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OUR DAILY POEM.

GROWING OLD.

(Read by Gen. King at a reunion of Civil War Veterans.) A little more tired at close of day, A little less anxious to have our way, A little less ready to scold and blame, A little more care for a brother's name; And so we are nearing the journey's end Where time and eternity meet and blend.

A little less care for bonds and gold, A little more zest for the days of old, A broader view and a saner mind, And a little more love for all mankind; A little less time on earth to stay, And so we are faring down the way.

A little more love for the friends of youth, A little less zeal for "established" truth, A little more charity in our views, A little less thirst for the daily news; And so we are folding our tents away And passing in silence at close of day.

A little more leisure to sit and dream A little more real unseen things seen, A little more near to those ahead, With visions of those long-loved and dead, Three happy, then, if some soul can say, "I have lived because he has passed my way."

In the Game of Love you can always take a Heart if you will lead a Diamond. One half of the world may not know how the other half lives. But it isn't the female half.

If you imagine that women haven't a sense of humor just take a look at the hats they are wearing.

What has become of the old-fashioned man who used to wear a new paper collar every Sunday?

It is funny, but it is a fact. The rich think the poor are extravagant and the poor think the rich are stingy.

Since the vacuum cleaner displaced the broom a man can't find a thing but his wife's hairpins to clean his pipe with.

After sizing up the people he meets every day, a man can't understand why any one would want to be a cannibal.

The lad who couldn't tell you the name of the vice president is the same fellow who can tell you how to run the government.

Miss Van Voast, in a lecture delivered before the Food Reform Society in Washington, said that salt poisons the system and urged its discontinuance as a means of prolonging life. Maybe that is why those who have never earned their salt often live the longest.

TROUBLE. The man who buys an auto car, first the price must borrow. Will never travel very far before he meets with sorrow. His punishment begins indeed when it is his desire To show his friends a bit of speed And "Bloody" goes a tire.

And when he's got some friends 'way out To some far sylvan scene His gladness is all put to rout By lack of gasoline.

You may be right in what you wrote. Of troubles there's a hoard; But boys, they'll never get my goat—I'm gonna get a Ford!

OUR LITTLE SAY.

An Anderson boy having been entrusted with the conduct of The Intelligencer feels that a salutatory is unnecessary here where he was born and reared and where he has always made his home, with the exception of the few years that he was absent laboring on newspapers of larger cities and acquiring experience which could not have been had at home at the time he went away, and which enables him to come back among his people and attempt to run their newspaper for them. Whether he will succeed in the undertaking, time alone can tell. He is going to make a sincere effort to do so, and he craves the indulgence and the support of his home people in the task he has undertaken.

He has no high-sounding platform to enunciate, but promises to put forth his best efforts to give the people of Anderson above all a good newspaper, as he has been trained to believe what constitute such. As to what shall be its editorial and news columns policies, the paper will, of course, continue its efforts to be an instrument for good in the community.

There is news which is fit to print and there is news that isn't fit to print; there are matters which are well worth editorial comment and there are matters about which an editor would do better to keep quiet. And in sitting as judge over the columns of The Intelligencer he will choose to the best of his mediocre ability and somewhat youthful judgment what he sincerely believes is the wisest course to pursue, being open at all times, of course, to advice of older heads, and giving to the people of Anderson in the end, as he has said already, the best newspaper he knows how to produce with the means at hand.

L. M. GLENN.

COMMON SENSE.

Longfellow could take a worthless piece of paper and write a poem on it and make it worth \$65,000—that's genius. There are some men who could write a few words on a piece of paper and make it worth \$5,000,000—that's capital. The United States can take an ounce and a quarter of gold and make it worth \$20—that's money. A mechanic can take material worth \$5 and make it into watch springs worth \$1,000—that's skill.

There is a man in Chicago who can take a fifty cent piece of canvas, paint a picture on it, and make it worth \$1,000—that's art. A Greek can take an article worth 75c and sell it for \$1—that's business. A woman could purchase a hat for 75c but prefers one worth \$27—that's foolishness. A ditch digger handles several tons of earth for \$1.50 a day—that's labor. The author of this can write a check for \$3,000,000, but it wouldn't be worth a dime—that's rough. There are people who will tell you that other papers are as good as this—that's nerve. Take \$5.00 and get a year's subscription to The Intelligencer—that's common sense.

FORD'S VIEW ON LABOR.

It is a fact significant of the miraculous growth of the motor car industry that the most prominent figure today in the U. S. governments efforts to reconcile capital and labor should be a motor car manufacturer. That man is Henry Ford of Detroit. And the testimony which he recently gave to the Federal Industrial Commission, was easily the most impressive and convincing that has been offered. A burst of applause swept through the Aldermanic chamber in the old New York city hall when Mr. Ford, testifying, said quietly: "We will guarantee to take every man out of Sing Sing and make a man of him."

In explaining the purposes and the actual results of the stupendous Ford Profit-Sharing Plan Mr. Ford said: "If employers of labor have a genuine interest in the improvement of the condition of labor, no conditions that are irksome or distasteful will be laid upon the men." This is even more to the point: "We cannot expect a man to give us his best efforts when he is in debt and has not enough to keep his family on." Naturally, some of the representatives of capital and large employers present at the session were curious to know whether this distribution in one year of about \$10,000,000 of Ford profits, "really paid or not."

Mr. Ford smiled and said: "I don't know how you would figure that out; however, there has been an increase of between 15 and 20 per cent efficiency since the inauguration of the \$5-a-day minimum wage, and the profit-sharing plan." It is interesting to see how that

estimate of the increased efficiency, "between 15 and 20 per cent," is borne out in the production of Ford cars. Last year the Ford Motor Company manufactured and delivered 249,349 cars. This year, between August 1st, 1914 and August 1st, 1915, 300,000 Fords will be manufactured and sold at retail, and, that accomplished, Ford purchasers will share in Ford profits. To reach the 300,000 mark means an increase of about 20 per cent over last year's production. Ford production for August, September, October and November showed an increase of just about 100 per cent over the corresponding period of last year. In other words, Ford schedule for fulfillment of the 300,000 production has a margin now of nearly 80 per cent. Also, it is clear that Ford efficiency—under one year of the profit-sharing plan—has increased between 15 and 20 per cent, as Mr. Ford conservatively stated to the Federal Industrial Commission.

REAL MORALITY.

"Provincialism is not morality," says Dr. Frank Crane, "many conscientious people feel that whatever is different is immoral."

"To many an honest villager and farmer the city is a sink of iniquity. The unconscious ground for this conviction is simply that so many things are done in cities to which the rural dweller is not used."

"I find a very common expression of opinion among those of any nation, section or race, that those of another are quite loose in morals. The English think French are libertines, and the French think English are hypocrites. Methodists imagine shocking things of Roman Catholics, and the latter can curdle your blood with accounts of the villainous of Methodists. A church member in Kansas looks upon a German sipping beer to music in a garden as on the toboggan slide to moral wreckage."

"I would define real morality as that principle in a soul which respects the sanctities of life, maintains loyalty in love, seeks and enjoys useful daily work subjects all desires to judgment, subordinates personal to altruistic motives, abhors dirt, is stern toward self, and lenient towards others. Wherever you find a principle working these works in a man, you have found morality, whether the man be white, yellow, Christian or Mohammedan, consumer of grapejuice or of pump-water."

MONROE AND HIS DOCTRINE.

Wednesday was the 157th anniversary of the birth of the only president of the United States who carried through life the scars of wounds received during the struggle for independence. He is a man known to the present generation chiefly through his "doctrine." Having said thus much, it is almost needless to add that the man was James Monroe. It is evident that had he not written the famous message on December 2, 1823, warning European powers that America would not tolerate the further extension of their colonial powers in America, his name would mean much less to us than it does. In reality the doctrine was less his own than that of his distinguished advisers, but that has given him a kind of immortality. The Monroe Doctrine has changed its meaning with the passing of the years and it may be modified in the future, but it is the greatest single instance of an unwritten law. Americans who find it difficult to understand how Great Britain can exist without a written constitution may gain enlightenment by considering the unceasing potency and importance of a principle that is nowhere written in a treaty or statute books or as a decision of any court. Nevertheless it is one of the biggest forces in the Western hemisphere, although its founder might not always be able to recognize it in its modern application.—Charlotte Observer.

REVIEW OF WEEK ON STOCK EXCHANGE

NEW YORK, May 1.—Some reduction of activity was observed in this week's operations of the stock exchange, but the volume of business at every session was large enough to warrant the belief that public interest remains keen. More than a fair proportion of trading was in shares of "war contract" companies. Minor equipment and industrial companies recorded gains of 5 to almost 20 points in stock.

Standard stocks of the sort that make their appeal to conservative investors were relatively dull and recorded declines of 3 to 5 points from the best price so fortnight ago. United States Steel led to more prominent industrials, rising to within a fraction of its high figure of the year, notwithstanding a rather adverse showing for the first quarter of the year.

Europe was the constant seller here, but not to a very considerable extent. ATLANTA, May 1.—The application of Jitney bus owners for a permanent injunction restraining the city from enforcing the ordinance regulating their operations was denied in the superior court today. An appeal was taken. May 6th was the date set for the argument. They will operate under the temporary restraining order until then.

MILITIAMEN ARE OFF

ON THEIR FIRST HIKE

OVER FIFTY STRONG THEY SET OUT YESTERDAY FOR HIGH SHOALS

ONE OF SERIES

Company Now Has 68 Men—Expect to Enlist Seven More Men Soon.

Some 50 young men from the city of Anderson, all members of the local militia company left the city Saturday afternoon at 7 o'clock for High Shoals on the first hike of the season. The company went in "light marching order," they having procured wagons for the conveyance of their tents, food and bedding. The members expect to have a great time on their first hike.

High Shoals was unanimously decided on as the best place for the camp. This place affords an ideal camping ground for the company and is not so very far out. The river is near and bathing is good. It is but 5 miles out of town, and the roads are easy. The party expected to make the tramp in a little over an hour. They will spend Sunday on the river.

This hike is the first of a series that is to be taken. The local company is one of the largest in the State and they expect to bring home some pennants for the best drilling and maneuvers at the encampment which is to be held this summer. The company is now composed of 68 men, and the number of uniforms and equipment will only allow a total enrollment of 75 men.

The officers of the company expect to enlist seven more men before the encampment and have the fullest, best looking, and best drilled company in the regiment. There is a great deal more interest being manifested in the company now than before.

SEASON FOR EARLY CLOSING OF STORES

BEGINNING MONDAY PLACES OF BUSINESS WILL TAKE IT EASY FOR SUMMER

MAY CLOSING AT 7

Beginning With June the Hour of Closing Will Be Advanced to Six.

Beginning Monday afternoon the stores of Anderson will close at 7 o'clock.

This has been unanimously agreed to by all of the merchants of the city. They freely signed the petition circulated by Mr. Charles Langston, the first month of early closing is May and the closing hour has been chosen as 7 o'clock.

Beginning with June, the hour will be changed and stores will close at 6 and 6:30 o'clock.

Many stores will begin and close at 5:30 o'clock on Monday afternoon, but the majority will wait until next month to begin the real early closing and will then make the hour 6 o'clock. The early closing hours do not, of course, apply to Saturdays.

Expansion and Prosperity.

(The New York Herald.) The American people for eight years—ever since 1907—have been economizing and wearing out their old clothes.

They are now going to buy some new garments and incidentally also, as shown by the brilliant success of the \$5,000,000 auction sale of carpets and rugs in this city within the last few days—some new floor coverings and other "fixins'."

When a hundred millions of population stop hoarding and begin to release their savings and spend money there is going to be stimulation and expansion in all directions. The Western farmer has been enriched by the foreign demand for his cereals at occasionally record-breaking high prices, and the Southern cotton producer, who but a few months ago expected to be ruined by the absence of European markets for his staple is now getting remunerative prices.

Incidents that are chronicled from day to day show how the wheels of traffic, industry and trade are beginning to revolve more quickly. The Pennsylvania railroad in one week puts at work 5,000 theretofore idle cars, railway earnings generally improve, money is in better demand throughout the country, bank clearings expand, and the great steel and iron industry revives as spring weather stimulates building operations and restored credit enables the railways to place long deferred orders for material and equipment.

Great harvests, unexampled exports with resulting command of the world's exchanges, sound money, assured easy credits and release of the energy and enterprise of the American people from the long period of oppression give assurance that the country is entering upon a period of unexampled expansion and prosperity.

ROLEY CATHARTIC TABLETS

NO LACK OF SHIPS FOR FOREIGN COMMERCE

WELDON RING SAYS CONTRARY BELIEF CAUSED BY MISINFORMATION

FOREIGN REGISTRY

Of Merchant Ships Made Radical Changes Necessary.

PHILADELPHIA, May 1.—Welding Ring, in an address before the American Academy of Political and Social Science, asserted today that, notwithstanding general misinformation to the contrary, there is now and has been available practically ever since the war began, ample loading tonnage for shipping their wares from American markets to South America. Most of these vessels were under foreign registry, however, he said, and radical changes would have to be made in American laws before the United States could take its place among the leading nations of the sea.

Mr. Ring said in part: "A wrong impression has been throughout the United States, that we do not have sufficient communication with all the various countries throughout South America and Central America. To those in the shipping trade, it is hardly necessary to state that since the war commenced there has scarcely been a period when there was not ample tonnage loading for the requirements of shippers."

It is, however, humiliating to think that the United States, probably the most advanced country in the world in the manufacture and value of its articles must depend upon foreign tonnage to carry its products throughout the world. When the change will come is difficult to predict, but it is certain that big progress will be made in building up a merchant marine under the Stars and Stripes until we get more intelligent and broader legislation at Washington than has been served to us during recent years. Very many plans have been suggested, numerous bills have been introduced in congress and debates have been long and arduous, and without any, or at least very little, result and benefit.

The nearest approach to anything beneficial was the act passed last August by congress, which for a brief period permits the purchase of foreign built vessels and their transfer to the United States flag, and their operations also for a limited period, without many of the existing drawbacks of our navigation laws. Under this act, up to the present time, 137 steamers have been transferred from foreign to United States flag. Unfortunately just as congress closed it passed a bill generally known as the "seaman's bill," which contained numerous conditions that add to the already too heavily burdened American shipping. How this difficulty is to be overcome is a problem very difficult to solve, but it is certain to be one that must come to the front very largely in the immediate future."

ALLEN DISPENSARIES CLOSED.

COLUMBIA, May 1.—Governor Manning today ordered all dispensaries in Allen county closed. He took this action because one member of the county board has been enjoined in the court and the other two members are at loggerheads.

Tissue-Thin Tropical Weight Suits.

The mere skeletons of clothes fashioned from fabrics of the thinnest texture—Mohairs Palm Beaches and Tropical Worsteds. Stripped of the last vestige of unnecessary weight, and tailored so deftly as to hold their shape despite the sheerness of the materials. The absence of lining is more than offset by the strength and stability our special tailors have needed into the seams of these garments. And while they are the lightest and coolest of all Summer clothes, they are assuredly the Smartest and First for Style. Prices \$5, \$7, \$7.50, \$8.50, \$10 and up.



B. O. Evans & Co. SPOT CASH CLOTHIERS

"The Store with a Conscience"

Yellowstone Park Is Opened to Autos

WASHINGTON, May 1.—With Yellowstone Park open August 1 to self-propelled vehicles, it is a certainty that road travel will greatly increase to the Northwest country. Transcontinentalists will be able to cover the Yellowstone circuit; then, continuing northwesterly, take in Glacier park and reach Seattle through the new Snoqualmie Pass road. Southerly to Portland will come the opportunity to see the wonderful Columbia river highway. San Francisco is, of course, the real mecca for the large majority this summer.

In his recently issued order, Secretary of the Interior Lane has accentuated a wide-awake policy in the direction of making it possible for Americans to "See America First." While it is true that State and local automobile clubs and commercial bodies promptly followed the suggestion of President John A. Wilson of the American Automobile association, that they make clear to the department of the interior the quite general desire for the admission of motor vehicles into Yellowstone Park, it must not be forgotten that previous secretaries of the interior had been similarly petitioned with very intangible results.

But Secretary Lane took a real interest in the matter and referred it to his competent assistant, Stephen T. Mather, for thorough investigation and decision. Familiar with the western country though the owner of a farm in Connecticut, Mr. Mather promptly proceeded to the subject and decided upon the plans necessary to admit of the introduction of the modern form of roads transportation.

In the official bulletin from Secretary Lane reference is made to the necessity of new telephone lines, checking stations, and imposing regulations which will insure a safe use of park roads by motor cars as well as by horse-drawn vehicles. This extract from the official communication concisely sizes up the situation.

"Plans carefully worked out by officials of the interior department, with the cooperation of the army officers at the park, call for a schedule which will keep the automobile traffic entirely independent of the stage traffic. All the regular traffic will move in one general direction in making the circuit of the park; the automobiles leaving half an hour before the stage, both morning and evening, from the different entrances or from the intermediate stations at which they are checked in.

"It is expected that the road through the park will be a link in the highway to the Northwest, and will give the motorist who is contemplating a western trip an opportunity of seeing several of the other national parks. Mt. Rainier and Crater Lake National parks would be reachable, and the motorist, continuing his tour through California, could visit the exhibitions at San Francisco and San Diego. Crossing the Sierra Nevada on his return journey, he could pass through the Yosemite National Park, over the scenic Tioga road which Secretary Lane has just accepted on behalf of the government.

"The Tioga road was built in 1881 by eastern capitalists to reach a mine which soon after failed. In the years since it has fallen into complete disuse. Several efforts to secure its purchase by the United States or California have failed. Arrangements for its private purchase were successfully started by Mr. Mather on a recent trip to the coast, and public spirited citizens and organizations in California are now completing these subscriptions."

Anniversary of Dewey's Victory. WASHINGTON, May 1.—Secretary Daniels sent congratulations of himself and the fleet assembled at Hampton Roads to Admiral Dewey on the anniversary of Dewey's victory at Manila. The Manila Bay Society held its annual reunion tonight at the Army and Navy Club. It is composed of officers who served with Dewey at Manila. The admiral wasn't able to attend.

Asheville Man Guilty of Forgery. SPARTANBURG, May 1.—Madison Woodly, the Asheville man who pleaded guilty to the charge of forgery, before Judge Mendell L. Smith at the recent session of the criminal court, was Thursday taken to Capt. Casey's chaisngang to begin serving his sentence of four years. Woodly was sentenced to serve six years. Judge Smith ordering two years suspended during good behavior.

You can get the news while its new in The Morning Daily Intelligencer.

Scenes from "The Battle of the Sexes," the Mutual Masterpiece production featuring Lillian Gish at "The Anderson" Monday.