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E. Whitner St., Anderson, S. C.

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Anderson, S. C.

The Farmers & Merchants Bank and the Farmers Loan and Trust Company, both of Anderson, S. C., take a great deal of pleasure in lending money to prompt paying customers and at this season of the year take an especial pleasure in lending money to their farmer friends.

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**Farmers & Merchants Bank**  
**Farmers Loan & Trust Co.**

## Commission Form a Success In Over Three Hundred Cities

Letter from Mayor of Spokane, Washington, to W. A. Sanders of this City Tells of the Benefits of the Plan of City Management

The Daily Intelligencer has been endeavoring to get information on the subject of the commission form of government. W. A. Sanders, civil engineer, a resident of Anderson but formerly assistant to the city engineer of Spokane, Wash., has received a very interesting letter from the mayor of that city, giving his reasons for favoring the new plan of government. The following are extracts from that letter:

"Good business, and when I say 'good business,' I do not necessarily mean 'big business,' for not all 'big business' is 'good business' any more than all 'small business' is 'good business'; but all good business, whether big or small, is demanding some readjustment of the management of the modern city.

"The public has come to feel the truth of what the Hon. James Bryce, author of 'The American Commonwealth,' said a few decades ago that 'the one conspicuous failure of the American people is seen in the government of the American city,' and stirred by the consciousness the people of our American cities are experiencing what I am pleased to call the renaissance of civic responsibility, and a new day is dawning for the American city.

"Among the signs of the new awakening and the answers given to the public demand for civic readjustment, none has attracted more attention and none in my judgment is more pregnant with the promise of civic betterment than the idea of commission form of government whose policies are already in force in over 300 of our American cities, and the striking fact to be noted in this connection is that while this list of cities has been growing for the past decade, and while repeated attempts have been made to revert to the old councilmanic form of government, up-to-date not one city in America has so far suffered a relapse. Individual commissioners have failed, here and there charters have demonstrated their need of readjustment, but no reversion to type has so far been recorded.

"Spokane called a special election November, 1912, to vote on a possible recall, not of the individual commissioners, but on the charter of commission government itself, and the result of that election was a reaffirming of the charter by a vote of practically two to one. It carried in every ward and was given much larger endorsement than when it was adopted nearly two years before.

### YOUNG LADY HAD NARROW ESCAPE

Seriously Cut and Bruised When Buggy Turned Over Monday Night

(By Associated Press.)  
Rounding an abrupt curve just off the end of a bridge, a buggy in which Miss Allie Major was driving, turned over last Monday night and the young lady was seriously injured. Her baby brother, only five years old, escaped unhurt except for a slight shock. Miss Major, the 19-year-old daughter of Mr. and Mrs. J. A. Major, had driven to a neighbor's house early in the evening and was returning home about 8 o'clock. When she drove off the bridge in some manner the buggy tilted to one side and turned over, both occupants being hurled to the ground. Miss Major was knocked unconscious and was dragged along under the buggy for a distance of some 30 feet. As soon as the little boy recovered from the fall he began to cry and some negroes were attracted to the scene. They hurriedly rushed the young lady to her home where Dr. Hayne gave assistance and Tuesday she was said to be resting well. One feature of the affair, rather funny now since the young lady was not badly injured, is that a five-gallon glass jar of milk in the buggy at the time, went out when she did but was not broken.

### Blow Up Portions Of Sunken Liner

(By Associated Press.)  
Washington, March 24.—The revenue cutter Onondaga was ordered today to blow up any portions of the sunken Old Dominion liner, Monroe, that may menace navigation. The steamer's hull will not be disturbed and her cargo may still be saved.

the city, it is only to be said that the law is being enforced and there is no commercializing of vice. Over forty saloons have gone out of business since the commission form of government was adopted, many of these licenses having been cancelled by the city council and others forced out of business on account of the enforcement of the law.

"The social evil has been eliminated so far as institutional and commercial phases of it are concerned, and while there is doubtless a great deal of clandestine vice being practiced in certain lodging houses and hotels, yet this statement has been repeatedly made on public platforms: 'That there is not a street or an alley in the city other perhaps than a drunken man, which would bring a blush to the cheek of a child or an apology from his guardian's lips.'

"Third—By focalizing the lines of government, you reduce to a minimum the friction of government, the old clash between the legislative and executive branches is done away with, and the mayor is not made the scapegoat of the administration, those who make the laws are charged with the responsibility of their enforcement, and each commissioner in charge of his own department is directly responsible to the people.

"Fourth—By close knit organization and personal supervision of his department, the commissioner has shown an increase of nearly 100 per cent in the quantity and quality of the work done.

"In Spokane public improvements have been cheapened from 14 to 46 per cent.

"The cleaning of the streets, the upkeep of our public institutions and the service rendered to our people for less money than under the old system.

"No More Cheap Politics.  
The city hall has been redeemed from that odium of graft and cheap politics and the worst critics say about us is that we are monarchical and non-representative, and that some of us lack business ability.

### Estimated Production Of Various Grains

Washington, March 24.—A reduction of 12 per cent in the combined wheat crop of the Argentine, Australia and New Zealand from the previous year's crop was reported today to the department of agriculture by the international institute of agriculture at Rome. The total estimated production of all wheat in those countries was placed at 250,133,333 bushels. Argentina's estimated area of corn which probably will be harvested, is placed at 10,200,000 acres, or 84 per cent more than the previous year.

### Exploring Parties Lost All In Rapid

Roosevelt Party in South America Had Misfortune With Their Spoil

(By Associated Press.)  
New York, March 23.—After waiting all day in vain for further news regarding a report of an explorer of the Roosevelt party who had been party in Brazil, the American Museum of Natural History tonight cable to the American consul at Para asking for information. The message said: "Can you obtain any information concerning the Roosevelt party Wire Santarem? Advice by telegram at earliest possible moment. All expenses guaranteed."

### Give Weapon to "Teddy"

Milwaukee, Mar. 23.—The revolver which John Rohrkamp attempted to kill President Roosevelt in Milwaukee, in October 1912 will be presented to Mr. Roosevelt together with five cartridges which remained in the weapon when it was seized upon his return from South America.

## Underwood Opposes Wilson In the Canal Tolls Matter

Says the President Is Not Adhering to the Party Platform as it was Adopted at Baltimore

Washington, March 24.—Representative Underwood of Alabama, democratic floor leader in the House of Representatives Tuesday delivered a strong speech against repealing the Panama tolls exemption, as urged by President Wilson. The scene of the leader of the House majority, who had led the successful fight for practically all the administration measures, combating the position of the President, attracted wide attention. Mr. Underwood urged defeat of the Sims' bill which follows President Wilson's recommendation for the repeal of the tolls exemption. He declared the repeal was contrary to the platform of the democratic party adopted at Baltimore convention, and that an exemption favoring American canal ships did not violate the Hay-Pauncefote treaty.

"For the moment do I believe we have violated a treaty," declared Mr. Underwood. "Our whole difficulty arises from the un-American spirit of surrender that some of our own people have exhibited toward this important question from the very beginning. In any one tell us plainly why we surrender and what is to be accomplished by it? Are we to yield merely because the sentiment of Europe is against us? What has the sentiment of Europe ever been with us about matters of moment? When will the time come when we can expect to match and preserve our rights, political and commercial with its acquiescent sympathy of European governments?"

The Party Pledges.  
Underwood quoted the tolls exemption plank from the Baltimore platform and continuing said: "There can be no contention as to the meaning of this language. No one can raise the issue that the bill now pending before the house introduced by the gentleman from Tennessee (Mr. Sims) is not in direct conflict with the declaration of the democratic platform. Personally I believe the party pledge should be lived up to in good faith by those who in allegiance to party principles has there are many here who differ with me in reference to the binding effect of a party platform I will at this time endeavor to discuss pending bill from that standpoint. Let us resolve the issue into the question as to whether the platform of the democratic party favoring exemption of tolls of American ships engaged in coastwise trade passing through the Panama Canal is best for our nation and the people of our country or whether the people of our country in this bill now pending before the House repudiating the existing legislation that will be most beneficial to our nation and our people."

representative Underwood quoted to show that the cost of maintenance of the canal and interest on government's investment could be easily without charging American vessels tolls and by charging tolls on foreign vessels engaged in the coastwise trade of the United States. He said that the tolls charged the British at the Suez canal with the purpose of Congress, "in providing in the act for the building, maintenance, protection and operation of the canal, that tolls shall be levied upon vessels engaged in the coastwise trade of the United States," and providing further that it should be left discretionary with the president of the United States to exempt foreign trade, was an effort on the part of Congress to discriminate in favor of American shipping and to establish a policy of the democratic party since the beginning of the government. The democratic party has never stood for direct subsidies but he has always favored discriminations and discriminations in favor of our shipping.

Canal for Americans.  
"It was through discriminating duties that our merchant marine developed in the first three decades of our government's existence. The democratic tariff law that is now the statute books carries in it a discrimination amounting to a reduction of five per cent of the duties on goods imported in American ships. 'If we have built the canal for the benefit of an American merchant marine and not for practical exclusive benefit of foreign shipping, we must not allow a policy of discrimination in favor of foreign shipping, or we must in the indirect subsidies to enable our ships to compete with ships of foreign nations. The subsidies and discriminations that European governments have given to their shipping interests have practically driven American ships from the seas.

"For the reasons given I believe that the democratic party was both wise and patriotic when it announced a policy in favor of discriminating in favor of our coastwise ships going through the Panama Canal and that there is no reason at this time why we should abandon a policy promised to the American people in one of the most prominent planks in our party platform."

Not Violating Treaty.  
"But we are told that we are violating a solemn treaty made with another nation and in good faith that we should abandon the canal to foreign rivals without contest or dispute, in order that we may keep our standing in the family of nations.

"Not for one moment do I believe that we have violated a treaty right and not for one moment do I believe that the English government seriously contends that we have violated a treaty right. Our whole difficulty in the matter arises from the un-American spirit of surrender that some of our own people have exhibited toward this important question from the very beginning.

"If the congress had unanimously passed the canal tolls bill two years ago, I do not believe that the question would ever have been raised that we do not have the right to exempt American ships from the payment of tolls when we charge foreign ships a fair and equitable rate for their passage through the canal. Great Britain charges \$1.30 for the passage through a canal that cost only one-third of what it cost us to build the Panama Canal and our toll charge is only \$1.20 not lie within the mouth of Great Britain or any foreign nation to complain that we have not given them fair and equitable treatment in the tolls that we have charged for the passage of their ships through the canal.

"There is a more serious question involved in the passage of this bill, we have the right to discriminate in favor of our ships, the opportunity to encourage our shipping and to increase our commerce are matters of vital importance, but they pale into insignificance when compared with the attack on the sovereignty of our country in canal zone.

A War Measure.  
"The power to build the canal under our constitution rests in the war power of the United States. We built the canal primarily as an addition to our war power as it permits the quicker transfer of our naval forces from one ocean to another. Its inland lake provides a harbor of refuge in which our navies can rendezvous and as occasion offers, strike either ocean.

"The advocates of Great Britain take the position that we are forbidden to discriminate in favor of our own vessels of commerce, and as vessels of commerce and war are named together, how long will it be before the same advocates of the British contention will advise us that we cannot discriminate in favor of our own war vessels.

"The contention of those advocating the British claim seems almost absurd when we recognize that if we admit them for vessels of commerce the same reasoning will require us to admit them for vessels of war. To do so would convert the canal in time of war into a liability instead of an asset. Of course we made no such contract. We give to all nations observing certain rules adopted by us certain privileges in the canal. That did not mean that we proposed to build a canal at our own expense and then surrender its sovereignty to all other nations.

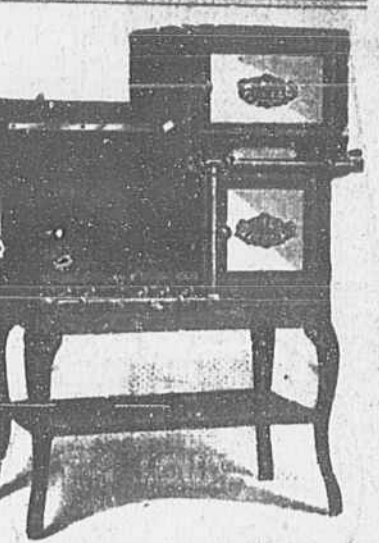
"There is no word in the treaties that even by implication denies our right to give free tolls to our vessels in any trade and the day will yet come when we will free our vessels from tolls in the foreign trade. But we have yet to consider the most serious surrender that the advocates of the British contention desire to make, that is to make the admission that we are not sovereign in the Canal Zone.

By your vote, you are asked to ratify for all time to come, the British desire that we surrender sovereignty of the Canal Zone and admit that it is an international waterway in which we have no rights that are not possessed by all other nations.

"Our governmental status on the Canal Zone was established and fixed by a treaty made with the Republic of Panama subsequent to the making of the Hay-Pauncefote treaty. Great Britain remained silent after the publications of this treaty and allowed us to build the canal under it and she is estopped now to deny the right we acquired under this treaty with Panama.

"The Republic of Panama acquired the sovereignty over the land through which the Canal was built in the same manner the original Thirteen States of this Union acquired their sovereignty, by successful revolution. Panama has surrendered her sovereignty over the Canal Zone to the government, by language that is so clear it cannot be misunderstood.

"Are we now to yield the sovereign rights of a nation and for what? Can anyone tell us plainly why we surrender and what is to be accomplished by it? "Are we to yield merely because the sentiment of Europe is against us? Who has the sentiment of Europe ever been with us about matters of moment? "Was Europe with us when we protested against the British government taxing us without granting representation in the parliament? Did Europe sympathize with us when we protested against the unlawful seizures and search of vessels in the second decade of the last century? "When will the time ever come, when we can expect to maintain and preserve our rights, political and commercial, with the acquiescent sympathy of European governments?"



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