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ESTABLISHED 1860.

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SEMI-WEEKLY INTELLIGENCER
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L. M. GLENN... Editor and Manager

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All checks and drafts should be drawn to The Anderson Intelligencer.

ADVERTISING

Rates will be furnished on application.

No advertising discontinued except on written order.

The Intelligencer will publish brief and rational letters on subjects of general interest when they are accompanied by the names and addresses of the authors and are not of a defamatory nature. Anonymous communications will not be noticed. Rejected manuscripts will not be returned.

In order to avoid delays on account of personal absence, letters to The Intelligencer intended for publication should not be addressed to any individual connected with the paper, but simply to The Intelligencer.

SATURDAY, SEPTEMBER 18, 1915.

Mexican if Mexwll!

But if Mex' want then Meximust.

Prohibition will prohibit provided the law is enforced.

The Entente appears to be having about as hard a time getting that loan as some of the rest of us.

Something to worry yourself about: Forty-five Tourists' Yachts Burned at Miami.

"We believe in Johnston."—The Johnston Times. The faith almost makes us collapse.

The prohibition vote last Tuesday ought to show Charleston what the rest of the state thinks of her.

What will a South Carolina political campaign be without the liquor question.

Richland county voted against old Booze. But then Bob Gonzales isn't Richland county.

What has become of the old fashioned boy who used to take a baked sweet potato to school for lunch.

And now the boll weevil has broken loose in Georgia. How many more kinds of b... are going to break loose down there?

The Russians are said to have a lot of Vodka left on their hands. Why don't they use it against the Germans, in reprisal for the "liquid fire"?

The Newberry Herald and News announces that for the next thirty days a year's subscription to that journal may be had for \$1.19. Why the dollar, Bro Aull?

From a military standpoint, Great Britain could well afford to bribe the zepplins to invade England. Every time a few civilians are killed by an aerial bombardment there's a great rush to the recruiting stations.

The Orangeburg Times and Democrat comes to our attention this week in two sections of eight pages each and is labelled "County Fair Premium List Edition." It is a splendidly gotten-up edition, showing that an unusually attractive list of premiums are to be offered this year in one of the best fairs to be held in the state.

MR. FRETWELL WRITES ABOUT COTTON MARKETS

Excerpt from letter received by J. J. Fretwell: Hartwell, Ga., Sept. 15th., 1915. Mr. J. J. Fretwell, Anderson S. C. Dear Sir: I was in Royston, Ga., today and cotton sold for 11c cash, and seed sold for \$1.35 per 100 pounds. J. S. Heaton.

September 17, 1915. Editor Intelligencer:

I notice quite a few articles on the cotton situation in Anderson, and I hear the farmers talking all over the county about the market, expressing dissatisfaction with the plans and prices of buying cotton on this market. I know to my own certain knowledge that cotton has been selling from 25 to 50 points higher than the Anderson market, in Hartwell, Lavonia, Westminster and Seneca. We are losing our trade, not only in cotton but in other merchandise as well.

I was in Fork township Thursday. There are a large number of farmers who are closer to Anderson who are hauling their cotton and buying their goods at Seneca. Now I understand that the farmers are going to hold an indignation meeting here tomorrow (Saturday) and it seems a shame to me that the merchants of this town haven't any more pluck than to allow the trade to drift away from our markets.

Cotton should be kept equal in price with all the towns that I have mentioned above. To say that Anderson

THE COTTON MARKETS.

The Intelligencer is printing this morning a card from Mr. J. J. Fretwell in which he discusses prices paid on the local market for cotton and prices paid on markets of neighboring towns. It is an interesting and valuable communication and merits the study of every business man of the community. In an article carried in the new columns of this paper yesterday expression was given to statements obtained from various business men and farmers that are in substance similar to the assertions contained in Mr. Fretwell's communication.

This is an interesting subject. It is evident, however, that there is some valid reason why there is this difference in the cotton markets of the various towns mentioned, and The Intelligencer believes that the best means of having this matter cleared up, so there will be no further misunderstanding, is to have a free and frank discussion of the subject through the public prints. Suppression of facts in any matter that is not understood by the people will never clear up that matter so the people will understand it. With that end in view, The Intelligencer invites a discussion of the cotton market question that has been raised. If anyone desires to reply to the card from Mr. Fretwell or to the news article that appeared in this paper prior to it, The Intelligencer will gladly public such communications.

PROMISES WITHOUT PERFORMANCES.

The trouble with Germany's assurance of reform in her submarine warfare is that it is an assurance only in theory, with no guarantee of application to any particular case.

Germany promises not to attack passenger ships unless they first attack her submarines or try to escape when warned; and she announces that she has instructed her submarine commanders to that effect. But she leaves it to the commanders to use their own discretion in any concrete case, and stands ready apparently to back them up in any excuse they see fit to give.

In the Arabic case, the commander "thought the liner was going to try to ram him," or at least he reported that he thought so, or the German government reported that the commander reported that he thought so. And that settles it—for Germany. The mere fact that nobody on the liner—captain, crew or passengers—saw the submarine shelled her off she was out of range. And Germany calmly reports that the commander reports that it was so dark he mistook the nationality of the ship. In both cases she refuses reparation.

These, of course, are the flimsiest of excuses. Yet a great government uses them to nullify the effect of a pledge solemnly given us by its am-

County cotton is not as good as Hart County or any other of the counties which join us on the Georgia side, is foolish, and I have no doubt that all of Georgia cotton which brings better price is shipped to the mills of Greenville, Anderson and Spartanburg.

I understand that Mr. Elias McGee and Mr. Reeves Chamber are buying cotton at Starr and hauling it across the river and selling it at a profit. The poor people of this county can ill-afford to sell their cotton at prices under the market as they have been forced to do this fall, and last fall, too.

Now it is up to the merchants and business men of this town to say what they propose to do about it. We have been talking to the mill people for the last ten years and still cotton is being brought into the territory of these mills at probably from 50 to 60 points advance. I am an old cotton merchant myself, and never have seen the wisdom of the mill people in allowing cotton to go else where. The cotton to run the mills in our town should be bought here and I am quite sure that the mill presidents here will agree with me on that. Pay the price and the trade will come here. Keep a lower price on our cotton market than surrounding markets, and we lose both. I am in favor of organizing at once a fund for putting cotton on a parity with these other markets. What are the business people of Anderson going to do about it?

Yours truly, J. J. Fretwell.

bassador—and may keep on promising and dodging indefinitely.

Such equivocation, of course, is worse than no pledge at all, for it engages the nation by raising hopes and then dashing them down again.

How much longer is Germany going to treat the United States as a credulous and ignorant child? And how much longer is the United States going to stand for such treatment?

TWENTY-THREE GOOD AMERICANS

The Naval Advisory Board appointed by Secretary Daniels represents American talent and patriotism at their best. These men, standing at the head of their professions, are giving their best thought and effort to the nation without any expectation of reward save public appreciation. And even that will be felt only indirectly and at distance.

Their work for the navy department will not be done with a blare of trumpets. It will be carried on mostly in secret. The public will never know of the thought and labor devoted freely to the purpose of national safety by Chairman Edison and his twenty-two associates.

The manner in which these men were selected was admirable. Mere fame had nothing to do with it. Few of them are famous, in spite of their genius. The average citizen knows something of Hudson Maxim, Peter Cooper Hewitt and one or two others, but most of the remaining names are familiar only in the professions to which the men belong. No mere government official would have chosen precisely this group of specialists, or could have chosen them. They were selected by eleven great engineering and scientific societies, which knew their special fitness for the service expected of them. The only one of the entire number who combined great reputation with the homage of the engineering and scientific professions is Thomas A. Edison, perhaps the greatest of living Americans, who was naturally selected by Secretary Daniels to head the board.

The ready response of these learned societies, and the unhesitating acquiescence of the men they chose, afford inspiring examples of good citizenship. And these are not the only patriots waiting the word. It's likely that any profession or any trade would respond as promptly and gladly to any call for co-operation in perfecting the national defenses against possible danger.

VIEWS OF A BANKER.

Vice-President Beverly B. Harris of the National City Bank of New York, who has just completed a trip covering the South and Southwest and out to the Pacific Coast, in a comprehensive review of the business outlook, prepared for the Manufacturers Record of this week, says:

"The South and Southwest, in my opinion, are getting on a sounder credit footing than ever before, and my feeling is that these sections are about to enter the best and most prosperous epoch in their history. I look for a great advancement in population, wealth and the average condi-

tions of life within the next decade. One of the important factors in this will be a greater abundance of money and cheaper average interest rates. This territory produces real wealth—the consumable commodities which the world must have—and, with better methods in the future, is bound to become very rich and populous. Conditions, in my opinion, are now distinctly on the upgrade, and the outlook never more consistent for a return to real, genuine prosperity on a rock-bottom basis.

"Nothing is needed, however, but better credit methods and more thrift—as the experiences of the last twelve months have proven—to rapidly overcome the extravagance prior to that time and to get on a safe footing. This section is a big producer of wealth, and the average man is straightforward and a good moral risk.

"Nothing but drastic conditions can arrest such a general era of over-expansion and overspending as we had before the war. It is a very good thing that this has taken place and is now behind us. Looking to the future, the country has undoubtedly profited tremendously by the experiences of the last year and the lesson taught by them.

"The most striking thing in the present situation is the remarkable contrast with conditions prevailing a year ago. The general level of prices of live stock, hides, grain, sugar, copper, zinc and other important products has advanced to a highly profitable basis. The cotton situation, a year ago regarded as deplorable, has greatly improved, and, on the present economic position of the staple, advancing rather than declining prices appear most probable if carried along and intelligently marketed. In sections where money is nearly always scarce and dear, the banks are not only rediscounting heavily as usual in advance of the crop movement, but are actually, in a surprising number of instances, in surplus funds and complaining of a lack of legitimate demands for the employment of these funds."

PENDING MILLIONS IN SOUTH.

Many Southern railroads are making heavy expenditures for improvements, indicative of their appreciation of great business development in the near future, which will make these enlarged facilities necessary. In a general summary of what the roads are doing, the Manufacturers Record refers in detail to a few of these notable improvements, such as the big station and terminal which the Trans-Mississippi Terminal Co. is building at a cost of about \$5,000,000 for the Texas & Pacific Railway and the Missouri Pacific Iron Mountain Lines at New Orleans; the docking and wharf accommodations which the Ocean Steamship Co., a subsidiary of the Central of Georgia Railway, is building at Savannah at a cost of \$1,000,000; the \$1,000,000 bridge which the Chesapeake & Ohio Railway is erecting over the Ohio River on its northward extension from Kentucky to Columbus, and the big bridge and other improvements at Memphis, costing in the aggregate about \$5,000,000. Even these few pieces of construction represent an expenditure totaling about \$12,000,000, this not considering the 28 miles of the Chesapeake & Ohio Railroad from the river to a point near Columbus, and which will cost \$3,500,000 more.

But this aggregate is only a small portion of what the lines have recently done or are about to accomplish. For instance, there is the completion of the first unit of the Pinyon Yard of the Southern Railway at Birmingham, which cost \$661,000 and which will be enlarged as soon as the demands of traffic make it necessary; the construction of an 85 mile extension of the Seaboard Air Line from Charleston to Savannah, just begun and to cost several millions of dollars; the award a week or two ago of construction contracts for new shops for the Seaboard at Portsmouth, Va., at a cost of \$500,000; the letting of several million dollars' worth of double-tracking contracts by the Southern Railway in Virginia, North Carolina; the completion lately by the same company of a large coal-handling plant at Charleston for the export shipment of fuel; the building of the Paducah & Illinois Railroad Co.'s bridge, known as the Burlington bridge, to cost \$3,000,000, across the Ohio at Metropolis, Ill., and which will connect the Burlington system with the Nashville, Chattanooga & St. Louis Railway via Paducah; extensive yards being also constructed on the Kentucky side of the river for the accommodation of the interchange freight over the route between the South and the West and No. 2 west. These are the two coal piers to be built at Baltimore by the Baltimore & Ohio and the Pennsylvania

HERE are the smartest, the most exclusive fall colorings, styles, shapes in B-O-E Special celebrated hats; the progressive ideas in these masterpieces of hat production. The seasons favorite high crown, roll brim soft hat—the "Event" a wonder for quality and style \$4. Featherweight soft hats in pearl, greens, browns grays. An exclusive style feature here at \$3.50. Wonderful productions in the newest shapes and shades. Large assortment. Evans \$2 quality at. Hats with B-O-E assurance of satisfaction \$2, \$3, \$2.50, \$4, \$5. B.O.E. Evans Co. SPOT CASH CLOTHIERS "The Store with-a Conscience"



railroads, each to cost about \$1,000,000.

A great bit of work finished this summer was the electrification of about 30 miles of the Norfolk & Western Railway between Bluefield and Vivian, W. Va., to handle the heaviest coal traffic over heavy grades on its way to tidewater, and which has fully realized expectations in the matter of economy of operation and increase of operating capacity. The opening of traffic of the Carolina, Clinchfield & Ohio Railway's extension to Elkhorn City, Ky., must also be remembered. It cost \$5,500,000 and required several years to build, and down at Dallas Tex., there is under construction a \$5,000,000 passenger terminal for the use of all the railroads entering there, while the Louisville & Nashville Railroad has bought 43,000 tons of steel rails and the Atlantic Coast Line 20,000. These and various other betterments of different degrees of magnitude are now in progress, affording encouragement and promise of general improvement in industry and enterprise. They show that despite many handicaps the railroads of the South are preparing for great things in the future.

The Mutual Masterpiece that was to have been here yesterday was lost or sent to the wrong town somehow, but it will be returned here next Friday. This "Captain Macklin" is a magnificent motion picture, taken from Richard Harding Davis' book, and no one who likes a fine picture should miss this one. It will surely be here next Friday.

Yesterday a bright little lady upon going into Geisberg Bros' shoe store and seeing the display of men's hats on a back counter remarked to Harry Geisberg: "I'm surprised to see you going to such extremes (meaning hats and shoes) in your business," to which Mr. Geisberg replied: "You see, since the war, we have had to go to extremes to make both ends meet."

Last Sunday morning The Intelligencer carried a news article about a commission having been applied for by Messrs. E. P. Vandiver of this city and Mr. C. C. Jones of Starr for the Planters bank at Starr. The commission has been granted and the books of subscription to the capital stock will be open in the office of Watkins and Prince, attorneys, next Monday morning at 10 o'clock.

A LINE o' DOPE

Weather Forecast—Generally fair Saturday and Sunday.

Use of printer's ink in the advertising columns of The Intelligencer is a regular bonanza to the advertiser, according to "Judge" W. C. Broadwell who a few days ago inserted in this paper a small classified adv. announcing that he had opened up a real collecting and real estate business. As a result of that one adv., the "Judge" stated yesterday, he has had listed with him a total of 62 houses already. "I am loaded down," says he, "but there is always room for one more."

A certain business man of Anderson was shown the bed room of a lone bachelor on West Whitner street the other night, in which burned two incandescent lights. This extravagant bachelor slept midway between these two lights, and the wonder is how he slept at all with his room flooded with light. "Of course," he said, "if an optometrist were asked about that matter, he would expatiate loud and long about the danger to the eyes of this aforesaid bachelor, but in view of the fact that this lonely old fellow has a sleeping room in the lower section of the letter "E" in the electric sign of the Southern Public Utilities Co. right in between two incandescent lights, being an English Sparrow, possibly the eye doctor will not lose any more sleep over the "light sleeper."

At any time you are walking along West Whitner street, at night, stop in front of Fant's Book store and look up at the lower portion of the electric sign of the S. P. U. Co. and in the lower section of the letter "E" you will find this lonesome little English Sparrow, roosting between incandescent lights.

The show window of T. C. Cely company this week have two unusually

pretty displays in them. One is a beautiful arrangement of fall woolens and Stetson hats artistically arranged, and the other show window is composed of new fall shirts and beautiful neckwear. Messrs. Madden and Sullivan deserve considerable credit for these two windows.

Officer Charlie Sanders of the local police force is waiting for a \$25 reward which was offered by Dr. Halley of Hartwell for automobile tires stolen off his Hudson Six a few nights ago. Mr. Sanders found the tires in a house on the Anderson Mill hill Thursday it seems that a Georgia man stole the tires but thinking that the officers were getting close behind them brought them to Anderson and hid them. Four tires were stolen and Mr. Sanders found two of them.

Mr. Olin Sanders and Mr. Bowen, of the P. & N. yesterday received the motorcycles awarded in the voting contest waged by the Liggett and Meyers Tobacco company. Mr. Sanders tried his out yesterday and after receiving a fall stated that he thought he was going to like it all right.

Mr. Bob King, proprietor of the Hotel Chiquola, stated yesterday afternoon that his business at the hotel was greatly increased this fall over what it was last year. "Sometimes now I have more travelling men in one night than I had in a whole week this time last year. They are all talking about the good business they are having, too," stated Mr. King.

CLEVELAND'S TOWN "DRY" (Caldwell, N. J., Dispatch.) The council and voters of Caldwell tonight passed a resolution to make Caldwell "dry." The deliberations of the council, began a week ago were brought to a close tonight by 50 members of the W. C. T. U. headed by Philmore Condit, president of the Pacific Oil company, they called upon the councilmen and presented a petition expressing the wishes of 420 of the 737 voters of this place.

If the court of common pleas, which has the licensing power, approves the resolution Caldwell will have what it believes is practically local option. Incidentally, it is said, the "dry" will close Caldwell House, one of the oldest hotels in the state, which has entertained with its bar since 1732. No criticism of the hotel is made. It was said tonight that the rum and applejack drinking indulged in at church meetings was stopped in 1830 by a temperance society founded by the father of Grover Cleveland.

Asks City to Pay Jitney Damages. (From the Wall Street Journal.) Out in Ottumwa, Iowa, a jitney skidded from an iron grating in a gutter and was thrown into a street car, killing one of the passengers in the jitney. The estate of the dead man has now brought suit against the city of Ottumwa for \$20,000 damages, asserting that the city and not the street car company was responsible for the accidental death. It is alleged in the petition that the liability of the city accrued by its failure to adopt regulations for the operating of the jitneys, but permitted them to run unregulated and wild over the streets.

Mr. Geisberg, the potato chip man, has had built a very modern plant in which to fry his crisp potato chips and he stated yesterday that it was working very successfully.

The plant has a furnace somewhat like that used under an evaporator in making syrup. Over this furnace there is two vats in which the chips are cooked. A kind of basket concern holds the chips and they are dipped into the hot grease. After remaining there the necessary length of time, the basket is pulled up and all