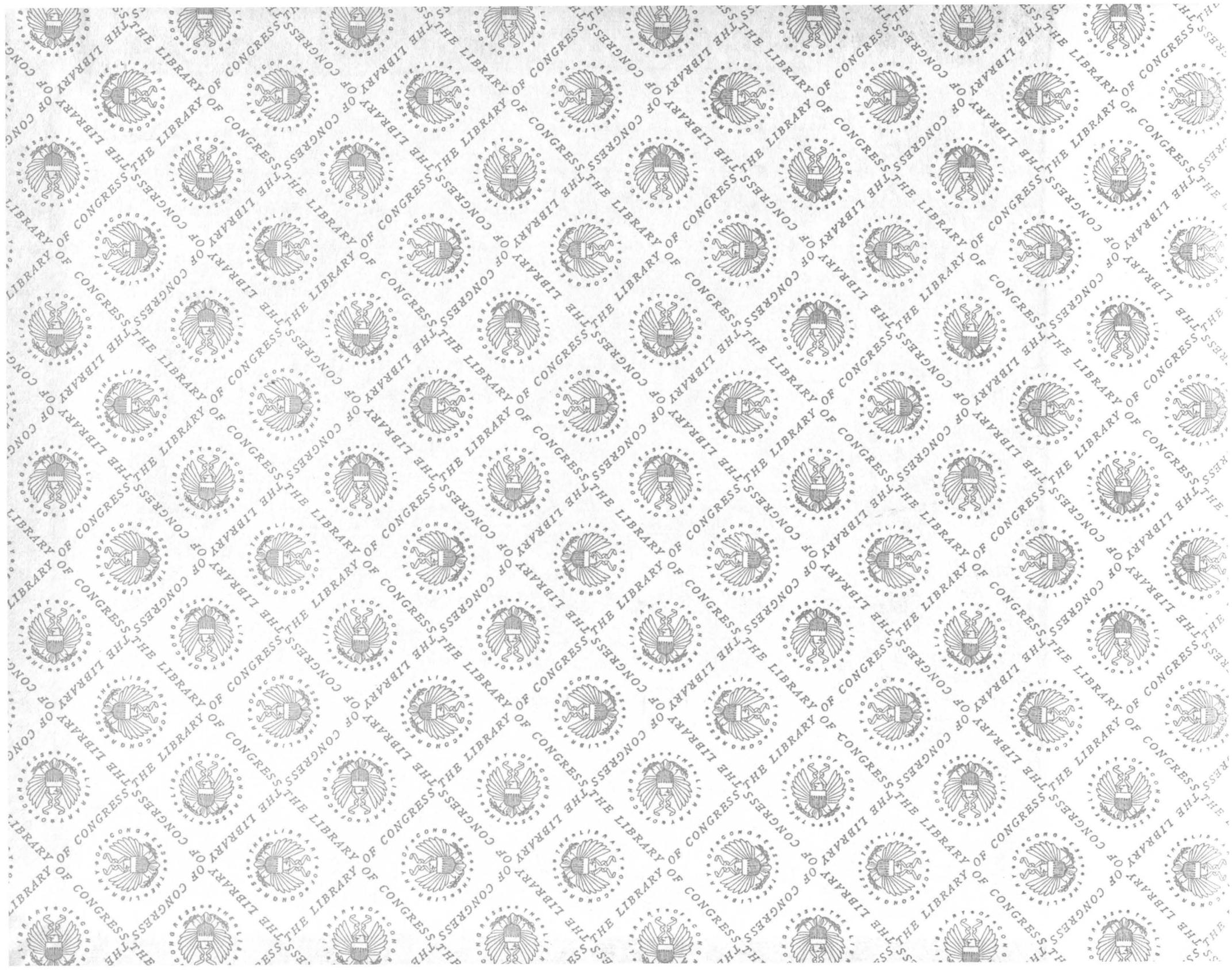


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1900

PROGRESSIVE

COLUMBIA

SOUVENIR EDITION

MERCHANTS' AND MANUFACTURERS' CLUB



A BRIEF RESUME OF HER MECHANICAL, MANUFACTURING, MERCANTILE, MINERAL, AGRICULTURAL,
TRANSPORTATION, EDUCATIONAL, SOCIAL, CLIMATIC AND GENERAL INTERESTS.

• Illustrated •

*Compliments of
S. A. Pearce Secy.*

MERCHANTS AND MANUFACTURERS CLUB,
COLUMBIA, S. C.

THE DAGGETT PRINTING COMPANY,
PUBLISHERS,
CHARLESTON, SOUTH CAROLINA.

M. OHLANDER,
COMPILER.

P R E F A C E

THE Merchants' and Manufacturers' Club, in submitting this work to a critical and, it is to be hoped, an indulgent public, does so with the sole purpose in view of placing before the observant eye the vast and rapidly growing interests of the city.

In writing of the elements which make Columbia of today what she is, the endeavor has been to avoid the extravaganza style generally indulged in, the object being to print a concise "resume" of the healthy conditions of her commerce, and particularly of the manufacturing, wholesale and retail trade, presenting in connection therewith a slight sketch of her wonderful natural resources as a commercial center.

The Secretary of the Club, Mr. S. A. Pearce, will be glad to correspond with persons desiring information in regard to the city.

THE MERCHANTS' AND MANUFACTURERS' CLUB.

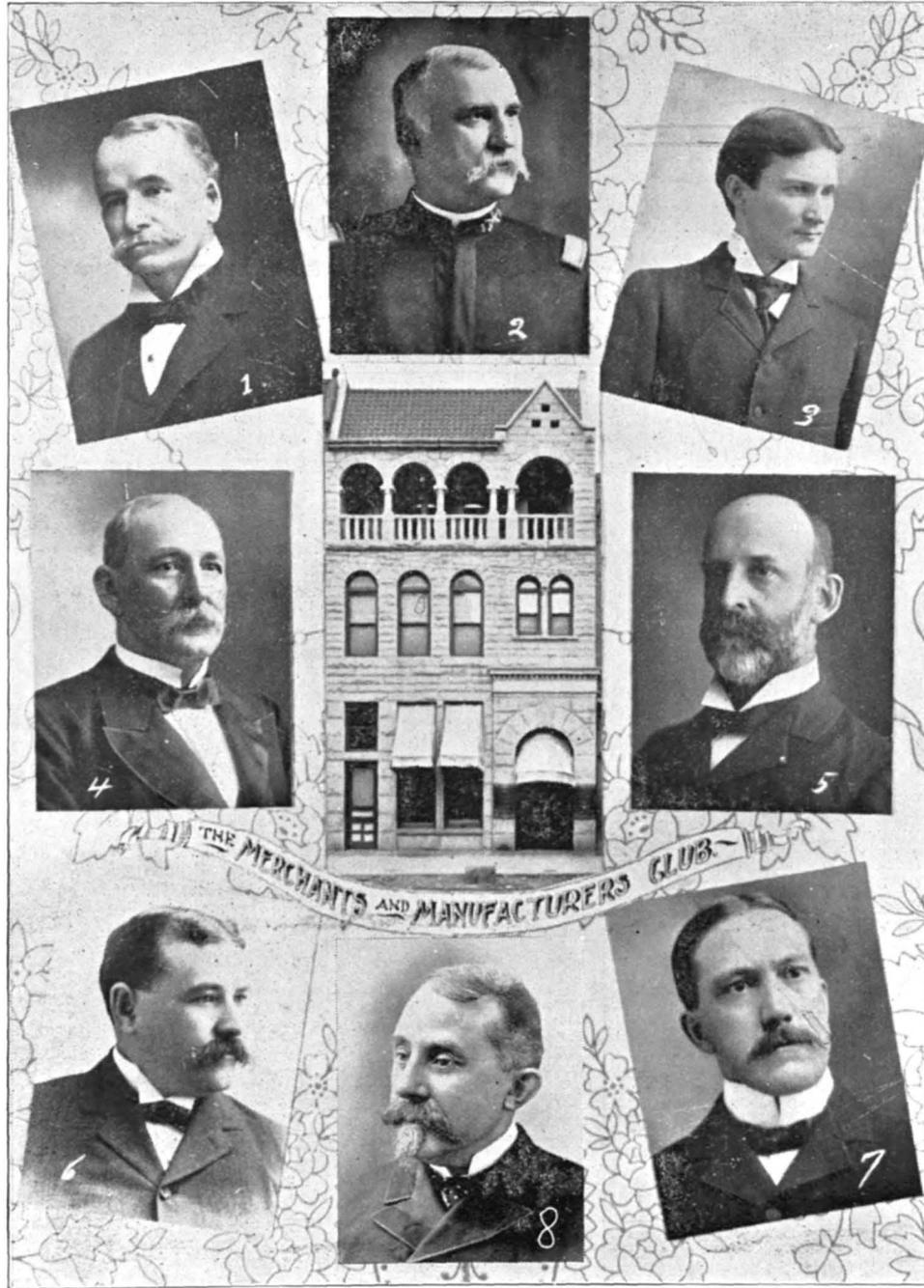
TO THOSE BUSINESS MEN

THROUGH whose energy and progressive ability is due the rapid advancement of Columbia to one of the foremost places among the great commercial and industrial centers of the South; whose acts of enterprise and deeds of liberality have adorned her with great mercantile establishments, factories and warehouses, magnificent and beautiful residences, churches, schools and benevolent institutions; who have acted by deed, "not with words," placing their shoulder to the wheel of progress in the hour of need, this publication is inscribed by

THE COMPILER.

OFFICERS:

2. COL. WILLIE JONES, *President.*
1. JNO. B. NORRIS, *Vice-President.*
3. J. P. MATTHEWS, *Treasurer.*
8. COL. S. A. PEARCE, *Secretary.*
-



GOVERNING COMMITTEE:

4. EDWARD EHRLICH.
5. WM. H. LYLES.
7. FRANK H. WESTON.
-

COLUMBIA

EARLY HISTORY.

COLUMBIA, the Capital and center of the State, is situated on the east side of the Congaree River, near the junction of the Saluda River with the Broad. Her population in 1890 (U. S. Census) was 15,343, the present population (estimated) is about 30,000. The State Capitol building, built of granite, is situated on a commanding site near the center of the city. Resting on the Congaree hills, 850 feet above sea level, with miles of broad streets and avenues, shaded with rows of beautiful trees, it is said by many to be one of the most beautiful cities in the Southland.

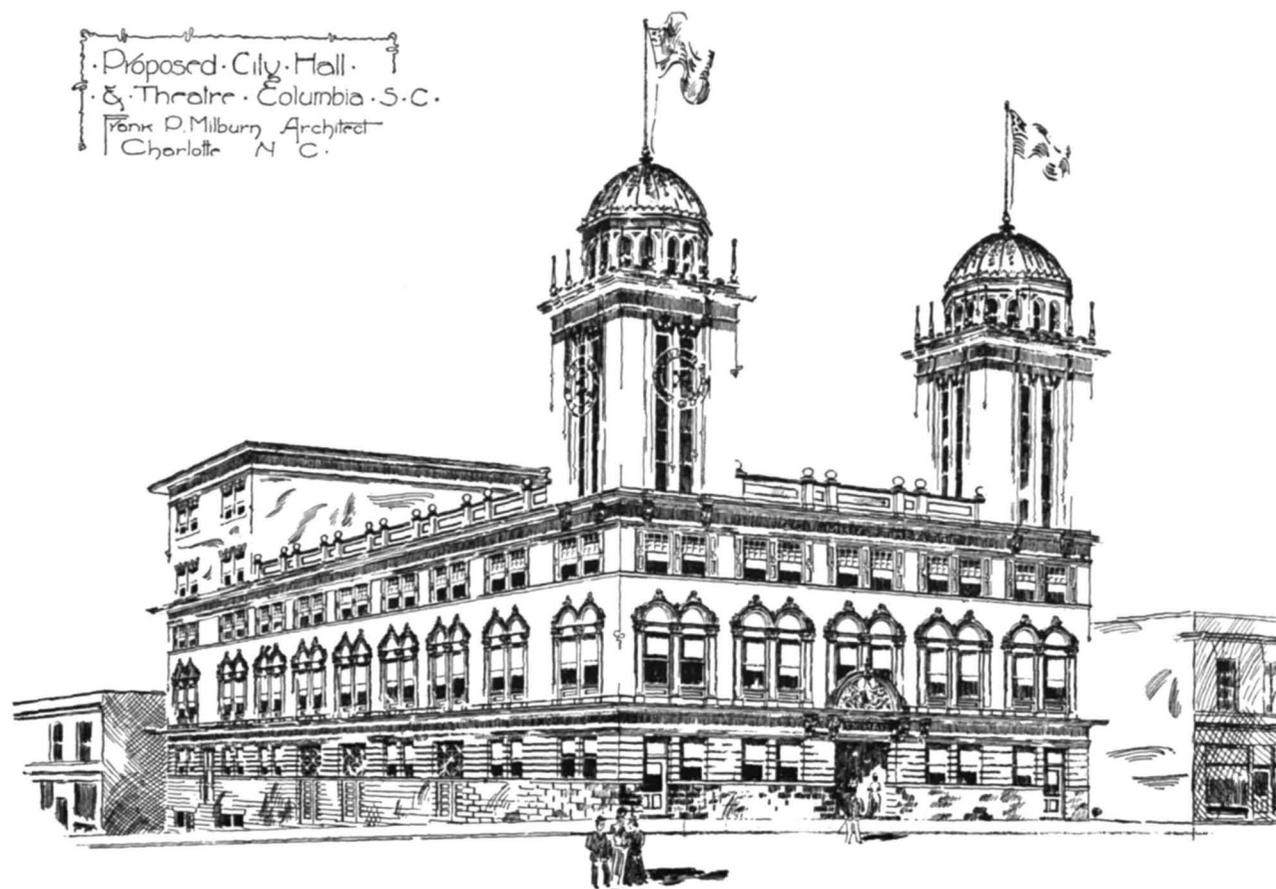
Possessed of an attractive and healthful climate, soil and surroundings, at the head of navigation on the Congaree River, she possesses many elements of natural growth and progress.

By the location of the Capitol in its present position, were skillfully blended the elements of progress, pluck and vigor

of the early settlers of the State. This wise action united the people from the mountains to the seaboard, and made the State a potent factor in all the political struggles of the United States in her succeeding history; Columbia

has been a conspicuous example of the result of this action, she being the keystone of this union, holding together the various interests of the State and directing her energies in one channel. The influence of the State, moulded principally at her various educational institutions, has extended throughout the South to the confines of Mexico. In 1832, during the period of nullification, there frequently met in the city a coterie of brilliant philosophers, statesmen and orators, such men as Cooper, Harper, Hamilton, McDuffie and Preston, forming a galaxy of splendid intellect seldom equalled in any country; and the same can be said of Columbia of today.

Tradition says that the first site selected for the



location of the city was at Granby, which was then quite a thriving trading post. Failing to put the town at Granby, the present site was selected, and the land on which it stands was bought from Col. Thomas Taylor and James Taylor.



MAIN STREET FROM CAPITOL STEPS.

On the 20th of March, 1786, the General Assembly entered on a joint election for five commissioners, "for the purpose of purchasing lands, etc., for the building of the Town of Columbia thereon;" and on that day four of these commissioners were elected, viz: Com. Alexander Gillen, Gen. Richard Winn, Hon. Richard Hampton and Col. Thomas Taylor. On the next day Mr. Justice Pendleton was elected, thus filling up the commission. The gentlemen thus appointed by the General Assembly to "Purchase lands and for the building of the Town of Columbia thereon," discharged the duty imposed upon them by the Legislature, and reported their action in proper form. In the same year, 1786, the General Assembly passed the Act constituting Columbia as the Capital of the State. The selection was a happy one; standing as it did on middle ground, easily accessible from all parts of the State. The old inhabitants of the city often pointed out the oak tree, standing on the corner of Green and Main streets, as the spot where the Commissioners met—called then Vinegar Hill. The first court and jury that ever sat in Richland county sat under the old oak tree. The Steward's Hall at the College of Carolina is also near the place. The surveyor and his company both did their work well in laying out the city, for no city in America is more beautifully laid out, the plan of the city being like a large chess-board.

In 1710 an Act of the General Assembly was passed to found a free school for the inhabitants of South Carolina. In 1723 it was proposed to establish a "college," the first occasion on which this term was used. The Great Dictator of the State, John Rutledge, digested a plan for a State College about this time, and many Acts of the Legislature contemplated putting some such plan into operation; but it was not until 1801 that the measure began to take definite shape. In his message that year Governor Drayton recommended that "a State College be raised and fostered by its hand at Columbia, or some central and healthy spot of the State, under proper directors and trustees;" and in that year an Act was passed establishing this time-honored institution. In 1805 it was opened with Jonathan Maxcey, the great teacher and preacher, as its president, and Professor Hanford as the only other member of the faculty. From this small beginning the college has moved onward until it has become the pride and honor of the State.

Until the year 1805, the town was under the direct government of the Legislature, as Washington is under that of the Congress of the United States; but in that year an Act was formed creating it "a corporation, called by the name of the Corporation of the Town of Columbia, which shall have a common seal," etc. By this Act the municipal powers of the town were vested in one Intendant and six Wardens, to be elected by the citizens.



A VIEW OF BLANDING STREET.

The city continued under the government of an Intendant and Wardens until 1854, when by Act of the Legislature the name was changed from that

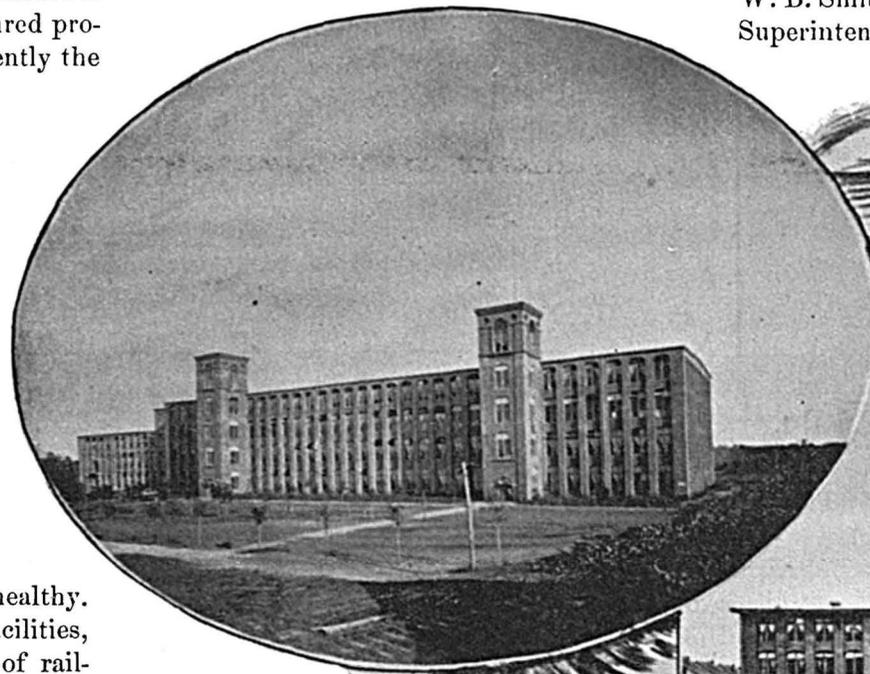
of the Town of Columbia to that of the City of Columbia, and it was given a Mayor.

In point of fact the Legislature met in Columbia first in 1790, but met for the first time after the adoption of the Constitution in 1791. It was during its session in the latter year that many of the State's most important laws were enacted, and many fundamental changes made. The year was also made memorable by the visit of President George Washington to the city.

MANUFACTURING FACILITIES.

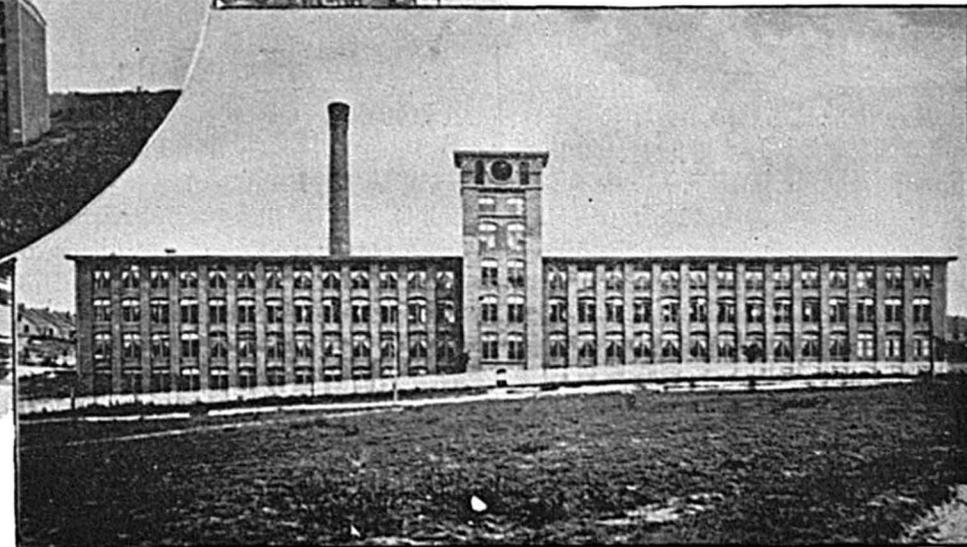
TO manufacture successfully it is plainly evident that the point where the raw materials accumulate naturally and are easily accessible, and where, at the same time, there is cheap power and ample facilities for marketing the manufactured product, that point is pre-eminently the favored one. Columbia offers extraordinary advantages for manufacturing. Directly tributary are all the elements that are necessary for the making of a successful manufacturing center. There are large tracts of land that can be secured by rental or purchase, upon easy terms, directly contiguous to abundant transportation facilities. Labor is cheap and abundant; living is economical; the climate is healthy. Abundant transportation facilities, by means of her network of railways radiating to all points of commerce, and water transportation to the sea by means of the Congaree, now to be opened by the U. S. Government. With unrivalled water power as offered by her canal system, rich in capital, strong in credit, untrammelled by debt, with small taxation, light municipal expenses and, at the present, cheap real estate, no city in the union offers more advantages to the large or small manufacturer than does Columbia of today. The manufacturer who locates

GRANBY COTTON MILLS.



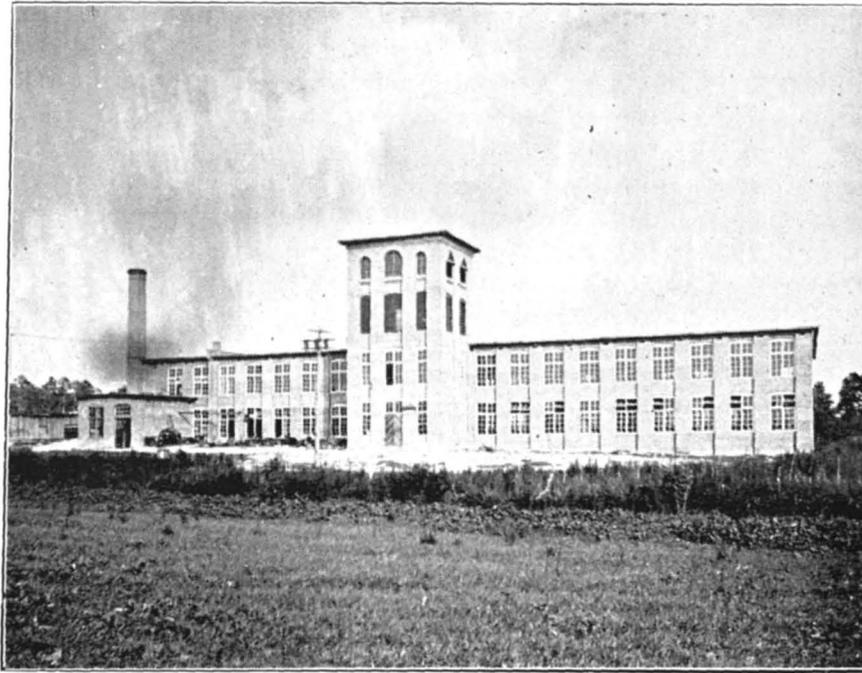
in Columbia will find everything at hand for the successful furtherance of his enterprise, and a friendly and helping hand will be extended him by every citizen of the community. Columbia has the raw cotton at her very doors, and possesses unusual advantages for the manufacture of cotton yarns and cotton products; being a large market, a buyer has the opportunity of selecting just the quality desired. The humidity of climate is particularly advantageous, and with cheap cotton, cheap water power, cheap labor, and the best of shipping facilities, there is no locality in the United States that can surpass, and few that can equal her as a cotton manufacturing center. There are now in successful operation here the following cotton mills: Columbia Hosiery Mills, 400 machines; J. M. Graham, Manager; Product—Cotton Hosiery. Columbia Mills Co.; capital \$1,000,000; 30,000 spindles; F. P. Carpenter, President; C. K. Oliver, Treasurer and Agent; Product—Cotton Duck. Granby Cotton Mills; capital \$800,000; 64,000 spindles, 1,560 looms; W. B. Smith Whaley, President; Wm. H. Rose, Treasurer; B. F. Barnes, Superintendent; Product—80 x 84-39 inch Sheetings and 64 x 64-38½ inch

Print Cloths. Richland Cotton Mills; capital \$150,000; 13,000 spindles, 720 looms; W. B. Smith Whaley, President; J. S. Moore, Treasurer; B. F. Barnes, Superintendent; Product—Twills and Fine Sheetings. Palmetto Cotton Mills; capital



RICHLAND COTTON MILLS.

\$125,000; 10,000 spindles, 250 looms; Allen Jones, President and Treasurer; W. P. Roof, Secretary; Ira R. Hayes, Superintendent; Product—Welts and other Dress Goods, Piques, Bedford Cords, Nainsooks, Checks, etc. And now



PALMETTO COTTON MILLS.

being built: Capital City Mills Co.; capital \$100,000. Olympia Cotton Mills; capital \$1,500,000; 100,000 spindles, 2,600 Draper looms; Product—Print Cloths; Organized May, 1899; W. B. Smith Whaley, President.

In addition to her cotton mills, Columbia has in successful operation a large cotton compress, two fertilizer factories, two cotton seed oil mills, two complete iron works, two large brick manufacturing plants, two high-class carriage manufactories, an ice company, a marble works, two immense granite quarries, and numerous smaller manufacturing industries, such as laundries, bottling works, broom factory, oil company, wood-working, sash, door and blind, and others. The published statement of the Secretary of State for South Carolina, showing the number of charters granted during the year of 1899, puts Richland county in the lead of all other counties in the state in the matter of capitalization. Richland county virtually means Columbia, for the new enterprises capitalized (amounting to \$1,910,000) are located in the suburbs of the city.

In concluding this article on Columbia's manufacturing facilities we desire to present a resume of one of her great natural facilities for generating driving power for the use of the manufacturer, and to state that any desired information relative to the interests of the city will be cheerfully furnished by the Secretary of the Merchants' and Manufacturers' Club upon application.

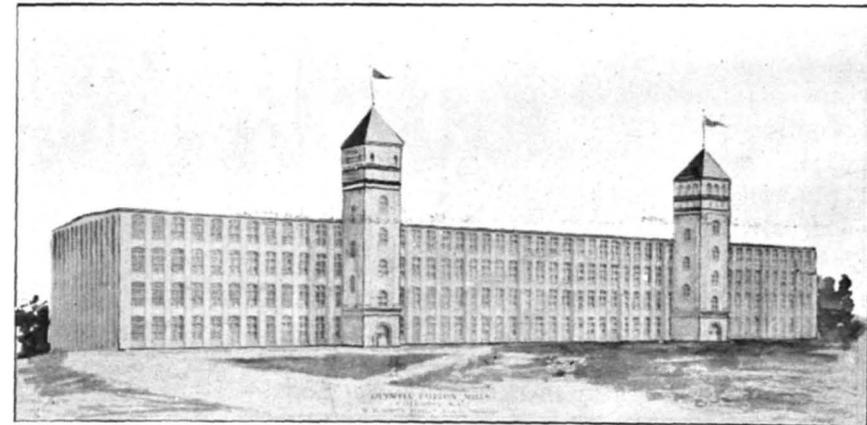
THE COLUMBIA CANAL.

GREAT WATER POWER.

S. A. PEARCE.

THE Columbia Canal was constructed by the State of South Carolina to facilitate navigation from the upper portion of the State to Columbia and the sea. The Congaree river was navigable for steamboats as far up as Granby, three miles below the city. Broad river was navigable for pole boats carrying fifty or more bales of cotton. These boats passed through the canal and landed their freight at Columbia and at Granby, where it was trans-shipped on board of steamboats for Charleston. Upon the introduction of railroads the canal was gradually abandoned.

The canal was sold by the State in 1869 to Northern manufacturers, who organized a company with a capital of \$250,000 to develop a large water power for manufacturing purposes. The company, after expending a large sum of money in this enterprise, became financially involved in the panic of 1873, and

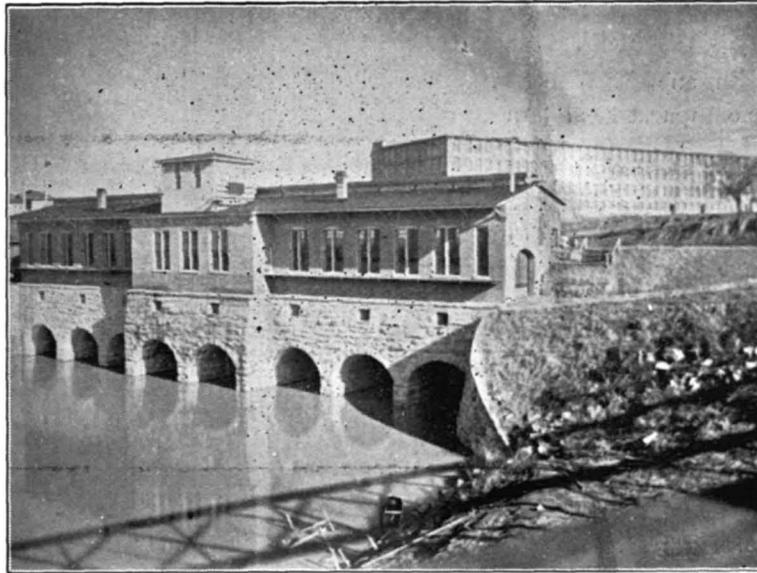


OLYMPIA COTTON MILLS.

were forced to suspend operations in Columbia. The canal was transferred to the State Canal Commissioners by its owner upon his being guaranteed the perpetual use of 500 horse-power of water power of the canal.

The State commenced work on the canal on April 11, 1882, and expended thereon up to October 11, 1886, the sum of \$130,705.68.

Under an Act of the General Assembly, dated December 24th, 1887, the canal with all its appurtenances was transferred to trustees for the City of



COLUMBIA CANAL POWER HOUSE—Columbia Duck Mills in Distance.

Columbia, who issued canal bonds to the amount of \$200,000. The city guaranteed the interest on the bonds. This sum, with an additional sum of \$60,000, was expended for further improvements on the canal, which was enlarged to the width of 150 feet and to the depth of 10 feet. The power developed is estimated at 12,000 horse-power.

In 1891 the canal was sold to a syndicate, who organized a company with a capital of \$600,000. This company have put in an electric power plant and are furnishing electric power for the Columbia (Duck) Mills and the Granby and Palmetto Cotton Factories. The Olympia Cotton Mill will, when completed, require 3,000 horse-power to drive its machinery. There remains a considerable power to be utilized, and an additional 5,000 horse-power can be obtained by improving the Saluda river power near Columbia. Electric power can be profitably transmitted from the locality to Columbia and its vicinity.

Electric power is furnished by the Columbia Water Power Company at very reasonable rates. These advantages, combined with competitive rates of transportation by railroad and by river, will make Columbia a great manufacturing and commercial city.

The President of the Columbia Board of Trade said in an address delivered to the Board January 1st, 1887: "This water power, when utilized, will add ten millions of taxable property to the State, in mills, machinery, operatives, houses, etc., to say nothing of the increased value which such enterprises would give to city property." The millions now invested in these enterprises in and near Columbia show that this prediction was well-founded.

WHOLESALE AND RETAIL TRADE.

THESE branches of Columbia's business interests continue to increase yearly, for her merchants never lose an opportunity to enter into new fields. The increase in the year of 1899 has been unprecedented in the commercial history of the city, and there is every reason to believe the building of the Seaboard Air Line extensions and connections here, together with the new through connections which will be opened thereby, will afford her merchants rare opportunity of an increase in their territory, of which they will be quick to take every advantage. Columbia's jobbing trade now extends



VIEW OF COLUMBIA CANAL.

into Georgia, South Carolina and North Carolina, and instances are becoming frequent of the successful trips of her traveling men into the states of Virginia and Tennessee. This appertains merely to her jobbers, as her manufactured products range the world over. The following is a comparative statement of the tonnage brought into Columbia for delivery to her merchants.

	1897	1898	To Sept. 30, 1899
SOUTHERN RAILWAY.....	78,923	70,506	57,907
	1897	1898	To June 20, 1899
ATLANTIC COAST LINE.....	31,192	28,876	40,146

The above statement does not show the Fall business for 1899, which was greater than any previous year; for instance, the monthly statement of the



RICHLAND COUNTY COURT HOUSE.

Southern Car Service Association shows that there was 1,954 cars handled at Columbia during the month of October, and the tonnage in November and December was even larger. One of the best evidences of the material growth of a city is to be found by comparison of the receipts and expenditures of its postal department.

The government postoffice building in Columbia is one of the finest public buildings in the South. Mr. J. F. Ensor, the Postmaster, gives the public as good postal service as the postoffice department at Washington will permit him to give, and but few complaints come to his office. His report for 1898-99 shows the increase of the business of the postoffice for the past year. There was issued at the postoffice at Columbia during the year 1899 money orders to the value of \$73,657.98, and for the same period there was

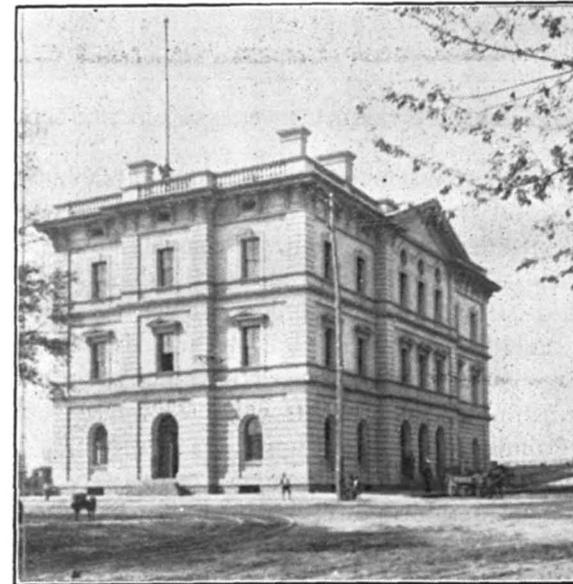
disbursed \$150,537.70 to parties presenting orders payable at the same office. The following comparative table will show the receipts at the Columbia postoffice for the years 1897-98-99, ending December 31st.

	1897	1898	1899
POSTAL DEPOSITS.....	\$24,308.60	\$23,869.11	\$26,086.48
SALE OF STAMPS.....	29,019.99	31,319.98	34,280.08
TOTALS.....	\$53,328.59	\$54,188.09	\$60,366.56

Mr. Eugene A. Webster, Collector of Internal Revenue, furnishes the following comparative statement of collections:

Comparative Statement of Collections Made in the District of South Carolina From the Years ending June 30th, 1895, to June 30th, 1899.

	Fermented Liquors.	Distilled Spirits.	Cigars and Cigarettes.	Manufactured Tobacco.	Special Taxes.	Documentary Stamps.	Proprietary Stamps.	Miscellaneous.	TOTAL
Year ended June 30, 1895.	\$ 8,690.57	\$48,515.07	\$ 2,918.07	\$ 2,080.41	\$20,710.98	.....	.....	\$ 4,607.55	\$87,522.65
Year ended June 30, 1896.	10,268.06	74,820.57	2,795.11	3,724.10	12,387.52	.....	.....	4,209.80	108,204.16
Year ended June 30, 1897.	7,770.25	67,292.48	2,433.32	3,822.97	10,657.22	.....	.....	3,335.24	93,350.47
Year ended June 30, 1898.	7,455.45	94,981.78	2,314.61	3,945.77	18,273.93	\$ 1,800.60	\$ 195.00	2,864.44	131,293.66
Year ended June 30, 1899	12,901.65	122,868.13	3,509.35	639.69	32,970.35	98,435.41	6,414.30	6,386.27	284,274.15



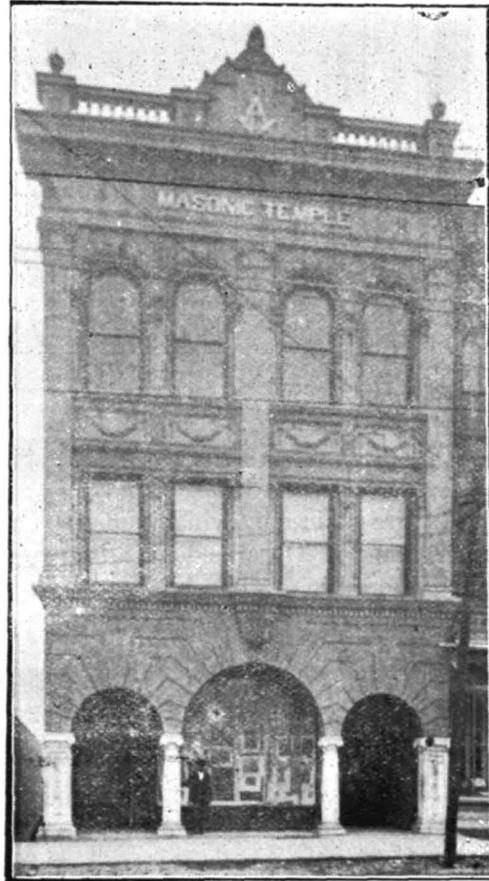
U. S. POSTOFFICE.

COTTON.

Total receipts of cotton for the year 1897-98, 40,088 bales; total receipts for 1898-99, 44,042. Average price of strict middling cotton 1898-99 to January

17th, $5\frac{1}{2}$ cents; average price of strict middling cotton 1899-1900 to January 17th, $7\frac{1}{4}$ cents.

Cotton exported from Columbia in 1898-99, about 50 per cent. of the receipts. Exports for 1899-1900 to January 17th, none, the cotton having been taken by the local mills.



MASONIC TEMPLE.

BANKING AND FINANCE.

COLUMBIA has reason to point with pride to its banking and kindred institutions. Through national and world-wide disorders and panics these institutions have, by their careful and conservative methods, progressed steadily, and established themselves on an enviable basis. To their care, protection and distribution is confined the capital which "sustains its commerce, supports its manufactures, and rewards the labor of its toiling multitude."

The city is the banking center of a large section of country, rich in natural resources, abounding in fertile lands, and conducting large and varied interests. A few years ago the deposits in Columbia banks were barely a million; today they are two and one-half millions of dollars, which, with the addition of their capital and surplus, make a total of three and one-half millions. These figures are exclusive of the State Bank & Trust Company, a company lately chartered and which in all probability will be in operation within the next sixty days. The following figures give the statements of the various banks, those of the Farmers and Mechanics being given in round figures.

	Capital.	Surplus and Un- divided Profits.	Deposits.	Grand Total.
Carolina National.....	\$100,000	\$152,175.40	\$970,203.71	\$1,222,379.11
Central National.....	100,000	40,050.62	442,034.58	582,085.20
Bank of Columbia.....	50,000	12,900.00	279,540.00	342,440.00
Loan and Exchange.....	150,000	49,143.28	843,397.28	1,042,540.66
Farmers and Mechanics ..	50,000	10,000.00	175,000.00	235,000.00
Totals	\$450,000	\$264,275.30	\$2,710,175.57	\$3,424,444.97

In addition to Columbia's regularly organized banks there are several large and well conducted Loan and Trust and Land and Investment Companies, whose capital stock if taken into consideration would largely increase the capital stock as mentioned above.



CENTRAL NATIONAL BANK.

REAL ESTATE.

THE increasing business in real estate in Columbia has emanated purely from legitimate sources, supplemented by the fact that the remarkable increase in population during the past ten years has compelled property owners to erect block after block of residences to meet the demand for homes on the part of the community. It has therefore been a

healthy growth, an expansion by reason of the fact that the entire interests of the city have been making great strides in the march of progress and development. Another inducement for property owners to build is the low tax rate. There has been no false enhancement of values; it has therefore



THE STATE BANK AND TRUST CO.

been a healthy growth, among the more gratifying results of which are to be seen the gradual increase in the value of suburban property. While the tendency in building has been towards homes, yet building in the business heart of the city has by no means been neglected, any number of fine, modern-built structures having been erected on the line of the principal thoroughfares. Around the outer edges of the city, contiguous to the various lines of railways, there has been erected many magnificent structures for manufacturing purposes, and plans have been laid out and ground broken for the erection of several large plants, which have been lately chartered. In point of fact, the real estate interests of the city are on a substantial basis, and wherever there is a demand for property, prices are based on the actual value thereof.

HEALTH, SANITATION AND CLIMATE.

THE health record of Columbia for the past ten years shows to advantage. The authorities have each year made liberal appropriations for preserving the city's health, and Columbia today stands in the front rank from a sanitary standpoint. The average annual temperature of Columbia is 63.6. The following table shows the climatic conditions, compiled from the records of the United States Weather Bureau:

CLIMATOLOGICAL DATA FOR COLUMBIA, S. C., FOR THE YEAR 1899.

U. S. DEPARTMENT OF AGRICULTURE. Weather Bureau.	Elevation, feet.	Length of record, years.	Temperature, in degrees Fahrenheit.							Precipitation, in inches.				Sky.				Prevailing direction of wind.
			Mean.	Departure from the normal.	Highest.	Date.	Lowest.	Date.	Mean daily range.	Total.	Departure from the normal.	Greatest in 24 hours.	Total snowfall (unmelted).	Number rainy days.	Number clear days.	Number partly cloudy days.	Number cloudy days.	
JANUARY	336	44.6	-1.8	76	6	32	2	20.6	5.41	X1.61	1.46	4.9	13	10	5	16	NW	
FEBRUARY	43.0	7.0	78	5	3	14	20.9	8.49	X4.31	2.30	11.8	15	7	10	11	NW		
MARCH	56.0	X1.8	84	28	20	7	33.9	3.57	-0.96	1.12	T	11	9	10	12	SW		
APRIL	60.8	-3.2	86	14	32	5	21.6	2.43	-0.35	0.97	0	5	10	8	12	NE		
MAY	75.6	-3.6	99	17	50	25	24.3	0.65	-3.21	0.39	0	6	12	9	10	SW		
JUNE	81.0	X1.9	103	10	55	18	24.2	2.56	-1.60	0.93	0	9	13	4	12	SW		
JULY	82.0	X0.7	105	15	61	2	24.4	5.27	-0.33	1.79	0	12	7	12	12	SW		
AUGUST	82.2	X3.2	100	4	66	30	21.3	6.28	-0.57	1.73	0	13	9	15	7	NE		
SEPTEMBER	73.5	-0.3	97	7	45	28	21.7	3.13	-0.99	2.24	0	9	14	11	5	NE		
OCTOBER	64.2	X0.1	88	19	42	2	20.5	6.95	X4.56	2.32	0	7	11	9	11	NE		
NOVEMBER	55.2	X0.3	79	23	33	4	22.2	1.89	-0.45	1.48	0	5	15	3	12	NE		
DECEMBER	45.2	-3.2	73	19	17	30	22.7	3.01	X0.07	0.79	0.4	9	10	14	7	N		
Mean Temperature	63.6	X0.5	105	July 15	-2	Feb'y 14	22.3	49.74	X2.19	17.1	114	127	119	119	119	NE		

J. W. BAUER, Section Director.

HOMES, STREETS, PARKS, ETC.

THE streets of a city are indices by which the observer quickly measures the quality of her citizens. On all sides he discovers objects of interest and, if present, of admiration. The impression made upon the traveler remains with him; these impressions intagliated upon the mind are never



COLUMBIA FEMALE COLLEGE.

erased, and as they go to other cities on pleasure, business, or any other purpose, they speak their impressions to those around.

Columbia has many attractions as a city. Her location is everything that can be desired as a place of residence, and her eligibility as such has exerted a powerful influence in the development of her natural resources. Her broad streets and wide business thoroughfares; her gravel and shell roads affording fine opportunities for driving; her numerous elegant private residences and fine public buildings, parks and suburbs, her shaded avenues intersected here and there with churches, seats of learning, club-houses, societies and halls, with an excellent market well stocked with all a good housewife may desire; elegant stores stocked with all the latest fabrics and materials—all combine to make Columbia an attractive place in which to live. The rents in Columbia are reasonable; the cost of building reduced to a minimum, and the expense of living as low as that of any city South, while there are always opportunities



RESIDENCE JULIUS A. WALKER.

offered for employment to skilled artisans and day laborers. The solidity of Columbia in point of healthy growth—socially, morally, as well as architecturally—is perhaps not as fully estimated by the general public as it should be.

THE RICHLAND COUNTRY CLUB.

The Richland Country Club was organized in the spring of 1899, and soon enrolled one hundred and sixty members. The Club purchased one hundred and twenty acres of land near Columbia, and laid off a fine series of golf links.

The Club House, which has just been completed and furnished, is beautifully situated in the center of the grounds, and commands a view of the whole surrounding country, affording one of the most pleasant views to be found about the City of Columbia. The house is large and airy, with café and

kitchen, dressing rooms for ladies and gentlemen, a large reception room and an extensive verandah. In the interior there are fitted up elegant modern bath facilities.

A number of Columbians, both ladies and gentlemen, play the fascinating game, and the Club House is a favorite terminus for driving, riding and cycling parties during the golfing season, which in this delightful climate includes fall, winter and spring, and a good part of the summer.

The members are determined that the Richland Club shall stand among the first in outfit

and attractiveness for both members and visitors. It is expected that many northern visitors will avail themselves of the fine opportunity here offered for indulgence in this invigorating and pleasurable sport. They will

be gladly welcomed by the members to participation in the delights of the game. Driving parties will be accommodated with shelter for their teams. It is confidently expected that this will soon become one of the greatest attractions of an unusually attractive city and community.

The Club grounds are conveniently located upon the line of the Columbia Electric Railway Company, and are therefore easy of access at all

times to lovers of the sport who may be desirous of availing themselves of the courtesies of the grounds as extended by the Club.



RESIDENCE J. M. VAN METRE.



RESIDENCE JOHN FITZMAURICE.

EDUCATIONAL.

AS an educational center Columbia stands pre-eminent among those of the front rank; the cultivation, refinement and social character of her people make it a desirable community in which to educate children. Its position as a center of wealth, refinement and culture, give it a high rank, not only in the State, but in the South.

The total number of public schools in the county is 83, with an attendance of 7,088 pupils, requiring the services of sixty-nine first grade and fourteen second grade teachers. The cost of maintenance for the year ending was \$34,981.84. These figures do not include private educational institutions.

THE SOUTH CAROLINA COLLEGE.

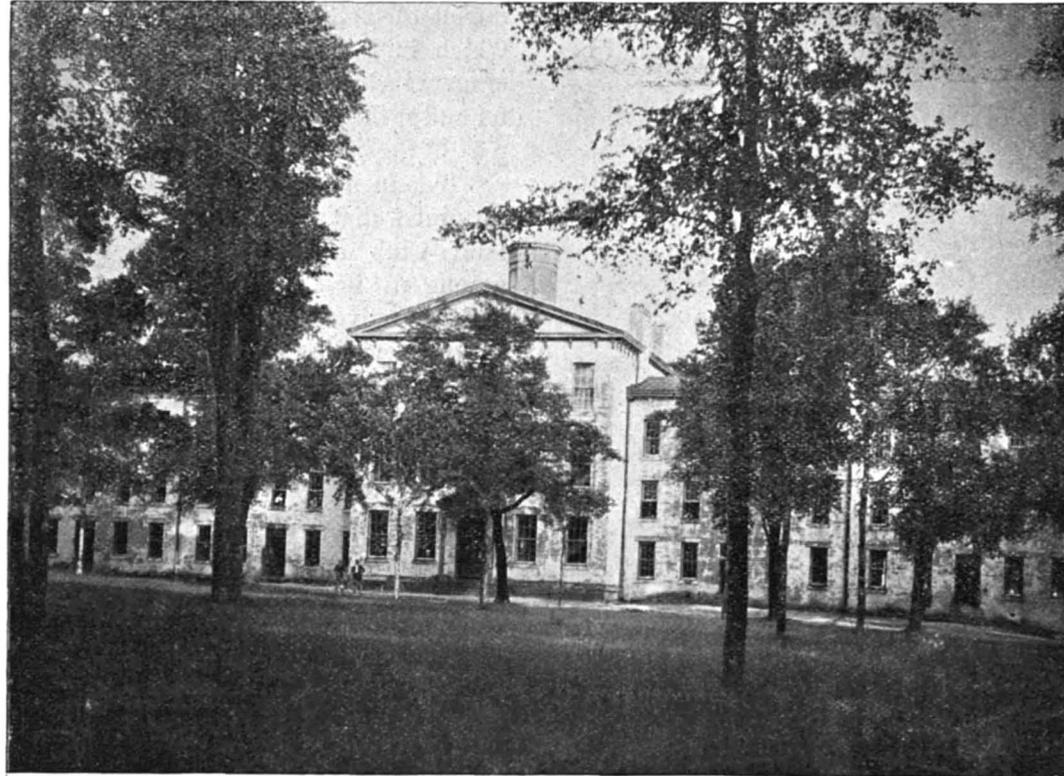
This fine old institution is among the oldest educational foundations in the South. It was established one hundred years ago, and numbers among its alumni many of the most noted names in the history of the nation.

It occupies with its buildings and grounds forty acres of land in the southeastern part of the City of Columbia. Twenty acres are enclosed by a brick wall; within this enclosure nine large buildings, arranged about a quadrangle, afford ample accommodation for its students and faculty. The quadrangle or "campus," as it has been called for a hundred years, is grass-covered and shaded by noble trees, some of which saw the first foundation stone laid. The quiet classic air that should make a great educational seat is characteristic of these surroundings, one being impressed with the suitability of the site and the buildings to the uses of education and culture. The library is especially attractive, and is stored with the literary riches of the past; over thirty thousand select volumes are here housed, and so catalogued and registered as to be readily available. The laboratories,

lecture-rooms, cabinets and collections are the best in the State; the gymnasium is well equipped; the athletic grounds are not surpassed for comfort and convenience by any college in the South.

The College from its first opening has been a chief exponent of the admirable honor system among students, which has done so much to elevate and purify the tone of Southern college life. The students themselves are the administrators of this system. The long line of scholars who have honored and ennobled the history of the College has given to the State and to the nation a corps of trained minds and noble hearts unexcelled by any other institution in our land.

The College is just entering upon its second centenary, with inviting prospects and widening opportunities. It needs only the nourishing care of the State it has so honorably served to assure it a future of usefulness and blessing to the sons and daughters of South Carolina, and ensure the benefits of Christian culture to those who come after.



E. RUTLEDGE COLLEGE.

CHAPEL.

W. RUTLEDGE COLLEGE.

THE SOUTH CAROLINA COLLEGE.

PRESBYTERIAN THEOLOGICAL SEMINARY.

The Seminary was founded in 1828 by the Synod of South Carolina and Georgia, which occupied the territory now embracing the three Synods of South Carolina, Georgia and Florida, so that these other Synods when they were formed assumed for themselves the covenant relations entered into by their forefathers. The Synod of Alabama entered

into the same compact in 1857. Dr. Goulding was elected the first professor in 1828, and during 1829 taught five students, while continuing his pastorate in Georgia. In January, 1830, he and his students removed to Columbia. In January, 1831, the present building was occupied and Dr. Howe was elected his co-professor. In 1854 Simons' Hall was erected through the liberality of Mrs. E. L. Simons, of Charleston, and in 1855 Mrs. Agnes Law, of Columbia, provided for the erection of the dormitory that bears her name. The Seminary

occupies a beautiful square of four acres in the heart of the residence portion of the city, on one of the electric lines, opposite the Presbyterian College for Women, four squares from Main Street and the same distance from the Southern depot. The second floor of the central building is used for lecture rooms, the third floor for the library. This building is flanked by Law Hall and Simons Hall, the dormitories. These have each twenty-four rooms, commodious, well ventilated and lighted. The Chapel is the brick building on the east side of the square; the mess-hall is on the west side.

PRESBYTERIAN COLLEGE FOR WOMEN.

The Presbyterian College for Women is just opposite the Presbyterian Theological Seminary, and occupies the whole block on Blanding Street, known in late years as the Preston Place, but better remembered in former times as the Hampton House. The grounds are embellished with fountains, ornamental trees, flowers and shrubbery of all kinds, and are well equipped with croquet grounds, tennis courts and other means of healthful amusement. No school in the United States has more beautiful and inviting pleasure grounds. They are surrounded on three sides by a high brick wall, so as to give privacy to the students in their hours of exercise and recreation.

The former family mansion, which of late years has been much enlarged and improved, contains the drawing room, parlor, reception room, library, dining and music rooms, the infirmary, and a few dormitories.

The main building was build for college purposes, and is admirably adapted to its end. It contains a handsome and commodious auditorium, with two

stories of recitation rooms, all communicating by folding doors, the upper story forming a gallery for the auditorium on public occasions. In the rear, but connected with the auditorium, is a large sheltered porch, surrounded by an arcade, for exercise in inclement weather. Above the porch is the well arranged studio. The second and third floors of this building contain the dormitories for resident pupils. With few exceptions, the rooms are for only two occupants. There is not a dormitory which is not bathed in sunlight for one-half the day, morning or evening. The windows of the dormitories command a beautiful and an attractive view. Every room is comfortably furnished, lighted with gas and heated by hot water pipes. Each floor is supplied with hot and cold water, bath rooms and first-class sanitary arrangements.

Science Hall, a few yards distant from the other buildings, is appropriated to scientific work. It contains lecture rooms, chemical, physical and biological laboratories, with a cabinet of valuable geological specimens.

The College was chartered by the South Carolina legislature as the Presbyterian College for Women, of Columbia, S. C., with the right and authority to confer the usual de-

grees upon its graduates. It was founded by the Presbyterians of this State to give preparatory and collegiate instruction of the best character to their daughters. From the first year of its existence it has been patronized not merely by Presbyterians, but has been largely supported by adherents of other churches. The institution is now under the entire control of the following Board of Directors: Messrs. W. A. Clark, W. J. Duffie, James

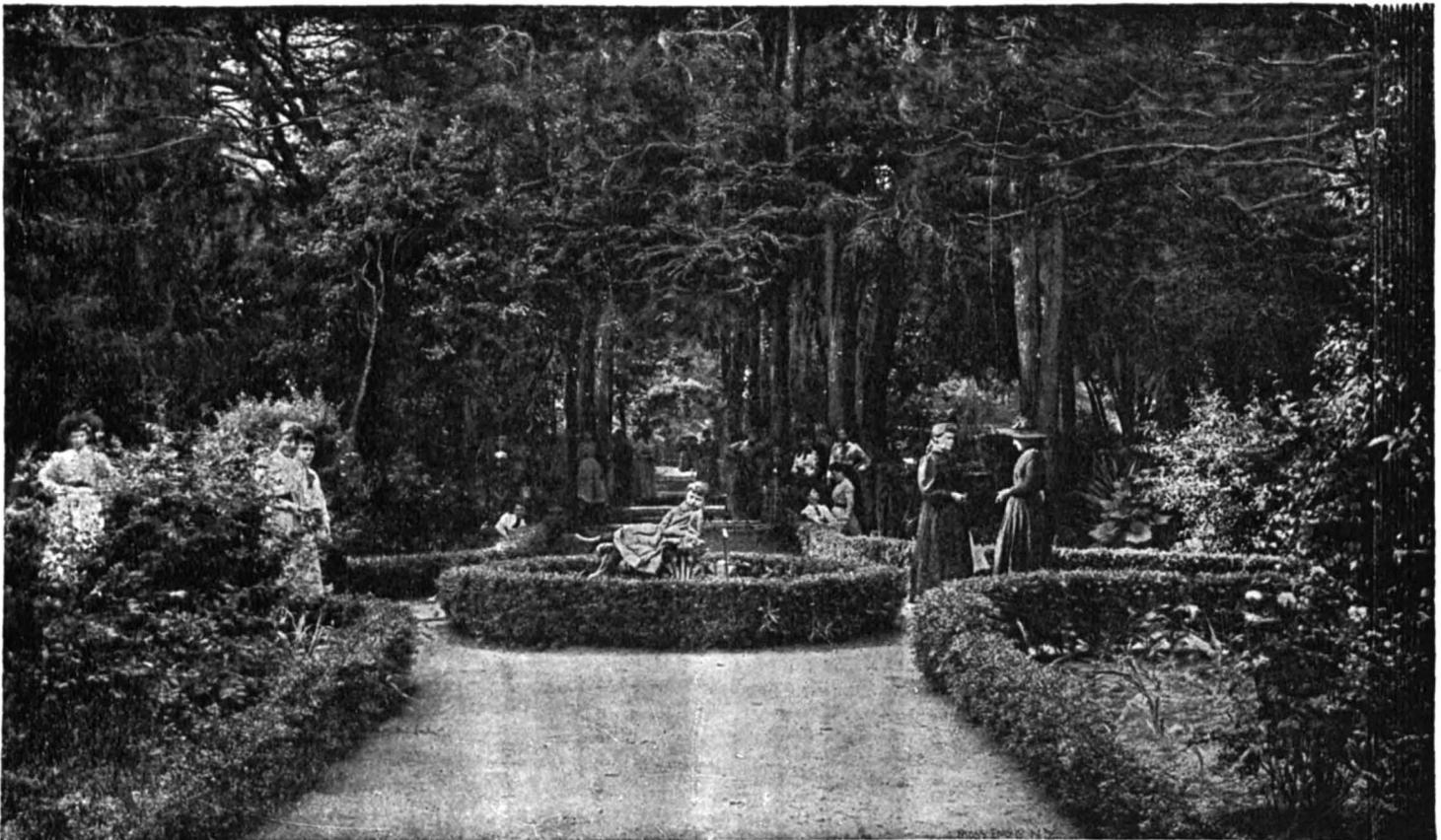


PRESBYTERIAN THEOLOGICAL SEMINARY.

PRESBYTERIAN COLLEGE FOR WOMEN.



BLANDING STREET FRONT.



VIEW IN EASTERN PART OF GROUNDS.

Allan, J. W. Flinn, W. B. Lowrance, A. H. White, T. S. Bryan, George H. Cornellson and John McSween. The present faculty consists of Robert P. Pell, President, with eighteen able assistants.

The following special features, forming a portion of the governing policy of the College, are worthy of careful consideration:

1st. The close attention paid to the individual pupil. In order to accomplish this only seventy boarders are taken, and an unusually large faculty is employed for their instruction.

2d. The home-like tone pervading the institution. It is the endeavor to make for the pupils a genuine Christian home. Teachers and pupils are intimately associated out of the class rooms as well as within them, and cultivate the most friendly relations.

3d. The cultivation of the sense of personal responsibility. The discipline of the school is based primarily upon a direct appeal to the conscience.

4th. The full and high grade courses of study. The young women of the South are aspiring to a higher standard of scholarship, and are capable of mastering as extensive and thorough courses as are offered to our young men.

It is proposed to give them such opportunities here, and to develop a system of collegiate training peculiarly adapted to their needs.

The degrees of A. B. and A. M. are conferred by the College, as is also that of Mus. B. in the department of music.

The course of instruction offered is embraced in the preparatory, academic, collegiate, pre-medical, music, art, elocution and physical culture, and commercial departments.

In addition to the colleges sketched above the following institutions are located at Columbia: Columbia Female College, chartered 1854; Ursuline Convent, founded 1858 by Ursuline Sisters; Allen University, A. M. E., colored, founded 1881; Benedict College, colored, founded 1870.



PRESBYTERIAN COLLEGE FOR WOMEN—Main Dormitory.

JOURNALISM.

COLUMBIA has always given a liberal support to its newspapers, and Columbia journalism has ever been conspicuous for its strong and conservative character. The city has always given a liberal support to its newspapers, with the result as shown herewith.

THE DAILY RECORD.

The Daily Record was founded as an afternoon daily by Geo. R. Koester, April 26th, 1897. Mr. Koester, who is a young man of much ability and experience, has since the inception of his paper enlarged the same from a six-column to a seven-column sheet. Under his able management "The Record" has steadily kept pace with the Capital City's development, and within the last few months has been organized into a chartered company with an authorized capital of \$10,000. "The Record" is published daily except Sunday.

Charleston "News and Courier;" branch office; Col. August Kohn, resident representative and correspondent.

"The State;" daily and weekly; The State Co.

"The Carolinian;" published at South Carolina College.

"Christian Neighbor;" weekly; S. H. Browne.

"The Way of Faith;" weekly; Rev. Jno. M. Pike.

"The Church Messenger;" monthly.

TRANSPORTATION FACILITIES.

THE relations to a city of its radiating lines of travel will always indicate the measure of its present and future prosperity. The facilities enjoyed by Columbia for transportation of passengers and freight, both by rail and water, are superior to those enjoyed by but few other cities; with three great trunk line systems entering into and departing from her doors through eleven different lines of route, reaching into and

tapping the most desirous of tributary territory, her future seems bright indeed. Columbia has in active operation two trunk lines to the seaboard, three to the Northern and Eastern markets, two to the West and the great Northwest, and four into Georgia and Elorida. The three largest systems of the Atlantic Gulf and Southern States center into "The Capital City," viz: The Southern Railway, The Atlantic Coast Line and The Scaboard Air Line. In addition, the advantages she possesses by way of water transportation, treated upon in the following article, cannot be approximated to their full value, as they are yet in their infancy as to development.



WASHINGTON STREET METHODIST CHURCH, SOUTH.

CANAL SYSTEM.

COL. S. A. PEARCE.

WE would not do justice to the subject of water transportation did we fail to mention the important part which this State took in providing water transportation from the interior of the State to the seaboard by the building of canals connecting with the navigable rivers of the State before any railroads were built in this country.

It was nearly one hundred years ago when this great work was begun, and now, in the beginning of a new century, its importance is felt. The rivers

of the State are being opened and our harbors made more accessible for shipping by the United States Government. It is a work of national importance which will benefit the whole country.

The Santee Canal was commenced in 1792 and completed in 1802, being 22 miles from Charleston, S. C., and opening up navigation to Granby, two and one-half miles below Columbia, at a cost of \$720,000.

The Winyah Canal, 7.40 miles in length, was built in the year 1802. The Catawba Canal, 8.50 miles in length, was built in 1802. The Wateree Canal, 4 miles in length, was built in 1826. The Saluda, or Columbia Canal, 6.20 miles in length, was

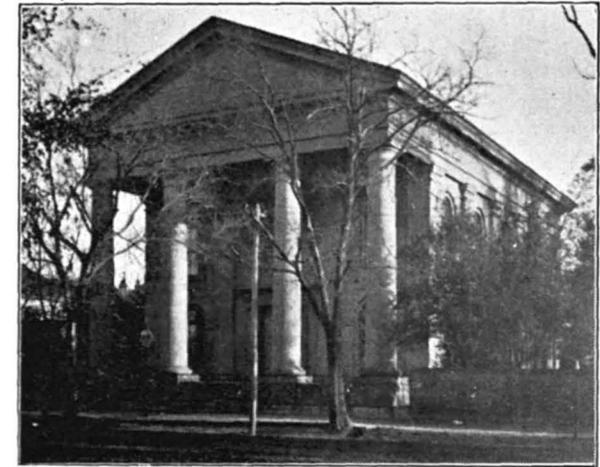
completed in 1826. Drehrs, Loricks and Lockhart Canals were completed in 1825. The points connected by these canals are as follows: The Santee Canal with Santee River and Charleston. The Winyah Bay with Kinloch Creek. The



EPISCOPAL CHURCH.

Wateree Canal with the Wateree River and Jones Mills and Elliots Mills. The Saluda Canal with the head of Saluda shoals. Granby Ferry and Congaree River. Drehrs Canal was around the falls of Saluda River. Loricks Canal was on Broad River. Lockharts Canal was on Broad River.

A large amount of boating was done on the Columbia Canal. Considerable merchandise was brought down the Saluda and Broad Rivers and through the Canal to Columbia and to



FIRST BAPTIST CHURCH.

Grauby, where it was transhipped on board of steamers running to Charleston.

WATER TRANSPORTATION FOR COLUMBIA.

In 1884 the Columbia Board of Trade took up the subject of reopening the Congaree River, and the commercial importance of river navigation was presented to the Congress of the United States through the officers of the U. S. Engineer Corps in charge of the river and harbor improvements in South Carolina. Extracts from the letters of the President of the Board of



ST. PETERS CATHOLIC CHURCH.

Trade and Mr. Reid Whitford, Assistant Engineer, and from the report of Capt. W. H. Bigby, of the Corps of Engineers, U. S. A., give some of the reasons for asking the appropriation which was made for this work.

Captain Bigby said in his report: "I believe that a due consideration of the navigable needs and commercial statistics of this river as shown in my report of its preliminary examinations will show that it is worthy of national assistance.

"If the Congaree River were opened to navigation it would probably receive 130,000 tons of freight per year."

Extract from the letter of S. A. Pearce, President of the Columbia Board of Trade, to Mr. Reid Whitford, Assistant U. S. Engineer in charge of river and harbor work at Georgetown, S. C., dated October 20th, 1884, and made a



RESIDENCE M. A. MALONE.

part of the report to the Chief of Engineers, U. S. A., by W. H. Bigby, Captain of Engineers, U. S. A.:

"Columbia has watched with great interest the work of improvement carried on by the United States Government below, on the Santee River and its outlets, and gathered fresh hopes from your visit that she will be placed in water communication with the world.

"This is the capital of the State, a city containing at least 14,000 inhabitants, and from its location is destined to be the great distributive center of the State. The great water power now being developed by the State will excel that at Lowell, and when utilized, as it is destined to be in a short period, will make this city the great manufacturing center of the South.

"The great drawback to some industries in the State is the lack of cheap transportation. There are immense growths of the most valuable timber in the upper parts of the State, which can be rafted down Broad River and find its way to a profitable market if it can have



RESIDENCE M. L. KINARD.

water transportation from Columbia. There are quarries of granite within close proximity to the Congaree River, near the city, that could furnish millions

of tons of rock for jetty work on the South Atlantic coast and the cities bordering on the coast. The great cypress swamp below Columbia, which has an almost inexhaustible supply of this valuable timber growing upon it, would

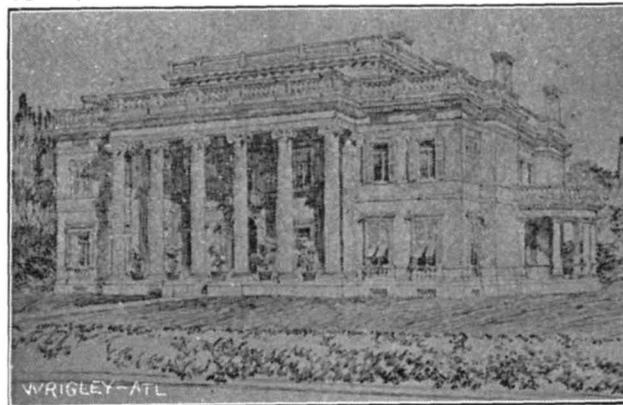


RESIDENCE J. F. ENSOR.

turn out from its stagnant pools that which makes to the wealth of the nation. All efforts to utilize this wood in the manufacture of shingles and woodenware have failed for want of cheap transportation and a convenient outlet.

“To the cypress must be added a great growth of hard pine timber, which will be made profitable to cut and saw for the markets.

“Cheap freights would bring settlers to locate along the river where the lands, I am informed, are rich and productive. I mention Senate Street for the present terminus of boating instead of the old point two and one-half miles below the city. This would bring the boats up abreast of the city. To stop at Granby would subject shippers to a haul of three miles over a bad road. The landing at Senate Street would be but four squares from the union railroad depot. I can assure you of the earnest support of our Board of Trade in furthering this important work which will be of national importance, benefiting the country at large.”



RESIDENCE E. W. ROBERTSON.

Extracts from the report of Assistant Engineer Reid Whitford, dated October 24th, 1884:

“The Congaree has its head at the confluence of the Broad and Saluda Rivers at the City of Columbia, the capital of the State; flowing thence in an

easterly direction for fifty or sixty miles it mingles its waters with the Wateree River and thus forms the Saluda River.

“The Congaree River is crossed at the foot of Gervais Street, Columbia, a mile or more below its head, by a through wooden toll bridge for vehicles, having ten spars resting on stone abutments, and piers having a total length of 1,357 feet. The river at this point is over 600 feet wide. The width of the river at ‘Old Granby’ is about 500 feet. Upon the whole the river is wide and deep for an up country stream. Probably in the improvement of it a depth of four feet can be made from its mouth to Columbia.



RESIDENCE EDWARD EHRLICH.

“The people express themselves as being extremely anxious for this river to be opened for navigation, which will give them water transportation for their freights direct between Columbia and Northern cities via Con-



RESIDENCE JOHN B. NORRIS.

garee and Santee Rivers, Mosquito Creek Canal and Winyah Bay Bar. They are of the opinion that four feet, even three feet, at dead low water would answer for the safe navigation of the river. The Congaree flows through a thickly settled, fertile farming country, producing a great deal of cotton, corn, etc., and very large areas of the best timbered lands are found along its banks.

“Up to the year 1845 two side-wheel steamers, the John Adams and Boatwright, drawing four feet, were running on the Congaree between Columbia and Charleston, but about that time they were taken off the river,

and since then the channel has become so obstructed by overhanging trees and fallen timber that no boats have been able to run. At present there is no commerce carried on over the river for reasons stated above, but



RESIDENCE DR. F. D. KENDALL.

Manufacturers' Club of Columbia, dated October 9th, 1899, Engineer Whitford says:

"Estherville-Mining Creek Canal at present is fifty feet wide and four feet deep at low water. Its final dimensions will probably be one hundred feet wide and six deep at low water.

"I would add that the depth in the canal at present at high water is seven or eight feet and when completed ten feet. The navigation of the Santee and Congaree Rivers is interrupted at dead low water by a few shoals, which will probably be removed in the course of improvement of these streams.

"The rivers are for the most part wide and deep, and excellent for navigation purposes."



McCREERY RESIDENCE.

there would be a large trade could it be opened for navigation from Columbia. That city has a very large and yearly increasing commerce, and is situated in the cotton belt of South Carolina."

It is 235 miles from Columbia to the mouth of the Santee. An important work in connection with the river improvement is the cutting of a canal from Santee River to Winyah Bay. In a letter to the Secretary of the Merchants' and

The deepening of the Winyah Bay Bar at the entrance of the harbor of Georgetown, S. C., will give a depth of fifteen feet of water on the bar at mean

low tide, and twenty-one feet at high water. A line of ocean steamers run regularly between New York and Georgetown.

Steamboats from Columbia will connect with ocean steamers at Georgetown and at Charleston, S. C. It will be interesting to read the following description of the work required to make the Congaree River navigable from Granby to Columbia.

Capt. F. V. Abbott, Corps of Engineers, U. S. A., in his report to the Chief of Engineers, states



RESIDENCE C. J. OLIVEROS.

that "The only practicable way this two miles of river can be used is to build a lock and dam and raise the water level just enough to enable steamers to pass over the ledges at extreme low water. A dam and lock near Granby, which would raise the low water level eight feet, would effect this result."

There is an admirable site for this purpose, where there is solid rock all the way across for a foundation at such a depth that a dam about fifteen feet above the foundation is needed. A fixed dam at this point would overflow a considerable quantity of land in time of extreme freshet, and might lay the United



RESIDENCE JOHN S. WILEY.

States open for suits for damages. It would also permanently raise the water level in the river above it as far up as Gervais Street at all stages. The canal already built for power purposes now terminates at Gervais Street, but the owners propose to extend it as far as Granby eventually.

The fixed dam should thus diminish the power head to be derived from the canal extension. If a movable dam be built the low water levels will be the only ones affected, as the dam will be lowered as soon as the river rises. The difference in cost is not enough to make it advisable to use a fixed dam. To obtain the most complete and reliable data for a movable dam at this point, the Great Kanawha River, West Virginia, was visited, and some of the dams in that stream were found to compare closely with that proposed for the Congaree. The estimate of cost is based on the actual figures for which the Kanawha locks and dams have been completed, allowing for differences in length of lock required and height of dam. The lock is estimated as fifty-five feet wide in the chamber and one hundred and fifty feet between quoins. This will admit steamers of the size best adapted for navigating the river; the lift will be eight feet. The movable dam estimated for is of the wicket pattern so successfully used on the Kanawha, the width of the navigable pass being one hundred and fifty feet. The estimated cost of this work is \$250,000.

The improvements of the Congaree River will commence early in the year 1900, and will be carried on until its completion. The work will be under the charge of Major E. H. Ruffner, Corps of Engineers, U. S. Army.

It means a great deal to Columbia to have steamboat navigation to the sea and the ports of Charleston and Georgetown, where transshipment of freight can be made to ocean steamers.

With eleven railroads entering the city, and river navigation, her facilities for transportation at competitive rates are equalled by but few Southern cities.

COMMERCIAL BODIES.

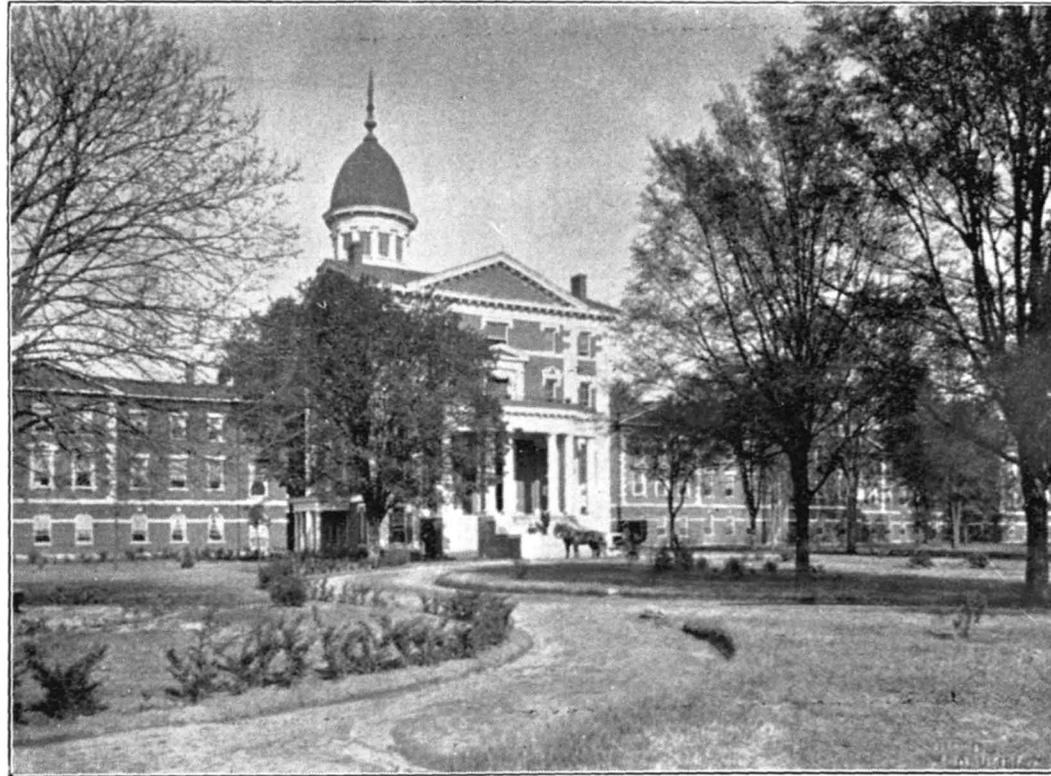
THE MERCHANTS' AND MANUFACTURERS' CLUB.

THE present officers of the Club, elected since the inception of this work, are as follows: Colonel Willie Jones, President; John B. Norris, First Vice-President; J. S. Moore, Second Vice-President; S. A. Pearce, Secretary; with the following as Governing Committee: R. A. McCreery, W. J. Murray, Edward Ehrlich, W. H. Lyles, E. W. Robertson, F. H.

Weston, W. B. Smith Whaley, M. C. Heath, W. T. Aycock, I. L. Withers, A. M. Meetze.

The objects of the Association are to maintain a Commercial Exchange; to promote uniformity in the customs and usages of merchants to inculcate principles of justice and equity in trade, to acquire and disseminate valuable commercial and economic information and generally secure to its members the benefits in the furtherance of their legitimate pursuits—the desire being to bring about more intimate social relations among the merchants, thereby establishing a greater degree of confidence, by which means the merchants may be enabled to correct trade abuses that may exist at any time, and also to promote the general interests of the mercantile trade and those of the city, as a whole, as well. Up to the time of its organization, the merchants were not in touch with

each other, and when any differences occurred, as trade abuses, there was no source to apply to receive the proper remedies. Since the organization of this body, the merchants have been benefited by the efforts of the Association, and its influence and work is felt more markedly in the matter of obtaining concessions as to freight rates that the city is entitled to, and as being a prominent factor in placing the natural resources of the city before those seeking for information.



STATE HOSPITAL FOR THE INSANE, COLUMBIA.

ONE OF THE LANDMARKS OF COLUMBIA.

It seems hardly necessary to introduce an institution that is recognized as one of the old landmarks of Columbia. The men that made Columbia thirty or forty years ago are rapidly disappearing from the scenes of business strife and activity. Many of the brave and sturdy hearts that composed Wade Hampton's battalion in the campaign of Virginia during the memorable period that ensued from '61 to '65, have paused by the wayside to rest and found that sleep that merciful Death bestows upon all mortals. Long years have passed, many have crossed the river, and only a few of the gallant comrades of the Confederacy are left that marched under the tattered, battle-scarred banner of the knightly Hampton. Alas! yes, only few remain, but the loyalty and valor of the silent comrades will never be forgotten by the living.

Among the living veterans of the famous Hampton battalion there are few who have been blessed with a more useful career and contented lot than Dr. David Luther Boozer, senior member of the firm of D. L. Boozer & Sons, dentists. Dr. David Luther Boozer was born in Lexington, S. C., Sept. 11, 1833. His father was a well-to-do farmer of Lexington, who gave his son the necessary educational advantages to prepare himself for the profession of his choice, which was dentistry. The young student had been engaged in the practice of his profession only six months, in the establishment of Roberts & Gregg of Columbia, when the senior partner, Roberts, died, and Dr. Boozer became a partner in the firm. Then came the Civil War, and Dr. Boozer joined the ranks of Hampton and served until the bitter end. On his return home his sadness was intensified by finding his office destroyed by fire. The prospect was discouraging in the extreme, but

Dr. Boozer had met misfortune more severe in Virginia and, while he had not conquered it, he had not allowed it to break his spirit. Resolution and energy were still left, and with these equipments he went to work to not only retrieve the past, but to build up a more substantial and successful future.

Dr. Boozer's love for his profession and interest in its advancement has led him to seek and obtain every device and invention of merit that had the reputation of improving dentistry and beautifying the human teeth. His

close application to business has built up such a lucrative practice that to-day, more than thirty-five years after the resumption of his business at the close of the Civil War, Dr. Boozer has not only all that he can attend to, but finds an amplitude of business for his two sons, J. William and J. Edwin, who are joint partners in the concern, both graduates of the University of Maryland, Dental Department, one of the leading medical colleges of the country.

The Dental Establishment of Dr. Boozer & Sons contains three of the most thoroughly equipped offices in this or any other State. Each office is in charge of a specialist. Dr. Boozer attends to extracting and making artificial teeth. J. William Boozer's specialty is filling teeth and treating diseases of the gums; while J. Edwin Boozer's specialty is crown and bridge work.

Dr. Boozer's Dental Depot is equipped with costly modern machinery that is found in few offices in the State, among which is the electric dental engine, cataphoresis process and many other appliances.

Dr. Boozer's art and skill in restoring facial expression and in producing natural appearance after loss of the dental organs, has made for him a wide-spread reputation.

These parlors are located at 1515 Main Street, Columbia, S. C.



INTERIOR VIEW OF D. L. BOOZER & SONS' DENTAL PARLORS.



Shoes ❁ Shoes ❁ Shoes

We are getting more business every day, and getting it on merit. But, we make no secret of the fact, we want, and are determined to have, more business. ❁ ❁ ❁ ❁

We buy direct from the manufacturers, **FOR CASH**, with all the discounts off, and solicit your patronage for everything in the shoe line. Our facilities are excelled by none. Mail Orders will receive prompt attention.

EHRLICH'S OLD RELIABLE SHOE HOUSES,

Nos. 1627 and 1643 MAIN STREET.

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Chartered 1863 (Stock.)

Life and Accident Insurance.

ASSETS Twenty-Six Million Dollars.

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RATES 15 TO 25 PER CENT. LESS
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MUTUAL COMPANIES.

Fire Insurance *IN STRONG OLD AMERICAN AND FOREIGN COMPANIES.*

All Kinds of Insurance. Real Estate Bought and Sold. Loans Negotiated.
COME AND SEE US.

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Wholesale
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1216 and 1218 Main Street,
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T. A. MCGREERY & COMPANY

DRY GOODS, MILLINERY, NOTIONS AND SHOES.

Our Dress Goods Department.

We keep FINE DRESS SILKS, the best, and strictly reliable BLACK GOODS, and all up-to-date novelties in Dress Fabrics.



Our Notion Stock.

You will find all the newest novelties. A full line of Stamped Goods. Battenburg Lace and Embroidery Silks. We are agents for America's Leading Corset "W. B." in thirty different shapes and qualities. We are agents for P. Centemerie & Co.'s Kid Gloves. "Every pair warranted."



Our Millinery Department.

We employ the best TALENT in the Millinery Art, and keep the best and most Fashionable Millinery in the State, at moderate prices.



Our Shoe Department.

You will find the best ladies' and children's Footwear at correct prices.

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Columbia Stationery Co.

(J. WILSON GIBBES, Manager.)

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Paper Bags and Twines,
Printers' and Stationers'
Sundries,
Stationery Specialties,
Fireworks.

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NORRIS, COONER & CO.



WHOLESALE GROCERS. & COMMISSION MERCHANTS.

Give us your Trade and Save Freight from Distant Markets.
COLUMBIA, S. C.

SEND YOUR ORDERS TO

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COLUMBIA, S. C.

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PROPRIETOR OF

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STEAM DYEING, REPAIRING, CLEANING.

Special Agent INTERNATIONAL TAILORING COMPANY, Imported and Domestic Fabrics. Highest quality garments at reasonable prices.

Sole Agent For the Celebrated TATE SPRINGS MINERAL WATER. Best on Earth for Indigestion, Kidneys, Stomach and Liver Troubles. For sale in bottles, cases, demijohns and barrels.

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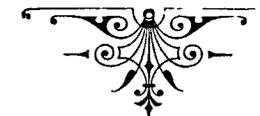
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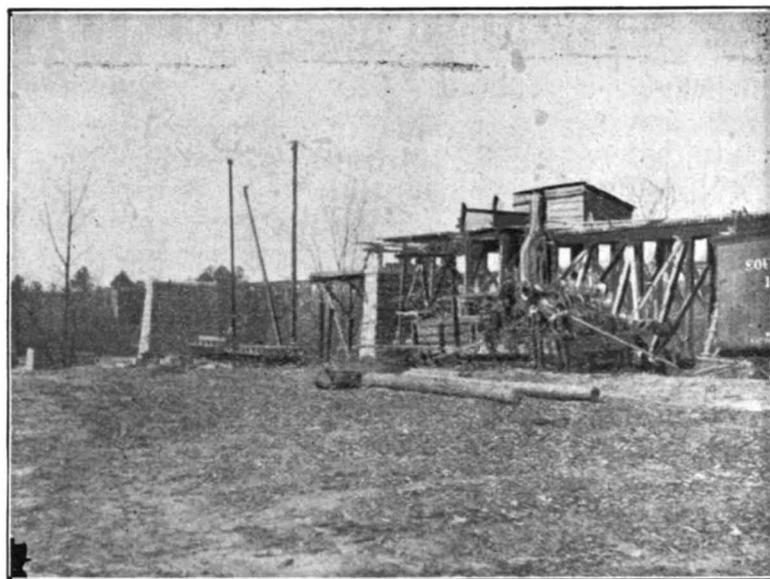


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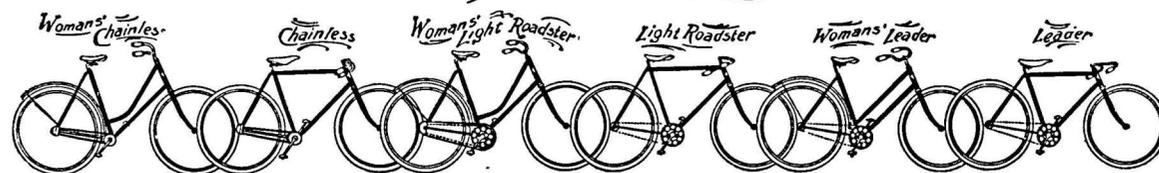
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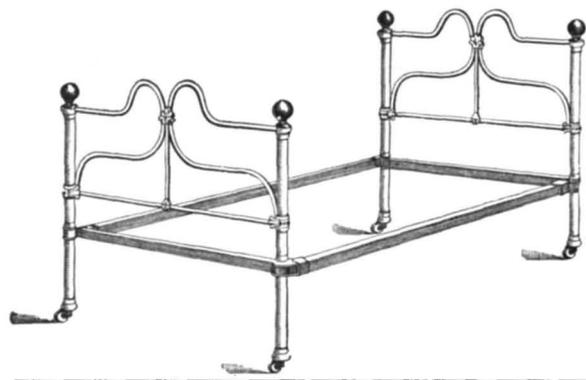
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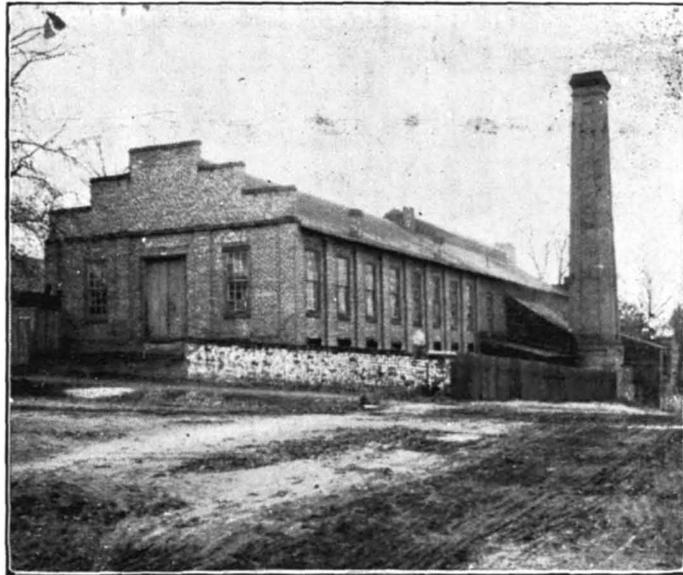
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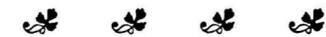
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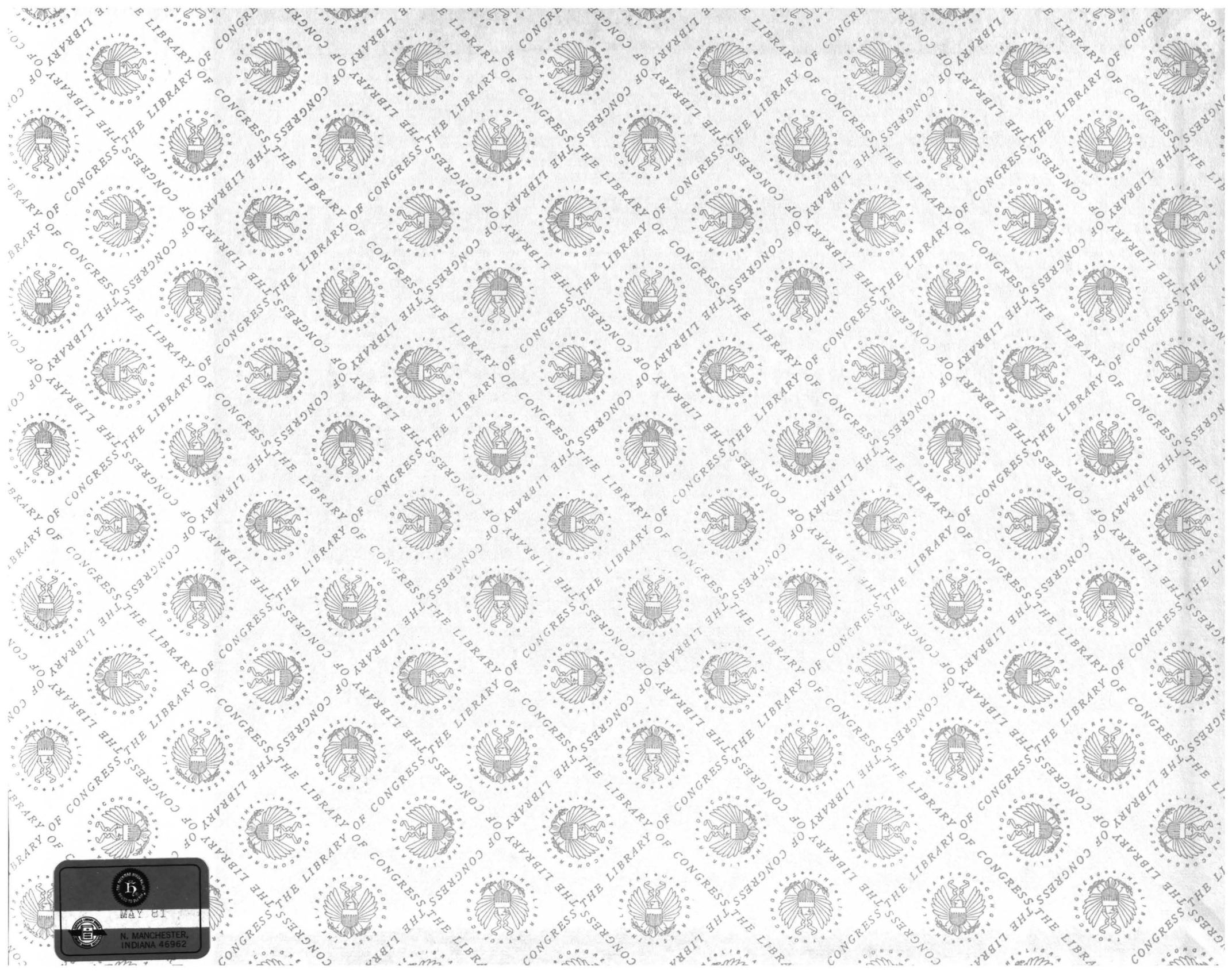
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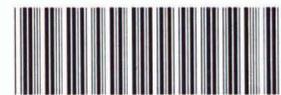
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