

# MR. HENNING MAKES SUGGESTION-- GET THE CLINGFIELD ROAD HERE

Hon. W. N. Graydon Writes The Intelligencer of the Interest That is Taken in the "Seven-Hilled" City Over the Project

Editor The Intelligencer:

In these days of railroad and "rumors of railroads" it seems to me that very little has been said or possibly thought of the Carolina, Clinchfield & Ohio Railroad. This railroad, as we all know, is possibly the best equipped railroad in the South for freight business. It is not conceivable that it was the intention of the original builders of this line to stop at Spartanburg. In fact, it is very well known that it was the intention of the promoters of the Carolina, Clinchfield & Ohio to make Brunswick, Ga., the deep water terminus and with this intention carried out the railroad would touch Greenville and Anderson, thus reaching the most prosperous and wealthiest section of this state.

Revenue and Expenses of steam roads in the United States for month of September, 1913, shows the following net revenue per mile for the Atlantic Coast Line, the Seaboard Air Line, the Southern and the Carolina, Clinchfield & Ohio railroads:  
Atlantic Coast Line—\$32.00 per mile.  
Seaboard Air Line—\$178.00 per mile.  
Southern—\$247.00 per mile.  
Carolina, Clinchfield & Ohio—\$53.00 per mile.  
With a railroad making such a magnificent showing within 60 miles of us it would be hard to see if anything could be done towards extending this line, at least to Anderson.

D. A. HENNING.  
Anderson, S. C., Jan. 12, 1914.

# ADMINISTRATION OF RAILWAYS IS BECOMING MORE PRACTICAL

Old Order Is Changing In Railway Management. From the Ranks Have Risen New Officials.

THE old order is changing in regard to the administration of railroads throughout the United States and is yielding to a new order more in adjustment with the spirit of the times. Individualism and the gratification of personal ambition for empire making are rapidly becoming things of the past in the railroad business.

A few years ago financiers like E. H. Harriman were battling with each other for possession of strategic lines in order to choke a competitor and build up their own power. Today railroad men are coming into authority who are operating their roads with the idea that they will get their reward if they serve the people.

Instead of trying to see how much money they can make with poor service and skillful finance juggling, they

practical construction gang, overalls and the effect of the dawn of the new era in the Southern Pacific, with its allied lines. When Harriman was still alive he maintained his offices in New York and from there manipulated his railroads in a mighty battle with James J. Hill of the Northern Pacific lines.

Harriman was not a railroad builder. Railroads to him were so many stocks on the market and so many lines on the map. Others built the roads. He acquired them in Wall street. He bought them because he was able to buy when others had to sell. He had imagination and could picture red lines upon red lines on a map of the United States, showing the ever growing Harriman system.

Then he died, and the heirs and other stockholders put in new men to take his place. Men were chosen from the railroad's own territory to take up the management. In Portland, Ore., J. D. Farrell was placed in charge of the Oregon Short Line. In Omaha, A. L. Mohler took charge of the Union Pacific. In Houston, Tex., W. B. Scott was chosen chief of the Harriman line, E. R. Adolph was given a chance to run the Southern Pacific of Mexico, operating from Tucson, Ariz. At San Francisco William Sproule controls the Southern Pacific. Still greater directing hands bind the lines together, but the individual sections are operated from the territory the railroad serves and for the people it serves.

Family ties formerly played an important part in keeping incompetent men at the head of great railroads. They cut little figures now. Ability counts. Every new head of the Harriman line is a man who has come from the ranks. Some learned their railroad alphabet throwing switches and making telegraph keys. Some learned to dig for coal into a drobox.

Mohler started as a rate clerk on the Northwest. Sproule was a traffic man under the old Southern Pacific

regime and was later chief of transportation for the Guatemalan interests. He came to his present position from the presidency of the Wells-Fargo Express company.

When B. F. Bush became head of the Missouri Pacific the road had been deteriorating for years. Up to a few years ago Bush was practically unknown in the railroad world, but his wonderful ability as a railroad man was soon discovered and his advancement was fast. Few men have risen as rapidly as he has. The first position he held in the railroad world was rodman on the Northern Pacific. After a few years he became identified with coal companies and soon became an authority on fuel. He was thus thoroughly equipped for his first position in the Gould system, which was a fuel agent. When George Gould bought the Western Maryland Bush was elected president of that road. After his executive ability had proved this road on a good earning basis he was placed in charge of the Missouri Pacific, where his excellent administration is being felt.

Another man who has learned the railroad business from the ground up is Carl H. Gray, who started as a telegraph operator, and is now the president of the Hill interests.

A conspicuous example of the change from the rule of finance to that of railroad experience is shown in the new management of the Seaboard Air Line in the election of William J. Harriman to its presidency. He is a born railroad man, and the story is told of him that he learned his alphabet from a tin table.

The rise of the new men to the leadership of great railroads is due to their attitude toward the road and toward the public. They consider themselves trustees of public property and regard their business accordingly. Opposed to the notions of personal ownership and ambitious shareholders, they take the part of a man hired to run a railroad, and they have been successful.

# The Romantic History Of Panama Road, Built by Americans

SIXTY-FIVE years ago three Americans secured a concession from the Colombian government for a railroad across the isthmus. In 1847 a Frenchman had succeeded in getting a concession, but he could not raise the money to even make a survey, and when he dropped his rights the Americans went after them, and in December, 1848, Colombia granted permission for the road to William H. Aspinwall, John L. Stephens and Henry Chauncey.

The three Americans had in view the handling of the immigrants bound for the recently opened California country, and Aspinwall already had started a steamship line between Panama and San Francisco. The discovery of gold in California paved the way for the raising of the necessary money for a start.

But railroad building in 1850 was far from what it is today, and constructing fifty miles across a country which had the reputation of being the most unhealthy in the world was no easy task. After a year's work, when the line had been run only seven miles inland to Gatun, the money gave out altogether, and the promoters did not know which way to turn.

Then a bad wind and good luck came to the enterprise. A sailing ship bound for the mouth of the Chagres river, where it was customary to land passengers for a canoe trip up the river to within eighteen miles of the Pacific, was unable on account of storms to put in there and instead landed its cargo and human freight at Colón, the starting point of the railroad.

The seven miles of railroad became popular at once, and one may be sure that the rates charged were high enough to suit even a railroad taker-maker of today. But, despite the high rates, the seven mile road was so much better and faster than the Chagres river route to the same point that the company prospered, and money poured in again. From that day to this the Panama railroad never has passed a dividend and has paid from 3 to 61 per cent yearly.

It was in 1850 that the work was begun on the road, and five years later, on Jan. 28, the first railroad train was run across the continent.

The road was a trifle over forty-seven miles long and reached a height of 233 feet. European trade for the orient went by way of the isthmus, and Panama was once more a land of plenty. The road followed exactly the trail of the old Spanish mule trails. But now, instead of carting treasure in the shape of looted gold and jewels, the treasure train carried manufactured goods for far away countries.

In 1850 the first railroad across the United States was completed, and much of the freight trade and most of the passengers were diverted from the Panama route, but still the road continued to make money.

In 1881 the French Canal company, preparing to start work on the waterway, needed the railroad. The Frenchmen found it absolutely necessary, in fact, to carry out their plans, and so they purchased 68,887 of the 70,000 shares of stock for \$201 a share and assumed charge of the road.

In 1904, when the United States bought over all the rights to the canal, it obtained this stock and also bought up by private purchase the remaining shares, so that today the Panama railroad is owned by the United States, as is the steamship branch of the service.

The road is today one of the most complete in the world. The old rails have been replaced with eighty pound ones, and it is double tracked most of the way. One hundred ton all-bering locomotives are used, and the passenger and freight cars are the best made.

As the Panama canal, like the railroad, is following the original trails of the first adventurers, it has been necessary to relocate some of the lines, so that today it is running partly through a new country. The route over which the Panama railroad was built was known in the old days as the gold road, for it was traversed by gold seekers of all kinds from the earliest days to the time of the California excitement in '49.

This first railroad owned by the United States pays dividends and is run strictly on business principles. Colonel George W. G. Childs, the canal builder, is the president, and there never has been a suspicion of any of the graft or the playing of political favorites that every one said would mark a government owned system.

# Window Glass

Keep the cold out of your HOUSE by putting in new Glass in place of the broken ones.

We have a large stock of different sizes. If your window frame is of an odd size, we will cut the glass to fit without extra charge.

**Frierson's Pharmacy**  
(THE LEADING DRUG STORE)  
BELTON, SOUTH CAROLINA

# MR. MERCHANT

Did you ever notice our Electric Sign? No doubt you have. Most everybody has noticed it. Has most everybody noticed your sign? And are there a great many people who can positively remember to have seen your sign at all? Why not make it attractive enough to be remembered—attractive enough to indicate your desire to show people that you wish to attract them—that you want their attention and trade.

We would like to Talk Electric Signs with you.

**SOUTHERN PUBLIC UTILITIES CO.**

**WEST POINT APPOINTMENT.**

In addition to the vacancies in Annapolis there is also a vacancy in West Point Military Academy.

I have set January 24, 1914, at Anderson in the courthouse to select nominees for the Annapolis appointments, and applicants for West Point will be selected at the same time and place.

All applicants must reside in the Third Congressional district.

Applicants for Annapolis must be between the ages of 16 and 20 years. Applicants for West Point must be between the ages of 17 and 21 years. Applicants can select either place by notifying the examining board on the day of the examination, prior to taking the examination.

The same questions will be given applicants for both positions.

All applicants must be free from serious physical defects.

The mental examination will embrace arithmetic, algebra, geometry, trigonometry, plane geometry, English grammar, United States history and general history.

Persons desiring to take this examination should prepare themselves thoroughly for the successful candidates will have less than two months in which to prepare to enter the institutions named.

Wyatt Aiken, M. C.

Bright, attractive show windows act as a magnet to draw prospective customers to your store. These windows, if properly fitted with a display of your goods, and if this display is properly lighted, should pay the rent every month.

National X-ray reflectors place the light on the goods, not on the sidewalk or in your customer's eyes. There is one for every size window. Ask about 'em.

**F. S. Mauldin,**  
Electrical Contractor.

**Just Arrived**

THREE CARS

—of—

TENNESSEE and KENTUCKY HORSES and MULES

Mr. J. S. Fowler has returned from purchasing same and is offering them at

**BARGAIN PRICES**

—at—

**J. S. Fowler's Stable**

W. Benson St. Anderson, S. C.



Photo by American Press Association.



ALFRED H. SMITH, PRESIDENT OF NEW YORK CENTRAL.



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HOWARD ELLIOTT, PRESIDENT OF NEW YORK, NEW HAVEN AND HARTFORD, is the Lake Shore and Michigan Southern railroad when he was selected as president of the New York Central. He brought with him Alfred H. Smith, who had served as general superintendent of the Lake Shore. Just recently Brown retired and Smith succeeded him as president of the New York Central.

Smith started his career at the bottom, first as a messenger boy, then as a workman on a construction gang. He is another of the practical railroad men who are taking the control of American railroads from the Wall street financiers. Most of the great systems have entrusted the work and the honor. The way to the presidency of a railway formerly lay through Wall street; now it is in

**DEATH OF MISS COLLINS**

Had Been a Resident of Anderson For 22 Years

Miss Mamie Collins, who has made her home with her niece, Mrs. C. M. McClure, on Arlington avenue, died Wednesday morning after a brief illness. Her death was a great shock to the family as at 6 o'clock she seemed much better. She had lived in Anderson 22 years and had many friends here. The funeral services will be at St. Joseph's Catholic church Thursday morning. Announcements in a later issue.

**WIDEAWAKE PEOPLE SAVE MONEY BY READING THE ADS. IN THIS PAPER. WATCH THEM FOR BARGAINS**

**Piedmont and Northern Lines**  
THE GREAT ELECTRIC SYSTEM OF THE SOUTH

Between Anderson, Greenwood and Greenville, S. C. Effective Sunday, December 7th, 1913. Trains leave and arrive G. S. & A., Main street terminal.

LEAVE		ARRIVE	
No.	Time	No.	Time
30	6.30 a. m.	31	7.35 a. m.
32	8.25 a. m.	33	9.55 a. m.
34	10.30 a. m.	35	11.45 a. m.
36	12.05 p. m.	37	1.20 p. m.
38	2.15 p. m.	39	3.25 p. m.
40	4.55 p. m.	41	6.05 p. m.
42	8.00 p. m.	43	9.05 p. m.

C. S. ALLEN,

**McCuen**  
ON THE SQUARE

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Dry Goods and Notions, Ladies' and Children's Fine Shoes. BELTON, S. C.

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**SPRING GOODS**  
and are prepared to supply your wants in all FARMING IMPLEMENTS AT EXTREMELY LOW PRICES.

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OUR DRY GOODS AND SHOE STOCK ALWAYS COMPLETE.

**Belton Mercantile Co.**  
BELTON, SOUTH CAROLINA.