

THE ANDERSON INTELLIGENCER
 FOUNDED AUGUST 1, 1866.
 140 West Whitner Street.
 ANDERSON, S. C.

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Entered as second-class matter April 23, 1914, at the post office at Anderson, South Carolina, under the Act of March 3, 1879.

Member of Associated Press and Receiving Complete Daily Telegraphic Service.

TELEPHONES
 Editorial and Business Office.....821
 Job Printing.....693-L

SUBSCRIPTION RATES

Semi-Weekly.
 One Year.....\$1.50
 Six Months......75

Daily.
 One Year.....\$6.00
 Six Months......2.50
 Three Months......1.25

The Intelligencer is delivered by carriers in the city. If you fail to get your paper regularly please notify us. Opposite your name on the label of your paper is printed date to which our paper is paid. All checks and drafts should be drawn to the Anderson Intelligencer.

The allied fleet is making hash of the forts of Turkey.

"There's more in Bill Taft than anybody has suspected." After eating, we suppose?

An Atlanta burglar stole, among other things, a canary. He's a bird of a thief.

It might be a good idea to keep that split log drag out near the road where it will be handy.

Husband, Afraid of Wife, Asks Divorce.—If he really means it, and doesn't obtain one, Laway help him.

The family jewels will have to make way in the strong-box for the groceries if prices of foodstuffs rise much more.

A good many family trees are shady.—Columbia State. And the heads of a good many families are block heads.

Whether a criminal always returns to the scene of the crime depends often upon the ability of the police to apprehend him.

Women's skirts are to be much shorter this year. But it will take just as much of the long green to buy them as before.

The bard of Stratford on Avon said there are sermons in stones. Yes, sometimes a brickbat is a fine thing with which to drive home a truth.

A Kentuckian has been made director of the mint. What the average Kentuckian doesn't know about the mint is overbalanced by his knowledge of julep.

"Lots of men are interested in nothing but the money they make," says Thomas A. Edison. We newspaper men, Tom, are more interested in the money we don't make.

Anderson now has a handsome new theatre. We bet "East Lynne" would play to a packed house there.—York News. We haven't heard of Yorkville raving over its grand opera.

Price of Ice is Going Up As Spring Arrives.—Headline. What chilling news, and oh, such a comforting (?) thought, since we have got to buy more coal before this winter is over.

A N. Y. farmer wants a pretty girl arrested as a witch because his son can't keep away from her. What he should resort to is a marriage license and a preacher, not the sheriff and a warrant.

That fellow in New York who was arrested for throwing a bomb into the midst of a church congregation ought to know that throwing bombs into the congregation is a right enjoyed by the pastors and no others.

A Chicago girl specifies that her future husband "must not chew, smoke, drink, gamble, swear, play cards, dance, or objects to washing the supper dishes; must stay at home every night, live within his income, and be a devout Christian." Well, that kind of a girl certainly deserves that kind of a man.—Columbia State. She either has a cute way of saying she is never going to get married, or she is a mighty fair way to die a spinster.

MEN MAY GET "PEACE, PEACE," BUT—

We think that a mediators' board should be appointed to try and bring about peace between the Anderson Intelligencer and the Greenwood Journal.—York News.

SOME UNPARDONABLE MISINFORMATION.

It is expected perhaps that there shall be all kinds of rumors as to the proposed bond issue and its provisions. For this reason we have published the law as it was finally passed and approved by the governor. The man who does not read any newspaper and has to take his information from common talk is likely to get a very hazy idea of the proposition, and it would be well for the road commission to have a number of pamphlets printed giving the exact wording of the law and some more data on the taxes, and the methods to be employed to raise the money with which to pay the interest and provide the sinking fund call for in the act.

For instance, we have been told that the opinion seems to prevail that every man will have to pay an additional road tax of \$3 whether he owns any property or not. This is not true, for the man who pays the tax is the man who owns the property. If Mr. A. returns for taxation, as many of our citizens do, only a few dollars for household goods—say \$20—then his tax would be increased one cent for every three and one-third dollars on which he pays taxes. If Mr. A. pays on \$20 his taxes will be six cents more each year. If he pays on \$100 his tax would be thirty cents more each year. If he pays on \$500 his tax would be \$1.50 each year. If he pays on \$1,000 his tax would be \$3 more each year. So it is the man with the property who will pay the taxes.

We have shown that the people of the cities and towns, the corporations, railroads, etc., pay 70 per cent of all the taxes of the county, and that the people of the rural districts will pay only 30 per cent of all the taxes. So the argument that is being used that the farmers will bear the burden of the taxes for the bond issue is not true. He will bear approximately 30 per cent of the burden, and the other interests of the county will bear the rest. In other words the taxes might be represented by a log ten feet long, the farmer will carry 3 feet of it and the other interests of the county will carry 7 feet. What we fail to understand is that there should be any opposition at all in the rural districts on any such proposition.

Union County is going to have an election on a bond issue of \$200,000 just a week after the election in Anderson County, and Editor Rice of the Union Times says:

Now, human nature is very human. Don't you find it so, brother? And are we not all very much alike? I believe so. Let us get down to brass tacks. Let's take things as they are. Will this bond issue hurt the poor man? I am going to put myself in the shoes of the poor man. (Strange to say the shoes fit very well, too.) Let's say I am a very very poor man, right down at the bottom. (Truth is, I am mighty nigh right there.) Well, Rice, my very poor man, what objection to the bond issue? Why, none; I am selfish enough to be willing to let the property owners build the roads. I am glad to have them build them. I want good roads even for walking purposes, to say nothing of the occasional use I may have for them for riding purposes. I will have little of the taxes to pay. I will have as much as I can use the road as will the ten thousand dollar automobile man have to use it. In fact, more right for if the automobile gives me any "sass," I will go to the courts and I will stand a better chance to win, for I am in the majority. More than that, I'll get some of the \$200,000 of the money that will be turned loose for labor; for, being a very poor man, I must be a laboring man. Yes, Rice, the very poor man will, if he uses shrewd judgment, vote for bonds for good roads. He would act with poor judgment if he did not for selfish reasons.

Again, let's put on the shoes of the great middle class, not very poor; not very rich—just in reasonably good circumstances. (Whether the shoes fit or not, let's suppose they do.) Well, Rice, the moderately circumstanced man, owns a small farm; or, a small merchandise establishment; or, a "one-horse" newspaper (in debt or out); or, a small dairy; or, a small truck farm; or, a beef market; or, a chicken farm—never mind which—whatever it is Rice owns, assessed at about \$1,000, and worth two or three times that. Now, from a selfish standpoint: Does Rice, the moderately circumstanced man have any kick against the bond issue? Not on your life! He would be kicking against fortune. In the first place it will cost me over \$2 per year. I've got no "kick coming," for it will put me that in my pocket every year. How? Why, when I haul the products from my farm to market, when I get more people to come to my store, when I get more \$1 subscriptions, when I find better roads to drive my dairy wagon over, when I bring my vegetables to town in a buggy with one mule (instead of using a wagon and two mules), when I go out after cattle to furnish beef in my market, when I fetch eggs to town, why no matter who I am, or what my activities, being a moderately well-off individual, I will get more than it will cost me. You can just put it in your pipe and smoke it. I am for good roads. Yes, sir! I am for good roads.

Well, I will now put on another pair of shoes: I, Rice, am a rich man. (Gasp! the shoe does not fit, but I'll wear it for argument's sake, anyway.) Now, the rich man, what has he to say? Do you find any selfish reason for voting for bonds for good roads? Let's see, I will not live

very long. If I leave a fortune, leave it I must, or I must spend some, if I am to get any personal pleasure out of it. Yes, I am willing to be taxed to get the roads. I get more real pleasure out of a good auto spin than anything I think of. (Excuse me, the auto is sort of new to me—I am rich only in imagination.) I like to hear the hum of the engine. I like the sensation of the drive up hill and down hill—it's fine. I did not know how good it was until I got on the rich shoes). Fine it is—yes, I, Rice the rich man, will vote for bonds. I am selfish enough to want some benefit from the money I have accumulated. I am also selfish enough to feel that they should help pay for these good roads. Yes, I feel that to be about right. I am middle-aged, I am going to live always, I'd be willing, for selfish reasons, to pay the whole thing. I'd hate to think I had always to live and yet had no way to get deliverance from the mud. Yes, I will for selfish reasons, vote for bonds. Moreover, I often have business trips to neighboring towns and cities. I find it will pay me and be a great convenience to me, as well, to have good roads for quick automobile trips.

THIS PRACTICE SHOULD STOP.

We do not know the new Federal Judge, Hon. Joseph T. Johnson, and he doubtless is a man well fitted for the position to which he has been selected. But we do not approve of the practice of creating positions and filling them from the creating power. There has been entirely too much of this kind of thing in South Carolina politics, and there should be a stop put to it. It is not right for positions to be created and then filled by those creating the position from their own number. Had there been no attorney in the district capable of filling the position but Mr. Johnson, then we would have nothing to say. But he has been honored as few men have been and had been elevated to the high position of congressman, not for the purpose of having himself elected to a judgeship, for which he has been working several terms of congress, we understand, but he was elected to represent his district in congress. He should have stuck to his job till retired by the people who put him there, or till his term was out and he voluntarily retired. It would be well for there to be some iron clad laws preventing just this thing whether or not it be attempted in the State or in the nation.

CITY BOND ISSUE CERTAIN.

That the bond issue will carry in the city on the 15th inst., is a foregone conclusion, and if those who know are not all very much alike? I believe so. Let us get down to brass tacks. Let's take things as they are. Will this bond issue hurt the poor man? I am going to put myself in the shoes of the poor man. (Strange to say the shoes fit very well, too.) Let's say I am a very very poor man, right down at the bottom. (Truth is, I am mighty nigh right there.) Well, Rice, my very poor man, what objection to the bond issue? Why, none; I am selfish enough to be willing to let the property owners build the roads. I am glad to have them build them. I want good roads even for walking purposes, to say nothing of the occasional use I may have for them for riding purposes. I will have little of the taxes to pay. I will have as much as I can use the road as will the ten thousand dollar automobile man have to use it. In fact, more right for if the automobile gives me any "sass," I will go to the courts and I will stand a better chance to win, for I am in the majority. More than that, I'll get some of the \$200,000 of the money that will be turned loose for labor; for, being a very poor man, I must be a laboring man. Yes, Rice, the very poor man will, if he uses shrewd judgment, vote for bonds for good roads. He would act with poor judgment if he did not for selfish reasons.

PULL DOWN OR BUILD UP?

The editor of the Spartanburg Herald has been ruminating on the efforts of some people to tear down rather than to build up, and he has the following very well thought out arguments to present as to why one should not attempt to pull down the efforts of those who are trying to build up:

It has been said several times recently in our presence that there is developing as a characteristic of the people of Spartanburg a disposition to pull down rather than to build up. This is a / not to our material progress, but to the community attitude toward individuals. Lack of loyalty is what they term it, and they add that it is growing into a community trait. Instances are mentioned in which the people of the city have failed to appreciate ability of special aptness shown by persons for a given work, done in their midst. Instead of rewarding merit, it is said we reject it, find fault with the individual showing it, and in due time the said individual moves on.

It is written that, unto him that hath shall be given. But in Spartanburg there is a disposition to pull down and take away from him even that which he gives promise of having. If we are going to have a great city and exert an influence in the rebuilding of South Carolina, we must have individuals who have succeeded and who are in position to render their community service of the highest sort.

The man who has it in him to succeed does not respond in an atmosphere of that sort. He either succeeds in spite of opposition and becomes, year by year, more and more out of sympathy with his surrounding, or he moves on to more hopeful, encouraging and inspiring company. The best way to kill any community is to establish a habit of pulling down every man who begins to do things or shows any disposition to do things worth while.

THE WEATHER.

Fair Saturday, cooler near the coast; Sunday fair.

Good Roads Department

Proposed Bond Issue \$750,000 Election to be Held March 30, 1915.

Road Commissioners Provided in Act:

- | | |
|--------------------------------------|-------------------------------------|
| B. M. Aull.....Autun | J. S. Fowler.....Anderson |
| J. M. Broyles.....Townville | C. E. Harper.....Honea Path |
| J. F. Cely.....Piedmont | J. Mack King, Supervisor.....Belton |
| Paul R. Earle.....Anderson, R. F. D. | Ross Mitchell.....Belton |
| W. Frank McGee.....Iva | |

GEORGIA EXPENDED \$4,127,899 IN ROADS

New York State Has Appropriated \$1,000,000,000 for Improved Highways

In 1911 Georgia road building by counties and convict labor furnished by the State, in dollars amounted to \$4,127,899. The average cost per mile of public roads was \$49.15, or \$1.58 per inhabitant.

Georgia has no highway commission or State engineer, nor does the State directly engage in road construction except to furnish the State convicts in road construction work. The State, however, has what is known as an advisory board of the Geological Survey, composed of the elective officers of the State and a Geologist Department in charge of a State Geologist. This department collects statistical information relative to the public roads and highways of the State.

The 1912 report, the last available, shows that out of a public road mileage in Georgia of 83,896, there have within the last few years been built seven miles of shell, thirty-five miles of macadam, 235 miles of roads surfaced with gravel and chert and 4,077 miles surfaced with sand-clay mixtures.

Nevada has no highway department and contributes nothing toward the building of roads. In 1911 the legislature appropriated \$20,000 for road work to be done by convict labor and a road was built between Carson City, the capital, and Reno. In 1913 the legislature appropriated \$60,000 to be used in the construction of 1,100 miles of "good roads," but Governor Oddie vetoed it because the appropriation was so utterly insufficient to construct the mileage of roads the legislature had in contemplation, although road building in Nevada is made relatively cheap by the reason of the natural climatic and soil conditions.

Annual Automobile Tax.

West Virginia has constructed no roads from State funds only. In 1909 the legislature created a State road department and made a levy of 1 cent per \$100 valuation. Political conditions changed and the following session of the legislature abolished the law and prorated the money raised by the tax to the various counties, creating a State road bureau and chief road engineer under the control of the State University, which bureau has advisory authority over all public roads within the State. An annual automobile tax of \$10 is collected. Permanent road building materials used in West Virginia is brick, concrete, tarvia, bituminous, penetration macadam, bitulithic and water-bound macadam. The latter is most universally used there on account of its ranging from only \$60 to \$3,000 per mile.

New York State originally begun its direct road work by the creation of a highway commission of three, and providing for a bond issue of \$50,000,000 to be used in road construction. In 1913 the legislature abolished the three-headed commission and substituted in its place a single commissioner, and provided plans for the direct appropriation of another \$50,000,000 to be used in further construction of highways, making a total thus far provided of a round \$1,000,000,000, all of which has not yet been spent.

The newer New York has divided the State into nine divisions and places a division engineer in active supervision of the work and maintenance in each division.

New York's Plan of Operation. Highways are classified as "State Highways" being those constructed solely at State expense; "county highways," constructed jointly by State, county and town; "town highways," constructed by the towns with the aid of the State. The highway commissioner receives a salary of \$10,000 per year. The first deputy receives \$5,000, the second and third deputies \$3,000 each. Other employees receive correspondingly proportionate compensation. The nine division engineers each receive \$4,000 per annum. The law requires the appointment of a county road superintendent of highways. The duties of these officers are to supervise and maintain the roads, highways and streets, bridges and culverts within their respective jurisdictions.

The State is building a system of cardinal trunk line and market roads at its own expense. It contributes to the building of roads by the counties and towns based upon assessable values per mile of road. The law also provides for the use of convicts and prison labor.

The first deputy commissioner is in charge of construction work, the second of maintenance and repairs, the third of town highways.

State and county highways completed under contract and ready for contract total 6,105 miles. Plans are made for completing 6,000 additional miles.

State Aid Plan in Colorado. Colorado has laid out a general sys-

tem of primary State roads of 5,000 miles and about 30,000 miles of county roads. She has neither made direct appropriation nor issued bonds for road work, but at the time of her admission to the union by congressional grant, 500,000 acres of land became public property, the proceeds of which were to be used in internal improvements, and the income from the sale and rental of these lands is being expended by the State highways commissioner for permanent road improvement. By a State aid plan she contributed to each county an amount equal to that expended by the county on what are classed "secondary roads," primary roads being a part of the 5,000 miles State highway system and first to be improved.

The highway department is in charge of a State highway commissioner and an advisory board, or commission, of five members, one from each of five districts of the State. The quite usual specifications, rules and regulations as to authority over public roads is in effect. There is an automobile and motorcycle license fee based upon horsepower, running from a minimum of \$2.50 up. The commissioner receives an annual compensation of \$3,000 and serves for four years. The secretary of the advisory board must be a civil engineer and receives \$2,000. The advisory board receive no compensation, except traveling and other expense while attending to duties of office. Better results might be expected, however, should the board be paid per diem and expense. The State expended about \$600,000 in 1913 for road improvement.

In the "Old Dominion."

The Old Dominion State, by legislative appropriation from the general funds, sets aside approximately half the million dollars annually for the construction of public highways. The roads are built on a county aid plan, whereby the county is required to expend an amount equal to that contributed by the State. Convicts are worked on the roads and \$145,000 per annum is appropriated for the maintenance of the State convict board force. Sixty thousand dollars per year is required to maintain the Virginia State highway department, at the head of which is a State highway commissioner, appointed by the governor for a six-year term. The remaining three members of the commission are deans of the engineering departments of the University of Virginia, Virginia Military Institute and Virginia A. & M. College.

INTERESTING SERVICE YESTERDAY AFTERNOON

An excellent program was enjoyed by those who attended the service held at the Baptist church yesterday afternoon, in connection with the week of prayer being observed by the ladies of the missionary society. Mrs. C. S. Mize led the meeting on "Cuba and the Canal Zone." Cuba long dominated by Spain has been under Catholic influence and the people are in the grip of ignorance, superstition, and vice. Southern Baptists have been fortunate in securing a good stronghold there and the work is advancing under the wise leadership of Superintendent McCall. The Canal Zone is now a strategic point and the needs of this field were laid upon the hearts of the women.

A great treat is in store for those who attend the closing meeting of this afternoon. Three vital problems of home mission work will be presented; the negroes, the immigration and the Indians. The girls of the church, Y. W. A. and the College Y. W. A. will lead and the girls of the Christian growth club will close with a real Indian demonstration. This is the ingathering meeting when the offering for home mission work will be taken. Every woman is urged to come and by her presence, prayer, and offering make this afternoon a fitting close of a week in which God has richly blessed us. Stories will be told to the children by Mrs. J. O. Sanders.

WOMEN ORVILLE M. E. CHURCH

Requested to Meet at Church Next Sunday Afternoon.

The members of W. M. S. of the Orville M. E. church request the presence of every lady member of the Orville M. E. church, or Methodist included, at the church at 3:30 o'clock Sunday afternoon, March 7. Hoping each and every one of you will accept this as a special invitation as we have business of importance to discuss.

W. M. S. Orville M. E. C.

Proper Treatment For Biliousness. For a long time Miss Lula Skilton, Churchville, N. Y., was afflicted and had sick headache and dizzy spells. Chamberlain's Tablets were the only thing that gave her permanent relief. Obtainable everywhere.

WHEN you spend your money and get about fifty per cent. more money's worth than you pay for you're sure to be satisfied. That's what you get here at this sale now, but this sale is on the last lap, only seven more days.

Men's Suits

- All \$10.00 Suits now reduced to **\$6.95**
- All \$12.50 Suits now reduced to **\$8.95**
- All \$15.00 Suits now reduced to **\$10.95**
- All \$18.00 Suits now reduced to **\$12.95**
- All \$20.00 Suits now reduced to **\$14.95**
- All \$22.50 Suits now reduced to **\$16.95**
- All \$25.00 Suits now reduced to **\$17.95**



"The Store with a Conscience"

SOMETHING GOOD AT PARAMOUNT

"The Unwelcome Mrs. Hatch" Secured for This Afternoon and Evening



"The Unwelcome Mrs. Hatch" will be the attraction at the Paramount theatre Saturday afternoon and evening.

Those persons who go to see "The Unwelcome Mrs. Hatch," by Mrs. Burton Harrison will find a welcome relief from the sameness and the crudeness and the obviousness that too often, alas, are found in motion pictures. This is a superior production, and it will be encouraging to the firm and steadfast believers in the future of the picture play as a substitute for regular plays.

MEAT BARGAIN SALES

For heaven's sake, child, STOP! LOOK! LISTEN! There is reason in all things. Think for a minute, that terrible foot and mouth disease. Buy the home raised meats and no other at any price. Buy from

LILY WHITE MARKET

Phones 694 and 695 On Whitner St. near new opera house

her long experience as an emotional actress first her eminence to delineate the character of the wife who is divorced and comes back to see the daughter that has been taken away from her.

She is really superb in the quiet restraint and the calm, dignity with which she plays a part that a lesser actress would have been sorely tempted to clothe with fierce and fiery outbursts of indignation and tears of righteous sorrow. But Miss Crossman's understanding is too fine to give vent to such melodramatic methods, and she is justified because she succeeds in making the character perfectly intelligible.

Following Miss Crossman's lead, the other players are always carefully restrained, never violent or stormy, even in the most tense and dramatic moments of the play.

In fact the play moves with this quiet dignity that is entirely at variance with the feelings of the characters, and yet is entirely in keeping with the air of good breeding that pervades the home from which the first wife is forced by the actions of a loveless husband.

PARAMOUNT THEATRE

TODAY
SPECIAL CHILDREN'S PROGRAM
 FROM 10 A. M. TO 1 P. M.
 ADMISSION FREE TO ALL CHILDREN

AT 1 P. M. THE FIRST REEL OF
"The Unwelcome Mrs. Hatch"
 will go on.
 This features HENRIETTA CROSMAN and HAROLD LOCKWOOD

COMING
 MONDAY—"The Ring and the Book"
 TUESDAY—"The Girl of the Golden West"
 WEDNESDAY—"The Better Man"

Admission 5c and 10c. High Grade Music.