

CLASSIFIED ADVERTISEMENTS

Advertisements in this department will be classified and run at the following rates: 25 words or less, one time, 25c; three times for 50c; eight times for \$1.00. For more than 25 words the same rate will apply.

FOR SALE

FOR SALE—House and lot where I now live and vacant lot adjoining on east. House has eight rooms and kitchen, butler's pantry, bath room, electric lights and sewerage. Price right, terms right. L. E. Norryce.

PUBLIC SALE

We will sell at public auction at the Anderson court house on Monday February 2, at the usual time, one house and lot in town of Belton, in estate of Mrs. M. J. Gambell. Purchaser to pay extra for papers.—R. R. Keaton and R. A. Keaton, Executors. 1-13-3tu.

Forty-eight acres valuable farm land situated within one mile of the city limits of Easley, S. C., near Alice cot-

ton mills. This property has a new eight-room dwelling house, ample out-buildings and a good barn on it. The land is very strong and is especially adapted to truck farming. For prices terms, etc., call on or write to Jos. E. Leach, Attorney, Easley, S. C.

I still have a lot of good land in tracts to suit you. Prices varying from ten dollars to thirty-five per acre. All well located. Write to me at McCormick, S. C. Joe F. Edmunds.

WANTS

GIRLS WANTED to sew. Light work. Will pay board while you are learning. Anderson Overall Factory, Anderson, S. C. 12-12-2m

WANTED TO BUY—Will buy any time, fat cattle, hogs and calves. I have customers for and contracts to furnish. I buy hides and tallow. The Tanners want my hides. 121 W. Whitner St. Phone 694 or 695 R. D. HENDERSON At Lilly White Market. The wholesale and abattoir man. It.

WANTED

50 head good mules, old and young, within the next ten days or two weeks. Bring them to The Fretwell Company's stables. G. W. RADER. 1-9-4t-tue.&fri.

Lots That Please

We have for sale 25 beautiful lots on Tribble Street. TERMS ARE EASY ON THESE LOTS. LOOK AT THEM.

J. Furman Evans Company Evans Building.

YOU'LL ENJOY WEARING THE GLASSES

I supply you with. Your sight will be much improved, the glasses will be so comfortable you'll hardly know you have them on. Come and be fitted with a pair that will help your sight, help your appearance and add to your comfort.

Dr. M. R. Campbell

112 West Whitner St. Office Phone 838J. Res. Phone 168J.



For the Road

OUR RAYO DRIVING LAMP is the most compact and efficient lighting device for all kinds of vehicles. Will not blow out or jar out. Equipped with thumb screws, so that it is easily attached or detached. Throws a clear light 200 feet ahead. Extra large red danger signal in back.

It is equipped with handle, and when detached makes a good hand lantern. Strong. Durable. Will last for years.

At Dealers Everywhere

STANDARD OIL COMPANY

Washington, D. C. (Over Jersey) Baltimore, Md. Norfolk, Va. Charlotte, N. C. Charleston, S. C.

MR. MERCHANT

Did you ever notice our Electric Sign? No doubt you have. Most everybody has noticed it. Has most everybody noticed your sign? And are there a great many people who can positively remember to have seen your sign at all? Why not make it attractive enough to be remembered—attractive enough to draw trade—active enough to indicate your desire to be prominent—attractive enough to show people that you wish to attract them—that you want their attention and trade.

We would like to Talk Electric Signs with you.

Southern Public Utilities Co.

G. S. & A. LOCAL STATION

Maj. Jno. G. Richards of the Railroad Commission Calls Attention to Some Things Heretofore Mentioned—Otherwise the Road is Especially Complimented.

Maj. Jno. G. Richards, chairman of the railroad commission, has given official endorsement to a complaint that has been made by The Intelligencer with reference to the inadequate accommodations of the G. S. & A. passenger station in this city. This paper requested a copy of the official report and same has been furnished, very kindly, by Mr. G. McDuffie Hampton, of the commissioners. Major Richards reports on the stations and general conditions and Mr. Hampton upon the track conditions.

The reports are highly enthusiastic, if that word may be used, with the one exception noted above. Major Richards makes valuable suggestions in his report, and as Greenville is likewise involved, it is not unlikely that if Greenville and Anderson get together they can require something to be one in the way of permanent improvements.

Major Richards says in his very interesting report:

"On January 9th, accompanied by Commissioners G. McDuffie Hampton, B. L. Coughman, Messrs. C. D. Allen, General Freight and Passenger Agent, C. W. Crosby, Train Master and A. C. Lee, Chief Engineer Main-tenance of Way, I inspected Greenville, Spartanburg & Anderson Railway from Greer to Greenville and from Belton to Anderson.

"This is the first inspection the Commission has made of the depot property of this railway, as the inter-urban lines of the State were only placed under the control of the Railroad Commission at the 1913 session of the legislature.

"At Greer the station is 160 feet long and 38 feet wide, constructed of red brick and white unit brick and covered with red book tile. The cost of this station is approximately \$11,000, and is also used for freight.

"At Greenville and Anderson this railway has large and commodious freight depots, but the passenger stations consist of large store rooms located in the center of the towns and are provided with all modern conveniences. I desire to call attention to the fact that a part of the waiting room at each place is used as a cafe, and the negro's apartment is in the same building, in rear of white apartment, but there is no provision for the actual separation of the races. For instance, all passengers using this depot are necessarily forced to enter through same entrance from Main Street, negro passengers passing by the whites on their way to the rear of the building.

"I recommend that the G. S. & A. Railway be required to make provision, both at Greenville and Anderson, where the cases are practically identical, for the actual separation of the races in these two depots, and that separate entrances for whites and negroes be provided to the depots. I regard this as a very important suggestion and it should be put into operation without unnecessary delay.

"The freight stations at these two points are 241 feet long by 41 feet wide. They are constructed of red brick and white unit brick and covered with red book tile. The office rooms of these two stations consist of two stories 41 feet square, leaving freight and ware house room 200 feet in length and 41 feet wide. These stations, I am informed by the management of this railway, cost approximately \$14,000 each.

"The stations at Piedmont, Pelzer, Williamston, Belton and Honea Path are 12 feet long, and 22 feet wide, provided so as to take care of both passenger and freight business, and are of same construction as ones above mentioned. I am informed that they were constructed at a cost of approximately \$7,000 each.

"The stations at Donalds and Hodges are 112 feet long, 22 feet wide, and of the same type as Piedmont and other stations. These cost about \$6,000 each, owing to the fact that they have smaller freight rooms.

"At all local flag stops the company has provided nice umbrellas, these ten feet squares for the accommodation of its patrons, these sheds costing approximately \$100 each.

"The Road Commended. I desire to commend the G. S. & A. Railway for the splendid depots which it has constructed at all of its stations, with the exception, as I have indicated, of the stations at Anderson and Greenville, where I believe improvements should be made as suggested above.

"I desire to call attention to the method which this company has adopted of heating its passenger depots. Large drum heaters are constructed in the rear of the agent's office and necessary fuel is kept there. The heat for the passenger station is supplied by large pipes which are connected with this heater and the rooms are thereby made very comfortable. The floors of the passenger stations are of concrete and are nicely kept and free of the corrosion and other undesirable influences incident to the erection of stoves and keeping of fuel in the passenger stations, as is the custom of the other railroads throughout the State.

"I did not find water coolers or fans for passengers in any of the depots on this line, but was told by the management that they would be provided immediately.

"Mr. Hampton's Report. Mr. Hampton in his report on the track conditions says:

"I inspected G. S. & A. Railway, and found the following conditions to exist:

"Eighty pound rail on all main lines, except line from Belton to Anderson, 70 pound rail. Maximum

grade 1 per cent. Maximum curve 5. The ballast at present is dirt and cinders, except about seven miles of stone ballast. The policy of the road is to continually put in stone ballast until the entire track is covered with it. The drainage is all right, surfacing good, alignment good. All trestles except two are steel structure. The coaches are steel under-frame and wooden body. Maximum speed about 45 miles an hour. These cars are operated by 1,500 volt. Cost of these coaches about \$16,000.

"The timber and ties are, of course, new and in first-class condition. I would mention the very creditable steel bridge over Enoree River, on the Greenville and Spartanburg link, costing \$60,000. The construction is of all steel and masonry viaduct type. The spans across this bridge are 60 and 30 feet alternating. Total length of bridge 910 feet, and 65 feet high. Concrete abutment at each end with steel towers on concrete pedestals, near Chick Springs.

"At Williamston is the Carolina Stone Company, with very large capacity per day. This road secures its ballast from this quarry and it is the policy of the Piedmont Northern Lines to continue this placing of rock ballast until the entire line is covered. At Williamston there is one wooden trestle. There is only one grade crossing on the entire system and that is at Belton.

"Belton to Anderson. This line was purchased by the Piedmont Northern from the Anderson Traction Company. Maximum grade 3 per cent and heavy in grade many places along the line. Maximum curve 8 degrees. Ballast dirt; ties about 50 per cent new and 50 per cent fairly good. Are being replaced now with new ties. One wooden trestle and two of steel. Drainage good condition and only objection to same is heavy grade, which has not been changed since recent purchase. Belton to Greenville—31 Miles. Physical condition of track excellent.

"Summary. The general physical condition of the track and roadbed is most desirable for a new road. The alignment is particularly good and the curves in most places slight. There have been some very heavy cuts along this line and the fills are in good condition for the length of time they have been built. The general spirit of progressiveness shown by this road in having everything as far as possible up to date, both track and depots, is highly commendable, and this road may be at this time considered a first-class railroad, both in construction, rolling stock and the convenience shown in operating the

same. It is particularly convenient, as the trains are run about every two hours and stations are very close together, averaging about two miles apart. "From Greer to Greenville: this portion of the track was first put in to operation December 1st, 1913. Greenville to Belton, December 8th, 1912. Greenwood to Belton December 22d, 1912. Anderson to Belton was purchased in the spring of 1910.

SOUTHERN RAILWAY.

Premier Carrier of the South.

IN CONNECTION WITH BLUE EDGE RAILWAY.

Schedule Effective Jan. 18, 1914

N. E. the following schedule figures are published only as information and are not guaranteed.

Arrival and departure of trains from Anderson, S. C.

No. Arriving From Time 20 Greenville and Belton. 3:30 a. m. 22 Greenville and Belton. 11:50 a. m. 15 Charleston, Columbia and Belton, through sleeper to Belton. 11:50 a. m. 12 Atlanta, Walthalla and Seneca. 8:31 a. m. 25 Greenville and Belton. 1:25 p. m. 10 Atlanta, Walthalla, and Seneca. 4:52 p. m. 17 Charleston, Columbia and Belton. Through coach from Columbia to Walthalla. 6:03 p. m.

Leaving For 20 Belton, Greenville. 7:40 a. m. 22 Belton and Greenville. 9:30 a. m. 24 Belton and Greenville. 1:25 p. m. 10 Belton, Charleston, Greenville and Columbia. 4:52 p. m. 12 Belton, Columbia, Charleston and Greenville. 8:51 a. m. 9 Seneca, Walthalla and Atlanta. 11:50 a. m. 11 Seneca, Walthalla through coach from Columbia. 6:03 p. m.

No baggage will be handled on motor cars Nos. 20, 24, 21, 25, 22, 23. Connection is made at Belton for Southern trains and at Seneca for trains to Atlanta and beyond. For further information, apply to ticket agents or W. H. Taber, R. & T. A., Greenville, S. C. W. E. McGee, A. & P. A., Columbia, S. C.



General Passenger Agent, Greenville, S. C. Reduced Round Trip Fares from Anderson, S. C. RICHMOND, VA. \$12.75 Account of National Education Association. Tickets on sale Feb. 21, 22, 23, with return limit March, 4th, 1914. New Orleans, La. \$19.65 Pensacola, Fla. \$15.00 Mobile, Ala. \$16.45 Account Mardi Gras Celebration. Tickets on sale Feb. 17th to 23rd, with return limit March, 5th, 1914. For further information call on City Ticket Agent, or write C. S. ALLEN, G. S. & A. RY.

Keep Round Away Sure prevention costs but a trifle. Pratt's Round Remedy Pills or Powder allows no round, cold, etc., to spoil your profit. Before exhibition visit our Booth. 154 East Pacific 100-page Poultry Book.

Vitality Pratt's Poultry Regulator. It is the most perfect, a greater benefit to your whole flock by the wholesome, invigorating action of Pratt's Poultry Regulator. It is the most perfect, a greater benefit to your whole flock by the wholesome, invigorating action of Pratt's Poultry Regulator.

For Sale by—BOUCHE DRUG CO., Anderson, S. C. W. H. HARRISON, Anderson, S. C. W. A. POWER, Anderson, S. C. EVANS PHARMACY, Anderson, S. C. J. T. McConn Sons, Anderson, S. C. PEOPLES GROC. CO., Anderson, S. C. Anderson Cash Groc., Anderson, S. C. M. M. Hunter, Fidelity, S. C. 3393

Cured a Severe Backache.

"I had been a great sufferer with backache so that I was unable to bend. A friend recommended Dr. Jones' Liniment and the first application gave me relief. One bottle entirely cured me.

"A few days ago a lady called who complained of great pains in her back. I gave her a little of Dr. Jones' Liniment and she was relieved immediately after applying it. We are recommending it to our friends."

Dr. Jones' Liniment is often mistaken for kidney trouble, and so-called kidney cures and plasters are resorted to, which fail to relieve, only tend to aggravate the disease and prolong the suffering. Dr. Jones' Liniment relieves Rheumatism, Neuralgia, Headache, Cramps, Cold in Chest, or any pain or ache that can be reached by external application.

Ask your neighbor what Dr. Jones' Liniment has done for them.

Evans' Pharmacy, Anderson, S. C.

WEAR A SMILE!



Buy an L. C. Smith & Bros. TYPEWRITER

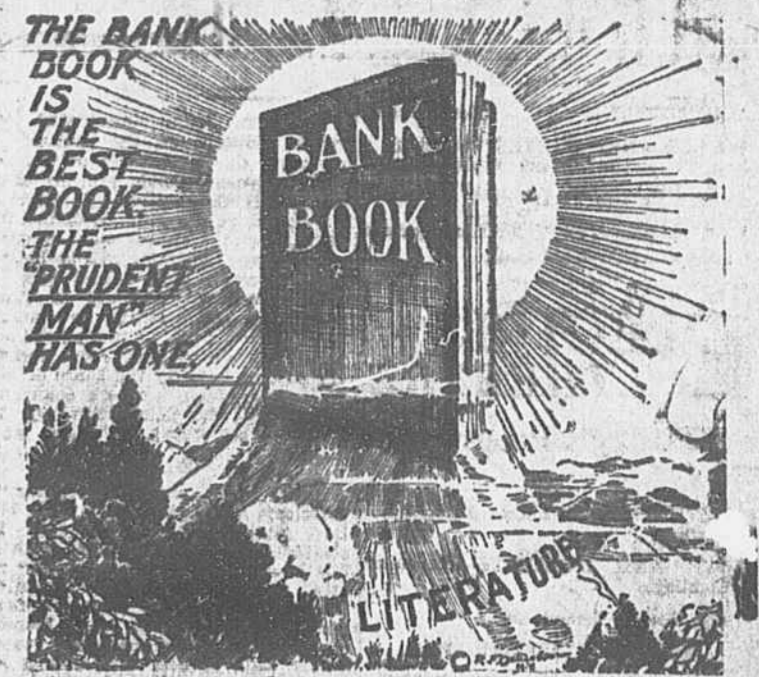
and you can wear a smile all the time as they enable you to turn out the neatest and best class of work. Let us show you our latest Model No. 5 and you will be convinced.

We sell all other makes of re-built and second hand machines also repair all other make machines, and our work is done by first class experienced workmen. Give us a Trial.

J. E. CRAYTON & CO., Dealers, Charlotte, N. C.

W. O. ULMER, Agent, Anderson, S. C.

Progressive Bankers Invite Your Patronage



We urge those who have not yet started a bank account with us to START one. Those who are already our customers know the value of always keeping their bank balance growing. Money put into our bank right here at home stays in our own community, and this helps develop it and helps everybody to prosper.

Why send money away when we can increase the value of OUR OWN property by building up our own town?

Make OUR Bank YOUR bank We pay 4 percent interest quarterly.

PEOPLES BANK, Anderson, S. C.

The Citizens National Bank

has made a remarkable increase in its business during the past year.

There is a reason for this, try us with a portion of your business now—later you will give us all. ... We Pay Interest on Savings...

J. H. Anderson, Pres. J. F. Shuzate, Cash.

The Farmers and Merchants Bank

...and... The Farmers Loan and Trust Co.

Whose combined resources are a little the rise of One Million Dollars are taking on more new accounts every day than ever before.

THERE MUST BE A REASON

Small deposits and small loans are especially desired and are especially appreciated and receive especial attention. Interest paid on deposits.

The Farmers Bank of Iva, Now Ready for Business.

The Farmers Bank of Iva is now ready to receive deposits and transact a general banking business.

Taxes will be collected for Corner and Hall and Savannah Townships, and remitted to County Treasurer free of charge. The new bank building will be erected on the Wharton lot at the corner of Broad and East Front Streets, and work on same will begin in the near future. The stock of this bank has been placed largely with the farmers around Iva, and every reasonable favor and accommodation will be shown its customers.

B. F. MAULDIN, Pres. Capital Stock \$25,000. W. R. MULLINIX, Cashier.

Our Jewelry Needs no Special Claim

There is not any one claiming ones goods to be the finest unless the goods themselves warrant the assertion. An inspection of ours will convince you of the superior quality and workmanship, combined with that insubstantial air of supreme refinement that marks them as the highest product of the Jewellers art.

JOHN M. HUBBARD & COMPANY WHERE QUALITY IS ALWAYS HIGHER THAN PRICE.