foot bull-rog did of kicking all the water out of Lake Michigan. At least, that is the opinion of a friend of mine. The price paid for these Selands has been given as an objection. This is absurd. England, France, Germany, Russia or Japan asiands. Lying as they do along the Monastatic coast, they are the gateway the Orient. The people of the between the Chinese and Japanese is, that the former never wash the clothes, and the latter newer wash their body. I believe it was Mr. Wu the Chinese to wear cotton shirts

would pay ten times as much to occupy our position in the Philippine are vitally interested in the bina; so far, we have only e of the provinces Min-he other night in Charof the teeming millions in ma, and said the great to clothe the people. forced to use silk to make othes, but that this was exe and almost an impossibility. i told that, for fear of wearing out, the Chinese very rarely their clothes. I have heard it wittily said that the chief difference who said the other night, to teach and then get the emperor to issue an edict to make the tails only one inch longer, and the cotton crop of the South would be exhausted by that one inch, and none left for Europe. If any argument was needed to show the importance of these markets, the effect of recent troubles in China is sufficient. Cotton goods are stacked up in the warehouses unsalable, and the best judges thought last fall that cotton would be twelve and one-half to fifteen cents per pound. It has declined more than three cents. am an expansionist-I favor the political, commercial and religious expansion of our country. This is along the line of progress. We cangot attain a certain growth and then stand still. As in the individual, so in the nation. We either move forward towards perfection, or back-towards decay. There are ward towards decay. There are certain crises in the life of every man which seized leads to success, let them pass and the chance is lost forever. The capacity to take adof opportunity constitutes the difference between the man who succeeds and the one wno fails, and so it is with nations. grandly seized our opportunities, and I for one am in favor of pushing !t to the limit. During the cary we have been absorbed in test ing the great question of constitutional representative government and the development of America. The have foreign trade, and subsidiary to our industrial develop ment at home but as necessary to our continued prosperity. Our reand population demand world-wide avenues of trade, and we cannot separate the commercial and Wha political elements involved. are we to do with our surplus pro-ducts? This is the question engaging the attention of all the civilized nations of the earth. The only field unoccupied is in the Orient. I believe that the time is near at hand when the cotton trade of the South will be with the Orient. When our com-merce on the Atlantic will be insig-nificant compared with that of the Pacific, Minister Wu gave us some valuable information at Charlotte Our manufacturers are reaching out for this trade, and what better can I do as your Senator than help them No State will reap a richer reward than South Carolina, with all the water power and manufacturing de-welopment in the Piedmont region, Charleston, Georgetown and Port Royal, How can I better serve the

and with three such harbors farmers of this State? They will share in the benefits of this trade. Here is the United States midway between Europe and Asia. Almost an island when the canal is cut-with the Gulf of Mexico on the South on the North the Atlantic on one side and the Paclic on the other, and with the people of two continents bidding for our products, the possibilities dazzle the imagination. It is no idle dream. believe that most of the people within the sound of my voice will live to see it realized. We have become a Pacific power with 5,000 miles of coast on that ocean; with the Ha-wallan Islands and Aleutian Islands as resting places, and the Philippines as a key to the "Open Door," we are the only nation strong enough to comthe only nation strong enough the control pel Pussia, with her trans-Siberian Railroad, to respect the integrity of the Chinese Empire. As long as the Chinese Empire. As long as the Chinese Empire. the Chinese Empire must remain in-tact and the door be left open to our products. When I think of how Ptrangely it has all come about, I annot but believe that the hand of God is juiding this government, and that he a watched over and directd us h f ... he path where lie greatdorrage to discuss the question of a government for these outlying possessions; we have settled other problems of a more complex nature, and cannot but believe that a solution will be found just, humane and satisfactory to all concerned. My vote on the Arniy Bill has been attacked.

NOT THE FIRST TIME SO CAROLINA HAS RISEN ABOVE PARTY. It was along the line of supporting the foreign policy of this government.

Let was say right here, that I am not the first Congressman from South Carolina who has voted against his party and supported the President when it came to a question of a foreign war. Three of the greatest men that South Carolina has ever produced Calbon Lowndes and Cheves. duced, Calhoun, Lowndes and Cheves, supported the government against repeat from the bottom of my heart:
Trespective of party, for the great ves used these words, which I crest of the nation.

In connection with the fight now in progress against me, the first pro-tective tariff bill ever introduced was by a South Carolina Representative. ownles, and advocated by Mr. Cal-It reads as not the first time Gaffney, S. C., May 75, 1907.

Axillency Gov. M. B. McSweeney, Jumbia, S. C.

Sir:--We hereby tender our resignations as Senators from South Carofina in the United States Senate, and ask as a personal favor that you do not appoint our successors, unless, there be an extra session of the Sonate, until the Democratic State committee shal! have ordered a primary to choose the men to be appointed. If ye

cretion was left to the President. At that time the insurrection was in progress, and my common sense told me there was but one of two things to do Either put enough men in the field to crush the rebellion, or quit and come home. I believe in the former plan. and so voted.

Fellow-citizens, there is a great deal of clap-trap talked even in the United States Senate. About onehalf of those mournful speeches on the great danger of "Imperialism" and "Militarism" were for home con-sumption and the most of them were made after a comfortable beefsteak and a bottle of "Mumm's Extra Dry." I see that since the rebellion is over, the President says that he will take the minimum amount, Surely, fe! low-citizens, I could afford to trust a man on a question of that kind whom the people of the United States had elected to the Presidency. Why not exercise a little common sense-it is a simple application of the rule of three. If an army of thirty thousand men is required for a population of 35,000,000 people, is an army of 65. 000 men too much for a nation of 76, 000,000? Congress has for been spending money along the coasts and buying expensive guns, and absolutely many of them are lying out and rusting for want of men. THE SUBSIDY BILL.

Now, fellow-citizens, this me to the much-discussed Substay Bill. In the first place, it is aston ishing to me what a misconception there is as to this matter. There has never been a vote on the Subsidy Bill yet even my good friend, General Butler, whom I love like a father, speaks of "McLaurin's vote on the Subsidy Bill. There never was a vote on the Subsidy Bill, and was well understood at the time that I made my speech that there would be vote at that session. If I desired to deceive the people and play an un-worthy part, I might just as well have kept silent and not had that sue in this campaign; but I felt tl-at the people should be educated on this important measure. My vote was of no practical value under any circumstances, because, if it could have been brought to a vote, there was a majority of eighteen to twenty favor of the bill. I did not intend just at that time to make a set speech on the bill. I arose in seat to present the resolution of the Cotton Spinners' Association, and be-fore I knew it I had drifted into a speech on the general principles the bill What is known as the Hanna-Payne Bill has already been changed so much that the authors of the bill would not know it if they met it in the road. There was at the time a great many amendments pending, and nobody ever knows what a bill of that sort will be until it passes Committee between the two Houses; this bill never went so far as to get a vote, let alone a far as I am concerned, I do not profess to be a mas-ter of the subject. When you enter realm of ocean freights, with the relative cost of high knot and low knot speed, tonnage and wages, it takes an expert to understand it. Senator Frye is a very able man, and I do not believe there is a more honest one in the American Congress. He has devoted twenty-five years to the study of these questions, and vet I have no doubt that you could find some members of the South Carolina Legislature who never saw a bigger ship than a canoe on a mill pond, who know more than Senator Frye, or anybody else, on the subject of shipping and ocean freights.
ONLY A "STEAL" WHEN NOT
COMING THEIR WAY.

One of the great objections to the subsidy is they call it a "steal." Well, fellow-citizens, that is a very poor argument; opponents of the river and harbor, postoffice, or any other bill can make the same charge. I was a little amused to see the head-lines of he News and Courier, "The Ship Subsidy Steal," when in the same week the Mayor of Charleston and the editor of that paper were in Washington wanting nine million dollars spent on a naval station, and a subsidy of a quarter of a million for the Exposition. It seems that a sub-sidy is only a "steal" when it is not coming their way. By such foolish denunciations of the subsidy principle it has been difficult to get a fair consideration. Talk about lob-There never was a more prwerful lobby in Washington than that opposed to the subsidy formed by the great trans-continental railroads and the foreign steamship owners. I may say something later on this subject which will embarrass some people, but will refrain at this time. There is nothing in the principle of the bill itself which involves stealing, de-frauding the government or sectional advantages. There may have been some abuses in granting subsidies when it was in the experimental stage, but there is no reason now why there should be abuses. In the administration of any law there is a chance of abuse, and vet the law may be a good one the abuses being merely incident to its execution. This is what the friends of prohibition and the dispensary each claim. Subsidies SOUTH are no new theory in the South. Conventions were held during the twenty years preceding the war to encourage the building up of the commerce and industries of the South. Hayne, Calhoun and McDuffle were leading spirits in these enterprises. The establishment of railroad and steamship lines by government aid was advocated. South Carolina subsidized railroads before the war. Two million dollars were given to construct the Blue Ridge Road, which has never been completed. I think I can say that nearly every line of road constructed in this State before the war was subsidized, either directly or indirectly. The Legislature of Louissiana granted a subsidy of \$5.00 per ton for every vessel of more than 100 tons built in the Sinte. Alabama gave 4.00 a ton, and exempted from taxation all goods imported into the State from foreign countries. The National Government connected the

> Hi raixcel r and in this policy we Column and our interstate traffic natio extent that we are now natio extent that we are now until its friends and the advocates of a merchant many join forces and work in harmon the two are in-

Atlantic and the Pacific by subsidiz-

and between these amounts the dis- is to follow in developing our foreign separable. They will either fail totrade the same principles that have succeeded in our internal development is there anything new or strange in this? It is good common Government subsidizing railroads, and the Federal government steamship lines?

WHAT DOES BRYAN THINK OF HIS POLITICAL PARTNER OF 1896?

I have in my hand an article advocating subsidies by Mr. Sewall, who was on the Bryan ticket in 1896. I would like to know what Mr. Bryan thinks of the "Democracy of his recent political partner, since he has attacked mine." Twenty years ago, Twenty years ago, when we wished to develop manu-facturing in South Carolina, did we not subsidize every cotton mill by exempting it from taxation? What progressive town or county has not sul-sidized railroads of other enter prises essential to its developmen! I never saw an individual, who ever amounted to anything, who was afraid to spend money on himself and so it is with towns, countles. governments.

VOTING SUBSIDIES TO RAIL-

ROADS AND NEWSPAPERS. Why should the Southern people in the face of these facts, repud at the spirit of sixty years ago? What gross inconsistency for Senators and Representatives to denounce the subsidy principle and endeavor to arouse the prejudices of the people, when nearly every one of them from the South each year votes a subsidy the Southern Railroad for carrying

the fast mail to New Orleans. they Why, fellow-citizens, for a Postoffice Appropriation Bill at the last session, with a subsidy of thirty-five million dollars for carrying the mails. It is really a subsidy to the magazines and newspapers of that class of mail. A subsidy of nine sible, in my judgment, in the developmillions of dollars building naval vessels, useful only in times of war why not build vessels useful both in and peace? Every vessel accepting the subsidy is a part of the REFUSES TO PREACH THE GOSnavy in time of war The question is not as to the principle of the subsidy bill, that is a part of our established policy, both State and National, but it is whether this particu lar subsidy is for the general wel Is it expedient, is it wise, and I shall devote a few moments to this aspect of the case. There was time when, by government aid and encouragement, we had a merchant marine, and carried ninety per cent. of our products abroad. Last year only nine per cent. was carried in American bottoms. Why is this?

EUROPE VS. UNITED STATES. It is because in this contest of Eu rope against the United States, foreign shipowners get a subsidy from governments of twenty mil. lion dollars, besides the advantage A COMMISSION TO STUDY CHINA of lower wages, and have thus driven IMPORTANT TO THE SOUTH. the American flag from the high seas. We pay this subsidy to the foreign ships in increased freight rates over and over again. We are drained of two hundred millions a year which pay foreign vessels in freights. a drain. After all, then, we are paying a subsidy, and hence it is a ques tion of whether we will subsidize American or foreign vessels. It is useless for me to discuss before this intelligent audience the importance of our foreign trade. If Europe and the United States are to be competi tors in the markets of the world, can we afford to put ourselves entirely in their hands? The power to fix freight rates gives them the power to fix the price of our cotton, wheat and manufactured products.

Suppose there should be a general war. and on cotton and cotton goods? I you, that you would see cotton hauled buyers, because there would be no ships to carry cotton or cotton goods abroad, business of all kinds would on every hand. Conditions have changed. Before the war we were buyers abroad, now we are sellers. We are asking foreigners not to ex change products, but to come here to Nothing would suffer in case of or power.

Nothing would suffer in case of IS PROSPERITY SO FRIGHTFUL A a European war like cotton. They would have to come here to buy wheat, corn, bacon, mules and horses, as England did in the Boer War, but they could do without cotton for a or so. All the ships would be needed for war uses. Foodstuffs high and no sale for cotton, what could hurt the South worse? What, then, is more dependent on American ships than the cotton crop?

Does any man of common sense slippose in this great contest for the trade of the Orient, that the ships of Germany and England are going to give us the same advantages that they do their own merchants? As Mr Thurber, of New York, recently said "Every ship is a missionary of trade and steam lines work for their own countries just as railway lines worl for their terminal points. It. is as absurd for the United States to rely upon foreign ships to distribute her goods, as it would be for one business house to rely upon the wagons of a competing house to make its de liveries." There is no section so liveries." There is no section so witally interested in ships as the South. Why, Charleston, Mobile and New Orleans should rival New York so far as harbors are concerned. We have already felt the benefits of our Asiatic trade, and in it lies the possibilities of our future, but we must have cheap freight, rapid transporta-tion, and the prestige of the Ameriflag over our own ships. Our can Southern ports are discriminated against by the same great railroad lines that are fighting the opportunity for an American merchant marine We must have a Southern commerce not a Southern trade. That same in-fluence has prevented the construc-tion of the Nicaraguan Canal, and I predict that there will be no canal.

gether or succeed together. When that time comes, freights will move North and South, instead of East and West. Our ports will be the gateways. business serse. What difference in and the South will develop with un-principle is there between the State equalled rapidity. Cannot any man of sense see that the money power headed by C. P. Huntington and Hill, with great railway systems running East and West, do not want freight de flected South? With this change, the Seaboard, Coast Line and Southern would rival in greatness the three trans-continental lines. The pro-ducer of raw material will prosper, just in proportion to the demand for his product. All that our Southern people have to do now is to be wise and conservative, and favor the great public measures looking to the promotion of the material and industrial interests of the country and the honor and glory of the nation.
DO YOUR OWN THINKING.

Fellow-citizens, with so many things to talk about, it has not been possible for me to do more than skim the surface, but I hope I have been so fortunate as to excite a desire on your part to investigate for yourself and not let some old moss-back, who does not know that the war has ended, do your thinking. These are practical, vital issues. As your Senator, I have frankly stated my position. There are two sides to these questions. I respect an honest difference of opinion, but no man can impugn my motives successfully.

NOT AN AUTOMAT IN I never could answer the ends of an automat on in politics or bus ness yield to the dictation of no man. It is characteristic of a Scotchman to think and act for himself. I have asserted and will always assert my personal and political individuality. I have blaned out my own path more than once in County, State and National politics, and followed it without rethe country, for the receipts are that gard to popular applause. I made much less than the expenditures for "Peace and unity" very popular once in this State-too popular, in fact-for millions per year is much more defen- some of those who once denounced the "Leader of the Movement," now grovel ment of our foreign trade. We spend in the dust at the feet of their old-time foe, humbly content with the curses that fall from his lips, for the sake of the iew crumbs that drop from the l table.

PEL OF DESPAIR If re-elected, as far as in me lies my voice and vote will be used in behalf of those measures which make for human progress and human happiness in the present world: measures which will unite and knit men into a wider recognition of the brotherhood of man. My voice will go, not to invoke party prejudice and party passion, not to preach a gospel of despair, not to help to create bitterness, but to assist in its

The rancor of party prejudice, the foment of party spirit, the agitation for public spoils and selfish ends, these are the fetters that clog, the manacics that impede our national development, and threaten our national life.

When a measure is before Conress proposing the creation of a nonpartisan commission of trained business men to visit China, to investigate and report how wider markets for American products may be obtained other country could stand such among the eight hundred million of people who live in that portion of the globe, a measure which would be of more benefit to the cotton growers and cotton spinners of the South than almost any single economic measure ever introduced into Congress shall I blindly follow the lead of the modern apostles of Democracy and vote it the measbecause against ure originates upon the Repuilican side, and because a Republican President would have the naming of such commission? For one, I have a higher conception, not alone of my distinguished gentleman of the State privilege, but my duty, to stand by and of Georgia. After I made my speech marine of England, Germany and Nor- PAYARce by every honorable effort the way was pressed in for transport interests of those people through service. What would be the effect whose favors I have a place in the tell halls of legislation. When to be a successful politician one must cater nione into the streets of Greenville and not to prejudice and follow blind passion sold at three cents, but simply hauled in its leadership, I shall even if tauntback home. There would be no ed by the latter-day saints of Democracy, prefer to believe that my conduct is in strict accord with the policies of those grand old Democratic languish, and there would be failures heroes of the past, who in their day and age, gifted with patriotism and wisdom, made the Democratic party known throughout the nation as the party of progress as well as the party

PHANTOM?

Whenever prosperity is so frightful a phantom that I must either get scared at that phantom or stand by the issuer that promote prosperity, you need not fear that I shall dodge. Whenever certain "laster-day saints" attempt to force me to the acceptance of the doctrine that a dead issue of the past is a vital force in the living present, ! shall make my personal protest. Whenever, to be an acceptable Democrat, according to the definition of a party led by Allen, Pettigrew and Teller, I must attack and oppose every man and every measure that is not marching backward, I shall reserve to myself the right to state that South Carolina

turns her face with hope and with

courage towards the future. Whenever, in the face of a pending political contest, one must have a cold chill each time cotton goes from five to twelve cents or wheat to a dollar a bushel; each time cattle or hogs go up a cent a pound; each time he reads an advance of ten per cent in wages; each time he sees a notice in the paper of "Men Wanted" in our great industrial army; each time that an old, lingering mortgage is cancelled; each time that he sees a new roof put upon the house and a few more comforts for the old mother at the areside; each time he sees the burdens of domestic toil lightened for the weary wife, to be compelled to have a chill for fear Mr. Bryan's chances would be hindered by each and all of these varied circumstances during the last three or four years, would have kept me in a perpetual shiver. For myself, rather than be a sufferer from an imaginary ague, I shall prefer to glory in these evidences of prosperity and happiness, rather than conjure them up as specters, even if some politician's chances are thereby lessened.

When to be approved by "the latter-Lay saints of Democracy" as a consistent party man, one must turn his back to the rising sun and watch alone to setting, and when, instead of viewing the glories of the morning, he must conjure up the phantoms of night, I shall rest content to place my faith in those immortal principles, which the fathers of Democracy promulgated at the formation of our government, and which have been sealed by the devotion of partriotic men and consecrated by the blood of heroes.

When marching from a condition of misery, when fleeing from a land of Sodom, must one needs look back with

earning?

When, like the choser of God, caping from the task-masters of Egypt, and marching towards the land of promise, flowing with milk and honey, with wealth of corn, vine and olives, abounding in fatness, must we still attempt to satisfy the morbil cravings of that appetite which yet yearns for the fleshpots of Egypt?

With the great race problem, which has for so many years confronted us, happily settled, as I said at Charlotte, why should we be miserable slaves of one party, and a foot-ball for the other?" Let it be understood that the industrial and commercial interest of the South come before the interest of any rolitician. I cannot believe that narrowness, bigotry, prejudice or the arts of the wily politician, should be permitted to swerve us from a course which leads to the attainment of these objects, which bring in their train blessings to every farm and fireside, to every heart and home, in our grand old

commonwealth.

Why should the achievement of some narrow political ambition stop the young men of the South from the opportunity of winning the same success which is open to the young men of the North? Some twelve years ago, a boy of German parentage just out of a little school near Pittsburg, went to work in an iron mill. Quick, active, willing obliging, ne was soon promoted to a position in the draughting office. A short time afterwards he was promoted as assistant foreman, then as foreman, then as superintendent, then as manager, then as president, and today he stands as president of the lagest corporation that the world has ever known, and by common report draws a salary of one million dollars per year. This is an extreme case, but mer ely an example of thousands and tens of thousands of similar cases in the North. I cannot believe that there are higher intelligence, garater capacity or truer worth, to be found anywhere than among the youths of our State. The difference arises alone from conditions and environment.

What father or mother, what good patriotic citizen, what Christian man, then, would censure me, realizing as I do the marvellous advantages that South Carolina possesses for manufacturing, and recognizing the infinite possibilities of development, if I hope hat that development shall come speedily as a blessing to you and

yours.

Can there be a commercial triumph, an industrial success, that will not bring pleasure to my heart? I believe that the intelligence and the Christian ratriotism of the people of this State ill rise to a conception of our grand possibilities .If my life shall be preserved to witness this marvellous triemph, do you think the attacks made upon me by selfish, ignorant men, with heir own purposes to serve, will not be forgotten, or, at least the wounds they may leave will have healed, and even those who condemn today will ioin with me in a shout of thanksziving that will stir every heart capable of lofty sentiment.

Fellow-citizens: Before I close I de sire to say something in defense of a at Charlotte, I received several hunared lotters of congratulation from prominent Democra's in every State South of Mason and Dixon line. Among them all there was one letter that had such a ring of truth about it, that I wrote and requested permission to publish it. It was from the Rallroad Commission of the State of Georgia. As soon as this letter appeared in the public prirts, the politicians began the same attriks upon Mr. Crenshaw that they were making upon me. A politician out of office wants only sufficient agication to get in. Then he wants political stagnation to enable him to continue in office. Mr. Crenshaw does not belong to this petty class. These newspapers charge that Mr. Crenshaw is seeking my aid to secure a Federal appointment. I denounce the assertion as an absolute falschood, as I have never seen Mr. Crenshaw. The only letter that I have ever receivlished I now hold in my hand. This letter will touch the hearts of every father and mother in this broad land I make no apology for reading this patriotic gentleman's letter, it is so pathetic and breathes the spirit of a noble, chivalric soul, that it will absolutely stamp as false anything of a sordid nature in connection with him. LETTER OF MIL ORENSHAW.

State Capitol, Office of Railroad Commission of Georgia, T. C. Crenshaw Chairman.

May 17, 1901. Hon. John L. McLaurin, Bennetts-

ville, S. C. My Dear Sir: The publication of my etter to you of the 25th ult., endorsing your Charlotte speech, has heaped upon me a storm of abuse and misrepresentation in this State. This is to be regretted more on account of the dogmatic condition that it evidences, than for any harm that it can bring upon me. In order that you may read and see for yourseil how unjustly I have been assailed, simply for having the courage to express my honest convictions. I hand you herewith clippings from several Georgia papers. I especially invite your attention to the outrageous publications in the Evening News' issue of the 15th, inst., headlined "Capital Democrats Hot at Crenshaw." You will observe in this publication, I am charged with ulterior motives; that I am seeking a Federal appointment, and am counting on your support. I entertained the views I expressed to you in my letter long and partisan intolerance.

before I knew anything as to what your line of policy in the United States Senate would be upon any question. I can produce personal letters showing that I wrote to friends in Ohio and New York on the subject of Mr. Bryan. and his platform, in which I express myself more extremely than I did in bither of my etters to you. I have, on different occasions, in private conversations with friends, made statementssimilar to those contained in my letters to you. I stand by all I have written, regardless of what they may say, and there is no power on earth that can drive me from my position. It any man in America is to be allowed to write to say what he thinks of Mr. Bryan and his absurd cry of imperialism, without being branded as a traitor, I certainly ought to be granted that privilege.

I am one of those who believe Mr. Bryan, by his unpatriotic utterances concerning the policy of our government in the suppression of the Philippine insurrection, is indirectly respons ble for many lives that have been lost, and much of the blood that has been shed in those islands. Ganeral Lawton said: "If I am killed, Mr. Bryan, by the encouragement he is giving the insurgents, will be responsible for my death."

I had a son in the full vigor of his young manhood, with a thorough military education, who, through the kindness of President McKinley, was made sentor captain in the 28th Volunteer Infantry. He was looked upon by all who knew him, and recognized by all his superior officers, from General MacArthur down, as one of the bravest captains in the Philippine army; he was also dreaded by the insurgents. probably as much as any other American officer, on accrint of his daring and successful scouting into places that were thought to be impregnable. The mountain of Cavite, at the Bario of Payapa, in Batangas province, on the Island of Luzon, is stained his blood and brains, and he now sleeps in a cold and slient grave, with a young widow to struggle through life without his help, and four little childrea to be raised to womanhood without a father's protection. I loved my son, and was proud of the record ha made as a soldier. On receipt of the news of his death, his commanding officer immediately issued the following general order:

"It is no exaggeration to say that in-Captain Crenshaw's death the ragiment has suffered an irreparable loss. That is a high encomium, but in his case it is deserved."

This same officer in writing to Major General H. C. Corbin, Adgt. Gen. U. S. A., said among other things:

'Mr. Crenshaw does not know what. a fearless and devoted soldier his son was. From the first moment my eyes rested upon him at Manila, he was all altention to duty. Fear he did not know; his physical powers never farged; his willingness to work in the line of his profession knew no bounds and he had the rare faculty of inspiring h's men with his spirit. He was brave and constant. I was just upon the point of recommending him for the brevet of major and lieuteflant colonel, when word was received that he all too soon had passed beyond the reach of earthly reward."

Such are the records on file in the War Department at Washington, D. C., concerning my son. How could I feel otherwise than proud of him? Although shot in the head, with his brains cozing out, he retained his presence of mind and directed the fight until his soldiers, who had learned to love him, had routed and put to flight an enemy outnumbering his command ten to one. After suffering months of pain through the cavity made by an insurgent bullet, he reached home, where he had come to die among his loved ones. On his death bed he said to me: "Father, Wm. Jennings Bryan is certainly responsible for my condition; all of Bryan's utterances are known and understood by the insurgents in the Philippine Islands as well as they are here, and they are simply keeping up the insurrection in hopes hat Bryan will be elected, and that the troops will be withdrawn and the islands turned, over to them." He further said: "If Bryan is defeated, they will soon quit fighting."

Mr. Bryan is against the recontion of the Philippine Islands, and has comsame line of policy. Mr. Bryan favors the pulling down of the flag of our country which our gallant soldiers, by the sacrifice of their lives and the shedding of their blood planted upon these islands. I favor its retention forever, and if it is treason against the Democratic party for me to so ex-press myself, then I offer myself as a willing sacrifice to the decree.

I cannot and will not admit the cause for which my son fought and gave his life was wrong. Narrow-minded men, who are afraid of a free and fair discussion, may charge me with boiting the Democratic party, with "seeking an appointment from Pread-dent McKinley," and with "counting on the junior Senator from the Palmetto State to help him out," or withwhatsoever they please, yet I will steadily maintain that I am right in all that I have written.

With highest repards and best wishes,

I am yours truly,

T. C. ORENSHAW. Fellow-citizens, thit letter needs no comment. A great soul breathes in every line and sentence. The Yan-kees struck the shackles from limbs of our slaves thirty-five years ago; education and industral development is rapidly emancipating the white people of the South from a slavery infinitely more hurtful, because it fetters the soul, and closs the wheels of progress. Democracy is broad enough to admit of the discussion and settlement of these issues within the party lines. I hear no talk of a new party, except from the enemies of progress, Talk about the great heart of the man who wrote this letter being influenced by a desire for a Federal appointment, it is the inspiration of a narrow mi. & and a small soul. What care I for a seat in the Senate, compared to this great movement which means the destruction of sectionalism prejudices