

# CLASSIFIED COLUMN

**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 prorate 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.

## WANTS

**WANTED**—You to know that I am still on the job with the best wood and coal on the market, if you don't believe it try me. W. O. Ulmer, Phone 649. Successor to Piedmont Coal and Wood Co. 4-15-t.

**WANTED**—Every house keeper in Anderson to try a loaf of "Aunt Mary's Cream Bread." It's made at home and your grocer keeps it. Anderson Pure Food Co. 8-15-Dif

## FOR SALE

**FOR SALE**—Pure native grown Look-out Mountain seed potatoes \$2.00 per bushel. Plant as soon as it rains. Furman Smith, Seedsman, Phone 464.

## MISCELLANEOUS

**SUBSCRIPTIONS TO DAILY INTELLIGENCER AT REDUCED PRICE**—During the Daily Intelligencer contest which closed March, 1914, in order to secure votes to win the capital prize, I purchased a number of subscriptions to the Daily Intelligencer at the rate of \$5.00 a year. In order to get some of the money back which I put into the contest, I will sell a limited number of subscriptions to the Daily Intelligencer at the rate of \$3.00 a year to anyone wishing to subscribe or renew their subscription to this paper, or at a rate of \$1.25 a year to the Semi-weekly Intelligencer. If interested, address P. O. Box 347, Anderson, S. C. 6-17tf

**WHEN YOU can not see right step in our Optical Department and just the Glasses you need. Complete grinding plant. Eyes scientifically tested. Dr. M. R. Campbell, Louisa S. Higgenbosker, assistant, 113 W. Whitner St., Ground Floor.**

**TYPEWRITER EXPERT**—Mr. R. F. Lee, expert machinist of L. C. Smith & Bros will be in the city Monday and Tuesday. If your machine needs repairs or cleaning will be glad to have him call on you. Thoroughly familiar with all standard machines. C. C. Dargan, Hubbard Building. 8-15-11



Thus making it worth more as a home, or to rent, or to sell.  
 In this day and time ninety nine persons out of every hundred want **ELECTRICITY** in the home for several different purposes.  
**ELECTRICITY** in your home is not an expense, but an absolute necessity, and a good investment.

**Southern Public Utilities Co.**  
 PHONE 223

# You Want

The Maximum Value at the Minimum Price.

That is what you get when you trade at the

# Anderson Hardware Company

Next time you want to buy Cook Stoves, Kitchen Ware, Oil Stoves or Fireless Cookers, Aluminum Ware, Hardware, Tools, Machinery, Farm Implements, Automobile Tires and Accessories, or if you need a Plumbing or Heating Job or Repairs try us. Prompt attention our specialty

**Anderson Hardware Co**  
 "We Deliver the Goods."

Only a few Corn Mills and Evaporators left if you need one see us quick.

## Double Your Dollars

Increase in pay is worthless if you spend all you make.

Deposit your increase in the savings department and watch your dollars double.

The **Bank of Anderson**  
 The strongest bank in the county.

**PIEDMONT & NORTHERN RAILWAY COMPANY**  
 ANDERSON:  
 Condensed Passenger Schedule.



Effective June 6, 1915.  
 Arrivals

No. 31	7:35 A. M.
No. 32	9:35 A. M.
No. 33	11:40 A. M.
No. 34	1:10 P. M.
No. 35	3:40 P. M.
No. 36	6:00 P. M.
No. 37	8:50 P. M.
No. 38	10:20 P. M.

### Departures

No. 39	6:25 A. M.
No. 40	8:25 A. M.
No. 41	10:30 A. M.
No. 42	12:10 P. M.
No. 43	2:30 P. M.
No. 44	4:50 P. M.
No. 45	9:15 P. M.

C. S. ALLEN,  
 Traffic Manager.

# STOP, LOOK AND LISTEN

THE DANGER TO AUTOMOBILES AT GRADE CROSSINGS



OBSERVE THE WARNING—DON'T INVITE THIS FATE.

Washington, D. C.—The following letter has been addressed to the public by Mr. Fairfax Harrison, president of Southern Railway Company:  
 "The automobile has greatly increased the comfort and convenience of life, and it has been an important factor in the improvement of country highways and so has contributed to the progress of civilization of our time, but, just as the railroad did when it revolutionized commerce, the automobile has introduced new social complications and new risks, moral as well as physical.

"The American people are said to be characteristically reckless of human life, and perhaps in nothing is this statement more justified at the moment than in relation to the use of automobiles—not even the railroads. My particular interest in the question is, where my public responsibility lies, in the combination of the two—in the accidents which occur to automobiles and their occupants where highways cross railways at grade; and this is a question of sufficient importance to warrant the attention of every thinking man in the South.

### Record for One Year

"The following table shows the appalling record of such accidents on lines operated by Southern Railway Company in the South during the year ended June 30, 1915.

State	Number of Accidents	Fatal Injuries	Personal Injuries	Automobiles damaged or demolished
Alabama	10	4	10	10
Georgia	14	6	17	14
North Carolina	14	6	17	14
South Carolina	14	6	17	14
Tennessee	14	6	17	14
Virginia	14	6	17	14
Total	60	24	68	60

"Without seeking to avoid just responsibility for what the officers or employees of the railroad do or omit, but recalling that a railroad employee whose carelessness causes an accident is, in the public interest, subject to discipline which affects his livelihood, it is probably fair to say that a large proportion of these accidents happened solely through the carelessness of the drivers of automobiles, or their lack of experience in dealing with vehicles at high speed. There are among them also well authenticated cases of deliberate assumption of risk by the drivers of automobiles from pure love of excitement and speed, evidenced by racing with trains and seeking the thrill of a narrow escape. Our engineers report such occurrences daily. If fortunately they are without fatal consequences in the great majority of cases, they are always paid for by a heavy strain on the nerves of all concerned, particularly those of the locomotive engineer, who maintains speed from duty and not for fun. It is not too much to claim for the locomotive engineer a larger equipment of experience and a greater habit of precaution than the average automobile driver. As a class the locomotive engineers are sober, steady and conservative men of long experience in meeting and avoiding risks, for theirs is a dangerous occupation. Their every effort of character, of instruction and of interest is to avoid an accident. Most of the accidents to automobiles at railway grade crossings could be avoided if there was the same restraint of experience and attention at the wheel of the automobile as at the throttle of the locomotive.

Public Vitally Interested  
 "It does not suffice the public in any moral sense that the fund made out of the revenues collected by the railroad is usually made to respond to damages for consequences of such accidents. Suicide to collect life insurance has never been deemed honorable, while no one would deliberately sell the life of a mother or wife,

son or brother for money; on the other hand, the collection of damages out of railroad revenues, as a punishment for an avoidable accident, when there can be no real compensation, is an economic waste; it punishes the public more than it punishes the stockholders, as it deprives the public by exactly the amount of the damages of the ability of the railroad to provide additional permanent facilities for the use or convenience and safety of the public. Given the progressive policy of Southern Railway Company to make such improvements to the extent of its ability, it is of interest to note that, in the last year a dividend was paid by the Company, 3.80 cents of every dollar of revenue collected from the public went in payment of damages of all kinds, practically the same amount, 3.88 cents, went to the stockholders, while only thirteen-hundredths of one cent of each dollar of revenue could be applied on permanent improvements. Such other improvements as were made were necessarily charged to new capital, thereby increasing the demands on the fund in which the public has so vital an interest. It would be the pleasure of the management always to apply as much of the revenues on permanent improvements as on dividends, if that was possible.

There is, then, a basis of interest as well as of morals for co-operation between the public and the railroads to prevent the recurrence of these tragedies.  
 "With a deep sense of the responsibility of management in this matter and pledging this Company to do everything in its power which is reasonable and consistent with the functions for which it was chartered, I appeal to the public generally for such co-operation in avoiding these serious and distressing accidents. In practically all cases they can be, and in most cases are, readily and easily avoided by the automobile driver acting upon the familiar warning to stop, look and listen at railway crossings. While familiarity with the crossing signposts and the regular schedules of trains may breed contempt of danger, surely every one of us when using a highway can afford to sacrifice enough of his time and his pride of opinion to have a practical assurance of safety. On the other hand, the demands of commerce and of public transportation do not permit a railroad to stop all its trains at all highway crossings; if that was possible it would be cheaper for the railroad to do so than to pay the damages. It is clear, however, that it is necessary that one or the other of the parties to a crossing shall stop if the largest measure of protection of life and limb and property is to be secured. If not from self-interest, can not the automobile driver yield the precedence as a matter of courtesy to age, for the railroad is older than the automobile!

Eliminating Grade Crossings  
 "The ideal of safety will be accomplished only when all grade crossings of railroads are separated. In this respect Southern Railway Company is doing something every year and as much as its resources and other obligations make possible; indeed, it may be claimed that the Company is, speaking generally, making progress more rapidly than most municipalities which have an obligation in the premises; but by co-operation of municipalities and railroads many dangerous crossings have been eliminated throughout the South, and more will be every year. Furthermore, on every bit of construction work of Southern Railway Company now in progress, or recently completed, involving the relocation or double tracking of line (nearly four million dollars has been spent on such work during the past year), provision has been made at large additional expense to separate all important highway crossings of the

revised line, wherever physically practicable, and this policy will be continued for the future.

"Given the history of our transportation and highway systems and the enormous cost of adjusting them to modern conditions, the elimination of grade crossings is and in the very nature of the problem must be a gradual development with the growth of population and wealth, but, meanwhile, good judgment on the part of all concerned can do much to anticipate the benefits of the admittedly desirable expenditure of large sums of money. The same sober sense of responsibility for life on the part of automobile drivers which actuates most locomotive engineers, and in addition the willingness of the automobile driver in such a high interest to subordinate his time and convenience to that of the greater number represented by a railroad train, can check a waste of life and limb and property which is now increasing every year.

"To this end I appeal confidently for the counsel of every responsible man and woman in the South, whether or not he or she drives an automobile. Words of caution and common sense around the family dinner table can have more influence and can save more lives at railway grade crossings than all the warning whistles ever blown by a locomotive engineer."

### SOUTH AS GRAIN SECTION EXPLOITED BY SOUTHERN

Atlanta, Ga.—The superlative advantages of the South as a grain producing section will be given great prominence in exhibits which Southern Railway, Mobile and Ohio Railroad, Georgia Southern and Florida Railway, Virginia and Southwestern Railway, and affiliated lines will make at thirty state, district and county fairs in the North and Middle West during the coming fall.

An especially fine collection of grains will be shown while the grasses and forage crops exhibited will be of very high character. From the wheat growing section of the South, grain sheaves will be shown from fields yielding as high as 40 bushels to the acre, and the character of other exhibits will be in keeping. The fruits and vegetables to be shown in jars include a wide variety.

These exhibits come from various districts of the entire territory served by Southern Railway and affiliated lines in Virginia, North and South Carolina, Georgia, Alabama, Florida, Mississippi, Tennessee and Kentucky. They will be shown in Pennsylvania, New York, Indiana, Michigan and Illinois and each exhibit will be attended by agents, well equipped to tell callers about the various sections of the South.

The first two exhibits will be shown at fairs in Indiana. For all fairs in the Middle West a special exhibit tent has been provided, arranged so that a large number of people can see the exhibit at the same time. Throughout many of the states the Southern Railway exhibit has become well known and is looked for.

### SPLENDID RECORD IS MADE IN HANDLING OF PASSENGERS

Atlanta, Ga.—More than sixteen and a half million passengers—a number greater than the combined population of Virginia, North Carolina, South Carolina, Georgia, Alabama, Tennessee and Kentucky—were transported by Southern Railway during the year ended June 30 with only one fatal injury to a passenger while on a train and that one was standing on a car platform in direct violation of the company's rules.  
 This excellent record was shown in the official figures given out indicating the high degree of safety that has been attained in the handling of Southern Railway passenger trains.

In marked contrast are figures recently given out by President Fairfax Harrison of Southern Railway, showing that during the same period twelve persons riding in automobiles were killed in accidents at public highway crossings, every one of which accidents could have been prevented had the driver of the car observed the familiar warning, "Stop, Look and Listen."

### SOUTHERN ELIMINATING MANY GRADE CROSSINGS

Danville, Va.—In connection with the double track work which it has had under way in Virginia and North Carolina during the past fiscal year on 102.4 miles of its Atlanta-Washington line, Southern Railway has eliminated 54 out of 73 grade crossings. By the building of underpasses 20 were eliminated, by overhead bridges 19, and by changing the direction of public highways 15. The 19 which remain are so located as to make their elimination physically impossible or they involve prohibitive damages to abutting property.

In all construction work involving the relocation or double tracking of its lines the fixed policy of Southern Railway Company is to separate all important highway crossings of the revised lines wherever practicable. Though this policy means large additional expense, such expense is undertaken as a permanent investment for safety.

Southern Railway has also co-operated with municipal and county authorities in the elimination of many dangerous crossings on others of its lines throughout the South. It has devoted to work of this character as much as its resources and other obligations make possible and President Fairfax Harrison has announced that this policy will be continued.

**EASY Payments**  
**COOPER FURNITURE CO.**

**You're on the Right Road To Better MOTORCYCLE ACCESSORIES**

INDIAN MOTORCYCLES and Hudson Bicycles. The best tires for hard use ever made. We have the best bargains in Saddles and Pedals that money can buy. All work Guaranteed.  
**GATES & SMITH**  
 130 W. Whitner St. Phone 193.

*City Business School*  
 Anderson and Spartanburg.  
 Bookkeeping, Penmanship, Shorthand, and Typewriting. A knowledge of these subjects means SUCCESS. Come, and let us prepare you for an independent career. A good position awaits you. Day and night sessions. Enter any time. Write for catalogue.

## Attention, Farmers!

If you have more oats or wheat than you need we will exchange anything we have for it and allow you a good price.

We have several nice driving horses that we want to sell or trade for mules, also have nicest line of buggies and carriages in the upper part of the State, which we want to sell or exchange for good sound mules.

We will guarantee more for cotton to be delivered this fall as part payment on buggies and carriages.

## We Are The Farmers' Friend Try Us and Be Convinced

Who paid the most for cotton last fall? If you don't know, ask your neighbor! We bought more cotton at ten cents a pound than any other concern in Anderson county. We did this simply to help our customers.

Let us paint and repair your buggy. We have a first-class rubber tire outfit, use best material and guarantee our price and quality of work. This department is in charge of an expert. Call around and let's do business together. We will appreciate you trade.

Yours very truly,  
**The Fretwell Co.**

**One Time.**  
 Boss (to new boy)—You're the slowest youngster we've ever had. Aren't you quick at any time?  
 Boy—Yes, sir; nobody can get tired as quick as I can.—Boston Transcript.

**Was His Caddy.**  
 Mother who pays the bills—What are all these charges on the Country Club bill—To Tom Collins?  
 Son—That's all right mother. He—he's my caddy.—Life.