

Classified Columns

Want Advertising Rates

Twenty-five words or less, One Time 25 cents, Three Times 50 cents, Six Times \$1.00.
 All advertisement over twenty-five words prorata for each additional word. Rates on 1,000 words to be used in a month made on application.
 No advertisement taken for less than 25 cents, cash in advance.
 If your name appears in the telephone directory you can telephone your want ad to 321 and a bill will be mailed after its insertion for prompt payment.

FOR SALE

FARM FOR SALE—87 acres of good farming land, adjoining town of Iva. Has one 5-room dwelling, one tenant house 3-barns, six acres in good bottom, 20 acres of good oak timber land. Good well and spring; good orchard. I. E. Wiles, Iva, S. C. 8-4121

A GOOD FARM FOR SALE—164 acre Oconee county, South Union road. High state of cultivation. Well watered. Good pastures. Fine orchard and scuppernon vine. Four tenant houses and large barn. A bargain for some man. A. T. Thompson, Westminister, S. C., R. F. D. 3.

FOR SALE—250 farms So. Ga., West Green and Devon, Ga., \$10.50 round trip. If you are interested write or see me at once. C. E. Key, County Clerk's Office, Anderson, S. C.

FOR SALE—Tin fruit cans in any quantity from 1000 to 10,000. Quarts \$2.50 per hundred; No 1, \$2.00 per hundred. Cash with order. John S. Cromer, Phone 44, 927 W. Market street, Anderson, S. C.

WANTS

WANTED—Orders for cypress poles. Can furnish any length and size desired in a good grade of black and red heart cypress. Prompt shipments. Write me your wants and I will name delivered prices. Address J. U. Watts, Branchville, S. C.

WANTED—Lady helpers on Tailoring. Apply 132 E. Whitner street.

LOST

LOST—Between O. D. Anderson's store and the foundry, Tuesday after 6 p. m., one 17 jewel Howard watch, with Anniston, Ala., militia job. Paul Bradshaw, Phone 243. tf

GEORGIA PLANTATION FOR SALE

I have for sale one of the finest Plantations in Georgia; 1,100 acres, 46 miles from Augusta on fine auto road, 7 miles from county seat, of 1,500 population; 7 miles of another town of 1,200 population; 8 miles of another town of 1,000 population; 10 miles of another town of 1,500 population, all connected by fine, graded highway; nearly level, sandy loam and clay land; in thickly settled neighborhood; 750 acres cultivated; 1,350,000 to 1,500,000 feet pine saw timber; 2 nice 6 room dwellings; 15 tenant houses of 3 to 5 rooms each with shingle roofs, brick chimneys, glass sash; large barn, running water in one dwelling and barn from hydraulic ram; gin house with 70 saw gins, suction outfit, steam press and engine going with property. Store. Price only \$30 per acre; good terms of payment. This land will sell for \$50 per acre and upwards in a few years. New railroad surveyed through place. \$30,000 was refused for this place from an Anderson county farmer last December, who said it was the finest plantation he ever saw. Must bring the price named. This is undoubtedly one of the finest plantations in the state; very productive, and highly improved; all buildings nearly new. Send for photographs.
 H. C. MIDDLETON,
 Augusta, Ga.

Roan Mountain Inn

Situated 25 miles from Johnson City, Tenn. On the head waters of the Doe River, 2,000 feet above the sea level. Scenery of variety, beauty and grandeur. No malaria. No mosquitoes. Hot and cold baths in each floor. Wide veranda, high-class dining room service. Rates reasonable. For full information, write Dr. S. B. Wood, Roan Mountain, Tenn.

BOILERS, TANKS, STACKS, ALL KINDS OF MACHINERY AND SUPPLIES, REPAIRS—PIPE, GALVANIZED ROOFING—LOMBARD-IRON WORKS
 Augusta, Ga.

STOCK FOR SALE

We offer subject to previous sale or withdrawal, the following Stocks:
 10 shares Calhoun Mills Common Stock, Calhoun Falls, S. C. at \$45.00 per share.
 10 shares Williamson Mills Common Stock, Spartanburg, S. C. at \$30.00 per share.
 10 shares Drayton Mills Common Stock, Spartanburg, S. C. at \$35.00 per share.
FRESH & ISRAEL
 Charleston, S. C.

Crayton's Cream
 Is
Good Cream
 :: Ice Cream ::
 Eat More Of It.

If it your eyes or glasses in question! Alright then don't seek further, just see me. I specialize on these troubles and can give you that finish on work that spells satisfaction. Prices \$3.00 to \$5.00 up. Repairs 10c up.

DR. M. R. CAMPBELL
 112 W. Whitner St.
 Ground floor—telephone connections.

STOMACH TROUBLES

Mr. Ragland Writes Interesting Letter on This Subject.

Madison Heights, Va.—Mr. Chas. A. Ragland, of this place, writes: "I have been taking Theford's Black-Draught for indigestion, and other stomach troubles, also colds, and find it to be the very best medicine I have ever used.
 After taking Black-Draught for a few days, I always feel like a new man."
 Nervousness, nausea, heartburn, pain in pit of stomach, and a feeling of fullness after eating, are sure symptoms of stomach trouble, and should be given the proper treatment, as your strength and health depend very largely upon your food and its digestion.
 To get quick and permanent relief from these ailments, you should take a medicine of known curative merit.
 Its 75 years of splendid success, in the treatment of just such troubles, proves the real merit of Theford's Black-Draught. Safe, pleasant, gentle in action, and without bad after-effects, it is sure to benefit both young and old. For sale everywhere. Price 25c.
 N. C. 127

The Best TONIC

is outdoors and plain living but you need something to take and help, to keep your system regular in all its functions.

R. L. T.

Will Act on Your System

Like a summer shower on the wilted flowers. Spring is just around the corner with that usual "tired feeling" effect and it behooves you to take hold of life with a firm grasp. R. L. T. will give you a good start. 50 cents and 1.00 per bottle at your druggists.

Manufactured and Guaranteed by
Evan's Pharmacy.
 Three Stores.

TO THE STOCKHOLDERS OF ANDERSON WATER, LIGHT AND POWER COMPANY:

Notice is hereby given that a meeting of the stockholders of the Anderson Water, Light & Power Company will be held at the office of the company at Anderson, S. C., on the 24th day of August, 1914, at 3 o'clock, p. m., for the purpose of considering the advisability of liquidating and winding up the affairs and dissolution of the said Anderson Water, Light & Power Company.
 H. A. ORR,
 President.

French Navy Ranks Fourth Among Powers of the World

Only Two Dreadnoughts, but Eighteen Secondary Battleships In Her Marine—Many Recent Improvements.

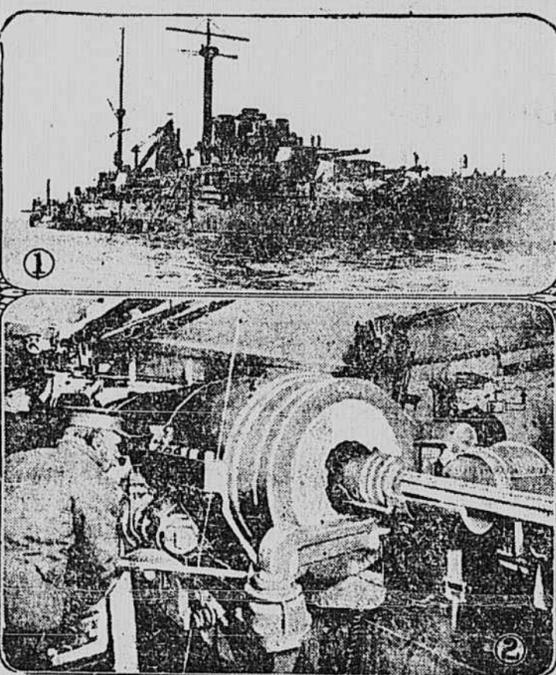
THE navy of France ranks fourth among the world powers and third among the nations involved in the present trouble in the amount of warship tonnage built and also the aggregate of tonnage built and building.
 The number and displacement of warships of 1,500 or more tons and of torpedo craft of more than 50 tons are as follows: Two battleships (dreadnought type) having a main battery of all big guns (eleven inches or more in caliber of 46,184 tons and 9 of 214,100 tons, building); 18 battleships (pre-dreadnought type) of (about 10,000 or more tons displacement each and with main batteries of more than one caliber of 282,675 tons; 1 coast defense ship of 8,800 tons; 20 armored cruisers of 20,724 tons; 10 cruisers (unarmored warships of more than 1,500 tons) of 49,978 tons; 81 torpedo boat destroyers of 34,386 tons (and 5 of 3,974 tons, building); 139 torpedo boats of 13,920 tons; 75 submarines of 28,224 tons (and 18 of 12,100 tons, building). Total built, 346 vessels of 645,891 tons; total

and 58,401 in 1911, including 15 vice admirals, 30 rear admirals, 360 captains and commanders and 1,457 other line officers.

In June M. Gauthier became minister of marine. According to the present plan, the French fleet would consist of 38 battleships, 6 armored cruisers and 10 protected cruisers in 1918. Reforms are being made in administration and personnel. Among these reforms are the creation of military directors and of an admiralty from a technical point of view, an enlistment law, a systematic effort to increase enlistments by making the navy better known throughout the country, increased admissions to the Naval school, a law to increase the pay of officers and petty officers, introduced July 1, and a law organizing the corps of line officers, petty officers and enlisted men.

New Construction.

The 1914 budget provided for 5 battleships, 3 scouts, 5 torpedo boats, 24 submarines and other small craft. Sixteen vessels were to be commissioned



Photos by American Press Association.
 1, TYPE OF NEW FRENCH BATTLESHIP; 2, LOADING BIG GUN IN TURRET OF FRENCH BATTLESHIP.

building, 32 of 230,204 tons; in all, 374 vessels of 876,155 tons.
 Excluded from the foregoing are ships over twenty years old, unless reconstructed and renewed within five years; torpedo craft over fifteen years old, transports, colliers, repair ships, torpedo depot ships and other auxiliaries. Air craft up to July, 1914, included thirteen military dirigibles on hand and 7 ordered, and 1,000 military aeroplanes on hand, including monoplanes, biplanes and hydroaeroplanes.

Two Biggest French Ships.
 The two dreadnought type battleships completed in 1913, the Jean Bart and the Courbet, were launched in 1911. The Courbet was the first French ship of this class to be completed, and she was the vessel that carried M. Poincare on his presidential visit to England in June, 1913. In addition to the line building, another vessel of this type is to be laid down early in 1914, to be called the Vendee. Two of those building, the France and the Paris, were launched in 1912 and may be completed this year. Three others—the Bretagne, launched April 12, 1913; the Provence, April 20, and the Lorraine, Sept. 30—will be completed in 1915. Of the remaining four, two were begun in May, 1913, and two in November, to be completed in 1916. They will exhibit a new departure in armament, in that their guns are to be mounted four in a turret. In three turrets they will carry twelve 18.4-inch guns, whereas earlier types had twin turrets. The chief advantages of the new method are said to be simplicity of plan, economy of weight and concentration of fire. Three projected scout cruisers to have been begun in 1913 have been forwarded to 1914. The destroyers building will use oil fuel and attain a speed of thirty-one knots. The largest of the new submarines, the Gustave Zede, has a displacement of 1,000 tons submerged and 500 tons when at the surface. She was launched May 30, 1913.

It is in the Mediterranean that the main fleet is stationed under Vice Admiral Boue de Lapeyriere. Three armored cruisers and torpedo submarine flotillas lie in the English channel.

and with their foreign rivals of similar displacements the Normandies seem to be fine all around fighting units and, as one critic declares, "to be without weak points and to contribute one of the best investments the republic has ever made."
 The names of four new dreadnoughts, Normandie, Gascoigne, Langueedec and Flunder, are all filled with a fine flavor of romance and historic achievement and much superior to the designations with which so many of the former battleships were burdened. The dimensions of the class are as follows: Length, 574 feet; beam, 91 feet

in 1914: The battleships France and Paris, 2 thirty knot torpedo boats and 12 submarines, 8 of 410 tons and 3 of 520 tons, and 1, Gustave Zede, of 800 tons and a speed of twenty knots. The battleships under construction are the Bretagne and Provence, the Lorraine, Flunder, Gascoigne, Langueedec and Normandie. Ten ships were to be laid down in 1914, the most important being the battleship Bearn (25,200 tons) of the Normandie type.
 Compared with their predecessors of the Jean Bart and the Bretagne types

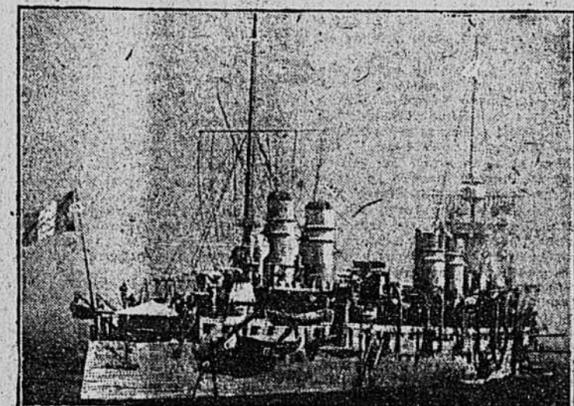


Photo by American Press Association.
FRENCH ARMORED CRUISER MONTCALM.

naval force. He did not unduly exaggerate the force itself, but he said that it was animated by the single ambition to be as genuinely ready as was the French army to respond at any moment to the country's call.
 The German press to the contrary notwithstanding, the French naval display at Toulon was very impressive. Absolute no "fame flicks" were produced, and no new vessels which were not complete and in commission were placed in line. The warships mustered were ninety in number, including 59, 18,500 ton battleships of the Danton class. All were tuned up to battle pitch,

10 inches; draft, 28 feet 3 inches, on a displacement of 25,000 tons.

The 1912 program provided for two battleships to be laid down in the latter half of 1914. The recent naval maneuvers having shown the imperative need of squadron scouts, three scouts were to be laid down before the second battleship of the 1912 program, and the date of the first (the Bearn) was put forward from July to January. Five submarines of 823 tons and speed of twenty knots were also to be laid down. The mine layer Pluton was launched on March 10; her sister ship, the Cerbere, is nearly completed, displacement 593 tons, horsepower 6,000, speed twenty knots, armament one three-inch gun. They are fitted to carry 120 mines.

Ships of the navy now carry new powder for the big guns. The old powder which had caused so many accidents was still used for guns of smaller caliber and for the reserve stock on land. Only one-half of the powder required during 1914 could be made with the staff actually employed.

The commanders of the squadrons and divisions of the French navy are: Admiral Boue de Lapeyriere, first; Vice Admiral Marolles, second; Vice Admiral Marin-Darbel, third; cruiser squadron, Vice Admiral Auvart; squad of extreme orient, Rear Admiral Huguet de Kerill; naval division of Morocco, Captain Simon.

The French and British Fleets.
 During the cordial understanding that has now existed for some years between the British and French nations their respective navies in European waters have been stationed in massed fleets, so as to complement each other and with a view to the greatest effectiveness in the event of war.

Formerly the British navy maintained a strong battleship fleet in the Mediterranean. All British battleships have now been withdrawn from the waters of that sea, and only four powerful battle cruisers of the Indefatigable type have been stationed there. This is because the British admiralty has been depending upon the powerful French fleet in the Mediterranean to look after their joint interests there in a naval war. Under this arrangement France, which used to have fleets based on Brest and operating in the channel and Atlantic waters, now has no fleet in northern Europe and has concentrated her fleet in the Mediterranean.

Here is the French fleet in the Mediterranean:

BATTLESHIPS (16).	
First squadron (8)—	Tons
Courbet	23,195
Jean Bart	23,100
Condorcet	17,023
Danton	18,023
Diderot	18,023
Mirabeau	18,023
Vergnann	18,023
Voltaire	18,023
Second squadron (8)—	
Paris	14,638
Democrat	14,638
Justice	14,638
Republique	14,638
Verite	14,638
Reserve squadron (3)—	
Bouvet	12,607
Gaulois	11,090
St. Louis	11,090

ARMORED CRUISERS.	
Waldeck Rousseau	13,780
Edgard Quinet	13,780
Ernest Renan	12,427
Jules Ferry	12,531
Leon Gambetta	12,531
Victor Hugo	12,531

In 1911 France was aroused to a huge burst of enthusiasm over its navy by the great naval review at Toulon. The enthusiasm brought out an extraordinary display of acerbity in the German press. It has long been the fashion with the German press to belittle the French navy, and this time the papers seemed to have regarded it as an affront to Germany that the French themselves should take any pride in their warships. The speeches of President Kallheres and M. Delcasse, the minister of marine, seemed to cause special offense.
 The point that Delcasse dwelt on was the high standard of preparedness which had been reached by the French

Annual Mountain and Seashore EXCURSION August 12th 1914.

The Southern & Blue Ridge Railway announce account of THE ANNUAL MOUNTAIN AND SEASHORE EXCURSION August 12th, 1914, they will operate from Anderson, S. C., on August 12th, a special Pullman car leaving Anderson, S. C., 2:25 p. m., attaching same to Southern Railway train No. 38 at Greenville, S. C., through to Washington, D. C. The following rates have been authorized:

To Washington, D. C., and return \$12.00
 To Baltimore, Md., and return \$14.00 via Norfolk.
 To Morehead City, N. C., and return \$10.50
 To Wilmington, N. C., and return \$6.50
 To Norfolk, Va., and return \$10.50
 To Richmond, Va., and return \$10.50

Tickets only on sale August 12 with final limit for returning to reach original starting point by midnight of Aug. 30th, 1914.

Parties desiring reservation on Pullman from Anderson should call on Mr. J. R. Anderson, Superintendent.

When you want ENGRAVED VISITING CARDS WEDDING INVITATIONS STATIONERY

See THE ANDERSON INTELLIGENCER JOB PRINTING DEPARTMENT

AGENTS FOR HARCOURT & CO. Louisville, Ky. MANUFACTURING ENGRAVERS

Prices Quite as Reasonable as Consistent with Quality.

Washington

--And Return--
 FROM ANDERSON, \$12.00
 -Tickets may be routed all rail through Richmond or via Norfolk and steamer-

Baltimore And Return

Via Norfolk and Steamer only.
 FROM ANDERSON, \$14.00.

Norfolk and Richmond

-And Return-
 FROM ANDERSON, \$10.50.

From Anderson to Morehead City, N. C. \$10.50.; To Wilmington, N. C. \$6.50.

TICKETS WILL BE SOLD FOR ALL TRAINS
AUGUST 12th, 1914.
 Limit August 30th, 1914.

SEABOARD

For Pullman Reservations or other information call on Seaboard Agents or Address, Fred Geissler, A. G. P. A., Atlanta, Ga. C. S. Compton, T. P. A., Atlanta, Ga.

Georgia Farms
 In the best section of the State. From 15 acres up, \$8.00 per acre up.
 Write for Catalogue.
Southern Realty Trust Co.
 GEO. C. BENEDICT, President.
 S. LEE RYALS, Vice Pres.
 CORDELE, GA.

Light From the Earth.
 The darkest part of the sky is always aglow. The earth itself gives off a lot of light. Scientists of the Franklin Institute have measured this earth light and have found that it is of the order of one-tenth part of the intensity of a star of the first order of magnitude. It is attributed, at least partially, to a permanent aurora borealis which is revealed by the characteristic green ray observed on obscure nights in the whole heavens.