

WANTS!

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Read By Thousands Daily

1 Cent a Word Each Insertion
PHONE NO. 115

WANTED
WANTED—Second hand gas stove in good condition. "N." care News. 4-1t

WANTED—To make your false teeth before Christmas. Low prices for 20 days. Fit guaranteed. Phone 495, over Ivey's. 2-8t

WANTED—You to see our line of side boards from \$7.75 to \$40.00. Herring & Denton. 4-4t-eod

WANTED—You to know we make easy terms a specialty. Herring & Denton. 4-4t-eod

WANTED—Position in grocery store Dec. 15, 1911. "23-218" care News. 2-3t

WANTED—To sell you a sheet iron heater from \$1.15 to \$2.00. The very thing for a quick fire in the bedroom. eHrring & Denton. 4-4t-eod

WANTED—You to see the best medium priced ladies' writing desk in the city. eHrring & Denton. 4-4t-eod

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WANTED—To show you our line of Rugs for Christmas. Herring & Denton. 4-4t-eod

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WANTED—Good plumber for one week's work out of town. Train fare and board furnished. Give wages expected. Address L. W. N. care News. 4-1t

WANTED—To buy an extra fine milch cow. D. Baxter Henderson. 4-2t

WANTED—To buy three pairs of extra fine mules. D. Baxter Henderson. 4-2t

WANTED—Young girls as wrappers. Apply Freed Co., 31-33 West Trade. 4-1t

POSITION WANTED—By young lady stenographer. Experienced. Address Stenographer, care News. 4-1t

WANTED—To crochet handkerchiefs, white or cream, \$2.00. "Handbag." care News. 4-2t

WANTED FOR U.S. ARMY. Able-bodied men between ages 18 and 25, citizens of United States, of good character and temperate habits, who can speak, read and write the English language. For information apply to Recruiting Officer, 307 West Trade St., Charlotte, N. C.; 3 South Main St., Asheville, N. C.; 330 1/2 South Elm St., Greensboro, N. C.; 1522 Main St., Columbia, S. C.; 204 1/2 West Main St., Greenville, S. C.; or 167 1/2 West Main St., Spartanburg, S. C.

FOR SALE
FOR SALE—S. C. R. I. Red cockerels 75c to \$2.00. Phone 271. W. J. Edwards. 30-8t

FOR SALE—One four burner gas range, good as new. Call at Herring & Denton's. 4-4t-eod

FOR SALE CHEAP—Lot of home-made preserves. Address W. B. care News office. 4-1t

FOR SALE—I offer subject to removal at the Winston place, south of the city, 1 large farm barn, 1 large crib, 1 four-room residence. J. S. Myers. 25-tf

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FOR RENT
FOR RENT—One room, steam heat, close in, hot and cold bath. No. 203 N. Brevard St. Telephone 1228. 18-tf. eod.

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FOR RENT—Nicely furnished three-room flat, steam heat, three blocks from square. \$25.00 mo. Phone 9098. 1-1t

FOR RENT—Six-room house, 203 Mint street, one block from postoffice. R. J. Sifford. 1-1t

FOR RENT—3-room cottage, garden and fruit trees, close in, \$10.00 per month. 4-2t

FOR RENT—Nicely furnished room with bath, in private family, close in. Phone 2604-J. 4-3t

FOR RENT—Six-room house. Modern, 401 West Eighth St. Phone 1167-L. 29-tf

FOR RENT—Cottage, 205 S. Myers. Phone 1945-J. 1-7t

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FOR RENT—Two front offices 5th floor Realty Building. Apply 502 Realty Bldg. 27-tf

FOR RENT—New modern eight-room house, 910 East Ave. W. F. Buchanan. 26-tf

FOR RENT—New attractive houses. O. A. Robbins. Phone 382. 8-1t

LOST AND FOUND.
LOST—Silver link bag. Reward if returned to M. W. R., care News. 4-4t-eod

LOST—Bunch keys. Call 2930 J. G. F. Hall. 4-1t

LOST—Bunch of five keys Friday night, on street. Return to News office for reward. 4-1t

MISCELLANEOUS
MEET ME at Hastings & Mitchell's furniture store. Price sale. 46 N. College St. Phone 897-J. 30-tf-eod

VIOLA REPRESENTATIVE. Miss Ida M. Neumeyer, 1429 East Fifth St. Phone 2756-J. 4-1t

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United States Diplomacy Scored Disgraceful Blunders In Panama Canal Policy

(BY SIDNEY ESPEY.)

Washington, Dec. 2.—Affairs on the Panama canal will occupy the attention of Congress this winter to a marked degree. Public men, who have been investigating these affairs, charge that American diplomacy has scored a series of disgraceful blunders in establishing the international relationships, and allege that transcontinental railroad finance has already started its intrigue work in an effort to prevent construction of American ships for the coast to coast trade via the canal.

Members of congress, who have just returned from the canal zone, have indulged in startling statements regarding the condition of affairs in the zone almost on the eve of completing the great ditch. The diplomatic management, and mismanagement that marked the formulation of the treaties with England and with the Republic of Panama, under which those countries became partners in determining the policy of the canal, is being commented upon in bitter and contemptuous terms.

One member of congress, who feels that the United States has got hold of the wrong end of the stick, states that it is absolutely necessary that we have the sole power to fix tolls through the canal and to grant preference to the coastwise shipping of this country, even if such action results in the repudiation of the whole Hay-Pauncefote treaty.

"Have we the power to grant free passage to American shipping, without giving the same privilege to all the world's shipping? I have an opinion on this," said the speaker, "I shall elucidate at the right time, but for the present I want to say simply that in all the conduct of diplomatic negotiations, with Great Britain and with Panama, there is not one gleam of evident intelligence by the representatives of our interests. I know no performance of American diplomacy so entirely discreditably."

The speaker was referring to the terms of the Hay-Pauncefote treaty which was abrogated and a new arrangement entered into, permitting the United States to build the canal on certain conditions. These included a guarantee that commerce of all nations should be treated exactly alike in the matter of tolls and privileges at the canal.

"It is going to be necessary," said the congressman, "to adjust our tolls to the necessities of the traffic. For business with the Orient, we must compete directly with the Suez, and we must make rates that will get the business. For business with the west coast of South America, another set of rates may be needed; perhaps not so low. For business between the east and west coasts of the United States, it may be possible to impose another toll. Each route must have its rates made with reference to the competition it must meet. The Oriental business will be sought by both the Suez and Panama routes, and I think we can get our share of it on the basis of the same rate that Suez charges, about \$1.50 a ton. If Suez cuts the rate, why we'll have to cut it, too, and there'll be a merry war of international canal rates."

"For business to the west coast of South America, the canal must compete with the Horn route, and with the Tehuantepec railroad route. To the Pacific coast of our own country, competition will be with the transcontinental railroads, with Tehuantepec route and with the Horn.

"All we can say now is that rates should be adapted to the requirements of each situation. If they cannot be adjusted to the necessities, because of the terms of our diplomatic engagements must be modified. It looks to me as if the time between now and the opening of the canal could be most profitably occupied with the diplomatic work of getting out treaties with England and Panama put on the most sensible basis possible. They are certainly not that today. We are just about to have our canal ready to be opened, and find that we have so tied ourselves up with other nations that it is about impossible to use it."

Interpolating here some more objections to the diplomacy of John Hay, former secretary of state, and expressing hearty admiration for the skill that had outwitted America's alleged diplomats at all points in the canal arrangements, the statesman continued:

"Some American interests have been trying to organize a company to build a great fleet of steamships for the commerce between the Atlantic and the Pacific coasts of this country. It has been apparent that this kind of a company must be kept independent of railroad influence. Recently, the word has gone about that this company has been unable to interest any shipbuilding concern in constructing the craft it will require.

"For myself, I am prepared to support the policy of government construction of the ships for this trade. The Panama Railway and Steamships Company is a magnificent object lesson in the possibility of the plan. The government operates the steamships. It has doubled the business, and reduced the New York-Colon rate from \$5 to \$3.50 a ton, and there is a fine profit in it. The ship on which the committee of congress came back from Colon was loaded to the guards with California produce, coming via the Panama railroad. We are going to have the canal work for the public, if it becomes necessary to build the ships and then operate them. Why not? We need auxiliaries for the navy. If we build them, we will have them in case of war."

"So it seems that aside from the big trust busting legislation that congress contemplates this winter, it will also make the preliminary skirmishes in opening up one of the most far reaching investigations that ever has been conducted by congress into the whole Panama canal situation."

It's the smart sayings of other people that sometimes make us smart.

Worse and Worse.
"Did you ever notice," said Walter Grimes, "how a fellow, when he once gets 'balled up' and says the wrong thing, has a tendency to get in deeper and deeper?"

"A friend was first telling me of his experience in attending a reception in Indianapolis some time ago. During the progress of the function an elaborately gowned woman sang for the guests. Her voice wasn't anything to brag on, and my friend, who is very plain spoken, turned to a meek-looking little man sitting at his right and asked in a low voice: 'Who was that old hen that has just squawked for us?'"

"That," replied the man addressed, "is my wife."

"My friend gasped. 'Oh, b-b-begg your pardon,' he stammered. 'She's really a rather nice looking woman and I know she'd sing beautifully if she made a better selection of her music. Who do you suppose ever wrote a rotten song like that?'"

"I am the author of that song," replied the meek-looking little man.—Louisville Times.

Right, First Guess.
"William, do you know why you are like a donkey?"
"Like a donkey?" echoes William, opening his eyes wide. "N, I don't."
"Do you give it up?"
"I do."

"Because your better half is stubbornness herself."
"That's not bad. Ha! ha! I'll give that to my wife when I get home."
"Emely," he began, as he sat down to supper; "do you know why I am like a donkey?"

He waited for a moment, expecting his wife to give it up; but she didn't. He looked at him with considerable pity in her eyes, and replied:
"I suppose, dear, because you were born so."—Tit-Bits.

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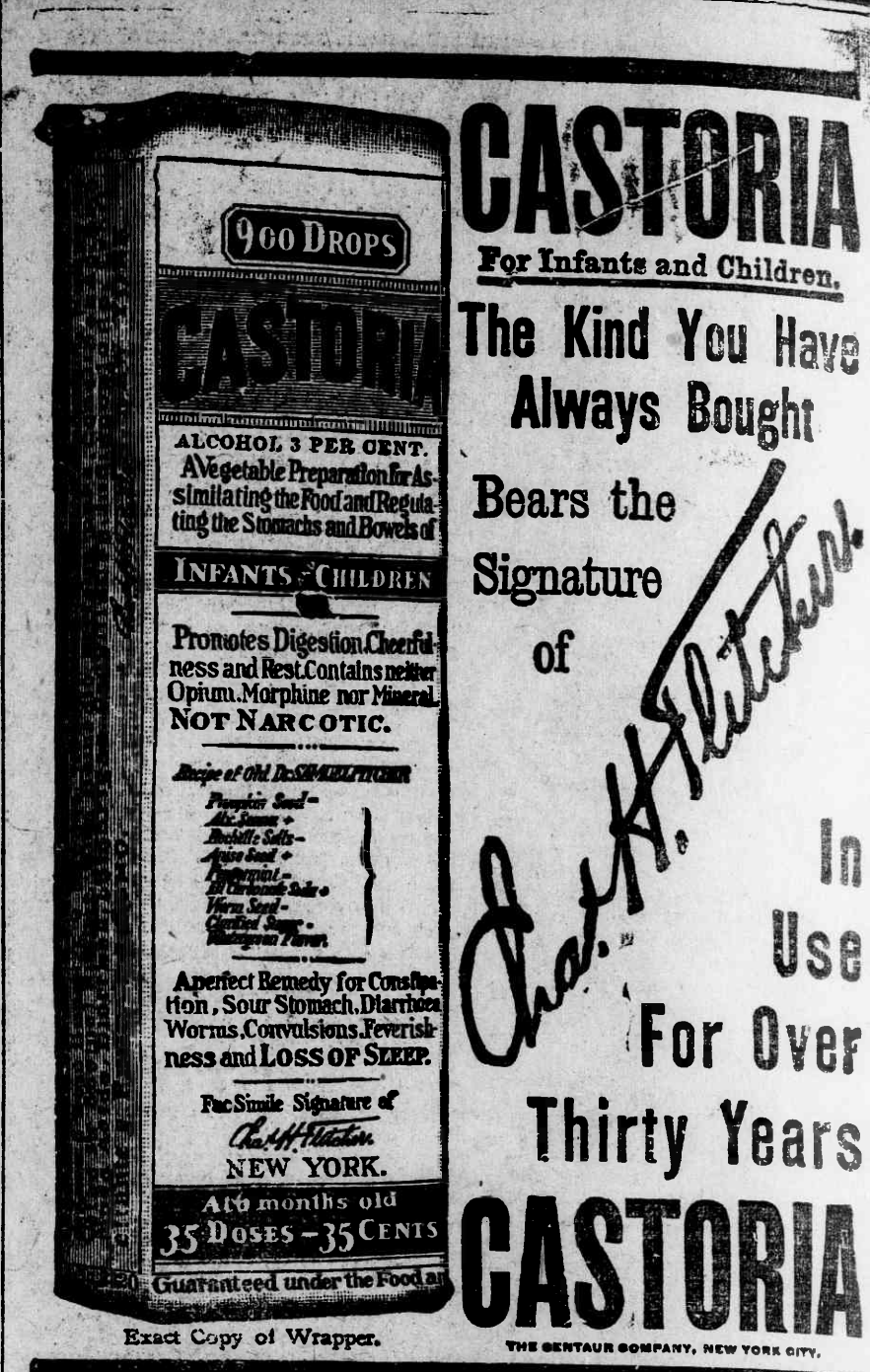
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