

FULL TEXT OF THE PRESIDENT'S MESSAGE

(CONTINUED FROM PAGE SIX.)

partisan of no nation but his own. But if cannot. There are some men among us, and many resident abroad who, though born and bred in the United States and calling themselves Americans, have so forgotten themselves and their honor as citizens as to put their passionate sympathy with one or the other side in the great European conflict above their regard for the peace and dignity of the United States. They also preach and practice disloyalty. No laws, I suppose, can reach corruptions of the mind and heart; but I should not speak of others without also speaking of these and expressing the even deeper humiliation and scorn which every self-possessed and thoughtfully patriotic American must feel when he thinks of them and of the discredit they are daily bringing upon us.

Strength in the People.
While we speak of the preparation of the nation to make sure of her security and her effective power we must not fall into the patent error of supposing that her real strength comes from armaments and mere safeguards of written law. It comes, of course, from her people, their energy, their success in their undertaking, their opportunity to use the natural resources of our great home land and of the lands outside our continental borders which look to us for protection, for encouragement and for assistance in their development; from the organization and freedom and vitality of our economic life. The domestic questions which engage the attention of the last congress are more vital to the nation in this its time of test than at any other time. We cannot adequately make ready for any trial of our strength unless we wisely and promptly direct the force of our laws into these all-important fields of domestic action. A matter which it seems to me we should have very much at heart is the creation of the right instrumentalities by which to mobilize our economic resources in any time of national necessity. I take it for granted that I do not need your authority to call into systematic consultation with the directing officers of the army and navy men of recognized leadership and ability from among our citizens who are thoroughly familiar, for example, with the transportation facilities of the country and therefore competent to advise how they may be coordinated when the need arises, those who can suggest the best way in which to bring about prompt cooperation among the manufacturers of the country, should it be necessary, and those who could assist to bring the technical skill of the country to the aid of the government in the solution of particular problems of defense. I only hope that if I should find it feasible to constitute such an advisory body the congress would be willing to vote the small sum of money that would be needed to defray the expenses that would probably be necessary to give it the clerical and administrative machinery with which to do serviceable work.

What is more important is, that the industries and resources of the country should be available and ready for mobilization. It is the more imperative necessary, therefore, that we should promptly devise means for doing what we have not yet done; that we should give intelligent federal aid

and stimulation to industrial and vocational education, as we have long done in the large field of our agricultural industry; that, at the same time that we safeguard and conserve the natural resources of the country we should put them at the disposal of those who will use them promptly and intelligently, as we sought to be done in the admirable bills submitted to the last congress from its committees on the public lands, bills which I earnestly recommend in principle to your consideration; that we should put into early operation some provision for rural credits which will add to the extensive borrowing facilities already afforded the farmer by the Reserve Bank act adequate instrumentalities by which long credits may be obtained on land mortgages; and that we should study more carefully than they have hitherto been studied the right adaptation of our economic arrangements to changing conditions.

Conditions Are Altered.
Many conditions about which we have repeatedly legislated are being altered from decade to decade. It is evident, under our very eyes, and are likely to change even more rapidly and more radically in the days immediately ahead of us, when peace has returned to the world and the nations of Europe once more take up their tasks of commerce and industry with the energy of those who must bestir themselves to build anew. Just what these changes will be no one can certainly foresee or confidently predict. There are no calculable, because no stable, elements in the problem. The most we can do is to make certain that we have the necessary instrumentalities of information constantly at our service so that we may be sure that we know exactly what we are dealing with when we come to act, if it should be necessary to act at all. We must first certainly know what it is that we are seeking to adapt ourselves to. I may ask the privilege of addressing you more at length on this important matter a little later in your session.

In the meantime may I make this suggestion? The transportation problem is an exceedingly serious and pressing one in this country. There has from time to time of late been reason to fear that our railroads would not much longer be able to cope with it successfully, as at present equipped and coordinated. I suggest that it would be wise to provide for a commission of inquiry to ascertain by a thorough canvass of the whole question whether our laws as at present framed and administered are as serviceable as they might be in the solution of the problem. I am obviously a problem that lies at the very foundation of our efficiency as a people. Such an inquiry ought to draw out every circumstance and opinion worth considering and we need to know all sides of the matter if we mean to do anything in the field of federal legislation.

Railroad Regulation.
No one, I am sure, would wish to take any backward step. The regulation of the railways of the country by federal commission has had admirable results and has fully justified the hopes and expectations of those by whom the policy of regulation was originally proposed. The question is not what should we undo? It is, whether there is anything else we can do that would supply us with effective means in the very process of regulation, for bettering the conditions under which the railroads are operated and for making them more useful servants of the country as a whole. It seems to me that it might be the part of wisdom, therefore, before further legislation in this field is attempted, to look at the whole problem of coordination and efficiency in the full light of a fresh assessment of circumstances and opinion, as a guide to dealing with the several parts of it.

For what we are seeking now, what in my mind is the single thought of this message, is national efficiency and security. We serve a great nation. We should serve it in the spirit of its peculiar genius. It is the genius of common men for self-government, industry, justice, liberty and peace. We should see to it that it lacks no instrument, no facility or vigor of law, to make it sufficient to play its part with energy, safety, and assured success. In this we are no partisans but heralds and prophets of a new age.

A Logical Inquiry.
"Carry yer bag, sir?" said an eager urchin to a man on Forty-second street carrying toward the Grand Central station.
"No, thanks!" replied the man shortly.
"I'll carry it all the way for a dime," persisted the lad.
"I tell you I don't want it carried!" retorted the man.
"Don't yer?"
"No, I don't!"
The lad broke into a quick trot to keep up with his victim's hasty strides, as he asked, in innocent curiosity:
"Then what are you carrying it for?"
"New York Times."

Face Party Recreates.
Berlin, Dec. 7.—The German press treats the Ford peace mission duly as a manifestation of American eccentricity. According to the opinion here the mission will have but slight chance of exerting its efforts in Germany or other belligerent countries.

Crack-B Resists His Aun.
Atlanta, Dec. 7.—A. A. Jones of this city was crushed beneath his auto and burned to death Sunday afternoon near Pelham. The car struck a well and turned over and then caught on fire.

REGULAR MEETING OF CITY COUNCIL

BILLS ORDERED PAID, PETITIONS HEARD, REPORTS, ETC.

WILL SELL BLOCKS

Reconsidered Proposition Made by Citizen and Will Sell 25,000 Belgian Blocks.

The regular monthly meeting of city council was held yesterday afternoon at 4:30 o'clock and after the reading of the minutes of the last regular meeting and those of the special meeting held last Friday morning, business proper was entered into.

Bills Ordered Paid.
A motion was made and passed to the effect that all approved bills and claims against the city be paid. This was ordered by the mayor.

At this juncture Mayor Godfrey appointed Messrs. Tate and Dobbins as a committee of two to look into a bill against the city made by Dr. B. A. Henry. Dr. Henry ran into some of the unfinished paving of some of the protection bars and damaged his car to the extent of something over \$10.

Mayor Godfrey stated that the relatives of the negro who died as a result of injury received while working for the city paving crew had been satisfied by the city paying all incidental bills.

A Laurens citizen has a claim somewhat like that of Dr. Henry's and the same committee will investigate this.

At this point A. J. Spelman stated that he was hearing a great deal of complaint in the resident section about the dust arising from the street sweeper and that the people were urging that something be done. Following this there was a general discussion about street cleaning apparatus but nothing definite was done.

Petitions.
Alderman J. E. Barton read a petition from property owners on Roberts street asking that a water main be placed on this street and that a hydrant be placed at the end of the extension. This was referred to the water and light committee.

Committee Reports.
The water and light committee reported that they recommended the establishment of a light on Kay street, this matter having been referred to them at the last meeting of council. This light was ordered.

The sanitary committee reported that there was complaint about the sexton's house at Silver Brook cemetery, it appearing that it needed covering. This was referred to the city engineer. The sanitary committee was given power to act on the question as to what should be done with the street sweepings.

The committee that had been appointed to see about selling the city's old traction engine reported that several bids had been received but that none of these were satisfactory.

At the last meeting of council a citizen asked that the city sell him 25,000 Belgian blocks for private use, but at that time it was decided that this was not advisable. This matter was reconsidered yesterday afternoon and after discussion it was decided to sell to this man those blocks which have not yet been moved to other streets for use to the extent of 25,000.

Mr. Thompson of Thompson's shoe store made application to have an electric sign placed in front of his store, which was passed upon.

UNCLAIMED LETTERS

Following is a list of letters remaining unclaimed in the post office at Anderson, S. C., for the week ending December 8, 1915. Persons calling for these will please say that they were advertised. One cent due on all advertised matter.

- B—Mrs. Willie Burns, W. T. Blackley, Mrs. Tildy Ann Butler, Mrs. R. L. Brown, Mrs. J. S. Bows, Emma Black, Frank W. Burris, Mrs. Emily Bramlette, George Brith, Mrs. Cornelia Black, Belton Candy Co.
- C—Harry Carleton, Cleveland Clinkscapes, Henry Cunningham, Mrs. Hathe Cade, Carrigan & Darling, Geo. P. Cannon, Mrs. Love Coileman.
- F—Sarah Fogey.
- G—C. W. Green, Marie Grimm.
- H—Mrs. S. M. Hagwood, Herbert Holland, Harry Horton, Mrs. A. B. Hall.
- I—W. A. Inastee.
- J—Will Johnson.
- L—Mrs. Gertrude Latham, J. P. Latham, Luther R. Lee, Sophio Long.
- M—Walter Martin, Eveses Maddin, Mrs. Kings McDonald, Mrs. Mary Miller, Kingsley Meese.
- N—Isom Pickett, Ed. Parks.
- R—Rachel Richardson, S. Sumpter Reed.
- S—Miss Willis Stanzard.
- V—J. H. Varson.
- W—J. K. Wilson, Mrs. J. Wilcox, Mrs. Lular Wilsfield, Mrs. Lillor Walker, Loy White, Mrs. Mattie Walker, S. J. Woodhouse.

The poet—Now I know what it meant by the poetry of motion. These poems are it.
His wife—How do you, Tupper?
The poet—They have been going the rounds of the editors for two years.—Pack.
"Yes," said Mr. Caplan Chief, "when I started out to make my fortune, I had just one \$10 bill."
"Is that so?" rejoined Mr. Dinkin Sax.
"What was it?"—Washington Star.

WILL RECEIVE BIDS ON FIRE ENGINE PUMP

DECEMBER 17 DECIDED UPON AS DATE FOR SUBMITTING PRICES

IS NOW QUESTION

As to Whether It Would Be Wise to Buy Now or Wait Until Following Year.

Yesterday afternoon a representative of the American LaFrance Fire Engine company appeared before the fire committee of city council and asked permission to make a bid on a fire engine, it being stated that at the present time he would submit a proposition which would allow a good consideration for the horses and one of the hose wagons.

After private discussion it was decided to receive bids on December 17 for fire engines from fire fighting apparatus companies.

None of the members of city council have committed themselves or the question of purchasing a fire engine and these bids are not solicited except for one reason. At the present time the horses and one of the hose wagons can be traded at good advantage, and probably later the horses will be traded to good advantage, and will depreciate in value because of long service, injuries may be received, etc.

Therefore the question has been evolved until it is now a matter of seeing whether the inducements offered now are such that it would be advisable to purchase an engine now or to wait until next year, when probably the value of the horses would not be so much.

ADVOCATES AMERICAN MERCHANT MARINE

Professor Johnson Declares the Need Caused By the European War.

New York, Dec. 7.—The creation of a federal board of shipping to supervise the granting of ship subsidies as a step toward building up of an American merchant marine was advocated today by Emory R. Johnson, professor of transportation and commerce in the University of Pennsylvania, in an address before the international trade conference which began here today under auspices of the National Association of Manufacturers.

Professor Johnson declared that the European war had brought home the need of an adequate marine service to protect American trade. He said that the only thing that had saved American foreign commerce was the fact that the seas had been controlled by Great Britain, a power who controlled two-thirds of the world's ocean-carrying business.

"If the European war," he said, "were being waged on the seas as widely as it is being fought on the land, American foreign commerce would be practically paralyzed at the present time."

Professor Johnson said the urgency of the present situation imposed on congress the obligation to agree upon comprehensive legislation this winter to end the inequality between the navigation laws of the United States and those of other maritime nations.

"There can be no hope," he said, "of securing for the service of the foreign trade of the United States a large tonnage of chartered vessels under the American flag if the conditions of operating vessels under the flag of the United States are more onerous than the requirements of the navigation laws of other countries."

Outlining his plan for the creation of a federal shipping board, Professor Johnson said:

"The shipping board of the marine department of the interstate commerce commission would be a body of experts, which, like the interstate commerce commission as regards railroad regulation, would have much weight with congress in all matters of legislation regarding shipping.

"This board should, first of all, be directed by congress to investigate shipping and navigation laws of the United States and to report at an early date a revised code of maritime laws. Congress should make a liberal appropriation to be expended by the shipping board in aid of shipping. The board should be authorized to enter into contracts with a limited number of steamship lines from the United States to foreign countries. Congress should leave to the board the selection of lines to be aided, the amounts to be paid, and the formulation of the provisions of the contracts made by the government with the lines aided."

Professor Johnson expressed the opinion that a board of three members would be sufficiently large. He declared that such a board should not have the power to engage in the shipping business directly or indirectly, as he contended the government ownership of ocean vessels would be a mistake.

Sho.—Do you think the food in this restaurant is healthy?
Ho.—Maybe, but the prices are skyrocketing.—Boston Transcript.

Phone A. Goldberg No. 733 for Holly Wreath.

Indigestion May Be Due to Constipation

Neglect of Important Function May Seriously Impair the Health.

There are many people who believe they suffer from indigestion when their discomfort really is due to a constipated condition.

Bloat, with its attendant mental depression, sick-headache, the belching of sour stomach gases, etc., are frequently due to inaction of the bowels. Relieve the congestion and the trouble usually disappears. The use of cathartics and purgatives should be avoided, however; these shock the system unnecessarily and, at best, their effect is but temporary. A mild laxative is far preferable.

The compound of simple laxative herbs known as Dr. Caldwell's Syrup Pepsin and sold in drug stores for fifty cents a bottle, is highly recommended. Mr. Benj. Bassin, 360 Madison St., Gary, Ind., thinks Dr. Caldwell's Syrup Pepsin a wonderful medicine; for four years he had a severe case of indigestion and constipation before trying Dr. Caldwell's Syrup Pepsin, which he is glad to recom-

Furloughed, But He Helps.
A railroad man stepped up to a booth where Red Cross Christmas seals are sold and asked for ten of the little red and green seals. When the enthusiastic young women at the booth inquired if he would not buy 100 seals and help along the fight against tuberculosis so much the more, he replied:

"I would buy more and be glad to if I had not just been furloughed. I probably won't be put back at work for many weeks, and I've got to pinch the pennies. But I'm glad to give my little bit to fight this plague because I know tuberculosis is the most dangerous enemy my family and all of us have. It has killed a good many people I knew."

AFTER PASSING YEARS

Anderson Testimony Remains Unshaken.

Time is the best test of truth. Here is an Anderson story that has stood the test of time. It is a story with a point which will come straight home to many of us.

Mrs. I. H. Seel, 222 E. Market St., Anderson, says: "For a year I suffered from kidney weakness and pains in the small of my back. I felt dull, languid and miserable. After using different medicines without much benefit, I tried Doan's Kidney Pills, that I got at Evans' Pharmacy. They did me a world of good in every way." (Statement given February 24th, 1908.)

On December 4th, 1914, Mrs. Seel said: "I have just as much confidence in Doan's Kidney Pills now as when I previously recommended them. Whenever I have noticed the slightest return of kidney trouble, due to a cold, Doan's Kidney Pills fix me up all right."

Price 50c at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Seel had. Foster-Milburn Co., Props., Buffalo, N. Y.

STOP CATARRH! OPEN NOSTRILS AND HEAD

Says Cream Applied in Nostrils Relieves Head-Colds at Once.

If your nostrils are clogged and your head is stuffed and you breathe freely because of a cold or catarrh, just get a small bottle of Ely's Cream Balm at any drug store. Apply a little of this fragrant, antiseptic cream into your nostrils and let it penetrate through every air passage of your head, soothing and healing the inflamed, swollen mucous membrane and you get instant relief.

Ah! how good it feels. Your nostrils are open, your head is clear, no more hawking, snuffing, blowing; no more headache, dryness or struggling for breath. Ely's Cream Balm is just what sufferers from head colds and catarrh need. It's a delight.

If It's Good Meat You Want The Sanitary Market Is What You're Looking For.

Here, you'll find the very best of fresh meats at all times, but particularly so at this season. We have some of the best beef, pork, veal and sausage we have ever sold. We are also selling lots of fresh oysters and fish. Let us have your orders this month. You'll enjoy the change.

Pork Sausage, Mixed Sausage, Beef and Hog Liver, Liver Pudding, Beef, Veal, pork and Fresh Oysters and Fresh Fish.

Phone 755
SANITARY MEAT MARKET
FRANK DOBBINS, Prop.



BENJ. BASSIN
I recommend to all who suffer with stomach and bowel trouble. A bottle of Dr. Caldwell's Syrup Pepsin should be in every home for use when occasion arises. A trial bottle, free of charge, can be obtained by writing to Dr. W. B. Caldwell, 454 Washington St., Monticello, Ill.

Buck—Did you know that my wife was a mariclan?
Luck—No. That's news to me. What stunts can she do?
Buck—She can make money disappear.

THE WILL E. CULHANE AMUSEMENT CO.
PRESENTS
EILY O'CONNOR



IN THE TRAIL OF THE LONESOME PINE

BY EUGENE WALTERS
Dramatized from John Fox, Jr., Famous Novel
Presented by An All Star Cast
A Massive Scenic Production
PERFECT IN EVERY DETAIL DON'T MISS IT

Electricity
Is Synonymous With **Convenience Efficiency and Economy**



Makes Delightful coffee at the table.

Quickly Prepared Lunches
The Southern Public Utilities Co.

HELP

At this season of the year every one appreciates assistance and suggestions as to suitable Xmas presents for loved ones and friends.

Is there not something in this list that appeals to

YOU?

Practical Gifts Are Always Appreciated

- Majestic Ranges
- Barber Heaters.
- Coal Vases.
- Shot Guns.
- Remington Rifles.
- Single Shot Air Rifles.
- Repeating Air Rifles.
- Safety Crackers.
- Rochester Nickel Ware.
- Liquid Pistols.
- Tea Pots.
- Crumb Trays.
- Tea Kettles.
- Tea Trays.
- Coffee Pots.
- Serving Dishes.
- Ladles.
- Butter Dishes.
- Carving Sets.
- Bird Carvers.
- Beef Carvers.
- Game Carvers.
- Sporting Goods.
- Foot Balls.
- Baseballs.
- Basket Balls.
- Mitts.
- Gloves.
- Boas.
- Skates.
- Cutlery.
- Pocket Knives.
- Scissors.
- Manicure Sets.
- Razors.
- Kitchen Knives.
- Kitchen Sets.
- Wagons.
- Velocipedes.
- Hand Cars.
- Automobiles.
- Meccano Outfits.
- Food Choppers.
- O-Cedar Mops.

Would be glad to have you check off items in which you are interested, and then call in and look them over.

REMEMBER you are always welcome at our store; we appreciate your looking over our goods whether or not you buy.

Sullivan Hardware Co.
Carolina's Greatest Hardware Store