

Auction Lot Sale! BELTON PAGE

Devoted to the Upbuilding of Belton and Vicinity, and as a Medium for Communicating News and Advertising.

-40-

Choice Residence Lots

-40-

Belton, "Moore Woods" S. C.

FRIDAY, January 23

10:00 A. M., Rain or Shine

MUSIC BY FINE BRASS BAND

FREE!

One Choice Lot, Bag of Gold and Silver and \$300 in Valuable Presents.

OWN YOUR OWN HOME

1 Choice Lot, a bag of gold and silver and \$300.00 in valuable presents and souvenirs will be given away free and whether a spectator or a buyer, your chance at the presents is the same, if you are on hand promptly at 10:00 A. M.

This beautiful Tract, formerly the Latimer property, in the heart of Belton, is now being subdivided and developed in a high class manner, and has been consigned to us to be sold to the highest bidder ABSOLUTELY REGARDLESS OF PRICE.

Real estate is the root of riches—the safest investment one can make—it won't burn up, can't blow away, thieves can't break in at night and steal it, and it IS BOUND TO INCREASE IN VALUE. The population of South Carolina is increasing rapidly every day, but there is not any more real estate being made.

But what we wish to call your attention to is:

That Belton, South Carolina's Bright Spot, is the best town of its size in the state.

That Belton's population is increasing faster than homes can be provided for the increase;

That Belton real estate is increasing in value by leaps and bounds; That each and every lot we offer will be sold to the highest bidder, ABSOLUTELY REGARDLESS OF PRICE.

That this property, situated as it is, on the electric line near the heart of town, is bound to increase in value;

That within the next 18 months, "Moore Woods" many handsome homes;

That we want you to be one of the fortunate owners of WOODS;

That each and every lot we sell is studded with trees, so that it would take 30 years to grow;

That those who stand quiet and see the other fellow buy lots five years from now will be crying that old, old bought Real Estate in Moore Woods see what I'd be doing!

WATCH BELTON GROW!

But will you stand and watch the other fellow Get in on the ground floor and reap some of the harvest to the wise investor.

MEET US AT THE GRAND AUCTION SALE, 23, 10:00 a. m. and hear Col. J. E. T. Bowden, the Famous Auctioneer, at the rate of \$1 a minute. We feel that we have a proposition of every man's consideration.

SPECIAL PRIZES FOR THE LADIES

The United Realty

508 American Trust Building, Birmingham

O. T. WALLACE, S. G. WALLACE, J. WALLACE
General Manager, Advertising Manager

FAIRFAX HARRISON OUTLINES POLICY OF SOUTHERN RAILWAY

The New President, In His First Public Utterance, After Paying Beautiful Tribute to the Dead, Tells of the Personality of His Great Road and Pledges it to the People of the South

The Southern Railway includes 10,000 miles of railroad on which 50,000 officers and employees perform public services, in return for which more than 100 millions of annual revenue is collected.

These are big figures and, in a country in which there has always been a pride in big things, in which every community has been wont to boast of that which it has which is the biggest, such a big thing as the Southern Railway System should be, and I believe is a source of pride to it is a big also in its public service and faithful in its public trust.

The administration of such a vast machine, affecting, as it does, the comfort and well being of the people of a large territory, is therefore itself a large public service. The time has passed when it might be exploited for merely private and selfish ends. The railway used to tell us that a railway was a quasi public institution but today, happily, it might better be described as a quasi private institution. It is private still in the opportunity it presents for the exercise of individual initiative, and competitive service but in practically every other sense it is now recognized that it is public.

It is a matter of sincere regret to every railroad manager that railroad securities are not more generally held directly and immediately, in the communities which the railroad serve.

The lack of such holding deprives him of a powerful and sympathetic ally in the relation of public opinion to his problems. The time was when the railroad stocks were owned immediately at home, and by the people who were most influential in shaping public opinion, but today, while railroad stocks are generally held by the same kind of people, by those who through the exercise of prudence, industry and courage have laid by a goodly sum, and by the women and children for whom they worked, such a sympathy does not as a class regard the territories in which they have made their investments.

The explanation of this phenomenon is so well known to all, but still a phenomenon in part of the financial history of the United States, but the fact has given rise to a feeling among many of those who use roads daily and come into immediate contact with their management, that the railroads belong to some mysterious, remote and foreign power, to irresponsible potentates, who bear, in popular imagination the generic name of "Wall Street."

We read in magazines and newspapers of the romantic lives attributed to a few individuals who are supposed to "control" the destinies of whole communities by possession and exploitation of the instruments upon which such communities depend for their necessary transportation, who "fix" rates and arbitrarily determine conditions of service and so "tax" the people they ought to serve, withdrawing money earned in the sweat of the brow from the communities where it is earned in the sweat of the brow from the communities by extravagant follies.

Such a condition is not the result of any one thing, but of many things.

Secretary of Agriculture Houston, an important member of the group as well as being the most extensively developed. It is the best early truck soil of the section.

On the soils of the glacial and loessial soil province is grown the bulk of the great staple crops of the country. The silt loams have by far the largest areal development of any of the groups. They furnish the greater portion of the cereals directly produced for local consumption and export the hay and grain used in the production of meat and other meat supplies. Dairying is also an important industry. The Marshall silt loam is the principal corn soil of the country and is only slightly less important for the production of wheat and is also an excellent soil for the production of oats, alfalfa, tobacco and sugar beets.

Simple Canning Methods. Recently a western Pennsylvania farmer, dissatisfied at selling his peas at a very low price, decided to can them according to the method advocated in Bulletin 333, agricultural department, on the "Canning of Vegetables in the Home." He used the ordinary fruit jar as a container. He disposed of some to a local store, which soon took all he had and agreed to take all he could furnish in the future. He is preparing to put up a much larger amount next year.

English "tattle" to be admitted. The secretary of agriculture, at the request of the British ambassador, announces that the foot and mouth disease affecting cattle, sheep and swine of England, Ireland and Scotland has been eradicated and that prohibition against the importation of these animals has been removed.

entirely out of account; it has been that at least 70.57 cents out of every dollar expended by the Southern Railway remains in or is brought into the South.

It may be added that these figures do not take account of expenditures for additions and betterments amounting last year to three millions and a half and in ten years to twenty seven millions of which the major part, expended on roadway and structures, was practically all paid out along the line of the road. We may then take it as established that what the Southern people pay the Southern lines for transportation remains in or is brought into the South.

Additions and Betterments.

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I have spoken of our preferred stockholders, but the real preferred stockholders of the Southern Railway System, in the matter of priority of claim, are the political governments of the States, counties and cities along its lines.

Their claim upon railroad revenues comes ahead even of that of employees and they work \$743,704.39 in the last fiscal year. It is hard to grasp the significance of figures as large as this; what our tax payments really mean to the communities along our lines can be better understood by an illustrative analysis of our payments on account of school taxes and road and bridge taxes in the Southern States.

In 1912, our school, or an average of twenty eight hundred dollars for each county traversed by our lines. At the average annual compensation of school teachers in the Southern States as reported by the United States Bureau of Education, this would more than pay for ten teachers in each county. It represents \$64 out of every \$100 of school taxes paid in these States and amounts to \$1.25 for each school building in the States traversed by our lines. Every dollar paid to the Southern Railway for transportation charges thus includes a substantial contribution to the maintenance of the system of public education in the South.

Payments by the Southern Railway directly assessed for public road bridges amount to \$4,755.00, or an average of \$1.57131 for each county along our lines. Every dollar paid to the Southern Railway for transportation charges thus includes also a substantial contribution to the maintenance of the public highways of the South and is an indirect but none the less real public support of the system in the same year of taxes the progressive movement for good and better roads.

I have referred to the impracticability of determining the amounts of interest and dividends paid to holders of securities living along the line of the road. We know, however, that a large percentage of our population have a very real though indirect personal interest in these securities.

See the valuable presents to be given away at the auction sale in FRIERSON'S window.

even though they may never have seen a railroad bond or stock certificate. There are a few families in the South who do not hold an insurance policy of some sort; either an insurance on life or against the risk of fire. There are few families in the South who do not hold an insurance policy of some sort; either an insurance on life or against the risk of fire. The invested funds of the great insurance companies are, therefore, matter of vital concern to the Southern people, and in large measure are their own assets held in trust for their benefit. We find that the chief insurance companies report their holding of securities of the Southern Railway System, including terminal bonds on which the Southern is a guarantor, aggregating nearly eighty million dollars.

Belongs to the People. I assert with confidence that the facts to which I have called your attention are full warrant for the claim that in a very real sense the Southern Railway belongs to the people of the South; so much so that its annual reports might more properly be addressed "To the People of the South" to advise you of the results of the management of such property, for today it belongs more to you than it does to the stockholders. More than this, its management is and always has been in the interests of the South.

those who were not born in the South have been here long enough to have become identified with our institutions, our responsibilities, our aspirations, and our inspirations as a people; they talk the same language as the people of the South. I look forward to the time when there may be more Southern men sitting on our Board of Directors, where I know that they will be welcome.

As an organization then the South

(Continued on fourth page.)

GOOD, COME AGAIN.

Louis Ellison of Belton writes to the Intelligencer: "We finished up the seventh grade Arithmetic Friday. Our teacher said we might send our report to the Anderson Intelligencer." Please publish it.

Louis Ellison, 129; Frank, 100; Ruby Ellison, 99; Daisy, 69 1-2; Lucile Deane, 67 1-2; Shaw, 59 1-2.



25c POCKET CALCULATOR

... MANUAL

Containing Accurate Showing the amount at any price

FAN BOOKS



It's Just Like

Thirty acre Field of Cotton on farm of W. H. Tollican, Piedmont S. C., raised by UNION QUANO COMPANY'S Fertilizers. Mr. Tollican is one of the thousands of satisfied customers who use Fertilizers.

When you need glasses, you will want the best and price. A better Fertilizer will produce a better crop. "UNION BRANDS" have demonstrated to many of the best planters in your own country their superior "crop producing" qualities. Ask the man who uses them.

For Sale by Hampton Mercantile Co., Piedmont, S. C.; Victor Mercantile Co., Williamston, S. C.; Southland, Sandy Springs, Ga.; Greenville and Pickens counties. For further information write our representative at Anderson, Mr. R. B. Burdick or address UNION QUANO COMPANY, Winston-Salem, N. C.

Agents A. Bagudale, Pelzer, S. C.; Victor Mercantile Co., Williamston, S. C.; Greenville, S. C.; Cox, Greenville, S. C.

DR. KEENEY'S Eye-Sight Specialist Over Evans Pharmacy