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Pork Hams or Shoulder, whole... 15c
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MOLEY KIDNEY PILLS

SIMMONS IS REFUSED BAIL BY MAGISTRATE

YOUTH BROUGHT HERE FROM SAVANNAH FACES VERY SERIOUS CHARGE

COMPLICATED CASE

Pelzer Magistrate Has Granted Bail to Two Others Held on Same Charges.

Though Oscar Sargeant, charged with arson, and Frank Simmons, charged with being an accessory to the crime, have been released on bail by the magistrate at Pelzer, Gus Simmons, who was brought here yesterday from Savannah upon a warrant charging him with having aided in the burning of the building in question, was refused bail when his application was placed before Magistrate W. C. Broadwell yesterday.

Magistrate Broadwell took the position that he is without jurisdiction in granting bail in a case wherein the charges constitute a felony. Application for bail in a case of this character, he argued, has to be made before a circuit judge. Having been refused bail, the defendant was remanded to the county jail.

The case involving the arrest of three young white men in connection with the burning of an establishment known as "Simmons Bros. Cafe," at Pelzer, over a year ago, has attracted considerable interest not only in Anderson County but in Greenville, where all three defendants are known. Last Friday Frank Simmons, formerly a resident of this city, was arrested in Greenville upon a warrant issued by Deputy State Insurance Commissioner Wharton charging him with aiding in the burning of the building at Pelzer. Simmons was brought to Anderson and lodged in the county jail. On Saturday of last week Oscar Sargeant was arrested in Anderson on a warrant charging him with having fired the building. He also was placed in the county jail.

Last Tuesday Sheriff Ashley received a telegram from the authorities at Savannah stating that they had placed under arrest Gus Sargeant and were holding him for the county authorities here. Wednesday afternoon Sheriff Ashley left for Savannah to bring Simmons back to Anderson. He arrived here yesterday at noon with his prisoner.

With less than an hour after he had arrived in Anderson Simmons was making an effort to secure his release on bail. In custody of Deputy Sheriff Williams and accompanied by his would-be bondsman he went to the office of Magistrate Broadwell and made application for bail. This the magistrate refused to grant him, taking the position that he was without jurisdiction.

ADVISABILITY OF ELEVATOR SYSTEM

(CONTINUED FROM PAGE THREE)

fluctuations are not so violent as on some other commodities. There are three outlets for grain.

First outlet. The markets of the State. So long as the producer does not exceed the demand and consumption in the State, and as long as he has not the market machinery for distribution, the price will remain the same as the price in the Middle West—plus the cost of getting it to South Carolina. At present corn is selling at 68 cents per bushel in the Middle West, in central Illinois for instance. The wholesale price in Columbia is 95 cents, or a difference of 27 cents. The difference is greater just now than at any other times during the year because new corn contains a great deal of moisture and shrinkage requires more margin. On an average, the difference in price between the West and South Carolina is 30 cents. The expense of getting the corn from central Illinois to South Carolina is estimated as follows: The Illinois farmer takes his grain to the local elevator, which receives from 2 to 4 cents for handling. At the local elevator the bushels are loaded in bulk, about 1,000 to the car, and then is shipped to a transfer elevator at Nashville or Cincinnati or Louisville, where it is reloaded and sacked. The cost of the sacks is 4 cents per bushel.

Milling in Transit. There is a special arrangement called a "milling in transit rate" by which the grain may be stopped off at these transfer elevators and thence dispatched to the ports or the consumers at the through rate from the original point to the point of destination. In other words, instead of two local rates, from central Illinois to Nashville and thence to Columbia there is a single low through rate, paying the grain to be pulled in transit without change of the through rate. South Carolina is making an effort to get this rate from the farm to the transfer points in this State and thence to Charleston. The "milling in transit" rate from central Illinois to South Carolina is about 40 cents per 100 or 23 1-10 cents per bushel as corn weighs 56 pounds to the bushel. With the cost of the sacks and the handling at the elevators, the cost of handling from central Illinois to Columbia is about 30 cents per bushel.

All of the corn that comes to South Carolina is not from central Illinois and other grain growing sections have the same milling in transit rates in points where the corn is shipped. One trouble in the way of starting a regular grain producing business in this State, said Mr. Smith, is that the farmers have been purchasers here

Official Tells of Rate Advance

Railroad shippers in Anderson have paid considerable attention to the proposed 5 per cent advance on the part of carrying companies in the United States and many of them have requested additional information from the Anderson Chamber of Commerce as to why certain railroads deemed this necessary. The following excerpt from an address delivered by George D. Dixon, vice president in charge of traffic of the Pennsylvania railroad gives a pretty clear idea of how the railroad looks at the proposition:

"In order clearly to understand the meaning of the 5 per cent advance rate case now awaiting decision by the Interstate Commerce Commission, it should be borne in mind that the abnormal conditions brought about by the European war did not constitute the primary justification for the railroad's application.

"It was the fundamental uncertainty—war or no war—that had been previously shown to exist in the railroad industry, that was responsible for this effort of the railroads to obtain additional revenues.

The Territory Covered.

"The pending case covers all freight rates in what is known as official classification territory, that is the region between the Mississippi river and north of the Ohio and Potomac rivers. This territory embraces three rates structures, one known as Central Freight Association, covering the region between the Mississippi and Buffalo and Pittsburgh, another known as Trunk Line Territory, between Buffalo and Pittsburgh and the Hudson River and the Atlantic Seaboard, and a third, known as New England territory.

"The revenues of 35 railroad systems are involved. These companies represent a total investment in railroad property of over \$500 million dollars. Their total annual freight revenues are about 1,000 million dollars. An advance of 5 per cent in their freight earnings would mean some \$50,000,000 per year, or about \$1.00 per year for each person living in the territory involved.

"I shall confine myself at this time to presenting to you reasons why the management of the Pennsylvania Railroad System felt that higher freight rates were necessary. If the Pennsylvania System was to be in a position to maintain its high standard of service and to develop with the needs of the people whom it served.

The Fundamental Uncertainty.

"The basic factor is that it now costs more to produce increased transportation than the money the public is paying for it. The increased expenses of all kinds, through the railroads in recent years have done greatly enlarged business, they have earned less net money than they did before they did the bigger business. That is what I mean by a condition of fundamental uncertainty.

"The question has often been asked as to whether there should be an increase in rates until the value of the railroads had been ascertained or, in

the future, but he showed that the most profitable thing on the farm next to the hog, is the mule colt. The brood mare works up to the time of foaling and the colt at two years brings \$150. No other farm animal is as valuable as the brood mare when used in this way. But it requires good strong and tough stock.

Handling the Finance. How can an elevator handle 200,000 bushels of grain when there is no cash attain building the plant?

That is one of the questions that Mr. Smith has had to answer on the grain campaign. He explained how similar situations have been met in the Middle West.

When the grain is brought to the local elevator it is sold immediately and is shipped at once to the wholesaler. The local dealer will make a slight draft on the wholesaler and will deposit the draft and check on it through the local bank to pay the farmer for the grain.

When the corn is shipped with bill of lading attached, the wholesaler will not get his corn until he pays for it. The local dealer makes a margin of about 4 cents in his draft in order to cover any differences in grade or shortage in weight.

Sometimes the corn is bought several days or several weeks before-hand. The farmer merely wishes to store and wait for higher prices. In a case of this kind the local dealer sells upon the board of trade and "hedged," so that whether the price of corn goes up or down he can make his normal profit.

With an elevator plant worth several thousand dollars the manager will have no trouble to get the banks to let him have a little working capital for the first month in order to cover the 4 cents difference in the bill of lading and the drafts, and each month after that the profits will reduce the loan.

other words, until the public has been assured that no rates were to be charged for the purpose of paying dividends on "watered" stock.

"But we are now talking of the Pennsylvania System alone, and the capitalization of our company is not watered. The total amount of money invested in the road and equipment of the Pennsylvania Railroad System exceeds its total outstanding capital obligations in the hands of the public by \$185,000,000.

"This capital represents the savings of probably 300,000 independent investors who by every dictate of reason and justice are entitled to a fair return upon their money. Since its organization, seventy years ago, the Pennsylvania Railroad has accounted for every dollar it has spent, and has paid but moderate dividends. The public—rather than the shareholders—have had the benefit of the surplus earned over the dividends.

The "Caution Signal" of 1910.

"The railroads in official classification territory have made three efforts to secure a general increase in freight rates. The first was in 1910. It was then clear that certain tendencies were at work which promised danger. The rate of earnings absorbed by operating expenses was found to be steadily increasing. Here was a definite caution signal. Here was a definite increase of about 10 per cent in rates on the higher grades of merchandise—three classes of freight which it was felt would find the increased rates least burdensome.

"The chief argument underlying the 1910 case was that the surplus over interest charges and reasonable dividends, which the railroads felt they should earn, was being steadily encroached upon; yet it was upon this surplus that the railroads depended for a margin of safety against their credit, and also to provide for these expenditures which, while most desirable from a public point of view, do not add to net earnings. I refer to such outlays as are involved in new passenger stations, stronger bridges, removing grade crossings, substituting steel for wooden passenger cars, etc.

Why a "Surplus"?

"A railroad must keep up with the progress of the times. Though the new practices may earn no more money than the old, the railroad should out of its surplus be able to supply to the public every item of safety and comfort which invention can develop. You can understand what I mean by reflecting that only a few years ago a passenger train was comprised of wooden cars. They were heated by stoves standing in boxes of sand. The opposite ends contained water coolers with a common tumbler from which everyone drank unimpeded, or lurking germ of typhoid or diphtheria. When an accident occurred, these wooden cars were apt to splinter, or to telescope, while the overhead stove started the inevitable fire—all causing great loss of life.

foot and mouth disease in the beef producing states with the resulting uneasiness among the feeders in that section, and the tremendous demand for food supplies which will undoubtedly come from the warring nations of Europe.

These conditions offer opportunity in live stock production for the South Carolina farmer, not only for a profitable enterprise, but also for the permanent solution of some of his knottiest agricultural problems.

Any activity which the farmer attempts should be in the nature of a gradual development and growth, with a view to producing enough meat for home consumption and a small surplus, rather than plunging into it suddenly on a large scale. He should conserve the best breeding stock on the farm which may be available, instead of consigning it to the pork barrel or the butcher, and should procure a pure bred sire of the proper type with which to grade up his herd until good, marketable stuff is being produced. In this manner the farmer can gradually grow into livestock production with a small outlay of money and can market his surplus while high prices are prevailing. Beef and pork can be produced to advantage in South Carolina and the times offer opportunities which should not be overlooked.

Pork production especially is a profitable enterprise, yielding maximum returns in a short time, with a small outlay of capital. The development of beef production on the farm should in all cases be accomplished with the establishment of permanent pastures.

Interest in the breeding of live stock has developed very rapidly in South Carolina and in several counties live stock associations have been formed for cooperation among members and for the discussion of live stock problems of common interest. These organizations have already been of large value to the communities in which they exist, as well as to the individual members. They have been organized in Oconee, Anderson, Greenville, Spartanburg, York and Calhoun counties and Greenwood county is about to be organized.

The extension division of Clemson College has cooperated with several of these associations in importing live stock from other states and has supplied the members with bulletins, circulars and other material of interest to them which is distributed from time to time. Farmers who are interested in growing live stock are urged to join these associations in the counties where they already have been formed, in order that they may have all the assistance possible, both from the association and from Clemson College, in making their live stock business both pleasant and profitable.

J. O. WILLIAMS, Live Stock Demonstration Agent, Clemson College.

Money Back

For Those Who Contributed to Fund for State Building at Frisco.

THE SOUTH CAROLINA EXPOSITION

The South Carolina Exposition Commission, which has authorized to raise funds for the placing of a South Carolina building at the Panama-Pacific Exposition, announces that in view of the unprecedented condition of affairs it has been found out of the question to raise sufficient money to put either a South Carolina building or an exhibit at the exposition.

The commission announces that outstanding bills will be paid by the commission and that money received from those who purchased medals to further the cause will be returned to those making these purchases. The hope is expressed, however, that those who purchased medals will keep them as souvenirs and thus help a little toward the liquidation of the commission's liabilities.

The letter received from the commission is as follows: "In view of the unprecedented condition of affairs, we find that it is out of the question to raise sufficient money to put either a South Carolina building or exhibit at the Panama-Pacific exposition. We have used every effort to raise the money, without sufficient success to justify further effort. We are, therefore, forced to abandon the movement.

The executive committee has outstanding bills of considerable magnitude which will, of course, be paid by the commissioners. We will also refund the money collected for sale of medals, if such refund is requested and medals returned promptly. We hope, however, that those who have bought medals will keep them as souvenirs, and thus help a little toward the liquidation of our liabilities.

Motorcyclist Killed.

(By Associated Press.) OMAHA, Neb., Nov. 26.—Roy Miller, of Cleveland, the first motorcycle rider to test the new Omaha automobile speedway, which was opened today, was killed when he attempted to take a curve at high speed.

THE HICKS 1915 ALMANAC.

The Rev. I. R. Hicks Almanac, now ready, grows more popular and useful with each passing year. It is a fixed necessity in homes, shops and commercial establishments all over this continent. This famous and valuable year book on astronomy, storms, weather and earthquakes should be in every home and office. Professor Hicks completes this best issue of his great Almanac at the close of his seventieth year. The Almanac will be mailed for 35 cents. The Rev. I. R. Hicks fine Magazine, Word and Work is sent one year, with a copy of the Almanac for only one dollar. Send 50 cents to Word and Work Publishing Company, 3401 Franklin Ave., St. Louis, Mo. You will never regret your investment. Try it for 1915.

TOLD SPOUSE TO BEAT IT AND THIS SHE DID

BUT NOW HUSBAND DECARES HE DIDN'T MEAN A WORD OF IT

WANTS HER BACK

But the Magistrate's Authority in Matters of This Kind is Circumscribed.

Varied as the hues of a spectrum are the tales of woe that daily come to light in the office of Magistrate W. C. Broadwell, but it is not often that he is called upon to act as an arbitrator in a couple's domestic troubles or as an emissary for either party when the other party to the matrimonial contract has for one reason or the other, taken up his or her belongings and departed from the domicile.

It was such a case as this that confronted the magistrate when he came to his office early Wednesday morning, but the judge draws the line when it comes to taking a hand in people's domestic affairs, and in this instance he was able to do the distressed husband no good.

Ere the sun had dispelled the mists of dawn Wednesday an anxious mortal hid himself to the office of Magistrate Broadwell. Not finding the judge there—for it was fully two hours before time for the office to open—this individual paced to and fro on the sidewalk and wrestled with the trouble which it seemed would overcome him. About the usual hour Magistrate Broadwell arrived at his office, and his souter had he opened the door and gotten on the inside before this perturbed mortal bounded into the room and cried in a distressed voice, "Judge, you have got to help me."

"What is your trouble?" inquired Magistrate Broadwell at his desk, the man's mischievous eyes made any rash promises of assistance. "My wife has left me," replied the one in trouble, "and I want you to go and get her."

Now therein is where the powers of a magistrate are circumscribed, for when a woman chooses to walk out and leave her partner in the matrimonial bargain, it seems there is no law that can force her to return. Magistrate Broadwell, however, has been for an explanation of the trouble that the one who was in trouble explained that he and his wife had had a disagreement. The husband had requested the wife to bring his dinner to the scene of his labors, as he wished to put in some extra time, and this the wife had refused to do. When the wife refused on the second day to bring the husband's dinner he is said to have explained her in this wise, "Now, look here, if you are not going to bring me dinner, why don't you want to bring me around my premises?"

The husband continued that on the third day he told his spouse to beat it, and, lo and behold, when he returned from his labors that evening his wife had packed her belongings and departed. The husband went on to say that he set out to look for her and found her at her father's home. Upon calling there, the husband stated that his father-in-law admonished him that if he accepted around those premises he had better step mighty high.

"Well, what do you want me to do for you?" asked the magistrate, when the husband had finished his story. "Why I want you to go and get her," the husband shouted.

"You told your wife to leave, didn't you?" asked the magistrate of the troubled husband. "Yes, but I didn't mean it," came back the answer. "Well, I am sorry, but I can't do anything for you," replied the magistrate, "because you ordered your wife not to be around your premises, and she did what you told her to do."

And so the crestfallen husband went his way sorrowing.

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A farmer will not try to make a crop without fertilizer and the fertilizer debt should be among the first debts paid.

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Quality reigns supreme here—but price is watched very carefully, too.

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And we trust that you will pardon us when we say: "We believe that you will be pleased with our groceries and service."

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