

MORE CONCILIATORY IN TONE.

Latest German Note Gives Promise of More Friendly Relations.

Washington, Sept. 23.—Germany, in its latest note in the Frye case, made public to-day, notifies the United States that orders have been issued "to the German naval forces not to destroy American merchantmen which have loaded conditional contraband, even when the conditions of international law are present, but to permit them to continue their voyage unhindered if it is not possible to take them into port."

Germany gave this assurance "in order to furnish to the American government evidence of its conciliatory attitude" while the question of interpreting the treaty of 1828 is submitted to arbitration.

U. S. Suggestion Accepted.

The American suggestion for the naming of experts to fix the indemnity for sinking the Frye is accepted. As for absolute contraband, such as arms and ammunition, Germany states in its note that "it must reserve to itself the right to destroy vessels carrying absolute contraband wherever such destruction is permissible according to the provisions of the declaration of London."

The German note is regarded by officials as evidencing a more friendly spirit on the part of the German foreign office. After months of strained relations between the two countries, it was received as a very favorable development.

It practically insures American vessels against attack without warning, and even in the event that they are carrying absolute contraband, passengers and crew are bound, according to the declaration of London, to be removed before there is any destruction, which also can occur only in the event of extreme necessity.

Text of Note.

The note follows:

"With regard first to the ascertainment of the damage by exports, the German government believes that it should dispense with the nomination of an umpire. In the cases of the ascertainment of damages hitherto arranged between the German government and a neutral government from similar causes, the experts named by the two parties have always reached an agreement as to the amount of the damage without difficulty; should it not be possible, however, to reach an agreement on some point it could probably be settled by diplomatic negotiations. Assuming that the American government agrees to this, the German government names as its expert Dr. Kepny, of Bremen, director of the North German Lloyds. It begs to await the designation of the American expert.

"The German government declares that it agrees to the proposal of the American government to separate the question of indemnity from the question of the interpretation of the Prussian-American treaties of 1785, 1799 and 1828.

"It therefore again expressly states that in making payment it does not acknowledge the violation of the treaty as contended by the American side, but it will admit that the settlement of the question of indemnity does not prejudice the arrangement of the differences of opinion concerning the interpretation of the treaty rights, and that this dispute is left to be decided by The Hague tribunal of arbitration.

To Present Compromise.

"The negotiations relative to the signing of the compromise provided by Article 52 of The Hague arbitration convention would best be conducted between the foreign office and the American embassy at Berlin in view of the difficulties in the way of instructing the imperial ambassador at Washington. In case the American government agrees, the foreign office is prepared to submit to the embassy a draft of such a compromise.

"The American government's inquiry whether the German government will govern its naval operations in accordance with the German or the American interpretation of the treaty stipulations in question, pending the arbitral proceedings, has been carefully considered by the German government. From the standpoint of law and equity, it is not prevented, in its opinion, from proceeding against American ships carrying contraband, according to its interpretation, until the question is settled by arbitration.

"For the German government does not need to depart from the application of generally recognized rules of the law of maritime war, as the declaration of London, unless and in so far as an exception based on a treaty is established beyond all doubt. In the case of the present differences of opinion between the German and the American governments such an exception could not be taken to be established except on the ground of the arbitral award. Moreover, the disadvantages to Germany which would

ANOTHER BOUNDARY DISPUTE.

State of Georgia and Power Company Cannot Agree.

(Anderson Mail.)

It all depends upon a future court decision whether the State of Georgia shall collect taxes from the Gregg Shoals Power Company, a subsidiary company of the Georgia Railway and Power Company, located on Savannah river, in Elbert county, on a valuation of \$38,965, or on a valuation of \$10,461.

This situation grows out of a dispute between the State of Georgia and the power company as to the location of the boundary line between the States of Georgia and South Carolina.

The Gregg Shoals Power Company made no returns for taxation, and Comptroller General W. A. Wright notified them that he had assessed their property in Georgia at \$50,000. The company rejected this assessment and asked that the question of valuation be arbitrated.

Gen. Wright appointed Judge Geo. Hillyer, of the State Railroad Commission, to represent the State, and the power company named Attorney L. M. Jordan, of Atlanta. After several conferences the arbitrators reached an agreement.

They agreed that if the boundary line between the States was where the State of Georgia contended, then the taxable property of the power company (in Georgia) should be valued at \$38,965. On the other hand, they agreed that if the boundary line should be where the power company contends it is, then the valuation should be but \$10,461.

The boundary line question will no doubt have to be settled in the courts. The State will demand a payment of taxes based on its contention, and if the power company fails to pay on that basis it will issue executions against the power company's property, in which event it is expected the power company will seek an injunction against the State. This will take the issue in the courts, and the Supreme Court of Georgia, perhaps the Supreme Court of the United States, will be called upon to pass on the boundary question before the matter is finally settled and the State can collect any taxes.

Comptroller General Wright, in fixing his original assessment, held that part of the power company's dam and 138 acres of its property were located in Georgia. Judge Hillyer has prepared a comprehensive brief on the State's contention as to the location of the boundary line, which will be used in the court fight.

Although the Gregg Shoals Power Company is owned by the Georgia Railway and Power Company, of Atlanta, it is leased to a South Carolina concern, and its transmission lines run from the plant in Elbert county across the Savannah river to Anderson.

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You have noticed the disagreeable effects of calomel, that sickening nausea that is characteristic. There is no reason for tearing up your system in such a drastic manner.

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If **LIV-VER-LAX** is not entirely satisfactory, your money will be returned without question. The original bears the likeness of L. K. Grigsby. For sale at 50c. and \$1 by Norman Drug Co., Wallhalla.—Adv.

issue from the American interpretation of the treaty stipulations would be so much greater as to be out of proportion to those which the German interpretation would entail for the United States. For, whereas, the American interpretation would materially impede Germany in her conduct of warfare, hardly any particular disadvantages to American citizens would result from the German interpretation, since they receive full reparation for any property damage sustained.

"Nevertheless, the German government, in order to furnish to the American government evidence of its conciliatory attitude, has issued orders to the German naval forces not to destroy American merchantmen which have loaded conditional contraband even when the conditions of international law are present, but to permit them to continue their voyage unhindered if it is not possible to take them into port. On the other hand, it must reserve to itself the right to destroy vessels carrying absolute contraband wherever such destruction is permissible according to the provisions of the declaration of London."

STARS AND STRIPES FOREVER!

Editor Keowee Courier: I see a picture shown in the New York Herald of August 9th—photograph of the United States battleship Florida, showing the papal ensign flying above the Stars and Stripes. What is to be done? What are the American people going to do about this insult to "Old Glory?" Why place the yellow flag of the papacy, or any other flag representing that power, above the Stars and Stripes? What authority is responsible? Does Secretary Daniels approve of this sacrilege? Will President Wilson continue to sanction it? The Protestant churches have no flag, and because the papal church has one is no reason for flying the yellow emblem aboard American men-of-war. If it is essential to fly it to let the crew know that it is the Sabbath, and that it indicates divine worship—I say if it is essential—leave the yellow rag below the "Star-bangled Banner," and court-martial the whelp who tries to place it higher.

We be to that nation which worship before the beast, which goes to do its bidding, to usurp their privileges and to steal their birth-right. Why insult the majority of the American people with such object lessons? Are the American people content to allow Roman practices to predominate in this land of Washington, Jefferson, Davis, Lee and Jackson? That papal banner floating upon our vessels means that a Roman Catholic priest is conducting the mass; it means that a papal chaplain presides on every ship where the pope's banner hangs. The flag we call "Old Glory"—the banner of the free, before whose brightening, stainless folds all men should bend the knee—shall not be subordinate, even for one hour, to any sort or kind of rag denoting foreign power.

You who are responsible for this outrage, what were your reasons for issuing the permit? Were you afraid to deny the papal request for floating of the papal flag ABOVE that of YOUR COUNTRY? Were you fearful of the papal wrath upon election day? Were you apprehensive of defeat in your political ambition if you stood by "Old Glory"? Did you hide your face in shame the first time that Roman rag flew above "Our Flag"? Did your manhood revolt against your judgment when you realized the degradation of your authority? There are too many papal chaplains in the United States navy; there are too many of them in the army. They exalt Romanism and popery first, last and all the time.

But what are we going to do about it? I say, pull it down. Nothing must float above the glorious Stars and Stripes—NOTHING! If our natural custodians of the nation's honor will not do our bidding in this respect, then relegate these men to private life, and make it such a political upheaval as to settle such things for all time to come.

Will they make friends with "Old Glory" and haul down that yellow rag? Will you do it? Have you manhood enough to do it? Dare you do it? I am making this appeal to the custodians of the nation's honor.

Again, I ask the question, Do the President and Secretary Daniels approve of such an insult to our nation's flag, under whose folds we all claim protection?

This is the first time in the history of the nation that the flag of Rome, or any other power, ever raised or attempted to raise, any kind of a rag above the United States flag. I tell you Catholicism is getting too tame in America.

"What I have written, I have written!" J. Russell Wright. Johnston, S. C.

Since the purchase of Alaska by the United States its waters have yielded fishery products valued at more than \$250,000,000.

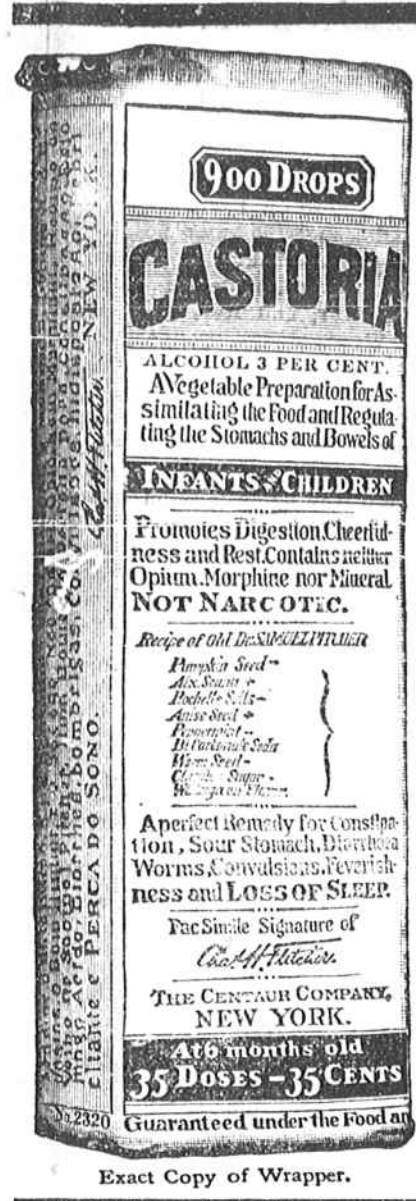
Big Powder Plant for Georgetown.

Columbia, Sept. 22.—The E. I. DuPont de Nemours Company, the great powder manufacturers, of Wilmington, Del., to-day applied to the Secretary of State for papers of domestication. Irrenee Dupont, as vice president of the company, signed the papers. The corporation is capitalized at \$240,000,000. The office of the company will be at its plant at Georgetown.

While there is nothing in the papers to give an intimation, it is thought that a great powder plant will be erected at Georgetown to supply the allies.

May Add to Georgetown Plant.

Wilmington, Del., Sept. 22.—The fling of papers of domestication by the E. I. DuPont de Nemours Powder Company at Georgetown, S. C., was explained by J. J. Raskob, treasurer of the DuPont Company, this evening. It was the first paper filed by the new company, known as E. I. DuPont-de Nemours & Co., since the



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BLUE RIDGE RAILWAY—BETWEEN BELTON AND WALHALLA.

Time Table No. 17.—Effective 12.01 A. M., July 4, 1915.

	First Class, Passenger, Daily.		First Class, Passenger, Daily.		First Class, Motor Train, Daily.		First Class, Motor Train, Daily.		Second Class, Mixed, Daily Ex. Sun.	
	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
EAST-BOUND—										
Leave Walhalla	7.40	3.10	11.40	6.15	5.30					
Leave West Union	7.45	3.15	11.45	6.20	5.35					
Leave Seneca	8.05	3.33	1.15	6.53	6.30					
Leave Jordania	8.08	3.35	1.17	6.55	6.33					
Leave Adams's Crossing	8.24	3.52	1.31	7.09	6.57					
Leave Cherry's Crossing	8.27	3.55	1.33	7.11	7.01					
Leave Pendleton	8.39	4.07	1.45	7.23	7.17					
Leave Autun	8.47	4.15	1.53	7.31	7.29					
Leave Sandy Springs	8.50	4.18	1.56	7.34	7.33					
Leave Denver	8.55	4.24	2.01	7.39	7.41					
Leave West Anderson	9.10	4.38	2.13	7.51	8.00					
Leave Anderson (Passenger Depot)	9.15	4.43	2.18	7.56	8.15					
Leave Anderson (Freight Depot)	9.17	4.45			8.17					
Leave Erskine's Siding	9.33	5.05			8.35					
Arrive Belton	9.45	5.15			8.45					
NUMBER OF TRAIN	12	10	24	30	8					
WESTBOUND—										
Leave Belton	5.25	11.22			A. M.	A. M.				
Leave Erskine's Siding	5.25	11.22								
Leave Anderson (Freight Depot)	5.25	11.34								
Leave Anderson (Passenger Depot)	5.25	11.48								
Leave West Anderson	5.57	11.50	8.05	3.05	12.25					
Leave Denver	6.24	12.10	8.23	3.23	12.33					
Leave Sandy Springs	6.15	12.15	8.28	3.28	1.01					
Leave Autun	6.17	12.18	8.31	3.31	1.05					
Leave Pendleton	6.24	12.26	8.39	3.39	1.17					
Leave Cherry's Crossing	6.34	12.36	8.49	3.49	1.33					
Leave Adams's Crossing	6.36	12.39	8.51	3.52	1.37					
Leave Jordania	6.51	12.57	9.07	4.06	2.01					
Leave Seneca	6.53	1.15	9.10	4.30	2.45					
Leave West Union	7.11	1.33	9.28	4.50	3.15					
Arrive Walhalla	7.25	1.42	9.35	4.55	3.23					
NUMBER OF TRAIN	11	9	29	25	7					

Flag Stations: Anderson (Freight Depot), West Anderson, Denver, Sandy Springs, Autun, Cherry's Crossing, Adams's Crossing, Jordania. Steam trains will stop at following flag stations to take on and let off passengers: Welch, Toxaway, Phinney's, James.

J. R. ANDERSON, Superintendent.

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There are times in every woman's life when she needs a tonic to help her over the hard places. When that time comes to you, you know what tonic to take—Cardui, the woman's tonic. Cardui is composed of purely vegetable ingredients, which act gently, yet surely, on the weakened womanly organs, and helps build them back to strength and health. It has benefited thousands and thousands of weak, ailing women in its past half century of wonderful success, and it will do the same for you.

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Miss Amelia Wilson, R. F. D. No. 4, Alma, Ark., says: "I think Cardui is the greatest medicine on earth, for women. Before I began to take Cardui, I was so weak and nervous, and had such awful dizzy spells and a poor appetite. Now I feel as well and as strong as I ever did, and can eat most anything." Begin taking Cardui today. Sold by all dealers.

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financial reorganization about three weeks ago. The routine must be carried out at each State Capitol before the said company can do business within the State.

When asked concerning the report of the erection of a new plant at Georgetown, S. C., Mr. Raskob stated that no plans had been formulated in that direction. The alcohol plant, which is situated there, has been going at full time. Mr. Raskob's remarks implied that additions may be made there in the near future.

SPARTAN FARMER SUICIDES.

Coroner Holds Third Inquest Concerning Dead Man's Family.

Spartanburg, Sept. 22.—Ott Johnson, a farmer residing on T. F. Anderson's place, near Reidville, in this county, killed himself as he sat in the door of his home late to-day by discharging a double-barreled shotgun in his forehead. Johnson is said to have been ill for some time and despondent. He was 38 years of age and is survived by a widow and two daughters. Coroner Turner said tonight that this was the third inquest he had held in the Johnson family within the last year and a half. During the past summer George Johnson, a brother of the man who ended his life to-day, accidentally killed his infant daughter when a whip handle with which he was chastising an older child flew out of his hand, and more than a year ago a sister ended her life.

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Your druggist will refund money if PAZO OINTMENT fails to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days. The first application gives Ease and Rest. 50c.

Madero Arrested in Texas.

San Antonio, Sept. 24.—Gen. Raul Madero, of the Villa staff, has been arrested by American soldiers near Marfa, Texas. Gen. Funston received the report from Marfa. Madero, with eight companions, all supposed Villa officers, were arrested. They were taken into custody when they crossed to the American side of the Rio Grande.

NOTICE OF TEACHERS' EXAMINATION.

Notice is hereby given that the regular Fall Teachers' Examination will be held at Walhalla Court House, S. C., on FRIDAY, October 1st, 1915, beginning at 9 o'clock a. m. and lasting until examinations are completed, or until 5 o'clock p. m., when the examinations will close.

All teachers holding certificates that will expire before the fall examinations of 1916 will please take notice and be present at this examination, as no special examination for teachers will be ordered in January, 1916.

The examination will cover the nine customary subjects of English Grammar, Geography, Physiology and Hygiene, Arithmetic, United States History, Civics and Current Events, Pedagogy, Agriculture and Algebra.

All those standing this examination will please bear in mind the fact that they must furnish their own writing materials.

THOS. A. SMITH, County Superintendent of Education. Sept. 8, 1915. 36-39

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