

ONLY THIRTY MILES TO KNOXVILLE

Connection of Different Lines Would Prove to Be of Mutual Benefit to Southern Railway and Section Traversed.

(Written for The Intelligencer by H. W. Carter.)

There are few sections of the South which can boast of a more general prosperity today than exists in the Piedmont section of South Carolina—Anderson in particular but what would mean even a greater industrial awakening is the extension of several of the lines of the Southern Railway hereinafter referred to.

Starting with the least important, I will say that it would at least open up a fertile farming section by extending the line from Batesburg to Greenwood—a section which would, traversed by a railroad, prosper exceedingly, and prove to the company to be money well invested. Then let us go to Belton, take the Blue Ridge via Anderson to Walhalla, and consider the undertaking from this terminus cross country to Clayton, Ga. Fostered years ago by the immortal Calhoun, this course is already graded, with the exception of the minor part of a huge tunnel, (the greater part of which was excavated years ago) This route is logical, but we will have to go somewhat further to see why it would be a profitable undertaking.

Leaving Clayton, Ga., we go over the Tallulah Falls branch of the Southern to Franklin, N. C. Here we encounter a strip of territory some fifteen miles in length which was surveyed five decades ago and the difficulties encountered in the construction of the road found to be small, but, on account of the comparative poorness of the country, while having a right-of-way, the road has not been constructed. After several prior attempts to pass legislation in regard to the matter, however, the last session of the general assembly of North Carolina passed an act granting them three years within which to put the road through; at the end of which time, defaulting, their right-of-way will be remanded. Therefore, this makes the laying of this link a certainty within a comparatively reasonable time. From Almond the Murphy branch leads to Bushnell, from which point a line has been in the making toward Knoxville for several years and would have been long since completed but for the fact that an injunction was issued against further operations by holders of water-power properties.

By giving better railroad facilities to this section of North Carolina, it would soon prove to be the most popular summer resort section in the south-eastern part of the nation. As it is today, the magnificent Nantahala country, with a climate as grand and scenery far surpassing that around Asheville and the more easily reached resorts, is practically unheard of. The passenger traffic to this wonderful part of the "Land of the Sky" would, in the course of a few years,

we believe, pay for the construction of the road.

The other end of the Bushnell to Knoxville line has been completed almost to the State line, leaving only a few miles of the line uncompleted. The early completion of this line is now almost an absolute certainty. The Aluminum Company of America, a gigantic corporation at present operating at Pittsburgh, Pa., has purchased extensive water-power holdings along the Tuckasee and Little Tennessee rivers in North Carolina and is building one of the largest dams in the world for the generation of electric power near Chilliowie, Tenn. They contemplate moving their entire plant to some point on the proposed route, and the writer was told by an official of the Southern Railway not long since that negotiations were underway by which this company was to finance the removal of the line to Fontana to a higher elevation (to insure against damage by back-water from the main dam) and to push the remaining strength to an early completion.

The connection of these lines would, as stated at the outset, open up a country thoroughly alive with industry and satiated with a prosperity seldom found. There would be more than sufficient freight transportation and passenger traffic to make it a paying proposition throughout for the Southern Railway. At the same time, it would create a route almost 100 miles shorter than the one now being used between Cincinnati and Charleston and would save the company thousands of dollars per year in fuel and time. It would also mean much for Anderson in putting it on a main line.

It is, therefore, to be earnestly hoped that at an early date these lines will be connected, the undertaking being of mutual benefit and advantage to the Southern Railway and this section of the South.

SPLINTER CAUSES BLOOD POISON.

Easley, Feb. 24.—Oscar Hopkins, a young man 19 years old, who resides in the Alike Mill village, is critically ill as the result of blood poisoning. Mr. Hopkins has been unconscious for some time, and but little hope is entertained for his recovery.

While working in the mill on Friday, Feb. 6, the young man stuck a large splinter through the sole of his shoe, as the sole was very thin. He tried to extract the splinter, but was not successful. However, he did not get the aid of a doctor, as some of his friends advised him to do. He thought the splinter "would work out." Sunday the foot began to pain him severely and finally as the sore became worse, he called in a doctor. Blood poisoning had set in, however, and the doctor was unable to check it.

Owl High Grade Guano

—For Sale by—

S. D. Brownlee, : Anderson, S. C.

CHARLESTON & WESTERN CAROLINA RY.

The Augusta Short Line

Arrives: No. 5.—11:40 a. m. No. 21— 3:45 p. m.
Departs: No. 22—6:00 a. m. No. 6—3:35 p. m.

Information, Schedules, etc, cheerfully furnished
E. WILLIAMS, General Pass Agt. August, Ga
T. B. CURTIS, Commercial Agt. Anderson, S. C.

Labor Savers

Whether you employ a servant or not, labor-saving devices in the home will pay. Household affairs run more smoothly—more work can be done. Situations in such houses are more sought after and more persistently held on to. Labor Saving, Time saving, Comfort saving devices pay in the end.

YOU KNOW THE KIND WE MEAN
Vacuum Cleaners, Irons, Sewing Machine Motors, Fireless Cookers, etc.
SOUTHERN PUBLIC UTILITIES CO.

CAPT. ANDERSON TALKS OF "OUR RAILROADS"

(Continued from first page.)

would make for itself, a place in history.

Scarcely a day passes but there is an effort by somebody if not by whole communities and states to reduce rates, and this too in face of the fact that with the issue of every day's paper almost throughout the land we hear criticisms of lack of facilities and insufficient service. What can we hope for if we persist along these lines?

All this reminds me of the Irishman who stated that just as he had about accomplished the impossible task of teaching his mule how to live without eating that the fool mule died.

No, gentlemen, don't try it; it may work for a time, but if you don't feed your mule he will soon be too poor to properly serve you and he will ultimately become worthless, even if he should continue to live. To get the best results you must feed him and feed him well. Even a little grooming will improve both his feelings and his looks.

"Our Railroads" must be well paid; in fact, why not do something to help the managers accomplish their almost impossible task? The passage of an occasional helpful law or even a word of sympathy or of encouragement would be good.

Service is First.

In our agitation for all rate reductions we but maddy the waters and thus entirely fail to properly consider the vastly more important question of service and facilities, not alone for today but for the equally certain day, tomorrow.

We today may escape without seriously suffering but it is a crime against future generations for us, by legislative enactment, to reduce the revenues of "Our Railroads" that will be an absolute necessity if we are to have the service and facilities needed for our future progress.

I submit that the matter is fraught with consequences entirely too serious for the best interests of our country for a moment legislative railroad rates; instead, it should be a question of judicial investigation and a decision reached only after carefully considering all of the questions involved.

Every thoughtful student of the economic conditions of the day must feel deeply concerned at the tendency to retard our country's fullest development by making it difficult, if not impossible, to overcome the problems attending the continued reduction of railroad rates on the one hand and the continued increase in cost of labor and supplies on the other. One thing certain: it is impossible that they can continue indefinitely to do both.

President Hadley of Yale, one of the wisest students of railway affairs in the world recently stated in an address on an occasion like this:

"I am afraid that neither the public nor the government is awake to the real state of things. In our endeavors to control corporations we too often try to lessen their efficiency instead of increasing it. We are appalled by a railway accident and we suggest that every engine should have two engineers instead of one. A fast train off the track and a government officer suggests that people ought not to want to travel so fast. If these views prevail, the day of America's greatness is done."

Revise With Justice.

There is no business so closely identified with the welfare and progress of the country as that of "Our Railroads" and with every demand for sweeping reductions in earnings we aim a severe blow at the very backbone of our country's material advancement.

Do not understand me to say that there are no instances where revisions, possibly reductions, should be made, but I do say that we already have the lowest rates, both freight and passenger, especially when service is considered, in the whole world, and that only duly constituted boards or commissions with judicial responsibility as well as power should act upon such questions.

Some Comparisons.

You frequently hear "Our Railroads" criticized for over-capitalization, yet no other great country has railroads capitalized so low. In the German Empire it is \$113,000 per mile; Russia, \$80,000; France, \$143,000; Austria, \$117,000, while in England it is \$275,000 and in Italy and Belgium, where the government own the railroads, the capitalization is \$126,000 and \$187,000 respectively. In the United States the average capitalization is about \$61,000 per mile about one-third of what it is in the countries named.

In England the average freight rate per ton per mile is about 2 1/2-cents, while in the United States it is about one-fourth of a cent and yet there is a movement at this very time in our own section of the country to enforce lower rates on our already impoverished roads.

"Our Railroads" must keep not only abreast of, but ahead of, their business. If they are behind the country cannot prosper or progress. If "Our Railroads" have earnings sufficient to pay their property in first class condition and furnish facilities not only equal to but exceeding the actual needs, we can expect it, even require it of them, but if we keep them living from hand to mouth we can neither expect nor require the advanced service and facilities that we all so much desire.

Recently, the Pennsylvania Railroad built a passenger terminal in New York at a cost of over 100 millions of dollars and the result is that even you and I are benefitted with each visit we pay our great metropolis and yet not one cent's additional charge is made by the railroad for this enormously expensive facility. Only the best of credit could have made such an advanced step by the Pennsylvania railroad possible. Surely we owe our own local railroads a duty to fo-

ter and strengthen them, in fact, we should no content ourselves with seeing that they charge barely enough to exist, but that they charge enough to so strengthen their credit in order that when the time arrives they will be in a position to meet our demands for great improvements.

I know that I speak for myself, and I believe I am speaking for every railroad man who is responsible for the management of a railroad when I say that my ambition is to so conduct my work as to make it free from criticism; to so serve the public as to impress them with an earnest, honest desire to do my duty by my company and its patrons feeling also as I do that there need not be any conflict between the two if we patiently and fairly consider each other's rights.

I desire to take Mr. Toastmaster and gentlemen, this opportunity of renewing the pledges we have so often made for our road and that is that we promise you as good service; in fact, better service than our earnings warrant; that we promise you patient and careful consideration of all matters affecting our mutual interests, or for that matter, affecting our interests or yours alone, and in conclusion we promise you that if you will try and help us as earnestly and as faithfully as we promise to try to serve you, that at least one of "Our Railroads" operating into Anderson will enter upon an era of prosperity such as it has not heretofore experienced.

POLICY OF SOUTHERN BY PRES. HARRISON

(Continued from first page.)

mer times, and the enforcement of the obligations of railroads. Whether it shall take cognizance also of the needs of railroads in their relation to the development of the country is dependent upon public opinion.

The general discussion for several years past of the affairs of railroads and of their relations to the public has been of great educational value. Railroad managers and employees appreciate better than before their duties to the public, and the American people more clearly understand their interest in the efficient railroads. Because of the fact that a railroad is a public highway on which all travelers and shippers have equal rights under similar circumstances and conditions, and because operating conditions are such that a single company must exercise a monopoly of transportation over it, public regulation is sound in principle and under American conditions, I believe is much to be preferred to either unrestricted private control or government ownership and operation.

Having faith in the fairness of the American people I am confident that we shall work out a system of regulation that will be just, both to the public and the railroads. Such a system, if it is to be in the highest degree successful, will leave to the managers of railway property the largest measure of discretion and the widest opportunity for initiative consistent with the prevention of abuses, and, while guarding against charges that are exaggerated or unreasonably high as measured by the service performed, will recognize that the paramount interest of the public is the efficiency of service and that this can only be secured by an adjustment of charges for service which will leave to the carriers a fair margin of profit over the costs of operation and will attract to railroad investments the new capital that will be needed from time to time if facilities are to be kept abreast of the growing demand for transportation.

It has been my duty and my privilege to study the agricultural and industrial progress of the South in relation to transportation, and, in asking the Southern people to become active and militant advocates of public policies that will be just and fair to the railroads, I believe that I am speaking in the interest of no less than in that the railroads of the south.

Looking back over what has been accomplished by the people of Anderson and realizing the part that transportation has played in your past progress, I predict with confidence that we shall have such effective and mutually helpful co-operation with this community and the railroads by which it is served as will insure your continued progress and ever increasing prosperity.

* THE DAY IN CONGRESS *

FEBRUARY 24, 1914.
Senate

Met at noon.

Senator Swanson read General Washington's farewell address.

Acting Chairman Shively, of the foreign relations committee, went to the White House and conferred with President Wilson on the Mexican situation.

Adjourned at 1:08 p. m., to noon Tuesday.

House.

Met at noon.

Colonel Goethals and Secretary Garrison told the appropriations committee of needs of the Panama Canal when it is opened to commerce.

Washington's birthday observed with brief exercises.

Ways and means committee determined to hold hearings soon on pending bills to tax tobacco coupons.

Action on general deficiency bill went over.

Adjourned at 5:55 p. m., to noon Tuesday.

A RAILROAD PIONEER.

Stephen McCully of Anderson, One of Builders of C. & G.

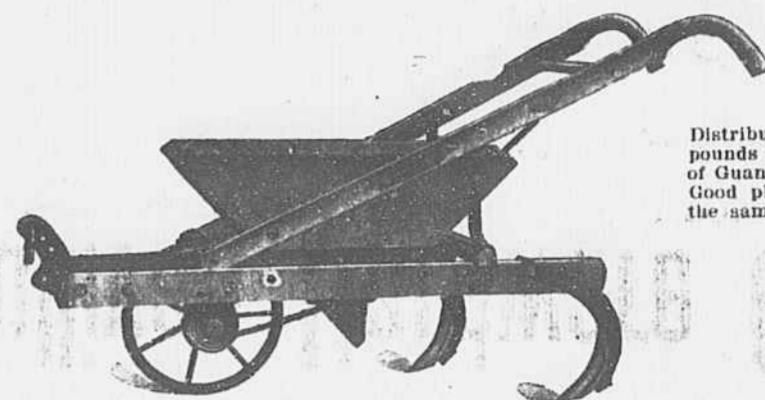
Stephen McCully, a native of County Antrim, Ireland, was born in 1800, came to Charleston in 1818 and after a few months settled near the site of Neal's Creek church. In 1825 he

FARMERS! YOU SHOULD THINK OF THIS:

Why spend money for expensive guano and have it amount to nothing because it is improperly distributed? It is just as important to put out your guano properly as it is to plow or cultivate properly. The best way to do this is the Cole way, and we call your attention to the two distributors listed below. We guarantee they will do the work properly.

COLE DOUBLE FOOT GUANO DISTRIBUTOR NO. 22.

Knocker Feed Instead of Force Feed if Desired



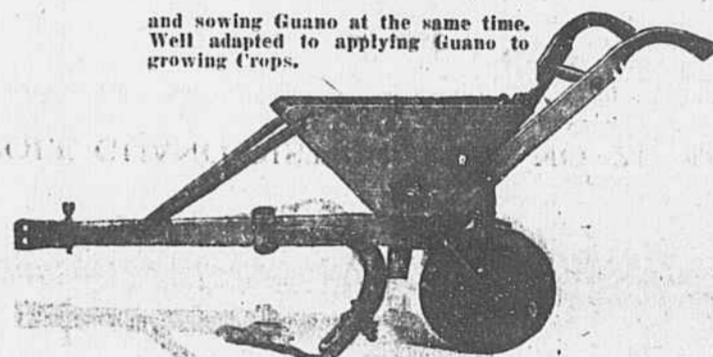
Distributes from 100 pounds to 1500 pounds of Guano to the acre. Good plowing Done at the same time.

This machine is used by farmers who wish covering plows instead of an opening plow. It is used by many who want a lower priced machine than our spreader and cultivator No. 25, and it is a real labor-saver. It has a large reliable force feed that can be regulated to sow from 100 pounds to 1,500 pounds of guano to the acre. It has a very large hopper. The double foot sows the guano in a broad stream, throws two good furrows upon it. This protects the guano and saves enough plowing to pay for itself in a few days. The plow feet are strong—firmly attached to the side beams, so that good plowing can be done.

GET THE GENUINE COLE IMPLEMENTS—BEWARE OF IMITATIONS OFFERED YOU. Do not let anyone sell you an imitation or an experiment. They may claim it is just as good and offer it for less money than the Cole. Still, they make a big profit, and you may have to throw it aside and get a Cole before you are satisfied or fixed right for planting.

USED FOR OPENING THE FURROW

and sowing Guano at the same time. Well adapted to applying Guano to growing crops.



THE COLE GUANO DISTRIBUTORS NO. 21 AND 22

There are many cheaply made imitations of this machine on the market. They have a similar appearance—may seem the same, but they cannot begin to compare with the Cole in construction and the work they do.

The Cole Guano Distributors No. 20 and 21 have a plow in front of the wheel and are very useful in opening furrows and sowing at the same time. With one of these machines you can run beside growing crops and apply guano at just the right time to make the crop retain its squares and fruit heavily.

No. 21 is made with the knocker feed, and No. 20 with the famous Cole force feed. No better distributors have ever been made at the price.

These machines—just like the higher price Cole implements—will prove so downright useful that you will wonder how you ever got along without them—why you ever were content to put up with out-of-date faulty machines when you could own distributors like these.

For even the lowest priced machines, we use the best grades of steel adapted to the work. Every machine is inspected again and again so there can be no flaws; For wooden parts requiring strength we employ the toughest oak.

Cole Planters and Cole Distributors are known as the standard implements used by Progressive Farmers.

Cole Planters and Spreaders are equally good, and if you use Cole farming implements you may well be proud of your farm equipment.

Let us show you our full and complete line before you purchase.

Sullivan Hardware Co.

ANDERSON, S. C.

BELTON, S. C.

moved to the then village of Anderson, but recently made a settlement as the county seat. He bought a lot on the public square for \$75, on credit.

From 1848 to the completion of the Greenville and Columbia railroad, he was a large contractor in grading and construction. Later he contracted on the Blue Ridge road. He was an active worker in building the G. & C., and was a large stockholder and bondholder.

He was an enthusiastic advocate of the building of the Savannah Valley Railway, and his last appearance in public was upon the breaking dirt on this important enterprise where he threw the first shovel of earth on the 24th of February, 1881. The road was completed July 31, 1886. Mr. McCully lived to be 82 years old.

WOULD REDUCE ROYALTIES.

Washington, Feb. 24.—Clay Tallman, commissioner of the general land office, today advocated before the house committee on public lands reduction of royalties on coal mined in Alaska with a view to encourage private capital. Mr. Tallman said he was even disposed to favor no royalties at all at first, to get capital at work. He also suggested periodical re-adjustment of coal leases.

It is predicted that within the next four months 55,000 ex-Grecian warriors will arrive in the United States.

Coming Every Day

New Vehicles of every description keep coming in every day.

Our stock of Harness, Whips and Robes is the finest ever. We also have some Extra Good Mules and Horses on hand, come and see them.

J. S. FOWLER

ANDERSON, : SOUTH CAROLINA