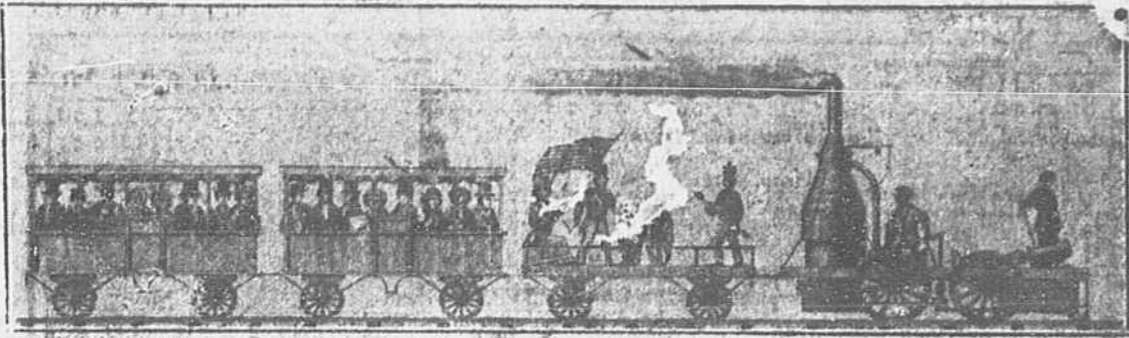
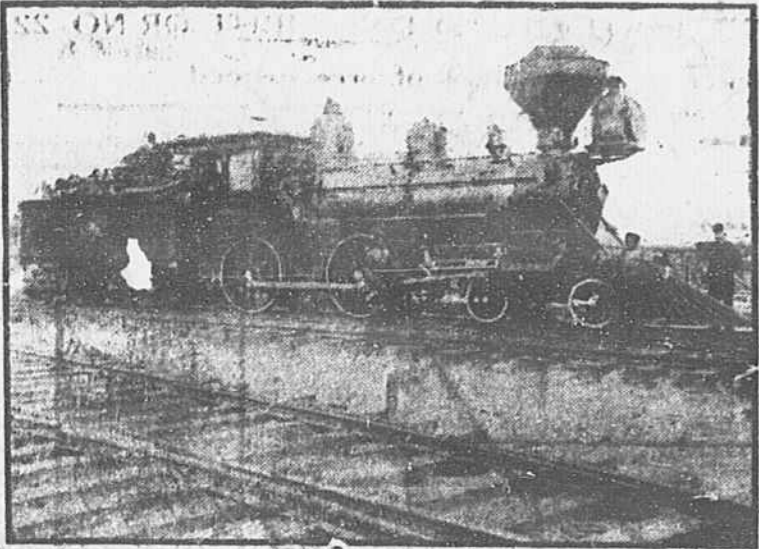


FIRST PASSENGER TRAIN OPERATED IN SOUTH CAROLINA.

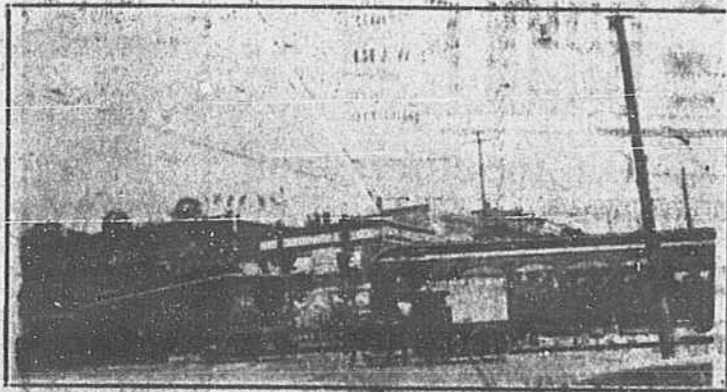


On the Road Between Hamburg and Charleston—It is Officially Denied That These Same Coaches Are Now in Use on the Blue Ridge.

AN OLD WOOD-BURNER ON A. C. L.



With This Quick Steamer and High Wheeler, the World's Record for Speed Was Broken by Engineer J. A. Anderson in 1886, When a Special Train Taking President Hayes to Cleveland and Georgetown Where He Went to Hunt Ducks.

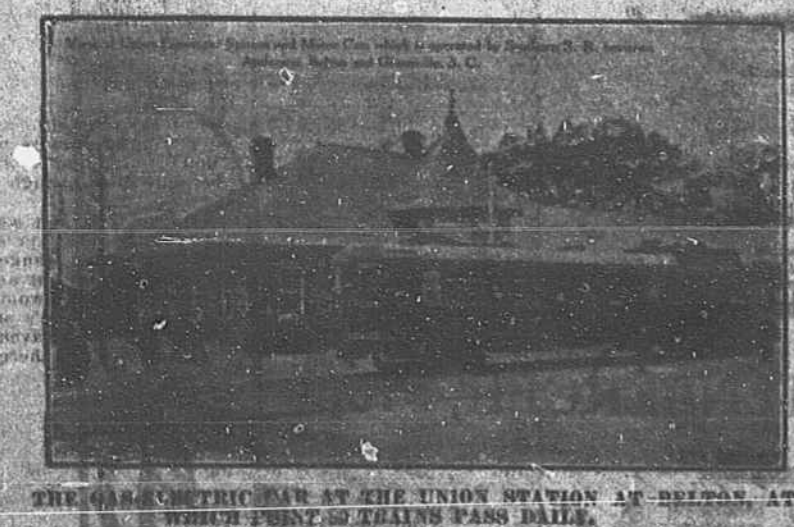


Interurban Trains Passing on the Square in the City of Anderson.

THE SAVANNAH VALLEY RAILWAY ONLY THIRTY MILES TO KNOXVILLE

REPRODUCTION OF AN ACCOUNT OF THE THROWING OF THE FIRST SHOVEL OF DIRT ON THE BUILDING OF THE ROAD.

(From The Anderson Intelligencer of Feb. 24, 1881, just 33 years ago today.) The building of the Savannah Valley Railroad has been the dream of the citizens living along its route for the past twenty-five or thirty years, but never until the present time have those dreams had any reasonable prospect of being realized. Before the war a company was organized for the purpose of building the road and had the route surveyed and located, but owing to the unsettled condition of affairs and the subsequent breaking out of the war, nothing more was done, and this enterprise, like all others of a similar character in the South, was from necessity abandoned. But it was not forgotten, nor did it suffer death, although for many years it was permitted to slumber undisturbed. About three years ago, however, the citizens of Anderson, realizing the great need of railroad communication with the outside world, organized a company and putting this particular road into operation, began to agitate the matter by directing public attention to the benefits to be derived from its construction and the consequent development of the fine section of country through which it was to pass. It took only a short time to ascertain the fact that public sentiment was strongly on the side of the enterprise, and, notwithstanding the opposition of a number of persons who wield a considerable influence, the enterprise has moved along from one point to another until at last we see the work of grading the roadbed actually begun—an event that has been anxiously looked forward to by its friends for some time past. We need not now rehearse the time or space or recumbent difficulties the present company have had to deal with, nor the advantages of the Blue Ridge route, that while it will meet at Knoxville the great Western railroad, also, reaching out to that city, at Anderson, it will connect with the Greenville & Columbia Railroad, now in operation, and the Savannah Valley Railroad, about to be built, while the special advantages of this road over the Greenville route is described as shortening the distance by more than 50 miles to Charleston, Port Royal and Savannah.



THE QUANTITATIVE CAR AT THE UNION STATION AT BRIDGES, AT WHICH POINTS TRAINS PASS EACH OTHER.

presence of so many of our friends, the directors present have thought it proper that something be said, if might be appropriate to the occasion, though having no reason beforehand to expect so large a concourse of spectators, they had arranged no programme, and you must regard the whole thing as impromptu and as wholly suggested by your presence.

"I think I may venture to congratulate the friends of the enterprise upon the favorable auspices under which we meet to inaugurate the work. The day itself is propitious, with its bright, warm sunshine, as if nature had put on her spring garb, and heralded the season to commence the work of the new year. Your very presence here unbidden and in such large numbers to see the first shovel of earth thrown is auspicious; and the fact that this very interesting ceremony is to be performed by the oldest citizen of our town, standing upon my right, just risen from his sick couch, to baptize our work with his own hands, and who has ever been ready to second and support every enterprise that promised to be of benefit to his town, is doubly so.

"We have been most fortunate. I think, in securing a very advantageous and favorable contract for the grading of the first twenty miles of our road, not only in the terms of the contract itself, but in the contractors also, who, as members of our community, are in full sympathy and accord with the spirit and object of the enterprise. And, as if to give zest to our efforts, it has just been announced in the press of the country that an association of New York and Boston capitalists are endeavoring to get control of the Blue Ridge Road, through the Rabun Gap, with the view of completing it from Knoxville to Anderson. This announcement is but just made, but the accuracy of detail in the work done upon the road and at what cost, that remains to be done, and the probable expediency necessary to its completion, and other information touching its past history and present status, give to this statement the air of highest probability. You are aware that the Savannah Valley Railroad was in its inception the outgrowth of that great enterprise, and its friends in reviving it were influenced, in part, by the hope that its reorganization would give a new impetus to the revival and final completion of the Blue Ridge Railroad—a hope not wholly authorized, it seems; for in the publication to which I have alluded, it is mentioned among the advantages of the Blue Ridge route, that while it will meet at Knoxville the great Western railroad, also, reaching out to that city, at Anderson, it will connect with the Greenville & Columbia Railroad, now in operation, and the Savannah Valley Railroad, about to be built, while the special advantages of this road over the Greenville route is described as shortening the distance by more than 50 miles to Charleston, Port Royal and Savannah.

"These gentlemen, so briefly mentioned, I am pleased to think are so many favorable auspices which smile upon us today in beginning the work upon our road. If, now, sensible of the opportunity afforded us, we are united in our devotion to the work, concentrating our energies upon it, and husbanding its resources to use them where most needed to advance it, I believe nothing will be wanting to insure its speedy and successful completion.

Mr. Stephen McCarty, who has always been a firm friend to the enterprise, and has encouraged it in every way in his power, then took hold of the shovel, and with the assistance of Mr. J. C. Keys and Capt. S. H. Prevost threw the first shovel of dirt, when Gen. Humphreys stepped out and called for three shovels for the Savannah Valley Railroad, which were instantly given to the crowd.

Col. James H. Lattimer, the president of the company, then came forward and made a short address, in which he expressed great satisfaction and pleasure in witnessing the beginning of the work he had been looking forward to see completed for so long a time. He said that he had never doubted once in the past three years the success of the enterprise, and now that he had seen dirt broken he felt more firmly convinced than ever before of its final completion. He spoke of the very favorable terms of the contract made for the grading of the first twenty miles of the road, and said that he thought it favorable terms could be made for the grading of the next 20, if not the first 40 miles of the road would only cost \$25,000, which would leave about \$25,000 in the treasury for the grading of the remainder of the line. He was confident that the entire line could be graded for the amount subscribed, and urged the importance of hastening in every possible way, those who had undertaken the work. It was important that the contractors succeed in the undertaking, and practically demonstrated that the road could be graded for the sum that had been subscribed for the township in Anderson and Abbeville counties. He had recently visited Rockwell township, in Abbeville county, and had been promised here at least \$25,000 would be given toward grading the road by individuals, the first installment of which will be forthcoming by the 15th of March. He congratulated the company on the very favorable aus-



A YORK PIANO A Daughter's Delight

A nice Piano for her home, which usually like music, and no instrument is nicer—either for ornamental or practical purposes—than a Piano. If your daughter is learning, or has learned, it would be a good idea to buy her a nice Piano, particularly when you can get out of these fine, full-toned instruments at a comparatively small cost, with the option of paying for it on very easy terms.

WILLIS & SPEARMAN Music House Bleckley Building Anderson, S. C.

pieces upon which they began work, and expressed great confidence in the ultimate success of the enterprise. He then threw a shovel of dirt and stepped back.

Rattlesnakes infesting the country where road work is being done constitute an industrial hazard, and a workman bitten by a snake is entitled to compensation from the State Industrial Insurance fund, according to the ruling contained in the report of the New York State Industrial Commission, made public recently. The commission granted a claim for injury benefit.

Advertisement for Evans' Pharmacy, featuring 'Eggs Now' and 'Save Fowls from Cholera'.

Advertisement for Eagle Barber Shop, Bellevue Hotel Building, featuring fresh shampoos and electric razors.

Advertisement for C. E. Howell, Manager, The Oyster King and Fish Man, selling meats and groceries.

Advertisement for W. J. Maness, The Oyster King, featuring fresh oysters.

Advertisement for Red Cross Drug Co., L. H. Seel, Prop., featuring various medicines.

BRIGHT PUPILS HAVE THEIR FUN Amusing Papers Read in Literary Society at Lebanon—Much Youthful Talent.

The Intelligencer publishes below some very interesting original papers. These papers were read before the Golden Rod Society at the last meeting. The superintendent of the school is Prof. C. M. D. Coleman.

"The Historical Events" edition is Miss Vera Harris, the humorous editor is Fred Harris and Miss Nancy Stearns writes "Current Events." Their respective papers follow:

Lebanon Historical Events. Event No. 1.—An Historical Pipe. At the residence of Mr. Smith, an old apple tree, while he was lying there, he dug up a root of the tree with the bayonet of his gun. On his way from Appomattox Courthouse to Abbeville, S. C., with the aid of an old knife he had with him, he made a nice pipe. As he did not smoke, he gave the pipe to an uncle of Mr. A. T. Pressley. This pipe is now the property of Mr. A. T. Pressley of Septus. He would be glad to show it to anyone who wishes to see it. Mr. Pressley has had the pipe about forty years.

Event No. 2. An Eloquent on the pleasant morning of Jan. 14, 1914, Mr. Palmer, who lives in the Concord section of this county, came to Lebanon schoolhouse to see Miss Mattie Lou Watkins, a very modest, quiet girl, about 16 years old. It was recess when Mr. Palmer arrived, he talked to Miss Watkins until the bell rang. He then went in the house and went upstairs in the room where Miss Watkins was, and stayed about 20 minutes. He then told her teacher she had company and asked if she could be excused. The teacher told Mr. Palmer he would have to see the professor about her being excused. So he went to the professor and told him the same thing. The professor thought nothing of the matter and granted her permission to go. But, as we learned a few days later Miss Watkins did not go home, but to Anderson where she and Mr. Palmer were happily married.

Event No. 3. The most noted historical event of this section was the curfew of Lebanon church by a squad of the United States troops, to capture Nance Jolly, while he sat listening to a sermon. The church was surrounded by the troops and the congregation was thrown into the wildest confusion. Men, women and children rushed out through the doors and windows; mothers grew frantic because in the excitement, their children had become separated from them, and they feared they would be either shot or trampled to death by the horses of the soldiers. Nance Jolly ran out the back door of the church, and mounted "Claybank John," his favorite horse and made his escape through the forest.

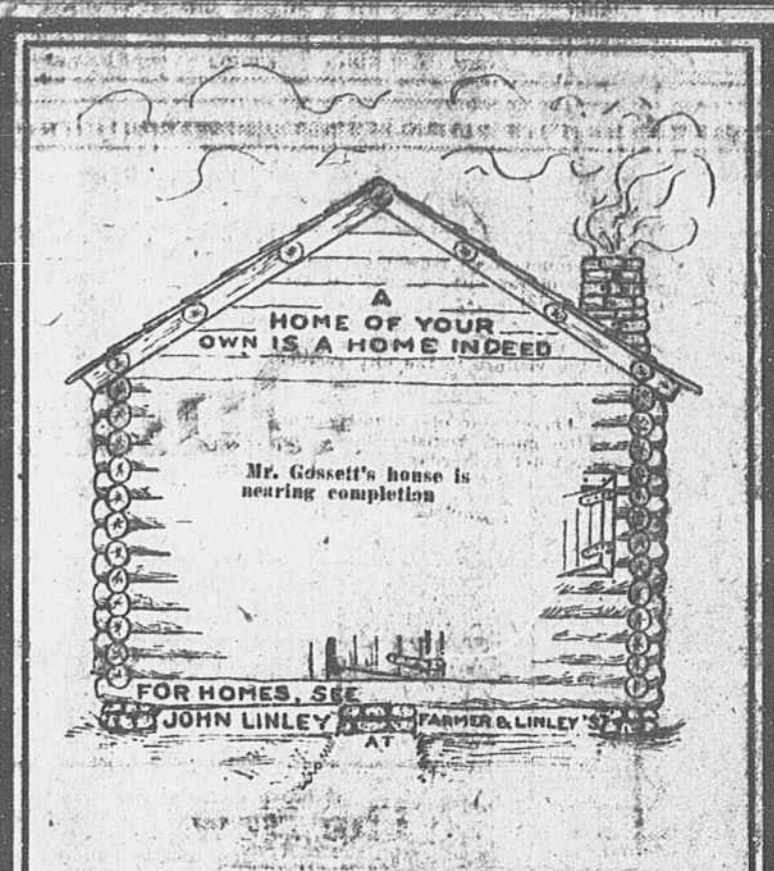
Event No. 4. The dedication of the new church building March, 1911, and the celebration of the centennial November, 1913. Mark two notable events in the religious history of Lebanon.

Current Events. Event 1. A number of the high school pupils have been carrying notes for misbehavior in school. Event 2. Mr. Jim Weiborn and his sister Miss Florida spent last Sunday with Miss Jennie Weiborn. Event 3. The lady teacher spent the night with Mr. and Mrs. W. T. Hulbert last Wednesday night. Event 4. Misses Louise Martin, Ruby McAllister, Mr. Buford Brazzale, Mr. Ernest Martin went horseback riding last Sunday afternoon. Event 5. Mr. Red Harris rode part of the way home with Miss Edith Humphreys last Friday afternoon. Event 6. Misses Sarah Ann Glenn, Ruby McAllister and James Hunsicker and Mr. Roy McAllister spent last Tuesday evening with Miss Florida Weiborn. Event 7. Miss Alma Cole and her sister spent the week end with Mrs. J. W. Duckworth last week. Event 8. Mr. Lawrence Falls train camp called on Miss Misses Wilson last Thursday night and Miss Wilson answers a fine thing. Event 9. The teacher spent last Sunday with Mr. and Mrs. A. T. Pressley. Event 10. Mr. James Hunsicker called on Miss Sapphira McAllister last Sunday afternoon.

A mass forward movement is being planned in Philadelphia. It has the support of many large business firms.

COUGHS

Hard coughs, old coughs, tearing coughs, deep coughs, all kinds of coughs. Go to your doctor, he knows best and ask him about Ayer's Cherry Pectoral. Sold for 75 years.



HOME OF YOUR OWN IS A HOME INDEED. Mr. Gossett's house is nearing completion. FOR HOMES, SEE JOHN LINLEY, FARMER & LINLEY.

This house is very much like the Creigler home in Williamston and the Hreving's home in Spartanburg both of which have attracted wide and favorable comment. Any community might well be proud of homes in North Anderson.

Advertisement for Southern Railway, Round Trip Fares, and Anderson Mattress & Spring Bed Co. Includes a list of fares to various cities like New Orleans, Pensacola, Mobile, and Richmond.