

Boys' and girls' Buster Brown and Black Cat Hose, tan and black, sizes 6 to 10, 6 pairs for **\$1.00**

Best quality Calico, solid and dark figured, only 25 yards for **\$1.00**

Yard wide Brown Sea Island, 20 yard for **\$1.00**

35c best grade Roasted Coffee, 4 lbs for **\$1.00**

20c size "O. & O." Teas, 7 cans for **\$1.00**

Large size 50c bottle Olives, 3 for **\$1.00**

25c fresh Columbia River Salmon, 5 cans for **\$1.00**

Best grade, 4 string, 40c Broom, 4 for **\$1.00**

Ladies' 50c light weight Union Suits, 4 suits **\$1.00**

Ladies' \$1.00 pure thread Silk Hose, (tan only) 2 pair for **\$1.00**

Men's 50c pink and blue striped, Night Robes 4 for **\$1.00**

Best grade 20c Dimity, small dainty check, 8 yards for **\$1.00**

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Senator Sherard Makes Statement

Editor The Intelligencer:

In some sections of the county, so I am reliably informed, the statement is being circulated that I, as State senator, favored the issuance of bonds for permanent road improvements without submitting the question to a vote of the people. How such a statement originated I cannot understand, unless it sprang from ignorance of the facts or was conceived in a desire to injure me. It is utterly without foundation and absurd on its very face.

The bond issue first came up for discussion at a joint meeting of the Anderson delegation and a number of citizens of the county held in the State house at Columbia, on Friday, February 12th, just six legislative days before the close of the session of the general assembly. As chairman of the delegation, when the meeting was called to order and before an opinion was expressed by any one, I stated for myself that I would kill in the senate any sort of bond bill unless the people were given the right to vote on it. This was readily agreed to by all the delegation as well as by those who came before us in the name of citizens of the county who advocated a bond issue. The bill was then introduced concurrently in both houses.

During the campaign last summer one of the important issues I discussed and advocated was the initiative and referendum, an instrument of government that brings to the people themselves the direct and supreme power of selfrule, and it would have been at utter variance with every theory of democratic government I hold and with every consideration of justice to have thought for a moment of denying to the people a right that belongs to them and not to their representatives. There seem to be no legal obstacles in the way of a county bond issue without a vote of the people. It is true, but I consider such action a gross and wanton abuse of power that cannot be defended on any grounds.

I regret the necessity of having to say anything in the newspapers, and I am making this statement simply for the purpose of correcting a report that does me great injustice. Whether or not it is wise to vote bonds for permanent road improvements, it is a question for the voters themselves to decide. They have been given by the county delegation the privilege which, under a popular form of government, should always be theirs unequivocally by right of law, and to their judgment and to their desires I am willing to leave the entire matter. It is the people's business. Let them rule.

J. L. SHERARD.

March 15, 1915.

Goods Roads Department

A number of newspapers have offered this contribution—authorship unknown—to the fund of good roads literature.

"When Caesar took an eastward ride and grabbed the Gauls for Rome, what was the first thing that he did to make them feel at home? Did he increase the people's loans and liberty funds? No, he dug it and built good roads—that's what old Caesar did.

"Did Caesar put the iron heel upon the foeman's breast, or did he try to make them feel the Roman Rule was best? What did he do to make them glad he'd come their midst amid? He built good roads in place of bad—that's what old Caesar did.

"He built good roads from hill to hill, good roads from vale to vale; he ran a good roads movement till old Rome got all the kale. He told the folks to buy a home, built roads their hills amid, until all roads led right to Rome—that's what old Caesar did.

"If any town would make the town the center of the map, where folks will come and settle down and live in plenty's lap—if any town its own abode of poverty would rid, let it get out and build good roads—just like old Caesar did.

"What Caesar of old did could be emulated by the rulers of our own day and time. His example has been scrupulously followed in European countries and many of our own States have "seen the light" and are making rapid forward strides. The rules of good roads for a city is equally and even more forcefully applicable to a State and nation. Our federal government is experimenting with national aid to post roads and, no doubt, will soon launch into this great work of internal improvement on a scale as comprehensive as that of rivers and harbors improvement.

Effect of Easy Communication.

The social, moral, economic, commercial, industrial, material, educational and personal benefits in the progress and uplift of Texas and Texas people that would accrue from easy and free inter-communication and transit over permanently highways from the great rural productive areas of Texas to the market centers has been for years one of great interest to me and in campaign for minor bond issues in several Texas counties I have freely lent my voice in advocacy of the principle and practice of building good market roads at district, county, State and national expense.

During the last year it has been my privilege to travel over some of the improved highways of Kansas, Illinois, Massachusetts, Ohio, New York, Vermont, New Hampshire, Rhode Island, Connecticut, Missouri and Maryland, and from train windows to observe roads in Oklahoma, Indiana, Pennsylvania, Kentucky and other States. I have pretty well traveled in past years, over Texas and have been quite familiar with Texas road laws and conditions.

Inquiries Made of Other States.

In riding over roads in some other States I made mental comparison of the roads in our own State and determined for my own information and satisfaction, to make some investigation of the various State laws and procedure to ascertain, if possible, wherein our improved roads were so inferior in number and construction. With this end in view, some two months ago I directed a letter to the governor of each State in the Union, making substantially the following inquiries:

1. Does your State, from State funds only, construct permanent highways or lend State aid in the improvement of public roads?
2. If so, how do you finance same?
3. Present mileage and amount expended?
4. Materials used, which found most satisfactory in your State, and average construction cost per mile?
5. What does it cost and what revenues are used to maintain them?
6. Average width of improved road surfaces?
7. Have you a highway department or commission, and the number of administrative officials?
8. Does the department have authority, supervision and control over all public roads?
9. Have you a license tax on vehicles?
10. How is commission or department maintained?

Nearly all have courteously replied, furnishing reports and other valuable information, which is the source of the data which I shall hereafter give relative to the various States. From this information it may be observed that our own great commonwealth is among only about eight States out of forty-eight without a centralized highway department or commission.

Centralized Control Essential.

It further discloses the preponderant weight of opinion and experience to be that such centralized control seems to be absolutely essential in obtaining efficiency and economy in road construction and maintenance, and that the principle of national or state aid and control is firmly established and well fixed. I have been thoroughly convinced that the responsibility for road construction and maintenance in Texas should, in part, be taken over by the State under an administrative commission or department; head, where responsibility can be well defined and readily placed.

I believe such a department of our government should, from top to base, be a closely-knit, businesslike organization that would not only see that all road improvement in Texas should be scientifically, capably and honestly done, but that, by a general plan, the hitherto spasmodic, incohesive work done by municipalities, districts and counties might be done under the supervision of one central authority, in a practical, economical manner, with a well defined scheme of ultimately merging these highways into a closely-woven and continuous system of cardinal, trunk line and market highways.

The services of providing and maintaining passable roads—the arteries of commerce, industry, agriculture and trade—becomes yearly more and more important public functions. Therefore every reasonable effort should be made by our lawmaking body to provide funds, by appropriation or otherwise, that the tremendous hindrance to the internal and economic development of Texas may be overcome and removed. Methods should be carefully, earnestly and patriotically planned, adopted and put into early execution, whereby the greatest good may be extended to the greatest number of people.

The value of good roads can scarcely be overestimated. Their value in dollars and cents can not be adequately expressed. No nation, State, county, city, town, community or individual farm can attain its full share of prosperity until its market highways are surfaced or so graded and drained as to make available the easy passage of vehicles. Steam and electric power for transportation of the products of the territory can not be utilized to full advantage unless the roads leading to the principal marketing and shipping point are passable, and the more easy the travel, the greater the efficiency of the means of transportation and the more prosperous the people.

I should like to quote George Fitch's tribute (?) to "Mud":

"Mud is earth which has been put in soak by nature.

"Mud is the most valuable thing in the world. After earth has been mud for awhile it produces crops, without which mankind would curl up and die like a baby sparrow on a hot doorstep.

"However, since mud does not raise crops on the country roads, he has no particular use for mud in that particular spot.

"All over the central part of this nation the country roads are paved with mud. Mud makes the worst pavement in the world. A five-mile mud pavement in March is as effective as a two-inch oak fall door for keeping a farmer at home. There are hundreds of millions of bushels of grain on the farms of America in the early spring, but they do not have much effect upon the cost of living, because they are separated from the market by several miles of roads which clog the farm wagons to their bosom with a glad gurgle and refuse to release them until three teams are hitched on.

"Wherever mud is used for making roads the farmer sells his grain when the roads are firmest instead of when the market is firmest.

"American mud is extremely useless on the country roads. It is even more useless on the city streets. It is hard to work up a worry over the fact that the American business does not worship old masters and broken-down statuary. But it is easy to become distressed over the aesthetic taste of a man who will wade downtown sidewalks in last winter's mud all spring without calling around at the city hall with a rope and pleading to be allowed to hang the administration.

"The efficiency of American city

government can be measured in some ways by the amount of mud on the American city street."

TENTS FOR CADET ENCAMPMENT HERE

WORK OF PREPARING CAMP GROUND WILL BEGIN RIGHT AWAY

RECEPTION BOARD

Chairman F. B. Crayton of Reception Committee Names His Assistants—Program

The tents which have been loaned by the National Guards of South Carolina for the encampment of the Clemson College cadets here next week arrived here yesterday from Columbia, and will be unloaded today and transferred to the camp site, which is on the Roberts property, on North Main street.

Work of preparing the camp ground for the pitching of the tents will begin today, and Wednesday or Thursday a crew from Clemson College will come to Anderson for the purpose of erecting the tents and getting everything in readiness for the coming of the cadets on next Monday afternoon. Lieut. J. M. Cummings, U. S. A., commandant of cadets at Clemson, was in the city yesterday for the purpose of looking further into arrangements for the encampment.

Parade and Concert.

Lieut. Cummings announced yesterday that the dress parade of cadets would take place Thursday afternoon, the 25th inst., on the public square, at an hour to be announced later. Thursday afternoon a band concert will be given on the square by the Clemson College cadet band. The hour at which this concert will be given will also be announced later.

The cadets of corps, 730 strong, will leave Clemson College early on the morning of Monday, the 22nd inst., and march to Sandy Springs, where dinner will be served. At Sandy Springs the cadets will entrain and come to Anderson by railway, arriving here early in the afternoon.

The visitors will be met at the railway station by a reception committee composed of the following:

F. B. Crayton, chairman; Capt. R. J. Hamer, P. E. Burris, Furman Smith, T. Frank Watkins, W. L. Brisse, Dr. Clyde F. Ross, Dr. A. L. Smethers, Harry Orr, C. H. Bleich, A. M. Pinkston, Fred M. Burnett, Geo. W. Evans, Rhett Parker, Harry Geisberg, Gus Antonakos, Glenn Evans, F. M. Unger, T. L. Cely, C. S. Minor, Leon L. Rice, J. M. Glenn, W. W. Smoak, M. M. Mattison, Fay Jno. F. Vines, Mr. W. Sullivan, H. Rosenberg, C. S. Sullivan, W. E. Watson, R. S. Ligon, Rev. J. V. Spake, G. Cullen Sullivan, G. H. Geiger, B. B. Gossett, Jno. Linsley, Rev. W. H. Frazer, Gen. M. L. Bohm, A. S. Farmer.

ANNOUNCEMENT DR. WELLS

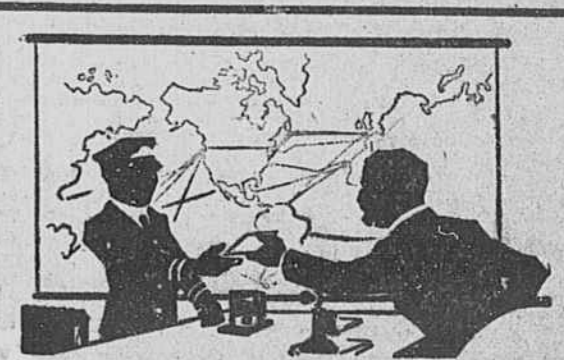
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EXPERT ON EXTRACTING

Either way, asleep or wide awake; One of the best in the State.

Mrs. Frank B. Gary has returned to her home in Abbeville after a few days visit to Mrs. Carrie McCully. She was the recipient of many delightful social attentions during her short stay here.



If you have business abroad, a systematic use of economical, efficient

WESTERN UNION Cable Letters

may save you a trip across that is expensive of both time and money.

Cable Letters—12 words filed today, delivered tomorrow afternoon. The cost—about 1/2 regular cable rates. Week-end Cable Letters—24 words filed Saturday, delivered Monday morning. Rates very reasonable.

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THE WESTERN UNION TELEGRAPH CO.

Mr. W. M. Bunts, representing the intercollegiate prohibition association, spoke at the chapel exercises Thursday morning. He organized a branch of the association here with considerable membership.

The play given by local talent last Saturday night for the benefit of the Y. M. C. A. building and the U. D. C. was an unqualified success. More than a hundred dollars was realized. There were so many in the cast and each one perfected his part so well that individual comment is impossible.

The inter-society contest for the purpose of selecting debaters to meet Davidson College at Winthrop in April was held on Thursday evening. The judges, S. L. Sweeney, A. C. Holmes, and J. C. Littlejohn, selected D. F. Folger of the junior class and D. E. Swinehart of the senior class as the representatives, with J. W. Sanders a substitute.

The Clemson College Glee Club is composed of the following: L. LeGrand, manager; J. S. Moore, director; E. S. Blake, A. Ellis, R. P. Stackhouse, J. E. Glover, J. H. Myers, T. H. Dukes, F. C. LeGette, V. T. Anderson, W. A. Teal, J. F. Blackman, and C. H. Albrecht, pianist. The club has given successful concerts at Winthrop and Chocoma, and hopes to take other trips.

The new plan of section formation and marching that is being tried as an experiment is working well so far. The plan relieves the cadets from military restraint for a few minutes between recitations and give opportunity for consultation with instructors.

Following is the Clemson baseball schedule:

March 26, Furman at Anderson.

April 2, Wofford at Clemson.

April 3, Furman at Clemson.

April 9, 10, Erakine at Due West.

April 13, Richmond College at

OUR BUSINESS IS LAUNDERING

and the quality of our work and the promptness of our service makes every day a busy day at our modern, up to date minute laundry plant.

Just now we are busy helping a lot of women clean house—doing up their lace curtains, woolen blankets, heavy bedding, etc. and sometimes by doing the week's wash for them, so they can have it out of the way while cleaning house. Maybe you could be helped too.

ANDERSON STEAM LAUNDRY PHONE NO. 7.

The name "FLORENCE" on an Oil Stove means BEST.

Simple Lever Control of the Heat

The "Florence-Automatic" Wickless, Valveless, Blue Flame Oil Cooking Stove burns ordinary kerosene oil—works on a new principle—you regulate the flame by a turn of the lever, as shown in the cut above, so that the heat is always under absolute control—always ready, convenient and economical—no clogging or leaky valves, no troublesome wick, hence no smoke, no kitchen full of soot. Made in five popular sizes. This

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LEGAL NOTICES

TAXPAYERS TAKE NOTICE

The time for paying taxes will be out April 1st, and I have published a list of Anderson School Districts No. 17, which have not been paid. Now if you fail to call for your poll tax when you pay your taxes, it will cost you \$5.00 so if you fail to pay, do not blame your auditor.

Preachers and School Trustees are liable for poll tax.

WINSTON SMITH, County Auditor.

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