and under	80	3	7	9	75	90	7	5	7
15 miles and over 12	90	2	10	12	85	1 02	8	6	9
20 miles and over 15	90	2	10	12	95	1 14	6	6	9
25 miles and over 20	1 00	3	14	13	1 05	1 26	9	7	13
30 miles and over 25	1 00	2 1/2	15	13	1 10	1 33	9	7	13

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA—LOCAL COMMODITY RATES.—Continued.

DISTANCES.	Billets (hardwood) red gum, per shinnon, dogwood, ash, hickory, oak, poplar, cypress, holly and any kind of hardwood not named above, to be shipped as logs and billets in the rough, or any other purpose, carloads, minimum 8 cords, per cord of 128 cubic feet.	Stave Bolts, pine, carloads, minimum 10 cords, per cord of 128 cubic feet.	Stave Bolts, except pine, carloads, minimum 8 cords, per cord of 128 cubic feet.	Staves, rough, rived or split, carloads, minimum 8 cords, per cord of 128 cubic feet.	Staves, except rived or split, per carload of 20,000 pounds, excess in proportion.	Wood, Fuel and Staves, carloads, minimum 10 cords, per cord of 128 cubic feet.
10 miles and under..	90	50	90	99	8.40	40
15 miles and over 10..	1.00	60	1.00	1.10	9.60	45
20 miles and over 15..	1.00	60	1.00	1.10	9.60	50
30 miles and over 20..	1.15	70	1.15	1.25†	10.80	60

NOTE: The above tariff is subject to increases under Commission's Circular No. 233, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

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THE DUE WEST RAILWAY.
Local Class Rates.

DISTANCE.	Per 100 Pounds.										Per Bbl.	Per 100 Lbs.	Per Ton 2,000 Pounds.	Per C. L., 20,000 Pounds.						
	1	2	3	4	5	6	A	B	C	D					E	H	F	K	R	L	M	N	O
1 to 5 miles	10	10	10	8	8	6	6	5	5	10	10	10	10	5	5	75	1.00	10.00	9.00	5.00

THE DUE WEST RAILWAY.
Local Commodity Rates.

DISTANCE.	Per 100 Pounds.										Per Ton. Minimum 20,000 Pounds.	Lumber, C. L. Per 100 Pounds.	Brick, Per 1,000 Brick, C. L., Minimum 6,000.	Coal, C. L. Per Ton.	Cotton Seed Meal, Per Ton.	Cotton Seed and Hulls, Per Ton.
	1	2	3	4	5	6	7	8	9	10						
1 to 5 miles	10	10	10	10	10	10	10	10	10	10	10	4	1.00	65	80	75

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

GREENVILLE AND WESTERN RAILWAY.—Continued.

Local Commodity Rates in Cents Per Hundred Pounds, Unless Otherwise Provided.

DISTANCES.	Local Commodity Rates in Cents Per Hundred Pounds, Unless Otherwise Provided.									
	Slave bolts, except pine, C. L., min. 8 cords, in cents per cord.	Slave bolts, pine C. L., min. 8 cords, in cents per cord.	Staves, except rived or split, in cents per car 20,000 pounds, excess in proportion.	Staves, rived or split, rough, C. L., min. 8 cords, in cents per cord.	Stone, crushed, and gravel, in cents per ton 2,000 pounds.	Tobacco, leaf, in hogsheads or tierces.	Vegetables: see fruits.	Wire, C. L.	Wood, fuel and stave, in cents per cord.	Wood, min. 10 cords, in cents per cord.
12 miles and under	50	90	8.40	1.00	26	10	.....	5	40	40
20 miles and over 12	60	1.00	9.60	1.10	30	13	.....	7	45	45
30 miles and over 20	70	1.10	10.20	1.30	34	15	.....	9	50	50

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

HAMPTON AND BRANCHVILLE RAILROAD.
Local Class Rates.

DISTANCES	In Cents Per Hundred Pounds.											Per 100			
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K
5 miles and under	19	17	16	12	11	10	8	10	10	9	12	38	15	9	6
10 miles and over 5	24	22	20	16	15	12	10	12	12	10	25	22	20	11	8
20 miles and over 10	29	27	24	20	19	14	12	14	14	11	30	26	25	13	9
30 miles and over 20	34	32	28	24	21	16	13	15	16	13	34	30	30	15	11

HAMPTON AND BRANCHVILLE RAILROAD.
Local Class and Commodity Rates.

DISTANCES	L. C. L. Per Ton		Per Carload -20,000 Lbs.		Per 100 Lbs.		Cotton Per 100 Lbs.	Per 1,000 Brick.	Wood and Slat Purposes Min. 10 Cords Min.	Fertilizer Per Ton 20,000 Lbs.
	L	M	N	O	P	R					U
5 miles and under	50	1.20	12.00	10.00	7.00	7	5	1.09	40	80
10 miles and over 5	60	1.55	15.00	12.00	8.40	7	10	1.25	45	80
20 miles and over 10	70	1.70	17.00	14.00	9.40	9	12	1.50	50	1.32
30 miles and over 20	80	1.75	18.00	15.00	10.00	10	13	1.60	60	1.44

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

LANCASTER AND CHESTER RAILROAD.
Local Class Rates.

DISTANCES.	Per One Hundred Pounds.										Per 100 Pounds.	Per Ton 2,000 Lbs.	Per Carload 30,000 Lbs.	Per 100 Lbs.								
	1	2	3	4	5	6	A	B	C	D					E	F	H	J	K	L	M	N	O	P	R	U
12 miles and under	20	18	15	12	11	10	9	10	10	9	10	18	15	10	8	.60	1.25	12.00	10.00	8.00	8	10
20 miles and over 12 .....	.30	.26	.22	.19	.17	.13	.12	.11	.15	.15	.24	.20	.15	.10	.60	1.40	15.00	12.00	9.00	9	11
30 miles and over 20 .....	.33	.30	.26	.24	.20	.16	.13	.14	.12	.15	.26	.24	.15	.11	.70	1.60	19.00	15.00	10.00	10	12

LANCASTER AND CHESTER RAILROAD.
Local Commodity Rates.

DISTANCES.	Fertilizers Carload, Min. 10 Tons. In Cents Per Ton 2,000 Lbs.	Common Brick, Carload, 6,000 Brick, Min. In Cents Per 1,000 Brick.	Wood, Fuel, 10 Corns Min. In Cents Per Cord. 128 Cubic Feet.	Cotton Goods as Per Classification. In Cents. Per 100 Lbs.	Cotton in Bales. In Cents. Per 100 Lbs.	Lumber In Cents Per Carload 31,000 Lbs.
12 miles and under	75	80	50	9	10	9.50
15 miles and over 12	85	90	60	13	10	10.00
20 miles and over 15	95	90	60	13	10	10.50
25 miles and over 20	1.05	1.00	70	13	10	11.00
30 miles and over 25	1.10	1.00	70	13	10	11.50

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

MARION AND SOUTHERN RAILROAD LOCAL FREIGHT TARIFF FOR FIVE MILES AND UNDER.

Per 100 Pounds.		Per Bbl.	Per 100 Lbs.	Per Ton. 2,000 Lbs.	Per Carload, 30,000 Lbs.	Commodities.						
1	2	3	4	5	6	7	8	9	10	11	12	
A	B	C	D	E	F	H	K	L	M	N	O	P
12	10	8	6	5	4	6	4	.60	.55	9.00	8.00	5.00
						Cotton		Fertilizer in Car-loads (L. L.) 20 p. c. Nitrate		Fire Wood, 10 Cord		Brick

NOTE: The above tariff is subject to increases under Commission's Circular No. 230, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

NORTHWESTERN RAILROAD COMPANY OF SOUTH CAROLINA.
Local Class Rates.

DISTANCES.	Per Hundred Pounds.										Per Bul.	Per 100 Pounds.					C. L. 20,000 lbs. min. per ton 2,000 lbs.	Per Carload 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	D		E	F	H	J	K		L	M	N	O
12 miles and under	16	14	12	10	9	8	8	8	7	9	14	10	9	6	50	1.00	10.00	9.00		
20 miles and over 12	27	25	20	17	15	12	10	12	9	8	16	17	10	8	60	1.15	13.00	11.00		
30 miles and over 20	35	32	26	24	18	16	12	16	10	9	18	24	16	9	70	1.30	15.00	11.50		
40 miles and over 30	40	35	29	27	21	18	13	18	12	10	20	27	22	9½	80	1.45	17.00	12.00		
50 miles and over 40	45	38	33	29	24	19	14	19	11	24	22	29	27	10	90	1.60	19.00	14.00		
60 miles and over 50	47	41	35	30	26	20	15	20	12	26	24	30	29	10½	1.00	1.70	21.00	15.00		
70 miles and over 60	49	43	37	31	27	21	16	21	13	27	26	31	30	11	1.05	1.80	23.00	16.00		

*Not applicable on lumber.

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

NORTHWESTERN RAILROAD COMPANY OF SOUTH CAROLINA.

Local Commodity Rates.

DISTANCES.	Local Commodity Rates.									
	Brick, Common, Carload 6,000	Brick minimum, per 1,000 Brick.	Billets (hardwood), as specified in South Carolina Exception Sheet C. L. 8 cords min., per cord.	Cotton, in Bales, Per 100 Pounds.	Cotton piece goods, as specified in South Carolina Exception Sheet Per 100 Pounds.	Fertilizers, C. L., 20,000 Pounds Minimum, Per Ton 2,000 Pounds.	Lumber, Common, Per Car 20,000 Pounds, Excess in Proportion.	Rooin, Tar and Crude Turpentine.	Spirits Turpentine.	Oil, Crude, Cotton Seed, Per 100 Pounds.	Cord Wood and Stab Wood, When Used for Fuel Purposes Only, Carload 10 Cords Minimum, Per Cord.
10 miles and under	.48	.80	.80	7	6	.80	8.00	8	8	40
12 miles and over 10	.80	.80	.80	10	12	.80	8.00	8	8	46
15 miles and over 12	.80	1.00	1.00	10	12	1.10	8.50	8	10	45
20 miles and over 15	1.00	1.00	1.00	10	12	1.10	8.50	8	10	50
25 miles and over 20	1.00	1.15	1.15	14	13	1.20	9.00	7	12	60
30 miles and over 25	1.00	1.15	1.15	15	13	1.20	9.00	7	12	60
35 miles and over 30	1.10	1.25	1.25	17	14	1.30	9.50	7	12	70
40 miles and over 35	1.10	1.25	1.25	18	14	1.30	9.50	7	12	70
45 miles and over 40	1.30	1.30	1.30	21	15	1.40	10.00	7	14	80
50 miles and over 45	1.30	1.40	1.40	21	16	1.50	10.50	7	14	80
55 miles and over 50	1.30	1.40	1.40	22	16	1.50	10.50	7	14	85
60 miles and over 55	1.40	1.45	1.45	22	17	1.50	10.50	8	14	85
70 miles and over 60	1.40	1.45	1.45	23	17	1.60	11.00	8	14	90

NOTE: The above tariff is subject to increases under Commission's Circular No. 283, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in-computing rates.

ORANGEBURG RAILWAY.
Local Class Rates.

DISTANCES.	IN CENTS.																	Per 100 Lbs.	Per Car. As Per Classification.	Per 100 Lbs.
	PER HUNDRED POUNDS.																			
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M				N	O	P
5 miles and under	12	11	9	7	6	6	6	5	4	6	8	10	6	5	40	80	10 00	6 00	5 6	
10 miles and over 5	16	14	12	10	9	8	8	6	6	9	10	12	9	6	50	1 00	10 00	9 00	7 6	
15 miles and over 10	20	18	16	14	11	10	9	10	7	6	11	12	14	10	55	1 10	11 00	10 00	8 7	
20 miles and over 15	24	22	19	16	13	12	10	12	8	7	13	14	15	10	60	1 15	13 00	11 00	8 8	

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

ORANGEBURG RAILWAY.
Local Commodity Rates.

DISTANCES.	IN CENTS. PER HUNDRED POUNDS. EXCEPT WHERE OTHERWISE SHOWN.									
	Per Cord of 128 Cubic Feet.	Brick, Per 1,000	Brick, Common, C. L., minimum 6,000 brick.	Brick, Vitrified, C. L., minimum weight 60,000 pounds.	COTTON.		Cotton Goods, (See Note, Page 2.)	Fertilizer, C. L., minimum weight 10 net tons.	In Cents Per Ton 2,000 Lbs.	Per Car 24,000 Lbs., Excess in Proportion.
5 miles and under	Bills, (Hardwood), viz.: Red Gum, Persimmon, Oak wood, Ash, Hickory, Dog Poplar Logs, and Billets in the round, C. L., minimum 2 cords.	90	80	2	Upland, in bales.	7	9	75	500	
10 miles and over 5		90	80	2	Sea Island, in bales.	7	9	75	600	
12 miles and over 10		100	80	2		10	9	75	700	
15 miles and over 12		100	90	2		10	12	85	700	
20 miles and over 15		100	90	2		10	12	95	800	

NOTE: The above tariff is subject to increases under Commission's Circular No. 238, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

ORANGEBURG RAILWAY.
Local Commodity Rates.

IN CENTS, PER HUNDRED POUNDS, EXCEPT WHERE OTHERWISE SHOWN.

DISTANCES.	Naval Stores.	Per Car 20,000 lbs., excess in proportion.	Oil, Cotton Seed, crude, actual weight.	Staves, viz.: (except rived or split), C. L.	Staves, Rough, viz.: (rived or split), C. L., minimum 8 cords.	Stave Bolts, Pine, C. L., minimum 10 cords.	Stave Bolts, (except pine), C. L., minimum 8 cords.	Tobacco, Leaf, in hogheads or tierces.	Per Cord of 128 Cubic Feet.	Per Cord of 128 Cubic Feet.
10 miles and under	5	840	7	840	99	50	90	7	40	40
12 miles and over 10	5	960	7	960	110	60	100	7	45	45
15 miles and over 12	6	960	8	960	110	60	100	9	45	45
20 miles and over 15	6	960	8	960	110	60	100	9	50	50

NOTE: The above tariff is subject to increases under Commission's Circular No. 289, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

PICKENS RAILROAD.
Local Class and Commodity Rates.

BETWEEN EASLEY.....S. C. AND	Per Hundred Pounds.										Per Ton 100 Bbl. Lbs.	Per Ton 2,000 Lbs.						
	1	2	3	4	5	6	A	B	C	D			E	H	F	K	L	M
	Ariel, S. C.....	14	11½	9	8	7	6	6	6	6			6	9	10½	14	7	46	68½
Sheriff, S. C.....	16	14	11½	9	8	7	6	6	6	6	10½	10½	16	7	57½	75		
Pickens, S. C.....	16	14	11½	9	8	7	6	6	6	6	10½	10½	16	7	57½	75		

PICKENS RAILROAD.
Local Class and Commodity Rates.—Continued.

BETWEEN EASLEY.....S. C. AND	Per Car 24,000 Pounds, Excess in Proportion.		N	O	P	R	Per 100 Lbs.	Brick, C. L. mininum, 6,000 Brick per 1,000 Brick.	Coal, carloads, Min. Wt. 15 net tons, per ton of 2,000 pounds.	Cotton, carloads, per hundred lbs.	Cotton piece goods, any quantity, per hundred pounds.	Fertilizer, car-loads, Min. Wt. 15 net tons, per ton of 2,000 pounds.	Wood, fuel, C. L. cord of 128 cubic feet.
	Per Car 24,000 Pounds, Excess in Proportion.	Per 100 Lbs.											
	N	O												P	R
Ariel, S. C.....	6 90	6 90	6 90	7	7	7	.....	.....	.....	.....	.....	68½	.....
Sheriff, S. C.....	8 05	6 90	6 90	7	7	7	.....	.....	.....	.....	.....	75	.....
Pickens, S. C.....	8 05	6 90	6 90	7	7	7	80½	40	7	6	6	57	46

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

PIEDMONT AND NORTHERN RAILWAY (ELECTRIC.)
Local Class Rates—In Cents Per Hundred Pounds (Except Where Otherwise Shown.)

DISTANCES.	Per Hundred Pounds.										Per 100 Lbs.	Per Ton 2,000 Lbs.	Per Carload of 20,000 Lbs.				Per 100 Lbs.					
	Per Hundred Pounds.												Per 100 Lbs.	Per Ton 2,000 Lbs.	M	N		O	P	R	U	
	1	2	3	4	5	6	A	B	C	D												E	H	F	J	K	L	M	N	O	P	R	U
5 miles and under..	12	11	9	7	6	6	6	5	4	6	8	10	6	5	40	80	10.00	6.00	6.00	6.00	5	6
10 miles and over 5..	16	14	12	10	9	8	8	6	6	9	10	12	9	6	50	1.00	10.00	9.00	8.00	7	6	
15 miles and over 10..	20	18	16	14	11	10	9	10	7	6	11	12	14	10	7	55	1.10	11.00	10.00	8.50	8	7
20 miles and over 15 ..	24	22	19	16	13	12	10	12	8	7	13	14	15	10	8	60	1.15	13.00	11.00	9.00	8	8
25 miles and over 20 ..	27	25	22	19	15	14	11	13	9	8	15	18	16	12	8	65	1.25	14.00	11.50	9.25	9	9
30 miles and over 25 ..	30	28	24	23	17	16	12	14	9	9	17	20	17	15	9	70	1.30	16.00	12.00	9.75	9	10
35 miles and over 30 ..	33	31	27	24	18	17	12	15	10	9	18	23	19	17	9	75	1.35	16.00	12.50	10.50	10	11
40 miles and over 35 ..	38	32	28	26	19	18	13	16	10	9	19	24	19	19	9	80	1.40	17.00	13.00	11.00	10	12
45 miles and over 40 ..	38	34	30	28	20	19	13	17	11	10	20	25	20	21	10	85	1.45	18.00	13.50	11.25	11	13
50 miles and over 45 ..	41	36	32	29	22	19	14	17	11	11	21	26	21	23	10	90	1.55	19.00	15.00	11.50	11	14
60 miles and over 50 ..	44	39	34	30	23	20	14	18	12	11	22	28	23	24	11	1.00	1.65	21.00	15.00	11.75	12	14
70 miles and over 60 ..	46	42	36	31	24	20	15	19	13	11	23	30	25	25	11	1.05	1.75	23.00	16.00	12.00	12	14
80 miles and over 70 ..	50	45	37	32	25	21	15	20	14	12	24	32	27	26	11	1.10	1.85	25.00	17.00	12.25	13	15
90 miles and over 80 ..	53	47	38	33	25	22	16	21	14	13	25	33	27	27	12	1.15	1.95	26.00	18.00	12.50	13	15
100 miles and over 90 ..	55	48	39	34	26	23	17	21	15	13	26	34	30	28	12	1.20	2.05	27.00	19.00	12.75	14	15
110 miles and over 100 ..	56	48	40	35	27	23	17	22	17	13	27	35	33	29	12	1.25	2.15	28.00	20.00	13.00	14	15
120 miles and over 110 ..	59	49	41	36	28	23	18	22	17	14	28	36	34	30	12	1.30	2.25	29.00	21.00	13.25	14	16
130 miles and over 120 ..	60	50	42	37	29	24	18	22	17	14	29	37	34	31	13	1.35	2.30	30.00	22.00	13.40	15	16

NOTE: The above tariff is subject to increases under Commission's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

PIEDMONT AND NORTHERN RAILWAY (ELECTRIC).

Local Commodity Rates—In Cents Per Hundred (Except Where Otherwise Shown.)

Distances.	Billets (See Note 8, page 1), per corl 128 cubic feet.	Brick, common, C. L., 6,000 brick; per 1,000 brick.	Cotton.	Cotton piece goods. (See Note 4, page 1).	Fertilizer, C. L., min. 10 tons per ton 2,000 lbs. (See Note 1, page 1).	Lumber. (See Note 2, page 1).	Roose, in barrels, re-	Staves, vtz.: (E x c e p t ried or split), C. L., per car 20,000 pounds.	Staves, rough, vtz.: (rived or split), C. L., min. 8 cords.	Per cord of 128 Cubic Feet.		Tobacco, leaf, in hogs-	Wood, fuel and slab, C. L., 10 cords, per corl 128 cubic feet.
										Stave Bolts, pine, 10 C. L., min.	Stave Bolts (except pine), C. L., min.		
5 miles and under	90	80	7	9	75	9	8	8 40	90	90	7	40	
10 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
12 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
15 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
20 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
25 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
30 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
35 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
40 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
45 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
50 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
55 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
60 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
65 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
70 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
75 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
80 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
85 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
90 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
95 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
100 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
105 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
110 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
115 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
120 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
125 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	
130 miles and over	90	80	7	9	75	9	8	8 40	90	90	7	40	

NOTE: The above tariff is subject to increases under Commissioner's Circular No. 239, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

UNION AND GLENN SPRINGS RAILROAD.
Local Class Rates.

DISTANCE.	Per Hundred Pounds.												Per 100 Lbs.	Per Ton 2,000 Lbs.	Per Carload 20,000 Lbs.	Per 100 Lbs.				
	Per 100 Lbs.																			
	1	2	3	4	5	6	A	B	C	D	E	H					F	J	K	L	M	N	O	P	R
12 miles and under	19	17	16	12	11	10	8	7	7	12	18	14	1	6	30	1.00	10.00	9.00	7.00	7
20 miles and over 12	24	22	20	16	13	12	10	11	8	8	15	16	15	8	60	1.15	13.00	11.00	8.00	8

UNION AND GLENN SPRINGS RAILROAD.
Local Commodity Rates.

DISTANCE.	Per 1,000				Per 100 Pounds.		Per Ton 2,000 Pounds.		Per 100 Lbs.		Per 100 Lbs.	
	Brick, Common, (C. L.)				Cotton in Bales.		Fertilizer, C. L.		Billets (Hardwood) Red		Wood, Fuel and Slab	
	10 miles and under	12 miles and over 10	15 miles and over 12	20 miles and over 15	1	10	80	80	1.10	1.00	90	40
10 miles and under	90	90	90	90	10	10	80	80	1.10	1.00	90	40
12 miles and over 10	90	90	90	90	10	10	80	80	1.10	1.00	90	45
15 miles and over 12	90	90	90	90	10	10	1.10	1.10	1.00	1.00	90	45
20 miles and over 15	90	90	90	90	10	10	1.10	1.10	1.00	1.00	90	50

NOTE: The above tariff is subject to increases under Commissioner's Circular No. 289, effective June 25, 1918, and supplements thereto and the table of rate increases shown therein must be applied in computing rates.

Express Rates

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The classification of express matter is divided into two classes: First class and second class. All articles of food are embraced in second class. The first class rates are the basis of all rates and the second class rates are seventy-five per cent. (75%) of the first class rates, except on certain commodities where this rate has been modified for intra-State traffic in South Carolina.

The modifications to the above, as adopted by this Commission, are as follows:

The minimum first class rate is 55 cents per hundred pounds.

SECTION 1.

Rate on the following commodities is sixty per cent. (60%) of the first class rate, viz.:

Apples	Onions
Beans	Peaches
Beets	Pears
Berries	Potatoes
Berry Plants	Peas
Cantaloupes	Tomatoes
Oysters and Clams (in shell)	Turnips
Corn (green) on cob	Vegetable Plants
Cucumbers	

Ginger Ale, Coca-Cola, Pep-to-Lac, Pop, Soda Water and other similar aerated and carbonated beverages. Empty carriers may be returned at 11c each when the outbound shipments are forwarded by express.

Note—Coca-Cola, Pep-to-Lac, Pop, Soda Water and other similar aerated or carbonated beverages, in cases containing six dozen short pints, charge for 125 pounds per case.

Cabbage—Rate is fifty per cent. (50%) of the first-class rate.

SECTION 2.—RATES ON MILK AND CREAM.

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Rates on Milk and Cream in intrastate traffic between points in South Carolina :

SCALES OF RATES.

MILES	Rates are in Cents Per Can		
	5-Gallon Can	8-Gallon Can	10-Gallon Can
Not over 5.....	7	10	12
Over 5 and not over 10.....	8	10	15
Over 10 and not over 15.....	9	13	16
Over 15 and not over 20.....	10	15	18
Over 20 and not over 30.....	10	15	20
Over 30 and not over 40.....	11	18	22
Over 40 and not over 50.....	12	19	25
Over 50 and not over 60.....	13	20	25
Over 60 and not over 70.....	14	22	29
Over 70 and not over 80.....	15	24	30
Over 80 and not over 90.....	16	25	32
Over 90 and not over 95.....	16	26	33
Over 95 and not over 100.....	18	27	34
Over 100 and not over 125.....	20	30	36
Over 125 and not over 150.....	22	32	38
Over 150 and not over 175.....	24	34	41
Over 175 and not over 200.....	25	35	42
Over 200 and not over 225.....	26	36	43
Over 225 and not over 250.....	27	37	44
Over 250.....	27	37	44

APPLICATION OF TARIFF.

Note 1.—The rates named herein will apply on fluid Milk and Cream when transported in the ordinary standard cans of the capacity mentioned, and will govern shipments only when the consignee removes the filled container from the depot premises of the express company and delivers the empty container to the depot premises of the express company.

Note 2.—If Milk or Cream is forwarded in iced or jacketed cans, or freezers, the charge must be based upon the gross weight of the container at a rate per hundred pounds equivalent to the charge upon a ten-gallon standard can transported the same distance.

Note 3.—If wagon service is performed by the express company the second-class rates as defined in Official Express Classification will apply.

Note 4.—Claims arising from loss or damage to shipments of Cream must be adjusted upon the basis of milk valuation if the transportation charge assessed was upon the basis of the mileage rates mentioned herein.

Note 5.—Ordinary standard Mill or Cream Cans, when delivered to the depot by the original consignee, will be returned empty to the original shipper free of charge. Empties, other than the standard Milk or Cream Cans, will be charged for as defined in the Official Classification governing South Carolina State business.

Note 6.—Minimum charge on any single shipment, 16 cents.

SECTION 3.—RATES ON ICE.

MILES.	Rates in Cents per 100 Pounds.
Not over 25	27
Over 25 and not over 50	27
Over 50 and not over 100	33
Over 100 and not over 150	44
Over 150 and not over 200	49
Over 200 and not over 250	55

MINIMUM CHARGE.

Apply pound rates, minimum 27 cents.

SECTION 4.—RATES ON MINERAL WATER.

MILES.	Rates in Cents per 100 Pounds.
Not over 25	33
Over 25 and not over 50	44
Over 50 and not over 100	55
Over 100 and not over 150	55
Over 150 and not over 200	66
Over 200 and not over 250	66
Over 250 and not over 350	77
Over 350 and not over 450	88

The charge on Mineral Water shipments must be computed on continuous mileage rates, at pound rates, minimum charge 38 cents per shipment, unless the rate per hundred pounds would make a lower minimum charge.

www.libtoob.com SECTION 5.—FISH.

APPLICATION OF TARIFF.

The rates provided in this tariff apply only on traffic having origin, destination and entire transportation within the State of South Carolina.

RULES AND REGULATIONS.

Item No.	Subject.	Instructions.
1	Fish, Fresh, Frozen, Smoked, Dried, Salted or otherwise preserved or cured.	Must be charged for on basis of gross weight except that on Fresh or Frozen Fish, shipped with ice which is necessary for its preservation, must be charged for on basis of 25 per cent. added to the net weight of Fish, subject to the minimum billing weights for the containers described herein, unless the actual gross weight is less at time of shipment. On Fresh or Frozen Fish shipped under ice the net weight must be indicated on the containers by shipper.
2	Weight Basis. Standard Half box, exterior dimensions not exceeding: Height ...12¾ in. Length ...24 in. Width ....12½ in.	Waybill at 63 pounds.
	Standard Whole Box, exterior dimensions not exceeding: Height ...14¾ in. Length ...30 in. Width ....14½ in.	Waybill at 125 pounds.
	Standard Half Barrel, exterior dimensions not exceeding: Height ...22 in. Diameter, Hd 20 in.	Waybill at 125 pounds.
	Standard Flour Barrel, exterior dimensions not exceeding: Height ...28½ in. Diameter, Hd. 18 in.	Waybill at 188 pounds.
	Standard Sugar Barrel, exterior dimensions not exceeding: Height .....30 in. Diameter, Hd. 20 in.	Waybill at 250 pounds.

www.libtool.com.cn **RATE TO APPLY.**

Fresh or frozen Fish, shipped under the conditions provided in Items 1 and 2, of Rules and Regulations, must be charged for on basis of 60 per cent. of the first-class rates.

Fish, when shipped in other than the standard containers described herein, apply Classification Weight basis at 60 per cent. of the first-class charge.

Upon Fish shipments, the billing weight of which is 100 pounds or less, the charge shall not be lower than that defined in Scale 0, as applicable to shipments of same weight.

Fish, in standard sugar barrels, when in lots of 10 barrels or more, from one shipper to one consignee, charge 10 per cent. less per sugar barrel than the rate applying per single sugar barrel.

SECTION 6.

Rate upon paid C. O. D. returns as follows:

Six (\$6.00) dollars and under, sixteen (16c.) cents.

Over six (6.00) dollars and not over twenty-five (\$25.00) dollars, twenty-two (22c.) cents.

Over twenty-five (\$25.00) dollars the charges in Official Express Classification to apply.

PART IV.

PRINCIPAL OFFICERS OF RAILROADS IN SOUTH CAROLINA AND THEIR ADDRESSES.

Name of Company.	Title.	Official Address.
Alcolu Railroad.		
Officers—		
R. J. Alderman	President	Alcolu, S. C.
D. W. Alderman	Vice-Pres. and Gen. Mgr.	Alcolu, S. C.
P. R. Alderman	Traffic Manager	Alcolu, S. C.
C. D. Miller	Auditor	Alcolu, S. C.
Atlantic Coast Line Railroad (Federal Control).		
Officers—		
Lyman Delano	Federal Manager	Wilmington, N. C.
T. F. Darden	Asst. to Federal Manager	Wilmington, N. C.
P. R. Albright	General Manager	Wilmington, N. C.
J. N. Brand	Asst. General Manager	Wilmington, N. C.
J. E. Willoughby	Chief Engineer	Wilmington, N. C.
Willard Keils	Gen. Supt. Motive Power	Wilmington, N. C.
J. T. King	Gen. Supt. Transportation	Wilmington, N. C.
J. Lowell White	Supt. Transportation	Wilmington, N. C.
P. A. Willcox	General Solicitor	Wilmington, N. C.
W. H. Newell	Gen. Supt. (1st Division)	Rocky Mount, N. C.
R. A. McCranie	Gen. Supt. (2nd Division)	Savannah, Ga.
W. B. Darrow	Supt. Transportation	Rocky Mount, N. C.
E. R. Wootten	Supt. Transportation	Savannah, Ga.
J. B. Trenholm	Engineer Roadway	Rocky Mount, N. C.
E. B. Hillegass	Engineer Roadway	Savannah, Ga.
J. P. Walker	Superintendent	Charleston, S. C.
A. J. Moore, Jr.	Superintendent	Wilmington, N. C.
R. B. Hare	Superintendent	Florence, S. C.
W. J. Craig	Assistant Traffic Manager (Passenger)	Wilmington, N. C.
T. C. White	General Passenger Agent	Wilmington, N. C.
R. A. Brand	Traffic Manager	Wilmington, N. C.
James Menzies	Assistant Traffic Manager (Freight)	Wilmington, N. C.
J. W. Perrin	General Freight Agent	Wilmington, N. C.
W. E. Renneker	Asst. Gen. Freight Agent	Wilmington, N. C.
H. C. Prince	General Auditor	Wilmington, N. C.
John T. Reid	Federal Treasurer	Wilmington, N. C.
Ed. L. Prince	Auditor Freight Receipts	Wilmington, N. C.
Geo. S. LeGrand	Auditor Passenger Receipts	Wilmington, N. C.
A. H. Shepard	Freight Claim Agent	Wilmington, N. C.
Erwen Davidson	Asst. Gen. Freight Agent	Charleston, S. C.
The Atlanta and Charlotte Air Line Railway.		
Officers—		
Chas. S. Fairchild	President	Cazenoria, N. Y.
George F. Canfield	Vice-President	49 Wall St., New York
Harland F. Stone	Secretary	49 Wall St., New York
John W. Platten	Treasurer	55 Cedar St., New York
Augusta Northern Railway.		
Officers—		
M. C. Woods	President	Marion, S. C.
J. W. Chadwick	General Manager	Saluda, S. C.
Bamberg, Ehrhardt and Walterboro Railway.		
Officers—		
J. A. Williams	President	Bamberg, S. C.
H. C. Prince	Comptroller	Wilmington, N. C.
C. J. Field	General Manager	Bamberg, S. C.

PRINCIPAL OFFICERS OF RAILROAD IN SOUTH CAROLINA AND THEIR ADDRESSES.—Con.

Name of Company	Title	Official Address
Blue Ridge Railway (Federal Control).		
Officers—		
E. H. Coapman	Federal Manager	Washington, D. C.
A. H. Plant	Federal Auditor	Washington, D. C.
F. F. Parham	Federal Treasurer	Washington, D. C.
S. R. Prince	General Solicitor	Washington, D. C.
E. H. Shaw	Traffic Manager	Washington, D. C.
W. H. Paxton	General Freight Agent.....	Atlanta, Ga.
W. H. Tayloe	Asst. Traf. Man. (Passenger)	Washington, D. C.
H. F. Cary	Gen. Passenger Agent	Washington, D. C.
W. N. Foreacre	General Manager	Charlotte, N. C.
W. M. Cowhig	Gen. Supt. Transportation	Charlotte, N. C.
H. L. Hungerford	General Superintendent	Charlotte, N. C.
J. R. Anderson	Superintendent	Anderson, S. C.
Branchville & Bowman Railroad.		
Officers—		
E. M. Mittle	General Manager	Bowman, S. C.
Bennettsville and Cheraw Railroad (Federal Control).		
Officers—		
W. J. Harahan	Federal Manager	Norfolk, Va.
B. M. Edwards	Superintendent	Bennettsville, S. C.
Carolina, Clinchfield and Ohio Railway (Federal Control).		
Officers—		
E. H. Coapman	Federal Manager	Washington, D. C.
A. H. Plant	Federal Auditor	Washington, D. C.
J. M. Featherston	Auditor	Johnson City, Tenn.
S. R. Prince	General Solicitor	Washington, D. C.
E. F. Parham	Federal Treasurer	Washington, D. C.
E. H. Shaw	Traffic Manager	Washington, D. C.
C. A. Smith	General Freight Agent	Johnson City, Tenn.
Chas. T. Mandel	General Passenger Agent	Johnson City, Tenn.
W. N. Foreacre	General Manager	Charlotte, N. C.
W. M. Cowhig	Gen. Supt. Transportation	Charlotte, N. C.
L. H. Phetteplace	General Superintendent	Erwin, Tenn.
L. L. McIntyre	Superintendent	Erwin, Tenn.
Carolina and Northwestern Railway (Federal Control).		
Officers—		
E. H. Coapman	Federal Manager	Washington, D. C.
A. H. Plant	Federal Auditor	Washington, D. C.
W. K. Kearsley	Auditor	Chester, S. C.
S. R. Prince	General Solicitor	Washington, D. C.
E. F. Parham	Federal Treasurer	Washington, D. C.
E. H. Shaw	Traffic Manager	Washington, D. C.
E. F. Reid	Division Pas. & Fr. Agent.....	Chester, S. C.
W. H. Tayloe	Asst. Traf. Mgr. (Passenger)	Washington, D. C.
H. F. Cary	General Manager	Washington, D. C.
W. N. Foreacre	Gen. Passenger Agent	Charlotte, N. C.
W. M. Cowhig	General Manager	Charlotte, N. C.
A. B. Keister	Gen. Supt. Transportation	Knoxville, Tenn.
L. T. Nichols	Superintendent	Chester, S. C.
Carolina and Western Railway.		
Officers—		
Randolph Murdough	Receiver	Hampton, S. C.
P. R. Rivers	Receiver	Charleston, S. C.
Charlotte, Monroe & Columbia Railroad.		
Officers—		
W. J. Harahan	President	Norfolk, Va.
H. W. MacKenzie	Comptroller	Portsmouth, Va.
Charleston and Western Carolina Railroad (Federal Control).		
Officers—		
E. T. Lamb	Federal Manager	Atlanta, Ga.
F. K. Mays	Asst. to Federal Manager	Atlanta, Ga.
F. B. Grier	General Solicitor	Greenwood, S. C.
Dameron Black	General Auditor	Atlanta, Ga.
W. S. Morris	Federal Treasurer	Augusta, Ga.
A. W. Anderson	General Superintendent	Augusta, Ga.
F. M. Doar	Superintendent	Augusta, Ga.
C. B. Kealhofer	Traffic Manager	Atlanta, Ga.
W. W. Croxton	General Passenger Agent	Atlanta, Ga.
Ernest Williams	Asst. General Freight and Passenger Agent	Augusta, Ga.

PRINCIPAL OFFICERS OF RAILROADS IN SOUTH CAROLINA AND THEIR ADDRESSES—Con.

Name of Company.	Title.	Official Address.
Chesterfield & Lancaster Railroad.		
Officers—		
W. J. Harahan	President	Norfolk, Va.
W. H. MacKenzie	Comptroller	Portsmouth, Va.
C. Lane	Superintendent	Cheraw, S. C.
Columbia, Newberry & Laurens Railroad.		
Officers—		
J. F. Livingston	President and Gen. Mgr.	Columbia, S. C.
C. P. Seabrook	Secretary and Treasurer.	Columbia, S. C.
S. W. Parham	Auditor	Columbia, S. C.
H. A. Brand	Freight Traffic Manager.	Wilmington, N. C.
W. J. Craig	Passenger Traffic Manager.	Wilmington, N. C.
Due West Railway.		
Officers—		
R. S. Galloway	Pres., Treas. and Mgr.	Due West, S. C.
R. C. Brownlee	General Freight Agent.	Due West, S. C.
Greenville & Western Railway.		
Officers—		
V. E. McBee	Receiver	Greenville, S. C.
Hampton and Branchville Railroad.		
Officers—		
W. C. Mauldin	President	Hampton, S. C.
B. H. Cuttino	Gen. Freight & Pass. Agt.	Hampton, S. C.
Lancaster and Chester Railway.		
Officers—		
Leroy Springs	President	Lancaster, S. C.
S. C. Lazenby	Secretary	Lancaster, S. C.
Waddy C. Thomson	Treasurer	Lancaster, S. C.
A. P. McLure	General Manager	Lancaster, S. C.
Marion and Southern Railway.		
Officers—		
W. J. Harahan	President	Norfolk, Va.
C. Lane	Superintendent	Marion, S. C.
Northwestern Railroad of S. C.		
Officers—		
Thomas Wilson	President and Supt.	Sumter, S. C.
James F. Post	Treasurer	Wilmington, N. C.
John Wilson	Auditor and Gen. Mgr.	Sumter, S. C.
Orangeburg Railway.		
Officers—		
C. E. Denniston	Receiver and Manager	Orangeburg, S. C.
Pickens Railroad.		
Officers—		
J. P. Carey	President	Pickens, S. C.
J. T. Taylor	General Manager	Pickens, S. C.
Raleigh and Charleston Railroad.		
Officers—		
W. J. Harahan	President	Norfolk, Va.
C. Lane	Superintendent	Marion, S. C.
E. Betha	Auditor	Marion, S. C.
Seaboard Air Line Railway (Federal Control).		
Officers—		
W. J. Harahan	Federal Manager	Norfolk, Va.
W. L. Stanley	Asst. to Federal Manager.	Atlanta, Ga.
H. W. MacKenzie	Federal Auditor	Portsmouth, Va.
T. W. Mathews	Federal Treasurer	Portsmouth, Va.
E. M. Underwood	General Solicitor	Norfolk, Va.
R. I. Cheatham	Traffic Manager	Norfolk, Va.
G. S. Rains	Asst. Traf. Mgr. (Freight).	Norfolk, Va.
C. B. Ryan	General Passenger Agent.	Norfolk, Va.
E. T. Willcox	General Freight Agent.	Norfolk, Va.
C. C. Graves	Division Freight Agent.	Charleston, S. C.
C. E. Muller	Division Freight Agent.	Savannah, Ga.
W. C. Moore	Freight Claim Agent	Portsmouth, Va.
W. L. Seddon	General Manager	Norfolk, Va.
W. D. Faucette	Chief Engineer	Norfolk, Va.
C. E. Hix	Supt. Transportation	Norfolk, Va.
P. G. Walton	General Superintendent	Hamlet, N. C.
H. B. Grimshaw	General Superintendent	Savannah, Ga.
G. R. Carlton	Superintendent	Atlanta, Ga.
E. C. Bagwell	Superintendent	Hamlet, N. C.
E. G. Gibson	Superintendent	Charleston, S. C.
G. V. Peyton	Superintendent	Jacksonville, Fla.

PRINCIPAL OFFICERS OF RAILROAD IN SOUTH CAROLINA AND THEIR ADDRESSES.—Con.

Name of Company.	Title.	Official Address.
Seivern and Knoxville Railroad.		
Officers—		
Officials same as Southern Railway.		
Southern Railway (Federal Control).		
Officers—		
E. H. Coapman	Federal Manager	Washington, D. C.
A. H. Plant	Federal Auditor	Washington, D. C.
E. F. Parham	Federal Treasurer	Washington, D. C.
S. R. Prince	General Solicitor	Washington, D. C.
E. H. Shaw	Traffic Manager	Washington, D. C.
W. H. Paxton	General Freight Agent	Atlanta, Ga.
H. M. Cobb	General Agent	Charleston, S. C.
H. D. Luckett	Division Freight Agent	Columbia, S. C.
Ralph Shrophshire	Division Freight Agent	Augusta, Ga.
C. A. Russell	Division Freight Agent	Charlotte, N. C.
W. H. Tayloe	Asst. Traf. Mgr. (Passngr)	Washington, D. C.
H. F. Cary	General Passenger Agent	Washington, D. C.
R. W. Hunt	Division Passenger Agt.	Charleston, S. C.
W. E. McGee	Division Passenger Agt.	Columbia, S. C.
W. N. Foreacre	General Manager	Charlotte, N. C.
W. M. Cowhig	Gen. Supt. Transportation	Charlotte, N. C.
B. Herman	Chief Engineer Maintenance of Way & Structures	Charlotte, N. C.
E. C. Sasser	Supt. of Motive Power	Charlotte, N. C.
H. L. Hungerford	General Superintendent	Charlotte, N. C.
O. B. Keister	General Superintendent	Knoxville, Tenn.
J. W. Wassum	Superintendent	Greenville, S. C.
F. S. Collins	Superintendent	Columbia, S. C.
C. P. King	Superintendent	Charleston, S. C.
Wm. Maxwell	Superintendent	Spartanburg, S. C.
W. C. Hudson	Superintendent	Asheville, N. C.
J. M. Webb	Auditor of Claims (Over- charges)	Washington, D. C.
T. L. Hill	Asst. Freight Claim Agent	Chattanooga, Tenn.
Southern Railway—Carolina Division.		
Officers—		
Officials same as Southern Railway.		
Union and Glenn Springs Railroad.		
Officers—		
H. C. Fleitmann	President	New York City
J. S. Crews	General Manager	Union, S. C.
Geo. W. Forrester	Traffic Manager	Atlanta, Ga.
Ware Shoals Railroad		
Officers—		
Benj. D. Riegel	President & Gen. Mgr.	New York City
G. M. Boland	Secretary	Ware Shoals, S. C.
Charleston Terminal Company.		
Officers—		
W. E. Huger	President	Charleston, S. C.
Hugh Fraser	Secretary	Charleston, S. C.
H. C. Ansley	Treasurer	Washington, D. C.
H. C. Prince	Auditor	Wilmington, N. C.
Charleston Union Station Company.		
Officers—		
H. B. Spencer	President	Washington, D. C.
F. S. Wynn	Secretary	New York
H. C. Prince	Auditor	Wilmington, N. C.
Columbia Union Station Company.		
Officers—		
E. H. Coapman	President	Washington, D. C.
F. S. Collins	Secretary	Columbia, S. C.
A. H. Plant	Auditor	Washington, D. C.
Augusta-Aiken Railway and Electric Corporation.		
Officers—		
F. Q. Brown	President	New York City
F. B. Culley	Asst. Sec. and Treas.	Augusta, Ga.
W. C. Callaghan	General Manager	Augusta, Ga.
Charleston-Isle of Palms Traction Company—Electric.		
Officers—		
James Sottile	President	Charleston, S. C.
I. Blank	General Manager	Charleston, S. C.
August Janssen	Auditor	Charleston, S. C.

PRINCIPAL OFFICERS OF RAILROADS IN SOUTH CAROLINA AND THEIR ADDRESSES—Con.

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Name of Company.	Title.	Official Address.
Piedmont and Northern Railway (Federal Control)—Electric.		
Officers—		
E. H. Coapman	Federal Manager	Washington, D. C.
A. H. Plant	Federal Auditor	Washington, D. C.
T. L. Black	Auditor	Charlotte, N. C.
S. R. Prince	General Solicitor	Washington, D. C.
E. F. Parham	Federal Treasurer	Washington, D. C.
E. Thomason	General Manager	Charlotte, N. C.
C. S. Allen	Traffic Manager	Greenville, S. C.

MILEAGE OF RAILROADS OPERATED IN SOUTH CAROLINA DECEMBER 31, 1917.

Name of Company.	Miles of Single Track Operated in South Carolina.	Miles of Second Track Operated in South Carolina.	Miles of Yard Track and Sidings Operated in S. C.	Total Miles of all Tracks in South Carolina.
Alcolu Railroad Company.....	38.50		2.50	41.00
Atlantic Coast Line Railroad Company.....	932.41	60.18	212.99	1,205.58
*The Atlanta and Charlotte Air Line Railway Co.....				
Augusta Northern Railway	11.20		1.75	12.95
Bamberg, Ehrhardt and Walterboro Railroad Co.....	14.00			14.00
Bennettsville and Cheraw Railroad Company.....	44.50		2.95	47.45
Blue Ridge Railroad Company.....	44.00		8.62	52.62
Branchville and Bowman Railway.....	11.00			11.00
Carolina, Clinchfield and Ohio Railway of S. C.....	18.09		6.60	24.69
Carolina and Northwestern Railroad Company.....	37.00		3.57	40.57
Carolina and Western Railroad Company.....	8.00			8.00
Charleston and Western Carolina Railway Company...	320.63		74.44	395.12
Charlotte, Monroe and Columbia Railroad Company...	19.70		.85	20.55
Chesterfield and Lancaster Railroad Company.....	38.00		2.25	40.25
Columbia, Newberry and Laurens Railroad Company..	75.00		7.75	82.75
Due West Railway Company.....	5.00			5.00
Greenville and Western Railway Company.....	26.60		2.41	29.01
Hampton and Branchville Railroad and Lumber Co...	24.00		2.04	26.04
Lancaster and Chester Railway Company.....	28.60		3.90	32.50
Marion and Southern Railroad Company.....	16.25			16.25
Northwestern Railroad Company of S. C.....	80.50		1.60	82.10
Orangeburg Railway	17.00			17.00
Pickens Railroad Company.....	9.30		1.46	10.76
Raleigh and Charleston Railroad Company.....	22.24		1.20	23.44
Seaboard Air Line Railway Company.....	677.22		137.94	815.16
Seivern and Knoxville Railroad Company.....	17.44		1.71	19.15
Southern Railway Company.....	1,128.04	90.64	379.69	1,598.37
*Southern Railway—Carolina Division.....				
The Union and Glenn Springs Railroad Company.....	19.20		2.00	21.20
Ware Shoals Railroad Company.....	5.00			5.00
Terminal Companies.				
Charleston Terminal Company.....	1.77		11.56	13.33
Charleston Union Station Company.....	1.67		.83	2.50
Columbia Union Station Company.....	.38		1.18	1.56
Electric Interurban Railways.				
Augusta-Aiken Ry. and Electric Corp. of S. C.....	24.10		1.38	25.48
Charleston Isle of Palms Traction Company.....	7.50		1.00	8.50
Piedmont and Northern Railway Company.....	101.20		37.44	138.64

*Included in Southern Railway Report.

TRAFFIC AND MILEAGE STATISTICS OF RAILROADS STATE OF SOUTH CAROLINA FOR THE FISCAL YEAR ENDING DECEMBER 31, 1917.

Name of Company.	Passenger Traffic in South Carolina.						
	Passengers Carried, Miles.	Passenger Revenue.	Passenger Revenue Per Mile.	Passenger Revenue Per Train Service.	Passenger Revenue Per Mile.	Average Revenue Per Passenger.	Average Miles Carried Per Passenger.
Alcohu Railroad Company.....	2,855,385	110,303,955	\$6,212 01	\$7,745 74	.....	.....	.....
Atlantic Coast Line Railroad Company.....	20,040	220,440	2,621,786 17	3,180,778 06	.....	.....	.....
*The Atlanta and Charlotte Air Line Railroad Company.....	5,803 79	6,525 23	.....	.....	.....
†Augusta Northern Railway.....
†Barnberg, Ehrhardt and Walterboro Railroad Company.....
†Bennettsville and Cheraw Railroad Company.....
†Blue Ridge Railway Company.....
†Branchville and Bowman Railway.....
†Carolina, Clinchfield and Ohio Railway of South Carolina.....
†Carolina and Northwestern Railway Co.....
†Carolina and Western Railroad Company.....
†Charleston and Western Railroad Company.....
†Charlotte, Munroe, and Columbia Railroad Company.....
†Chesterfield and Lancaster Railway Company.....
†Columbia, Newberry and Laurens Railroad Company.....
†Due West Railway Company.....
†Greenville and Western Railway Company.....
†Hampton and Branchville Railroad and Lumber Company.....
†Lancaster and Chester Railroad Company.....
†Marion and Southern Railroad Company.....
†Northwestern Railway Company of South Carolina.....
†Orangeburg Railway.....
†Pickens Railroad Company.....
†Raleigh and Charleston Railroad Company.....
†Seaboard Air Line Railway Company.....
†Seavern and Knoxville Railroad Company.....
†Southern Railway Company.....
†Southern Railway—Carolina Division.....
†The Union Glenn Springs Railroad Company.....
†Ware Shoals Railroad Company.....
Terminal Companies.
Charleston Terminal Company.....
Charleston Union Station Company.....
Columbia Union Station Company.....
Augusta-Aiken Railway and Electric Interurban Railways.....
Charleston Isle of Palms Traction Company.....
Piedmont and Northern Railway Company.....

*Included in Southern Railway report. †No report.

TRAFFIC AND MILEAGE STATISTICS OF RAILROADS STATE OF SOUTH CAROLINA FOR THE FISCAL YEAR ENDING DECEMBER 31, 1917.

Name of Company.	Freight Traffic in South Carolina.										Revenue Earned in State of South Carolina.
	Number of Tons Carried or Frt. Earning Revenue.	Ton Miles, Revenue.	Miles Hauled.	Revenue Per Ton of Freight.	Revenue Per Ton of Freight.	Total Freight Revenue.	Revenue Per Ton Mile of Freight.	Revenue Per Ton Mile of Road.	Per Mile of Road.	Revenue Earned in State of South Carolina.	
Alcohn Railroad Company.....	5,060,701	661,290,233	131	1.26215	88,104.57	0.06866	1.987 16	881,104.57		6,387,382.80	
Athletic Coast Line Railroad Company.....	19,780	127,680	7	1.7929	23,328.08	0.1823	2,082.68	23,328.08		23,328.08	
*The Atlanta and Charlotte Air Line Railroad Company.....	210,199	3,639,536	18	.86500	169,203.00	0.46449	3,845.52	169,203.00		169,203.00	
†Augusta Northern Railway.....	1,569,110	28,041,316	18	1.2267	194,367.14	0.06933	10,744.45	194,367.14		194,367.14	
†Bamberg, Ehrhardt and Walterboro Railroad Company.....	279,863	7,972,725	28	1.26063	364,180.81	0.04444	1,818.64	364,180.81		67,286.10	
†Blue Ridge Railway Company.....	1,892,537	176,525,638	98	.92757	1,671,984.38	0.06947	5,213.87	1,671,984.38		1,671,984.38	
†Branchville and Bowman Railway.....	51,055	1,037,645	25	.94023	11,806.96	0.0465	589.31	11,806.96		11,806.96	
†Carolina, Clinchfield and Ohio Railway of South Carolina.....	243,711	18,700,695	63	1.06233	269,307.20	0.1719	3,598.79	269,307.20		48,312.45	
†Carolina and Northwestern Railway Co.....					4,206.16		841.23	4,206.16		4,206.16	
†Charleston and Western Railroad Company.....					28,694.96		1,186.62	28,694.96		28,694.96	
†Charlotte Munroe, and Columbia Railroad Company.....	97,084	3,984,316	41	.94980	92,210.68	0.23995	1,676.56	92,210.68		92,210.68	
†Chesterville and Lancaster Railway Company.....	25,639	51,278	20	.56853	12,909.49	0.29517	794.43	12,909.49		12,909.49	
†Columbia, Newberry and Laurens Railroad Company.....	123,694	2,934,250	23	.92222	119,608.13	0.4076	1,485.79	119,608.13		119,608.13	
†Due West Railway Company.....					10,789.28	0.06900	1,186.91	10,789.28		10,789.28	
†Greenville and Western Railway Company.....	17,906	166,528	9	.60087	84,989.90	0.8701	1,571.04	84,989.90		34,989.90	
†Hampton and Branchville Railroad and Lumber Company.....	66,511	944,007	14	.69899	3,508,011.92	0.07031	5,180.02	3,508,011.92		3,508,011.92	
†Lancaster and Chester Railway Company.....	3,184,141	340,280,217	107	1.10171	7,427,789.71	0.06976	6,584.69	7,427,789.71		7,427,789.71	
†Marion and Southern Railroad Company.....					52,478.89	0.0622	2,788.27	52,478.89		52,478.89	
†Northwestern Railroad Company of South Carolina.....					21,015.39	0.1497	4,203.06	21,015.39		21,015.39	
†Orangeburg Railway.....											
†Pickens Railroad Company.....											
†Raleigh and Charleston Railroad Company.....											
†Seaboard Air Line Railway Company.....											
†Severn and Knoxville Railroad Company.....											
†Southern Railway Company.....											
†Southern Railway—Carolina Division.....											
†The Union Glenn Springs Railroad Company.....											
†Ware Shoals Railroad Company.....											

TRAFFIC AND MILEAGE STATISTICS OF RAILROADS STATE OF SOUTH CAROLINA FOR THE FISCAL YEAR ENDING DEC. 31, 1917.—Continued.

Name of Company.	Freight Traffic in South Carolina.									
	Number of Tons Carried of Frt. Earning Revenue.	Ton Miles, Revenue Freight.	Miles Hauled, Revenue Freight.	Revenue Per Ton of Freight.	Total Freight Revenue.	Revenue Per Ton Mile of Freight.	Per Mile of Road, Freight Revenue.	Revenue Earned in State of South Carolina.		
Terminal Companies.										
Charleston Terminal Company		
Charleston Union Station Company		
Columbia Union Station Company		
Augusta-Aiken Railway and Electric Corporation of South Carolina	\$14,848 74	.....	.....	.....
Charleston Isle of Palms Traction Company	11,567 15	.....	.....	.....
Piedmont and Northern Railway Company	892,414 65	.....	.....	.....

*Included in Southern Railway report. †No report.

TRAFFIC AND MILEAGE STATISTICS OF RAILROADS STATE OF SOUTH CAROLINA FOR THE FISCAL YEAR ENDING DECEMBER 31, 1917.

Name of Company.	Total Traffic in South Carolina.						
	Operating Revenues	Operating Expenses Per Mile of Road.	Operating Revenues (or Deficit.)	Operating Expenses Per Mile of Road.	Net Operating Revenue (or Deficit.)	Ratio of Operating Expenses to Operating Revenue Per Cent.	
Alcohu Railroad Company.....	\$88,850 81	\$2,307 80	\$76,002 29	\$1,874 06	\$12,848 02	86.54	\$833 71
Atlantic Coast Line Railroad Company.....	9,717,264 04	10,476 62	6,566,059 09	7,079 16	3,151,204 95	67.67	3,397 44
*The Atlanta and Charlotte Air Line Railroad Company.....							
Augusta Northern Railway.....	30,002 82	2,678 82	19,142 38	1,709 14	10,860 44	63.80	969 68
†Bamberg, Ehrhardt and Walterboro Railroad Company.....							
†Beaufort and Cheraw Railroad Company.....							
Blue Ridge Railway Company.....	244,782 38	5,562 09	162,649 53	3,696 68	82,082 85	66.46	1,865 52
†Branchville and Bowman Railway.....							
Carolina, Clinchfield and Ohio Railway of South Carolina.....	222,123 10	12,278 73	116,712 54	6,451 77	105,410 56	52.54	5,827 01
Carolina and Northwestern Railway Co.....	80,127 63	2,403 85	56,445 95	1,625 56	32,691 70	69.32	889 29
†Carolina and Western Railroad Company.....							
Charleston and Western Carolina Railway Company.....	2,207,495 00	6,883 79	1,404,525 05	4,879 83	802,969 95	63.63	2,608 96
Charlotte, Munroe, and Columbia Railroad Company.....	13,559 47	688 30	14,074 98	714 46	515 51	26.17	29 17
Chesterfield and Lancaster Railway Company.....	60,298 37	1,586 80	42,420 36	1,116 82	17,878 21	103.90	498 70
Columbia, Newberry and Laurens Railroad Company.....	412,080 40	5,493 74	236,436 82	3,152 36	175,603 58	57.38	2,341 83
Due West Railway Company.....	7,335 18	1,467 04					
†Greenville and Western Railway Company.....							
Hampton and Branchville Railroad and Lumber Company.....	30,762 51	1,251 77	22,105 81	921 07	8,656 70	71.86	360 70
Lancaster and Chester Railway Company.....	100,431 33	1,812 18	93,706 31	1,690 84	6,725 02	93.34	121 34
Marion and Southern Railroad Company.....	12,904 49	794 12	9,794 19	602 72	3,110 30	75.90	191 40
Northwestern Railroad Company of South Carolina.....	141,824 42	1,761 79	81,604 45	1,013 72	60,219 97	57.54	748 07
†Orangeburg Railway.....							
Pickens Railroad Company.....	17,685 62	1,890 95	17,113 40	1,640 15	472 42	50.80	50 80
Raleigh and Charleston Railroad Company.....	45,467 00	3,044 38	31,583 85	1,417 98	13,831 15	69.36	626 40
Seaboard Air Line Railway Company.....	5,601,388 43	8,271 15	3,971,791 16	5,964 95	1,629,597 27	70.91	2,406 30
†Seavern and Knoxville Railroad Company.....							
Southern Railway Company.....	11,767,103 57	10,449 21	7,612,862 16	6,748 75	4,174,341 41	64.59	3,700 43
†Southern Railway—Carolina Division.....							
The Union Glenn Springs Railroad Company.....	68,033 91	3,543 43	37,893 84	1,973 74	30,138 07	65.70	1,370 21
Ware Shoals Railroad Company.....	25,194 00	5,068 90	14,372 24	2,874 45	10,821 76	57.05	2,164 35

TRAFFIC AND MILEAGE STATISTICS OF RAILROADS STATE OF SOUTH CAROLINA FOR THE FISCAL YEAR ENDING DEC. 31, 1917.—Continued.

Name of Company.	Total Traffic in South Carolina.						
	Operating Revenues	Operating Revenues Per Mile of Road.	Operating Expenses	Operating Expenses Per Mile of Road.	Net Operating Revenues (or Deficit)	Net Operating Revenue (or Deficit) Per Mile of Road.	Ratio of Operating Expenses to Operating Revenues, Per Cent.
Terminal Companies.							
Charleston Terminal Company							
Charleston Union Station Company							
Columbia Union Station Company							
Electric Interurban Railways.							
Augusta-Aiken Railway and Electric Corporation of South Carolina	\$54,873 44		\$287,850 56			\$167,022 88	63 29
Charleston Isle of Palms Traction Company	\$6,908 60		48,895 02			13,013 88	81 00
Piedmont and Northern Railway Company	1,523,673 62		859,778 08			663,895 54	56 40

*Included in Southern Railway report. †No report.

ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF RAILROAD TRAINS,
LOCOMOTIVES AND CARS AND FROM OTHER CAUSES IN CONNECTION WITH THE
RAILROADS IN STATE OF SOUTH CAROLINA FOR THE YEAR ENDING JUNE 30, 1918.

Name of Company.	Passengers.		Employees.		Other Persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Alcolu Railroad Co.....								
Atlantic Coast Line Railroad.....		38	5	591	10	40	21	667
The Atlanta and Charlotte Air Line Ry. Co.....								
Augusta Northern Railway.....								
Barnberg, Ehrhardt & Walterboro R. R. Co.....								
Bennettsville and Cheraw Railroad Co.....								
Blue Ridge Railway Co.....						6		6
Branchville and Bowman Railway.....								
Carolina, Clinchfield and Ohio Ry. of S. C.....								
Carolina and Northwestern Railway Co.....								
Carolina and Western Railroad Co.....								
Charleston & Western Carolina Railway Co.....	3			58	3	7	3	63
Charlotte, Munroe & Columbia Railroad Co.....								
Chesterfield and Lancaster Railroad Co.....								
Columbia, Newberry & Laurens Railroad Co.....				1	1	6	1	7
Due West Railway Co.....								
Greenville and Western Railway Co.....								
Hampton & Branchville R. R. & Lumber Co.....								
Lancaster and Chester Railway Co.....								
Marion and Southern Railroad Co.....								
Northwestern Railroad Co. of S. C.....								
Orangeburg Railway.....		8		2				10
Pickens Railroad Co.....								
Raleigh and Charleston Railroad Co.....								
Seaboard Air Line Railway Co.....		17	1	320	7	32	8	369
Severn and Knoxville Railroad Co.....								
Southern Railway Co.....	12	271	10	838	30	134	52	1243
Southern Railway—Carolina Division.....								
The Union and Glenn Springs Railroad Co.....								
Ware Shoals Railroad Co.....								
TERMINAL COMPANIES.								
Charleston Terminal Co.....								
Charleston Union Station Co.....								
Columbia Union Station Co.....								
ELECTRIC INTERURBAN RAILWAYS.								
Augusta-Aiken Ry. & Electric Corp. of S. C.....		7		6		2		15
Charleston Isle of Palms Traction Co.....								
Piedmont and Northern Railway Co.....		4	1	16	2		3	20

INDEPENDENT TELEPHONE COMPANIES OPERATING IN SOUTH CAROLINA FOR FISCAL YEAR ENDING DECEMBER 31, 1916.

Name of Company.	Place of Business.	Manager.	Postoffice Address.
Abbeville Telephone Company.....	Abbeville, S. C.....	W. M. Barnwell, President and Treasurer.....	Abbeville, S. C.
Advance Telephone Company.....	North, S. C.....	D. R. Sturkie, Secretary and Treasurer.....	North, S. C.
Allendale and Ervington Telephone Company.....	Allendale, S. C.....	W. Z. Bryan, Manager.....	Allendale, S. C.
Andrews, J. E., Telephone Line.....	Aiken, S. C.....	A. E. Andrews, Proprietor.....	Aiken, S. C.
Bailey-Armstrong Telephone Company.....	Greer, S. C.....	J. H. Armstrong, Pres., Secretary and Treas.....	Greer, S. C.
Baldock Telephone Company.....	Baldock, S. C.....	W. A. Ashe, Proprietor.....	Baldock, S. C.
Barton Telephone Company.....	Orangeburg, S. C.....	S. S. Barton, Proprietor.....	Orangeburg, S. C.
Batesburg Telephone Company.....	Batesburg, S. C.....	W. W. Wainwright, President.....	Batesburg, S. C.
Bethune Telephone Company.....	Bethune, S. C.....	A. W. Humphries, Secretary and Treasurer.....	Bethune, S. C.
Blackrock Telephone Company.....	Blackrock, S. C.....	W. D. West, President.....	Blackrock, S. C.
Boiken Telephone Company.....	Orangeburg, S. C.....	J. D. Whisenant, President.....	Orangeburg, S. C.
Breeland Telephone Company.....	Boykin, S. C.....	J. T. L. Breeland, Secretary and Treasurer.....	Boykin, S. C.
Branchville and Rowesville Telephone Co.....	Branchville, S. C.....	J. B. Bowman, President.....	Branchville, S. C.
Bute Point Telephone Company.....	Irmo, S. C.....	A. B. Daily, Secretary and Treasurer.....	Branchville, S. C.
Calhoun Falls Telephone Company.....	Calhoun Falls, S. C.....	J. V. Tate, President.....	Irmo, S. C.
Cameron Telephone Company.....	Cameron, S. C.....	C. F. McCoy, Manager.....	Calhoun Falls, S. C.
Cartersville Telephone Company.....	Cartersville, S. C.....	H. M. Cassels, Proprietor.....	Cameron, S. C.
Cassell, H. M., Telephone Line.....	Ellenton, S. C.....	C. E. Cothran, Secretary and Treasurer.....	Cartersville, S. C.
Cattle Creek Telephone Company.....	St. Matthews, S. C.....	H. J. Loomis, res. agent.....	Ellenton, S. C.
Caw-Caw Telephone Company.....	Chester, S. C.....	Y. F. Gager, President.....	St. Matthews, S. C.
Centenary Telephone Company.....	Centenary, S. C.....	R. F. Smith, President.....	Chester, S. C.
Chester Telephone Company.....	Chester, S. C.....	R. A. Finner, President.....	Centenary, S. C.
Chesterfield Telephone Company.....	Chesterfield, S. C.....	B. S. Peckin, President.....	Chester, S. C.
Citizens Telephone Co. (Hawthorn County).....	Hawthorn, S. C.....	S. B. George, Secretary and Treasurer.....	Chesterfield, S. C.
Citizens Telephone Co. (Lexington County).....	Lexington, S. C.....	S. B. George, Secretary and Treasurer.....	Hawthorn, S. C.
Clarendon Telephone Company.....	Lexington, S. C.....	Robert Shultz, Secretary and Treasurer.....	Lexington, S. C.
Collection Rural Telephone Company.....	Walterboro, S. C.....	J. E. Purdy, President.....	Lexington, S. C.
Columbia Rural Telephone Company.....	Columbia, S. C.....	W. H. Lyles, Treasurer.....	Walterboro, S. C.
Conway Telephone Company.....	Conway, S. C.....	O. R. Scarborough, Secretary.....	Columbia, S. C.
Cordova Telephone Company.....	Cordova, S. C.....	I. M. Jones, Secretary and Treasurer.....	Conway, S. C.
Crecent Telephone Company.....	Crecent, S. C.....	G. H. Zeiger, President.....	Cordova, S. C.
Cross Keys Telephone Company.....	Cross Keys, S. C.....	S. G. Wilburn, President.....	Crecent, S. C.
Campobello Telephone Company.....	Campobello, S. C.....	G. W. Grady, President.....	Union, S. C., R. F. D.
Debnar Telephone Company.....	Leesville, S. C.....	I. S. Shealy, Secretary and Treasurer.....	Campobello, S. C.
Duncan Telephone Company.....	Duncan, S. C.....	O. M. Moore, President.....	Leesville, S. C.
Duncan Telephone Company.....	Duncan, S. C.....	S. W. Copeland, Secretary and Treasurer.....	Duncan, S. C.
Enoree Bell Telephone Company.....	Enoree, S. C.....	A. F. Jones, President.....	Enoree, S. C.
Elloree Telephone Company.....	Elloree, S. C.....	J. S. Weeks, Secretary and Treasurer.....	Elloree, S. C.

Fairview Telephone Company.....	Greer, S. C.	I. F. Reese, Secretary and Treasurer.	Greer, S. C.
Farmers Telephone Company.....	Conway, S. C.	George Dickson, President.	Conway, S. C.
Farmers Mutual Telephone Company.....	Ruffin, S. C.	J. D. Hudson.....	Ruffin, S. C.
Fork Shoals Telephone Company.....	Fork Shoals, S. C.	J. T. M. Griffin, President.....	Fork Shoals, S. C.
Fort Motte Telephone Company.....	Fort Motte, S. C.	R. Adams, President.....	Fort Motte, S. C.
Fountain Inn Telephone Company.....	Fountain Inn, S. C.	W. B. Stewart, Secretary and Treasurer.	Fountain Inn, S. C.
Gascon Telephone Company.....	Swansea, S. C.	J. H. L. Price, President.....	Swansea, S. C.
Glenn Springs Telephone Company.....	Glenn Springs, S. C.	R. E. L. Smith, Secretary.....	Glenn Springs, S. C.
Graniteville Telephone Company.....	Graniteville, S. C.	W. A. Giles, President and Treasurer.	Graniteville, S. C.
Greenwood Telephone Company.....	Greenwood, S. C.	G. A. Dalkada, Secretary and Treasurer.	Greenwood, S. C.
Gray Court Telephone Company.....	Gray Court, S. C.	J. B. Owings, Treasurer.....	Gray Court, S. C.
Holly Hill Telephone Company.....	Holly Hill, S. C.	J. W. S. Hart, Secretary and Treasurer.	Holly Hill, S. C.
Home Telephone Company.....	Beaufort, S. C.	J. R. Fitts, Secretary.....	Beaufort, S. C.
Home Telephone Company.....	Georgetown, S. C.	A. C. Trenholm, General Manager.	Georgetown, S. C.
Home Telephone Company.....	Simpsonville, S. C.	C. E. Coy, Secretary-Treasurer.....	Simpsonville, S. C.
Home Telephone Company.....	Woodruff, S. C.	Wright, Manager and Secretary.	Woodruff, S. C.
Hurricane Telephone Company.....	Pickens, S. C.	J. M. Garrett, President.....	Pickens, S. C.
Independent Telephone Company.....	Ninety-Six, S. C.	J. R. Calhoun, President.....	Ninety-Six, S. C.
Inman Telephone Company.....	Inman, S. C.	J. H. Rathcock, President.....	Inman, S. C.
Jasper Telephone Company.....	Ridgeland, S. C.	C. E. Perry, President.....	Ridgeland, S. C.
Jefferson Telephone Company.....	Jefferson, S. C.	M. A. Vick, President.....	Jefferson, S. C.
Johnsonville Telephone Company.....	Johnsonville, S. C.	R. L. Coofield, Secretary and Treasurer.	Johnsonville, S. C.
Kershaw Telephone Company.....	Kershaw, S. C.	J. L. Sorell, Manager.....	Kershaw, S. C.
Kingstree Telephone Company.....	Kingstree, S. C.	W. R. Funk, President.....	Kingstree, S. C.
Lake City Telephone Company.....	Lake City, S. C.	L. A. Winston, President.....	Lake City, S. C.
Laurens Telephone Company.....	Laurens, S. C.	F. R. Borkin, President.....	Laurens, S. C.
Long Cane Telephone Company.....	Edgefield Co.	W. E. Sawyer, President and Secretary.	Johnston, S. C.
Loris Telephone Company.....	Loris, S. C.	B. E. Todd, President.....	Loris, S. C.
Lowndesville Telephone Company.....	Lowndesville, S. C.	C. B. Reil, President.....	Lowndesville, S. C.
Lancaster Telephone Company.....	Lancaster, S. C.	J. T. Thomsen, President.....	Lancaster, S. C.
Lynchburg Telephone Company.....	Lynchburg, S. C.	Robt. Sholar, Secretary-Treasurer.	Sumter, S. C.
Marysville Telephone Company.....	Marysville, S. C.	Robt. Sholar, Secretary-Treasurer.	Sumter, S. C.
Mackay-Jones Telephone Company.....	Liberty Hill, S. C.	R. J. Jones, Secretary and Treasurer.	Liberty Hill, S. C.
McBee Telephone Company.....	McBee, S. C.	J. D. Latham, President.....	McBee, S. C.
Mechanicville Telephone Company.....	Mechanicville, S. C.	P. F. Warr, Secretary and Treasurer.	Darlington, S. C.
McClintons Telephone Company.....	McClintonsville, S. C.	P. M. Johnson, President and Treasurer.	McClintonsville, S. C.
McComick Telephone Company.....	McComick, S. C.	J. F. Halloway, President.....	McComick, S. C.
McClintons Telephone Company.....	McClintonsville, S. C.	J. W. Wilkins, President.....	McClintonsville, S. C.
McClintons Telephone Company.....	McClintonsville, S. C.	W. Barron, Jr. Proprietor.....	McClintonsville, S. C.
New Zion Telephone Company.....	New Zion, S. C.	C. W. Laverser, Jr. Proprietor.....	New Zion, S. C.
North Edge Telephone Company.....	North Edge, S. C.	G. E. Bush, President.....	North Edge, S. C.
Norway Telephone Company.....	Norway, S. C.	G. T. Downing, President.....	Norway, S. C.
Onoree Telephone Company.....	Walhalla, S. C.	W. J. Strubling, President.....	Walhalla, S. C.
Olaneta Telephone Company.....	Olaneta, S. C.	D. N. Piker, Proprietor.....	Olaneta, S. C.
Orangeburg and St. Matthews Telephone Co.....	St. Matthews, S. C.	J. A. Merritt, Secretary and Treasurer.	St. Matthews, S. C.
Orangeburg and Bayman Telephone Company.....	Orangeburg, S. C.	W. S. Barron, Jr., Proprietor.....	Orangeburg, S. C.
Orangeburg and Raymond Telephone Company.....	Raymond, S. C.	J. G. Smith, President.....	Raymond, S. C.

INDEPENDENT TELEPHONE COMPANIES OPERATING IN SOUTH CAROLINA FOR FISCAL YEAR ENDING DECEMBER 31, 1917.—Continued.

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Name of Company.	Place of Business.	Manager.	Postoffice Address.
Palmetto Telephone Company.....	Fairfax, S. C.	E. Johnston, President.....	Fairfax, S. C.
Peoples Telephone Company.....	Hemingway, S. C.	J. C. Day, Secretary and Treasurer.....	Hemingway, S. C.
Piedmont Telephone and Telegraph Company.....	Gastonia, S. C.	W. T. Love, President.....	Gastonia, S. C.
Pineood Telephone Company.....	Pinewood, S. C.	O. D. Harvin, President.....	Pinewood, S. C.
Polk County Telephone Company.....	Troy, N. C.	R. P. Bacon, President.....	Troy, N. C.
Pomaria Telephone Company.....	Pomaria, S. C.	J. P. Seizer, Treasurer and Manager.....	Pomaria, S. C.
Richburg Telephone Company.....	Richburg, S. C.	J. P. Young, President.....	Richburg, S. C.
Rock Hill Telephone Company.....	Rock Hill, S. C.	E. L. Barnes, President.....	Rock Hill, S. C.
Rowesville Telephone Company.....	Rowesville, S. C.	E. M. Chisfin, President.....	Rowesville, S. C.
Ruby Telephone Company.....	Ruby, S. C.	W. C. Laughlin, President.....	Ruby, S. C.
Stirling Telephone Company.....	Greenville, S. C.	W. M. Stenhouse, President.....	Greenville, S. C.
St. Matthews and Cameron Telephone Co.....	St. Matthews, S. C.	J. E. Wannamaker, President.....	St. Matthews, S. C.
Saluda Public Service Corporation.....	Saluda, S. C.	F. D. Filmer, President.....	Saluda, S. C.
Springfield, Sally and Wagener Tel. Company.....	Springfield, S. C.	L. M. Mims, Secretary and Treasurer.....	Springfield, S. C.
Star Telephone Company.....	Starr, S. C.	A. G. Thompson, Owner.....	Starr, S. C.
St. Johns Telephone Company.....	Moncks Corner, S. C.	W. R. Fishburne, President.....	Moncks Corner, S. C.
Summerton Telephone Company.....	Summerton, S. C.	Robt. Shelor, Secretary and Treasurer.....	Sumter, S. C.
Sumter Telephone Company.....	Sumter, S. C.	Robt. Shelor, Secretary and Treasurer.....	Sumter, S. C.
Talatha Telephone Company.....	Talatha, S. C.	W. S. Eubanks, President.....	Talatha, S. C.
Townsville Telephone Company.....	Townsville, S. C.	E. C. Aabill, Secretary.....	Townsville, S. C.
Travelers Rest Telephone Company.....	Travelers Rest, S. C.	J. A. League, President.....	Travelers Rest, S. C.
Troy Telephone Company.....	Troy, S. C.	J. J. Solomons, President.....	Troy, S. C.
Turbeville Telephone Company.....	Turbeville, S. C.	D. L. Green, Secretary and Treasurer.....	Turbeville, S. C.
Warren Electric Company.....	Branchville, S. C.	D. W. Warren, President.....	Branchville, S. C.
Washington Telephone Company.....	Greer, S. C.	D. W. Reese, Secretary and Treasurer.....	Greer, S. C.
White Pond Telephone Company.....	White Pond, S. C.	D. L. Weeks, Secretary.....	White Pond, S. C.
Winnaboro Telephone Company.....	Winnaboro, S. C.	C. F. Elliott, Manager.....	Winnaboro, S. C.
Williston Telephone Company.....	Williston, S. C.	W. D. Black, President.....	Williston, S. C.

THE WESTERN UNION TELEGRAPH REPORT.

Report of earnings and expenses of the Western Union Telegraph Company operating in South Carolina, for the fiscal year ended December 31, 1917.

Chartered by the State of New York, April 1st, 1851, but it has erected and now maintains and operates its line of telegraph in South Carolina under and by virtue of the Act of Congress of July 24, 1866.

Location of principal office or place of business—No. 195 Broadway, New York City.

Names of officers:

Newcomb Carlton, President.

G. W. E. Atkins, First Vice-President.

Rush Taggart, Vice-President and General Counsel.

J. C. Willever, Vice-President in Charge of Commercial Department.

W. N. Fashbaugh, Vice-President in Charge of Traffic.

G. M. Yorke, Vice-President in Charge of Plant and Engineering.

E. Y. Galaher, Vice-President and Comptroller.

Lewis Dresdner, Treasurer.

Andrew F. Burleigh, Secretary.

Total number of miles of wire, miles.....		1,645,569.07
In South Carolina, miles	20,681.18	
Total number of poles or conduits, miles.....		236,591.49
In South Carolina, miles.....	2,965.98	
Total Capital Stock	\$99,817,100	
Number of Shares	998,171	
Total par value authorized		\$100,000,000
Total amount issued and outstanding.....		\$99,817,100
Debt:		
Total issued, bonds	\$28,745,000	
In treasury of company.....	108,000	
Balance	\$28,637,000	
Dividends	\$6,982,297 50	
Receipts from interstate business (gross).....		\$399,765.58
Receipts from intrastate business (gross).....		121,562.02
Total receipts thus accruing in South Carolina..		\$521,327.60
Value of property in South Carolina.....	675,000.00	
Number of offices in South Carolina.....	282	
Number of managers and other employees in South Carolina	220	
Cost of operating		
Other expenses {	\$460,824.43	
Taxes paid		

The above is a correct statement from the books and records of the Western Union Telegraph Company.

POSTAL TELEGRAPH-CABLE COMPANY.

Report of earnings and expenses, etc., of Postal Telegraph-Cable Company operating in South Carolina for fiscal year ending December 31, 1917.

Charter—Delaware, June 8th, 1908.

Location of principal office or place of business—511 Market Street, Wilmington, Del.

Names of officers and their addresses:

President—Clarence H. Mackay, 253 Broadway, N. Y.

Vice-President and General Manager—Edward Reynolds, 253 Broadway, N. Y.

Vice-President—Chas. C. Adams, 253 Broadway, N. Y.

Vice-President—Chas. P. Bruch, 253 Broadway, N. Y.

Vice-President—E. C. Platt, 253 Broadway, N. Y.

Treasurer—E. C. Platt, 253 Broadway, N. Y.

Assistant Treasurer—J. J. Cardona, 253 Broadway, N. Y.

Assistant Treasurer—M. W. Blackmar, 253 Broadway, N. Y.

Assistant Treasurer—R. J. Hall, 253 Broadway, N. Y.

Secretary—William B. Dunn, 253 Broadway, N. Y.

Names and addresses of ten largest stockholders and number of shares of stock held by each:

	No. of Shares.
The Farmers' Loan and Trust Company, 22 William Street, N. Y.....	473
Clarence H. Mackay, 253 Broadway, N. Y.....	3
Edward Reynolds, 253 Broadway, N. Y.....	3
Charles C. Adams, 253 Broadway, N. Y.....	3
Charles P. Bruch, 253 Broadway, N. Y.....	3
Edward C. Platt, 253 Broadway, N. Y.....	3
Welcome I. Capen, 253 Broadway, N. Y.....	3
George G. Ward, 253 Broadway, N. Y.....	3
William B. Dunn, 253 Broadway, N. Y.....	3
W. W. Anderson, Wilmington, Delaware.....	3

500

Total capital stock: \$50,000.00.

Total capital stock authorized: \$50,000.00.

Total capital stock outstanding: \$50,000.00.

Total number of shares stock: 500.

Issued and outstanding: 500.

Par value of each share: \$100.00.

Total amount of all bonded indebtedness: None.

Total number of miles wire owned and operated in South Carolina: 3,457.53.

Total number of miles poles owned and operated in South Carolina: 478.14.

Total number of feet conduits owned and operated in South Carolina 8,854.

Gross receipts from all sources (operating and other sources): \$103,237.78.

Gross receipts from all sources intrastate business in South Carolina (operating and other sources): \$10,970.26.

Total expenses for conducting all business including taxes, licenses, etc.: \$82,554.48.

Total expense for conducting all intrastate business in South Carolina, including taxes, licenses, etc.: \$8,767.29.

Total amount of interest paid during year: None.

Total amount of dividends paid during year: None.

Total value of all property within the State of South Carolina: \$73,380.16.

Number of offices in South Carolina: 15.

Number of employes in South Carolina: 77.

The above is a correct statement from the books and records of the Postal Telegraph-Cable Company.

REPORT OF AMERICAN TELEPHONE AND TELEGRAPH COMPANY OF SOUTH CAROLINA FOR THE FISCAL YEAR ENDING DECEMBER 31, 1917.

Name of company—American Telephone and Telegraph Company of South Carolina.

Charter granted—South Carolina, March, 1899.

Officers and their addresses:

President: F. H. Pickernell, No. 195 Broadway, New York, N. Y.

Secretary: A. E. Holcomb, No. 195 Broadway, New York, N. Y.

Treasurer: F. G. Nelson, No. 195 Broadway, New York, N. Y.

Location of principal office—Columbia, S. C.

Capital stock, \$25,000.

Number of shares, 250.

Par value of shares, \$100.

Total number of miles of poles operated, 604.73.

Total number miles of wire operated 8,772.02.

Cost of building and real estate in South Carolina, None.

Cost of exchange property in South Carolina, None.

Cost of other items in South Carolina, including all wires, conduits, poles and erection of same. Total assessment, \$253,875.00.

REMARKS.

The American Telephone and Telegraph Company of South Carolina is the owner of several lines of telephone extending across the State of South Carolina, said lines forming extensions of lines in other States owned by other companies, with which its said lines are connected at the boundary line of the State of South Carolina. Its said lines are also so constructed that connection may be made at points in the State of South Carolina with the local lines of companies operating in said State, and furnishing service between points therein. By such connection, the subscribers and patrons of such local companies are enabled to communicate within the State over the lines of such local companies in combination with the lines of this company, and with points in neighboring States, and are placed in general telephonic connection with the system of long distance telephone lines which extends over the greater part of the United States and the Dominion of Canada. This company operates no exchanges in the State of South Carolina, nor does it furnish service or quote rates for service between points in the State of South Carolina. The telephone traffic carried on, in part, over the lines of this company within the State of South Carolina is handled solely through the exchange of other companies, and under the rules, regulations and rates established by such companies, which are, therefore, deemed to be transacting all such business.

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY.

Report of earnings and expenses in South Carolina for fiscal year ending December 31, 1917.

Location of principal offices—78 South Pryor St., Atlanta, Ga.

Names of officers:

President—W. F. Gentry, Atlanta, Ga.

Vice-President—J. M. B. Hoxsey, Atlanta, Ga.

Vice-President—J. Epps Brown, Atlanta, Ga.

General Counsel—Hunt, Chipley, Atlanta, Ga.
 General Commercial Superintendent—J. R. A. Hobson,
 Atlanta, Ga.
 Secretary and Treasurer—A. Maupin, Atlanta, Ga.
 General Manager—Morgan B. Speir, Charlotte, N. C.
 General Auditor—C. J. Holditch, Atlanta, Ga.

Average exchange investment.....	\$2,297,303	22
Average toll investment.....	739,081	39
Average furniture and fixtures.....	12,601	36
Average tools, teams and vehicles.....	33,385	84
Average real estate—land.....	102,869	50
Average real estate—building.....	124,447	68
Other assets	135,330	98

Total average investment.....\$3,445,019 97

Revenue:

Exchange service	\$ 752,676	78
Toll service	250,911	44
Miscellaneous	18,410	42

Total

\$1,021,998 64

Expenses:

General and miscellaneous.....	\$ 39,520	83
Commercial	110,959	64
Traffic	227,009	47
Repairs—Exchange	97,234	10
Repairs—Toll	31,896	46
Station removals and changes.....	29,934	58
Depreciation	212,851	37
Rent deductions	27,266	90
License revenue—debit	43,525	52
Insurance	6,151	52
Taxes	82,299	84

Total

\$ 908,650 25

Net revenue

113,348 41

Percentage per annum of net revenue to total average investment

3 29

Number of telephones:	
Number of direct lines.....	12,881
Number of duplex lines.....	8,772
Number of party lines.....	756
Total number of stations, including ext. stations and toll stations.....	25,682
Common battery system, Magneto system, Rate schedule filed separately.	

The above is a correct statement from the books and records of the Southern Bell Telephone and Telegraph Company.

REPORT OF THE SOUTHERN EXPRESS COMPANY.

Report of the Southern Express Company for the fiscal year ending December 31, 1917.

HISTORY.

This company was organized July 5th, 1861, under the Court of Richmond County, State of Georgia, for a term of 14 years. On May 14, 1875, the Court renewed and extended the charter for a term of 14 years from July 1, 1875. On December 12th, 1886, the Southern Express Company was reincorporated by an Act of the Legislature of the State of Georgia for a term of 30 years from December 21, 1886, and has remained one and the same company since that date without consolidation with other companies or company, and has not been reorganized. On December 23, 1910, the Secretary of the State of Georgia extended the charter for a term of 30 years from December 23, 1910.

This company is a corporation.

No active or inactive corporation controlled by respondent.

The mileage over which this company operates is as follows:

Total steam road mileage.....	34,135.30
Total electric lines.....	77.00
Total steamboat lines.....	706.00
Total mileage of all lines operated.....	34,918.30

Of which 3,405.70 are within the State of South Carolina.

CAPITAL STOCK.

Number of shares of interest authorized, 60,000, of which 50,000 are outstanding; total par value authorized, \$60,000; total par value outstanding \$50,000; dividends declared during year, rate per share, \$4.00; amount, \$200,000.00.

EXPLANATORY REMARKS.

The Southern Express Company has never issued any corporate stock for real property, equipment, or acquisition of securities, or for any other purpose in the sense in which the issuance of stock is understood in connection with corporations.

The Company has 50,000 shares of interest, which entitle the holder to a share in the entire property and profits of the Company, but which have no par value, either on the face of the certificate or on the books of the Company. All of these 50,000 shares are issued and outstanding.

The charter of the Southern Express Company authorized the issue of 60,000 shares of interest, but only 50,000 shares have been issued.

AMERICAN RAILWAY EXPRESS COMPANY.

On July 1st, 1918, the principal express companies operating in the United States were merged into one express transportation company, under the name of the American Railway Express Company.

Principal Officers of Express Company operating in South Carolina:

President—G. C. Taylor, New York, N. Y.

Vice-President—D. S. Elliott, New York, N. Y.

Traffic Manager—Geo. S. Lee, New York, N. Y.

Vice-President—E. M. Williams, Atlanta, Ga.

Southern Departments:

Auditor Southern Departments—John F. Brizzie, Chattanooga, Tenn.

General Manager—J. B. Hockaday, Richmond, Va.

Superintendent—J. E. Skaggs, Charlotte, N. C.

Superintendent—W. F. Terrill, Columbia, S. C.

Superintendent—K. C. Barrett, Wilmington, N. C.

Superintendent—W. Egleston, Norfolk, Va.

Note.—Financial and Statistical Report for year ending December 31, 1917, on file in the office of the Railroad Commission of South Carolina.

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