

...RETIRING SALE...

...OF...

Osborne & Pearson Beginning Thursday, June 18th, at 9 A. M.

On Page 5 of this issue we have tried to clearly set forth our one reason for this sale--Read every line printed on page 5 and top half of page 3. The price concessions we are making are worth while--Here are a few:

CORSETS, Etc.

- 50c Corsets..... 39c
- \$1.00 Corset..... 79c
- \$1.50 Corsets..... \$1.15
- \$2.00 Corsets..... \$1.45

"Wear Buster Brown Hosiery."

- 15c Hose, women and child's 11c
- 25c Hose, women and child's 19c
- 35c Hose, women and child's 29c
- 50c Lisle and Silk..... 39c
- \$1.00 Lisle and Silk in colors 85c
- \$1.50 Lisle & Silk in colors \$1.15
- 25c Silk Half Hose..... 19c
- 50c Silk Half Hose..... 39c

A full line of Gloves, Handkerchiefs and Notions, all to go at a reduction—Come See us.

Special for Wednesday, June 24.

SOLID CAR-LOAD OF STANDARD GRANULATED SUGAR

25 Pounds for \$1.00

There are no strings tied to this offer. Beginning at 10 a. m. Wednesday, June 24, to every person calling at our store for a One Dollar Bill or its equivalent will get 25 lbs. of the best Sugar. Only 25 lbs. to a customer. None sent on orders. Come in person.

PIECE GOODS, Etc.

- 10c yd. wide Percale..... 7 1-2c
- 12 1-2c yd. wide Percale..... 10c
- 10c Gingham..... 7 1-2c
- 12 1-2c Gingham..... 10c
- 15c 27 in. Galatea..... 11c
- 15c yd. wide Madras..... 11c
- 25c yd. wide Madras..... 19c
- 12 1-2c Dimities..... 9c

- 500 yards white Cotton Corduroy, special..... 15c yd
- 7c Apron Gingham..... 5c
- 2000 yards Cotton Checks. 3 1-2c
- 10c yd. wide Bleaching..... 7 1-2c

Big line of Silks and Wool Dress Goods, White Goods, Cotton Crepes, Ratines, Batistes, Voiles, Scrims, Etc.

CLOTHING, Etc.

- Men's \$1.50 Trousers..... \$1.00
- Men's \$2.00 Trousers..... \$1.45
- Men's \$2.50 Trousers..... \$1.85
- Men's \$1.00 Shirts..... 79c
- Men's \$1.50 Shirts..... \$1.00
- 1 lot 40c and 50c Shirts..... 25c
- Men's 50c Undewear..... 39c

Men's and Ladies' Raincoats.

- \$5.00 Raincoats..... \$3.75
- \$7.50 Raincoats..... \$5.00

We also have lots of Blankets, Comforts, Sheets, Pillow Cases, Etc., that we have marked at Retiring prices. Buy your supply now for next winter.

Everything for Everybody

Osborne & Pearson

Anderson, S. C.

McLAURIN TALKS BACK AT TILLMAN

Admirers Messrs. Ragsdale's and Aiken's Stand On Canal Tolls Repeal Bill

In reply to Senator Tillman's speech as printed in The Intelligencer, Senator John L. McLaurin has given the following statement:

I noticed in your paper of today my name figuring in Senator Tillman's speech explaining his change of position on the repeal of the canal tolls. He draws an analogy with my attitude on the Paris treaty. I would be very unhappy," says the senator, "if McLaurin could justly charge me with prescribing physic for him which I myself am unwilling to take. Should I fall to stand by the party platform and vote for the repeal, he could justly say that I am inconsistent." The senator then proceeds to tell why he is going to do just that thing. It is this inconsistency which constitutes his most valid claim to greatness. No sturdy great man ever bothers his head about being consistent. What's the use? The senator is not much more of a success as a coat tail swinger than I am. I did not know, however, that it was as popular in Washington as in South Carolina.

He seems to find it as difficult to explain about Wilson's coat tails as I do about Blease's and his reasons are just about as disingenuous as mine were when I passed that "precious emblem of peace and fraternity" to another. After clearly disavowing that President Wilson is wrong, he justifies his own change of vote by showing what a fool the late lamented state convention made of itself. The convention lacked the leadership of our senators and congressmen, most of whom were elected delegates but found urgent business elsewhere.

Calls Carolinians Foolish. While heartily concurring in this proposition about the folly of the convention, it does seem to me that the real question is whether the repeal of the tolls is right or wrong, not whether the platform or Wilson is to be obeyed. It is a great question of national policy which should outweigh either President or platform. Personally, I admire the stand of Ragsdale and Wyatt Aiken, not only because it takes moral courage to oppose the land that apportions the public pie, but because on the merits it is to the country's best interest. The people of the United States have paid for the canal and should get some return for their money. Foreigners should not have the same rights and privileges as our own people, unless they had contributed towards the construction of the canal.

The statement that the tolls would be a subsidy to a "shipping trust" is not within a mile of the actual facts. We have no American merchant ships to use, it because the subsidized vessels of foreign nations have driven our flag from the high seas. We have retained a coast shipping because of port discriminations in its favor. Follow

the present policy and our coast trade will soon be in foreign hands. The United States is an export nation and to be entirely dependent on our commercial rivals to carry our products abroad is unwise. I do not care what President Wilson or anybody else says to the contrary.

Cheering News. The facts are that the repeal of the tolls will continue the most heartless subsidy to Lord Cowdray's railroad that exists on this earth. It is a complete surrender of American interests to Great Britain. We build the canal at enormous cost in life and money and present it to the English capitalist now exploiting Mexico and other countries. Lord Cowdray is the Rockefeller of England, in fact, he is a combination of Rockefeller and Morgan, because of his political and financial power, aside from being an oil king, he owns the Tampico and Tehuantepec oil fields. He has the unqualified backing of the British government in all of his undertakings, and if any one will take the trouble to read the testimony taken by the Davidson committee and other public documents easily accessible they can not but conclude that much of the trouble in Mexico comes from the fight between British and American oil interest.

This may explain why England recognizes Huerta when the United States refused to do so. I know that the biggest obstacle in getting the canal bill passed was the opposition of the transcontinental railroads, notably the Canadian Pacific. Now that we have the canal the same interests I have no doubt, seek to control it. Lord Cowdray's road is in south Mexico and connects Puerto on the Atlantic with Salina Cruz on the Pacific, a distance of 190 miles. It cost \$55,000,000, and was paid for by the Mexican government. The bonds got into Lord Cowdray's hands and through some kind of a deal with Diaz, he has absolute control of the road, which is said to be the most profitable line of railroad in the world. The records show that it is the personal property of this British money master. Freight from, say, New York to the Pacific coast to Puerto there the ship is unloaded and its freight passes over Lord Cowdray's road to Salina Cruz, there it is reshipped to its destination.

The Freight Question. The record shows that freights for the Hawaiian islands average \$2 per ton from New York and that, one-third of this amount goes to this 190 mile railroad. The president of the Hawaiian Steamship company gave the testimony before a congressional committee. The opening of the canal with free tolls to American ships would undoubtedly wipe out Lord Cowdray's railroad, but it would also lower sugar \$4 per ton to the American people. Alfred Henry Lewis puts it in a nutshell, when he says, "The fight is between \$5,000,000 of Lord Cowdray's English Tehuantepec railroad money and \$400,000,000 canal money. That is the precise issue presented by a contest over freeing the canal to American coastwise ships." If it is not a subsidy to charge American ships \$4 per ton so that this English railroad may retain its freight rate, what is it?

The American people must pay

taxes to maintain the canal and in high freight continue the tribute to England's financial king.

I do not want Senator Tillman to be unhappy because I am sure he wants to do right. I think that President Wilson told him the truth when he said that he did not understand that plank in the platform and has probably never had time to study it yet.

In conclusion I do not think that either Senator Tillman or myself can last very long as coat tail swingers; after we get hold the impulse to take the entire coat or die trying is irresistible. John L. McLaurin. Bennettsville, June 10.

PAROLED MAN IS AGAIN ARRESTED

Arch Kay Yesterday Sentenced To 20 Days on Gang, After Once Being Released From Jail

(From Saturday's Daily.)

A case of unusual interest was tried before Magistrate Broadwell yesterday, the interest being due to the fact that the defendant, after having tried to commit suicide in jail by hanging himself, was paroled by the governor.

Arch Kay, a young white man was arrested before the Magistrate for a similar manner. Some very interesting testimony was introduced, among this being the family Bible, by which Kay attempted to establish the fact that he was only 21 years of age. It was found that he was 22. After beginning the case the defendant declined to plead guilty and he was sentenced to 30 days on the county chain-gang.

Kay once served sometime in the Anderson jail for vagrancy and during this time he tore a sheet from his bunk-into strips and attempted to hang himself. When Sheriff Ashley arrived, the boy was unconscious and almost dead. After he had served part of his sentence and had only three months he was paroled by the governor. Today he will go back to the gang.

MEETING FARMERS' UNION

Matters Pertaining to State Meeting. The regular monthly meeting of the Farmers' Union for Anderson county will be held in the city hall on next Tuesday the 16th at 11 o'clock. All members are urged to be present as important matters pertaining to the state meeting which will be held here in July. All old members are asked to come out then and take part with us. J. M. Broyles, County Secretary.

On His Way. "Why doesn't that dachshund come when I call him? The idea of calling on me." "He's coming as fast as he can," said the man's wife. "He's got his front legs started."—Washington Herald.

THE NEW RENAISSANCE

(By Dr. Frank Crane.) We are in the melting and creeping infancy of Art.

Almost all of our Art products are ludicrous because we have no conception of the value of Beauty to Life. As a people we do not want beautiful things. What we want is to get more things to eat, to wear, and to display.

So our cities are ugly, our houses are depressing, our furniture is vulgar and our clothes are wholly without taste.

This age is probably the ugliest in history. The reason of this is that Art is under the baneful patronage of wealth. The so-called Art treasures of New York, Chicago or Boston are in museums or in the houses of the rich. These cities are themselves hideous, without artistic unity.

There can be no real Art until the people want it, until the whole community feels the hunger for the Beautiful.

A democracy that wants to be rich can never be artistic. A democracy that has such a system of wealth distribution that its common profits go to a few successful persons, to whom ugly means luxury, will remain forever ugly.

We shall have real Art only when the homes of the poor are built with as much taste as those of the rich.

When the business street of a town is planned with a view to picturesque and charming even as a millionaire's suburban residence.

When we want to work under conditions of Beauty as well as to house our families in charming environment.

When we will not tolerate a South Clark street in Chicago, nor an East Side human rabbit warren in New York.

When each city shall have a unified plan and allow the erection of no building that is not harmonious; when we realize that Beautiful Things cannot be owned, but are in the nature of the case Public;

When we realize that a Ugly Office Building, Streets and Houses make Ugly Souls; when we resolve that every inch of the city shall be beautiful; when cheap houses, furniture and pictures are made as beautiful in their way as the expensive, and money ceases to mean beauty; when Art becomes democratic for all when the people learn good taste, when the multitudes shall demand Beauty, and when Public Opinion shall ridicule and banish Ugliness everywhere.

plutocracy it must remain sterile and vulgar.

The new Renaissance will come when Art is set free from subservience and begins to build the city, decorate the streets, adorn the public buildings and beautify the homes of the people.

After The Umpire.

Charleston, S. C., June 11.—Police protection was provided for Robert Pender, South Atlantic League umpire at the close of the Charleston-Savannah game here today, as a result of threats from several hundred spectators who disagreed with two of Pender's close decisions against Charleston. The umpire was taken away from the playing grounds in an automobile, through a back gate by the officers.

Charleston and Savannah are engaged in a close struggle for the league leadership for the first half of the season, which closes next Wednesday. Savannah won today's game, 5 to 2.

Mrs. Bud Fisher Hurt.

New York, June 11.—Mrs. Pauline Fisher, aged 23, wife of "Bud" Fisher, the cartoonist was severely injured when two motor cars collided here early today. Five seriously injured. First reports said that Mrs. Fisher had been fatally hurt. Later it was said at the hospital where she was taken after the accident that her condition was much improved. One of the cars overturned, pinning Mrs. Fisher beneath it.

FRIENDLY—BUT FAIR.

Newberry Herald and News. Some of our brethren and sisters of the press seem to take some delight in the fact that the editor of The Herald and News did not endorse entirely the speech of Gov. Blease at Whitmire some days ago. For the information of these and any others who may be interested we desire to say that the editor of this paper is not the slavish follower of any man nor is he the slavish opponent or hater of any man.

We write what we think and try to think right as near as we can. We have on former occasions differed with Gov. Blease. For the further information of those who may be interested as to the position of this editor we will say that we have supported Gov. Blease in all of his political aspirations and expect to support him for the senate and we expect to see him elected, but because we do support him for these positions it does not follow that we are called upon to endorse everything that he says or does. Nor that we should be a personal or political enemy of every one whom he dislikes. We hope this is clear.

When Love Costs. Many an engagement has been broken off through a misunderstanding—each thinking the other had money.—Detroit Journal.

So long as Art is a time-server of

GOOD ENGINEER AND PREACHER

Southern Railway News Bulletin. Engineer D. J. Fant, Charlotte division of the Southern Railway, running between Atlanta and Greenville on trains 38 and 29, besides being a capable and trusted engineman, has established quite a reputation as a religious worker and speaker and is in much demand, especially for revivals at churches largely attended by railroad men. Mr. Fant's religious work is not confined to this country alone, as out of his own earnings he supports a missionary in China.

Mr. Fant has been in the service of the Southern Railway since 1887, when he began firing on the Fort Valley line of the Columbus division, then known as the Atlanta and Florida railroad. In 1891 he was promoted to engineer and to passenger engineer in 1902, his first run being on train 97, the fast mail.

As an engineer he has a splendid record and as a religious speaker he has great power. He speaks in a clear, direct and earnest manner. One of his favorite addresses has for its subjects: "On the Limited to the Grand Terminal."

Mr. Fant is convinced that his religious experience has had much to do with his success.

"In 1897 a new era began in my life," he says, "for it was at this time that I believed in the Gospel of Jesus Christ, and what little success I have made as a railroad engineer and as a man is due to the fact of having God in my life."

"One of the greatest assets that any individual can have in his life is contentment. A contented man makes a better railroad man and citizen, as contentment gives him quietness and steadiness. I often hear men say they are tired of their job, but I can say that my work is a real pleasure and I am happy in studying my business and becoming more familiar with it as the days go by."

"It has been my privilege to make public addresses in many of the southern cities, having made my first address about six years ago before the Spartanburg Y. M. C. A. No man is at his best who lives for his own selfish interest. Realizing this I have tried to live to the best interest of my fellow men and also I have been able to support a missionary in Central China for thirteen years, because I believe the Gospel that did so much for me can do as much for those who have never heard."

Old Master's Work. Mrs. Farvenue—"That picture in the corner is by an old master." Mrs. Swartz—"Indeed! I would never have guessed it." Mrs. Farvenue—"Yes, the man I bought it from gave me a written guaranty that the picture was past seventy-five before he did a stroke of it."

The Indian and the Auto.

Leetle's Weekly. Poor Lo, the red man, has tackled another civilizing influence—the automobile. Thus far only a few Indians have essayed the trials and troubles, fears and joys that fall to those who own and operate machines. But this condition is existent not through any choice of the tribesmen. Most of them would be running cars today except for the reason that they, as a class have not developed business sense or industry sufficient to save their money from the grasping fingers of paleface sharks who are on the job twenty-four hours a day whenever money of a "white" is concerned. Another reason is found in the fact that the overwhelming majority of copper-colored natives lack the mechanical ability to handle a car after they have it.

Nevertheless, a number of Indians have overcome all handicaps and in several of the western states are numbered among the automobile owners. The future bids fair to develop additional autoists among them.

With the acquisition of the automobile, the Indian in half a century has experienced all the problems connected with the vehicles that the Caucasian races faced during the course of a thousand years.

When the pioneers rushed into the west not so many years ago, they found the Indian's sole means of overland transportation was the horse. Either the animal carried a pack, or two long poles were harnessed to its sides. The pole ends dragged on the ground and the pack was tied between them in such a position that it cleared the ground and its weight was balanced between horses and earth.

The frontiersman taught them that wagon made possible the carriage of great loads, and the reign of the springy, capable buckboard began. But the horse still furnished the motive power.

And now enters the automobile. Its use among the Indians will spread as fast as they acquire the money to purchase an the ability to run them. Just how rapidly the market will enlarge rests entirely with themselves. One thing is certain that they have a taste of civilization in their blood—that they like it and want more.

Schools For Negroes

Chicago, June 11.—Julius Rosenwald, millionaire philanthropist, today agreed to provide money to erect rural school houses for negroes in the south. At a conference with Booker T. Washington, he said he would duplicate whatever is raised for that purpose in any southern community. Location of schools and details of construction will be left to the Tuskegee Institute.

Business

Business is the king pin of all professions—the master profession, because business is the man fabric woven out of all extended activities of a community which go to make up society, and society is life.