

CHINA TO ORGANIZE NATIONAL DEFENSE

Many Reforms Included in Program to Be Laid Before Parliament Next December.

New York, July 30.—An extensive program for national defense, including conscription for the army, will be laid before China's first parliament when it assembles in December, according to a forecast of the government's intended proposals, given out by the Far Eastern Bureau here. Plans are also to be submitted looking to the building of new railways, the colonization of frontiers, the reform of the taxation system, the development of mining and the establishment of a government labor bureau. The proposals are subject, it is explained, to such changes as may be made necessary by events transpiring between now and the general elections in October.

The general defense board, it is stated, is now in session with the leading officials of the army and the navy completing a correcting three bills for submission immediately after President Yuan Shi-kai's statement to parliament as to the general condition of the nation. The first bill relates to the expansion of arsenals and the development of navy yards. Parliament will be asked for an appropriation of \$15,000,000 for the installation of machinery for the manufacture of modern rifles and machine guns, and suitable appropriations will be sought to enable the navy yards to turn out submarines, torpedo boats, light cruisers and other coast defense ships adapted to China's waterways.

The second bill, it is said, provides for conscription. It is planned to commence conscription with the beginning of 1916. The general board has already taken steps to pave the way for this measure, which, it is expected, will be approved by the people, notwithstanding China's age-old, peace-loving proclivities. Soldiering is described as being encouraged and extolled in all the public schools and by every official.

The third bill provides for the establishment of naval bases and coast and frontier fortifications. The economic measures are being considered by the cabinet. President Yuan Shi-kai will urge definite steps, it is stated, toward carrying out the trunk railway plans and the extension of branch railways for which the surveys have already been made, as well as light railways to link up important mining and other industries.

The proposed colonization of the frontiers is chiefly designed, it is explained to cope with the tendency on the part of some of China's neighbors to encroach upon her national domain. It is planned to encourage the people to leave congested districts and settle in part of Manchuria, Mongolia, Eastern Turkestan, Koko-nor and Ti-r.

In reforming the taxation system, the government intends to make a strong plea, it is asserted, to end once and for all local and petty tyrannies which are said to be fostered by the old Manchu unequal system of taxation, and to be largely responsible for the poverty of the people. The revision of the customs tariff is also to be strongly urged.

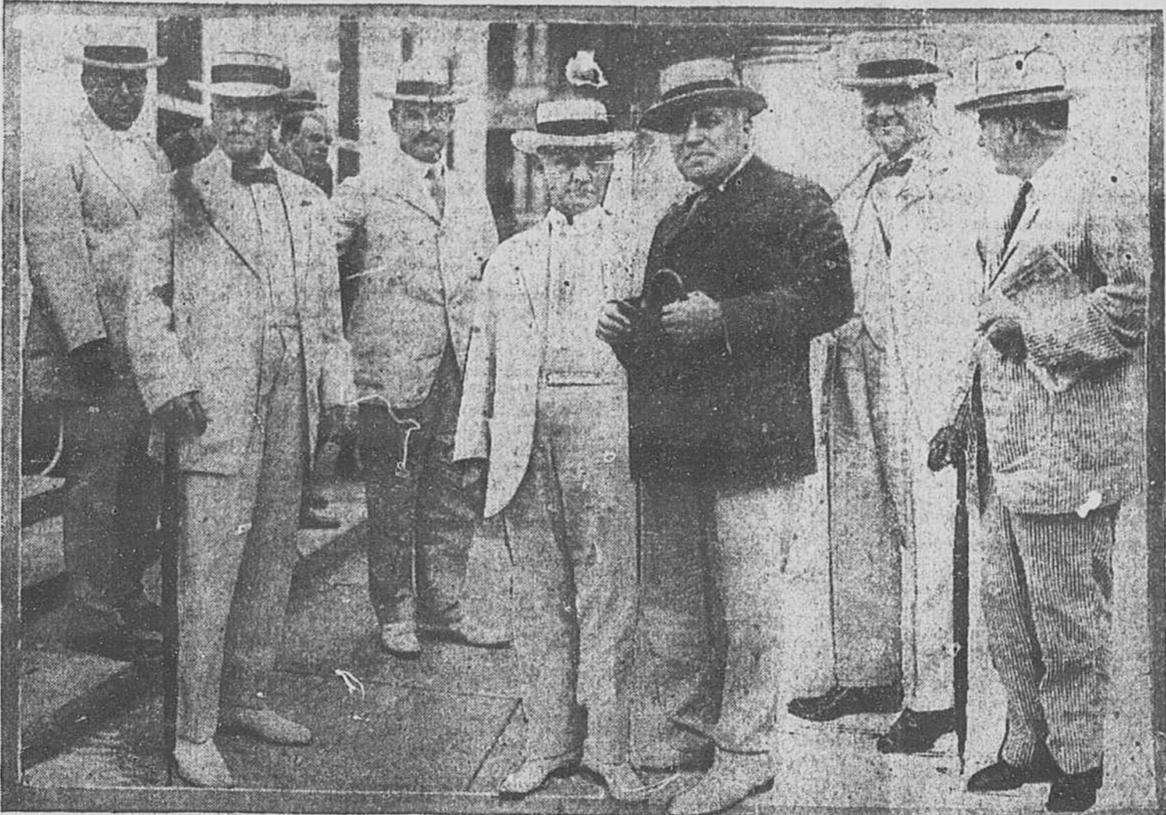
Employment for the Idle.
"Satan always finds work for idle hands."
"Yes," replied the man who disapproves of dancing, "and for idle feet, too."—Washington Star.

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To
WASHINGTON, D. C. RICHMOND, NORFOLK AND WILMINGTON
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SOUTHERN RAILWAY
In connection with the Blue Ridge Railway.
Preferential Carrier of the South.
Wednesday, August 11th, 1915.
Final Date of Tickets August 24th, 1915.

The following extremely low round trip fares:
Anderson, S. C. to
Washington, D. C. \$12.00
Richmond, Va. 10.50
Norfolk, Va. 10.50
Wilmington, N. C. 6.00
Tickets will be honored on all trains.
To accommodate the people of Anderson and vicinity special train will leave Anderson at 3:25 P. M. August 11th, consisting of pullman sleepers and steel coaches. This special train will be operated out of Greenville as section No. 38 and will arrive in Washington 7:45 A. M., Richmond 7:05 A. M., August 12th. Dining car service from Greenville.
You should secure your pullman reservation how and have everything ready to leave on special train.
For complete information, pullman reservation, etc., call on ticket agent, or
J. R. ANDERSON,
Supt. Blue Ridge
Anderson, S. C.
W. R. TABER,
T. P. A.
Greenville, S. C.

Cabinet Dresses in White to Consider Last Note to Germany.



Left to right—Lindley M. Garrison, Secretary of War; Robert Lansing, Secretary of State; David F. Houston, Secretary of Agriculture; Thomas W. Gregory, Attorney General; Franklin K. Lane, Secretary of the Interior; Josephus Daniels, Secretary of the Navy; Albert S. Burleson, Postmaster General.

At the last meeting of the cabinet, that at which the final draft of the note to Germany on the case of the Lusitania and the use of German submarines, which was considered by some persons one of the most momentous meetings of the presidential

advisers in many years, seven members dressed in white. They are shown here. Secretary Lane so far broke the rule as to wear a blue wool coat.

It was at this meeting that the note drawn by the president and his secretary of state, was gone over and approved. The note was received Friday, July 23, by Ambassador Gerard, and at once taken to Foreign Minister von Jagow.

It is not every one in Washington nor in the cities of the United States where the heat is sometimes almost insufferable who has the courage to wear white for comfort in the summer. But the members of the cabinet have quite generally taken to it this summer. Most of them are men big enough to place comfort before criticism.

Automobile Blue Book For the Southern States

It will be good news to motor tourists throughout this section, as well as to everyone interested in the development of road travel, that the publishers of the Automobile Blue Books, whose headquarters are at New York and Chicago, have decided to add an entirely new volume to their present series in order to more adequately cover the main-traveled motor routes below the Potomac and Ohio rivers. Up to the present time a limited number of these routes have been given as extensions to Volume 3 (New Jersey, Pennsylvania, Delaware and Maryland), or to Volume 4 (the Middle West); but the vast increase in the amount of touring to and from the south, and especially the recent great progress in road construction throughout the southern states, have made more ample treatment necessary. Hence the decision to make a new and separate volume for 1916.

In preparation therefor, one of the Blue Book cars has already started out, and will travel constantly over the main highways of the South Atlantic and Gulf Coast States at least until late in the autumn, taking first notes over thousands of miles of trunk lines and principal connecting routes. This work will be done by men trained during the past fifteen years in the northern and central-western territory, where road guides for the use of automobile tourists have been brought to a high standard of efficiency. With incidental excep-

tions, every route described in the Blue Books is traveled, charted and measured by a member of the staff.

Naturally, the first effort will be to connect the principal centers throughout the south by the easiest and best ways, providing new running directions and odometer mileages for 1916 from Washington to Atlanta, Jacksonville and New Orleans; Louisville and Nashville to Chattanooga, Knoxville, Nashville and Memphis; New Orleans to Mobile and Jacksonville; and thus generally over the predominant thoroughfares of the southeastern group of states. Next in order will be as many as possible of the secondary and connecting routes, enabling the tourist to reach the majority of places on or nearby the main lines with the least amount of local inquiry, or doubt as to the right way or the correct distances. Gradually, there will also be developed for this territory a series of general index maps, and finally correct district and local maps, by reference to which even the smallest villages can be located and reached to best advantage. There is no question but that the South is now ready for a large route development program of this kind; and that as a result of a new and efficient road guide system for these states, uniform with those of the north and central west, there will be a very great increase of travel throughout all the territory covered. Experience has shown that for one tourist who will take the trouble to find his own way into and through imperfectly chartered sections, easily ten will make such trips after the best and most interesting ways have been made clear by competent field workers, the correct mileages ascertained, and desirable hotels and garages listed. It has been proven that road improvement follows more rapidly upon routes chartered and recommended by a national organization than any others, for the reason that travel over them increases at a greater ratio, and they receive a generous amount of publicity, some of which reaches throughout the country.

As the different southern states develop trunk lines within their own borders, and to connect with the principal thorough routes of the adjacent states, it is quite certain that preference will be given to those impartially laid out by the experienced Blue Book staff, especially as the majority of travel will instinctively follow such lines. And if, as though by some, the Federal government is shortly to undertake a systematic plan of cooperation on the establishment, improvement and maintenance of the great national thoroughfares, those most accurately laid down and most heavily traveled are quite likely to receive first consideration.

Not only will the new and complete Blue Book greatly facilitate travel from the northern and central-western states into the south, but it will equally assist the increasing number of southern motorists traveling north or west. At the same time there will be brought to the attention of larger numbers of visitors the scenic and historic attractions of the Southern States, which have not been as well

CENSORING THE CENSORS

(Associated Press Correspondence.)
Paris, July 30.—The bureau of the French censor, or "Bureau de la Presse" as it prefers to be known, is familiarly called "Anastasio" after a dressmaker who was the heroine of a popular song and who, like the censor, was busy with a sharp pair of shears during the second empire; she has become his patron saint.

The propriety of the name is questioned by every editor whose copy has been slashed. The work of Anastasio was methodical, following a rational plan, and executed with undoubted taste and discrimination, while the censor of today is compared by Parisian paragraphers to an editor with a billious view of life, a supreme contempt for the feelings of his fellow man and a sense of news approaching hysteria or nightmare. This view grows out of the apparent caprice, inconsistency and inconstancy of the censor. He cut mercilessly yesterday what he let go through the day before, and what he killed yesterday he approves today. He slashes the copy of one editor and allows another to publish the same thing. Parts of the same dispatch are eliminated from the proofs of one paper, and overlooked in another, and so on.

The fact is, undoubtedly, that the censor is doing the best he can. If his work seems to be ragged to the journalist, it is because he is bound by instructions from many different sources that change and accumulate every day. If it is not uniform it is because a large staff is required to do the work and the general result is bound to reflect different personal viewpoints.

The general plan of the censorship was defined by the law of August 5, 1915, forbidding publication of news of movements of troops, composition of units or detachments of the army, details of defensive works, numbers of wounded, killed or prisoners, facts concerning armaments, material or supplies, sanitary situation, promotions or changes among general officers and in general any information likely to be of use to the enemy or act harmfully upon the spirit of the army or the population. Following these general rules special recommendations are transmitted daily from the general headquarters.

The consequence of uncessored references to bombarded towns was shown in the case of a city, certain quarters of which, that had been spared, were indicated in the article. Another article cited industrial establishments exploited by the French army, not far from the lines. Immediately the Germans bombarded them and the French were obliged to abandon them.

A weekly periodical published a photograph of a priest saying mass for a congregation of soldiers at a village near the front. The Germans and as widely known as they might be. Recognizing the advantage of cooperation to secure the mutually best results in this work, the Blue Book staff will seek the acquaintance of interested newspapers, leading motorists, automobile clubs, boards of trade, chambers of commerce and any others who may desire to see the motor routes of the south measured, described and mapped in the thickest and most effective way.

learned from it that French troops were quartered in the village and showered shells upon it.

The censor's apprehensions are frequently declared to be exaggerated, most of the news that he considers dangerous the editor considers absolutely innocuous. It is not the censor who always decides. The real head of the censorship is the commander-in-chief of the French armies. His orders are transmitted every day and the bureau of the press must rigidly follow them. News, the publication of which is considered dangerous today, may be no longer dangerous tomorrow, and it is often in this release of news, the publication of which is no longer harmful, that brings upon the censor the charge of caprice.

Instructions regarding naval matters come from the minister of marine, while the ministry of foreign affairs decides what diplomatic news may be published. News of a general political bearing is referred to the premier himself, Monsieur Viviani, who is the court of last resort and whose sleep is troubled at all hours of the night by telephone calls from the "Bureau de la Presse."

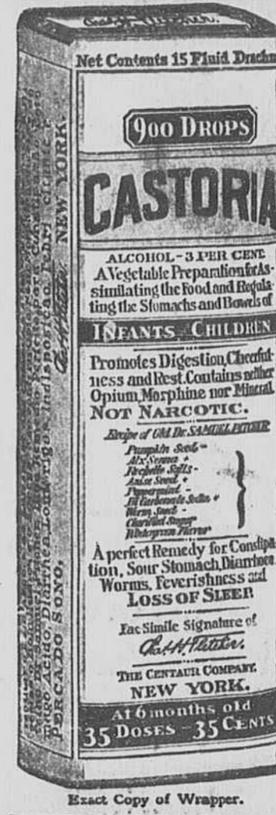
Newspapers complained that when the German atrocities were fresh they could not publish them, while later on, after the battle of the Marne, when they had ceased to be news, they were allowed to print them freely. The publication of these details was prohibited because that was supposed to be what the Germans wanted and because the wider circulation given to them the more would be the chances of intimidation. After the battle of the Marne these reasons disappeared.

The newspapers were also astonished that the censor should order them to cease publishing the state of the barometer. It hadn't occurred to them that knowledge of weather indications would be of great service to the pilots of German aeroplanes and Zeppelins.

People seeking in the newspapers the sailing dates of French transatlantic liners found them missing one morning, and few of them had the thoughtfulness to connect this measure with the presence of submarines in the English Channel. At one time the papers published freely expeditions used by French prisoners in Germany to inform their families how they were treated in spite of the German censorship. This was interesting, but the exposure of their subterfuges rendered them useless for the future. Pathetic recital of the escape of prisoners from their guardians, how they got back to the French lines through invaded regions, with names of the villages through which they passed, sometimes even the houses where they were sheltered, were extremely dangerous. They exposed the families who sheltered the soldiers to punishment by the German occupying troops.

The offices of the "Bureau de la Presse" resemble somewhat the proof reading room of a great newspaper. The staff is mixed, part military and part civilian, including many retired officers who have resumed service, many others who have been wounded at the front and incapacitated for further active service.

The chief is a well known lawyer and he has among his aids a few



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NOTICE OF ELECTION.

There will be an election at Mountain Creek School House in Mountain Creek School District No. 70 on Tuesday, August 10, 1915 on the question of levying an additional special tax of two (2) mills on all of the property of said district to be used for general school purposes, making a total special levy of four (4) mills on said district.

All voters must exhibit a registration certificate and tax receipt. Polls will open at 8 a. m. and close at 4 p. m.

By order of the County Board of Education for Anderson County.
J. B. Felton,
County Superintendent of Education.

TO THE LADIES:

Do you realize the difference in the appearance of your table, that nicely laundered table linen will make?

Do you know that the clear, pearly white color, the smooth, even silky finish that we give your table linen cannot even be approached by hand work?

If you do not know it—investigate.

Put a table clover in your next week's laundry bundle. Let us show you just what we can do. You'll never regret it.

Anderson Steam Laundry

PHONE 7.

HICHESTER'S PILLS

THE HICHESTER PILLS are the most reliable and most effective remedy for all ailments of the urinary system. They are sold everywhere.

Year Hence.

Let us enjoy the summer day. In sunshine or in raining. And shun the thought that brings dismay— Next year we'll be campaigning. —Washington Star.

Summer Aches and Pains.

That backache or stiff muscles that can not be explained on account of having "sat in a draft and caught cold" is more than likely the result of weakened or disordered kidneys. Foley Kidney Pills promptly relieve backache, sore, swollen or stiff muscles and joints, rheumatism and all disturbing bladder ailments. They put the kidneys in sound, healthy condition, and help them eliminate uric acid and other poisons from the system. For sale everywhere.

Are You Feeling Fit?

Do you envy the man or woman of untiring energy, strong body and happy disposition? All these depend upon good health and good health is impossible when the kidneys are weak, overworked or diseased. Foley Kidney Pills act promptly and help the kidneys filter the blood and cast out the poisonous waste products that cause sore and swollen muscles and joints, backache, rheumatism, and the symptoms that give warning of dangerous kidney and bladder ailments. For sale everywhere.

Says All Great Nations Now at War Will Pay Their Debts.

In the August American Magazine a well-known American banker writes an authoritative article entitled "The Money Side of the War"—full of interesting inside facts about the financial condition of the nations engaged in the present struggle. As to the solvency of the great nations at war he expresses the following opinion:

"Despite what anyone may think, it is inconceivable that any of the four large countries, like Germany, Great Britain, France or Russia (or even Italy, if she should be drawn into the war) will become bankrupt. If, for example, Germany should conquer France, France's obligations to pay her debt would, in my judgment, be just as good after, as before the war. The same case would hold true if Germany were beaten."