

Simple in
Construction

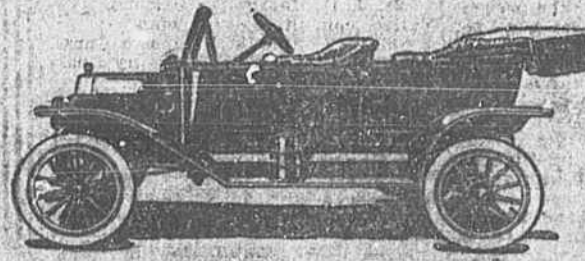
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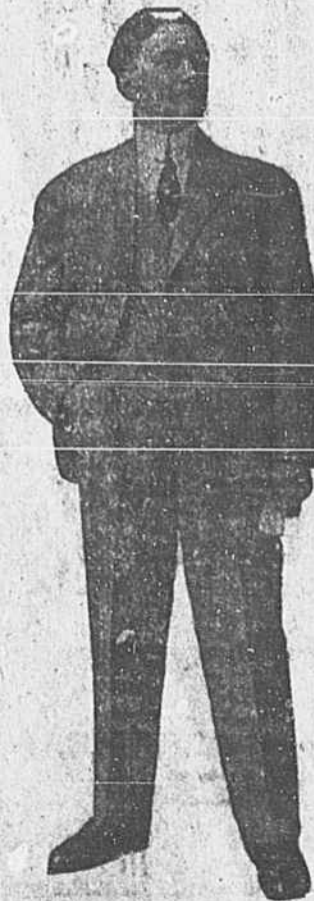
Anderson,
So. Car.

W. EARLE ST.
Phone 226

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- \$5.00 Boys' coats, \$3.75
- 4.00 Boys' coats, 3.25
- 3.50 Boys' coats, 2.65



Men's and
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We have a great line to show you through. You will always find here the suit you want at the price you want.
Suits, \$5.00, \$7.50, \$10, \$12.50, \$15.00, \$16.50, \$18.00, \$20.00, \$22.50.

SHOES, HATS AND FURNISHINGS. WE ALWAYS STAND IN THE FRONT ROW IN THIS LINE. YOU WILL ALWAYS FIND WHAT YOU WANT HERE AT THE RIGHT PRICES.

THANKING OUR FRIENDS AND CUSTOMERS FOR THEIR PATRONAGE IN THE PAST 1913, AS THEY MADE IT ONE OF OUR BEST YEARS, AND HOPING TO HAVE THE CONTINUANCE OF SAME DURING THE YEAR 1914.

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ABBEVILLE WISHES TO JOIN HANDS WITH ANDERSON AND EDGEFIELD

Manager of the Anderson Freight Bureau Tells of the Success This Great Coal Carrying Road Has Been Having in the Last Year

Editor Daily Intelligencer:
What promises to be one of the greatest aids to the development of the city of Abbeville, as well as the county in general, is the proposed new electric line of railroad, to be known as the Northwestern Carolina Railway. A commission for the enterprise has already been issued to a board of incorporators, consisting of twelve well-known and responsible citizens of Pickens, Anderson, Abbeville, and Edgefield counties. The books of subscription will be opened on the 1st of February, and no trouble is anticipated in securing the requisite amount of stock subscriptions to insure the granting of a charter by the secretary of state. The principal places of business of the new company will be Abbeville, as it is about half way between the two terminal points, Easley and Augusta.

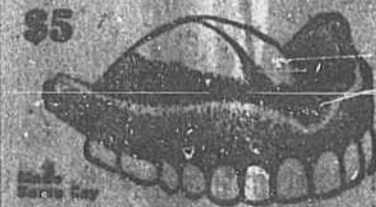
This road will run through the finest sections of Pickens, Anderson, Abbeville and Edgefield counties. It will have splendid connections with other roads. At Easley it will connect with the main line of the Southern. At Anderson with the Duke Trolley system, the Charleston & Western Carolina and the Blue Ridge. At Abbeville with the main line of the Seaboard and with the Southern. At McCormick with the C. & W. C. railroad, both the main line and the Savannah Valley. At Augusta with the Southern, the Georgia railroad, C. & W. C. and others.

Yet, in spite of the splendid connections with other roads, the line will run through a country entirely devoid of railroad service at the present time. The line will be about one hundred and twenty-five miles long and is already attracting the attention of the business world. The interest all along the line is intense, and the prospects for building the line are fine. A number of the most progressive farmers along the line have already signified their intention of not only donating the right of way, but of making handsome subscriptions to the stock. The road, if built, will be the greatest developer that has ever come to this part of the country. It will develop not only the towns, but the country as well. The history of all electric lines is that the land along the line, and wherever it reaches, it will double in value, and some times increase five hundred per cent. It will raise improved farming operations, will cause churches and school houses to be built, will increase

the circulation of newspapers and other literature, will draw the people closer together, and will cause a general awakening, the results of which no one can calculate.

There will be a meeting of the incorporators held some time soon, and plans will be laid for an active canvass to secure subscriptions to the capital stock. It is the intention of the incorporators to push the organization as rapidly as possible, and we hope to have the line built in a comparatively short time.
WM. N. GRAYDEN,
Abbeville, S. C., Jan. 12, 1914.

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