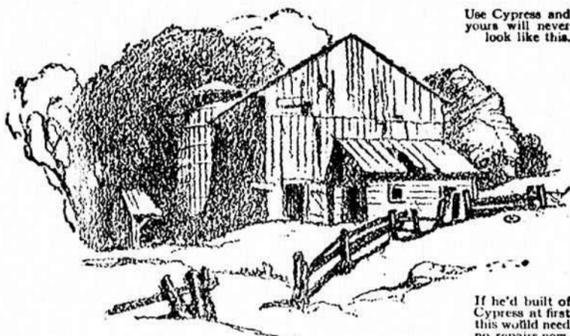


"HE WHO LOOKS BEFORE HE LEAPS BUILDS OF CYPRESS AND BUILDS FOR KEEPS."

EVEN OUR ABLEST POLITICIANS are pretty busy a large part of the time "KEEPING THEIR FENCES MENDED"

OUR PLANTERS of the South-land, large and small, "have it all over" the politicians because if their fences are built of



Use Cypress and yours will never look like this.

If he'd built of Cypress at first this would need no repairs now.

CYPRESS "THE WOOD ETERNAL" THERE ARE NO REPAIRS NEEDED.

It is just as true of barn and house repairs, implement sheds, granaries, stock shelters, sub-floors, outhouses and all kinds of little jobs like gallery railings and steps, as it is of fences.

"Build of Cypress & You Build But Once"

"The Wood Eternal" is your "one best bet." Cypress grows in "your own back yard" and can be had on demand in your own lumber yard.

Buy the grade that fits the job. Why pay for high grades where lower grades are more appropriate—and cheaper? But be sure to insist on

"TIDE WATER" CYPRESS
"THE WOOD ETERNAL"

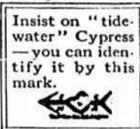
Because it lasts practically forever—if you get the true "tide water" variety—and therefore means double money's-worth of lumber.

Write us for list of FREE PLANS for farm buildings—but in the meantime insist on "CYPRESS and no substitutes" from your local lumber dealer—no matter for what purpose you buy.



Address
SOUTHERN CYPRESS
Manufacturers' Association

260 Graham Building, Jacksonville, Fla.



YOUR LOCAL DEALER WILL SUPPLY YOU. IF HE HASN'T ENOUGH CYPRESS LET US KNOW AT ONCE.

USE TRUCKS ON THE HIGHWAYS.

Dial Opposed to Letting Valuable Machines Rust Out in Weather.

Washington, June 22.—Senator N. B. Dial, of South Carolina, for some time past has been endeavoring to secure as much of the surplus army property as possible in the way of automobiles and road equipment for the highway commission of South Carolina. "I can see no good reason," he said, "for the army keeping its trucks and letting them rust out in the weather. As I stated a while ago, last Saturday I saw hundreds of trucks perhaps at Camp Hollabird, out there in the weather, and my information is that they were put there before the armistice. I have telephoned the bureau of roads, but they told me they had no trucks whatever at Camp Hollabird. They further told me that they could use all the trucks they could get. The trucks I saw are absolutely new and have never been used. I cannot see any difference between the War Department, the Postoffice Department or the good roads bureau, or any other department. The property is bought from the money collected from the taxes of the people and is paid out of the same pocketbook. I do not want to be unfriendly to the War Department, but I do not want it to arrogate to itself the belief that it can take this property and keep it there and let it rust out. I can see no better use for these trucks than for building good roads. If the Postoffice Department needs some, let the Postoffice Department have them. There should be no antagonism whatever between the War Department and any other department of this government. To my mind, the War Department does not need those trucks; otherwise they would have used them long before this.

"I think it would be very well to let half of them go, but if we sell the other half we will get very little for them. We will throw them away. The point I am trying to bring to the attention of the Senate is that the property of the United States ought to be used. It ought not to be allowed to rust out. We should do everything we can to build up the roads in this country. I have no ill-will against the War Department. I have a great many friends in that department, but the people of this country are a little bit impatient over their extravagance."

In a word, Senator Dial's position is that it makes no difference what department has these trucks; that it is absolutely wrong to allow them to deteriorate when all the State highway commissions are begging for them. Whatever friction may exist between the War Department and any other department, he believes, should cease, and the best use be made of the various articles of equipment in the interest of the people generally. He said he would continue his efforts and follow up every possible avenue to secure them for highway objects instead of seeing them rust in many places throughout the country.

"The people," Senator Dial concluded, "are a little bit impatient over the extravagance of the War Department. Down in my part of the country, last year and year before last, that department allowed the linters to stay out in the weather and absolutely rot. Thousands and hundreds of thousands of bales of linters of some value simply decayed and went to waste and were hauled out and thrown in gutters and then around in the fields. Several hundred bales in my own town were hauled out and disposed of in that way. I am trying to get that department to realize that the people of this country are tired of paying taxes and not getting a dollar being 100 cents in return. We want to stop appropriating money if it is not necessary to appropriate. I want the War Department to have all that is necessary to keep it up in proper shape, but the people of this country will not stand for any such reckless extravagance and any such indolence and wilful waste any longer. We bought bonds and paid for them; they have gone down below par, and at the same time we look out of every window and see property going to waste every day. We want that stopped."

Bingham Denied New Trial.

Florence, S. C., June 23.—Judge S. W. G. Shipp, of the Twelfth Judicial Circuit, in a decision filed yesterday, refused a new trial for E. D. Bingham, under death sentence in the State penitentiary for the murder of his mother, brother, sister and the latter's two adopted children at Pamlico, this State, last January. An appeal will be taken to the Supreme Court.

The Quinine That Does Not Affect the Head
Because of its tonic and laxative effect, LAXATIVE BROMO QUININE is better than ordinary Quinine and does not cause nervousness nor ringing in head. Remember the full name and look for the signature of E. W. GROVE, Inc.

The Willard was first,
The Willard is better built,
The Willard lives longer,
The Willard is used most.
THEREFORE, You want and must have
The Willard Battery
in Your Car.

We have a complete line on hand. The name Willard is a guarantee of perfection in the battery world. Our personal guarantee goes with every battery.

Hughs Garage,
Main Street, Walhalla, S. C.
"Satisfied Customers" is Our Motto.



Here's Your Chance

Progressive Farmer, \$1.00 year,
The Keowee Courier, \$1.00 year,
For 12 Months \$1.50 Both

Either paper well worth Combination Price of Both. Order yours now.

FASCINATION IN AIR FLIGHT

Various Reasons Advanced Why People Will Pay High Price for Short Trip Through Space.

Why do people fly? Would you care for a spin in the air so much as to spend \$15 for a 20 minutes' flight? If so, what is your motive?

Interviewing a half dozen commercial aviators along Miami's water front on this subject brought the following facts to light: About 60 per cent of all passengers carried on the short 20 minutes' sight-seeing flights are women.

According to aviators the types to whom scraping the clouds appeals are:

The wealthy man—the business man. He wants to see what flying is like. He sees the future of commercial aviation. The short flight offers also a novel method of entertaining friends.

The "sport." He flies for the excitement of the thing. He usually insists on stunt flying. Then, too, an occasional flight provides a way of demonstrating to his friends his sporting self.

The average man. He finds in the short flight at \$15 for himself or \$25 for himself and a companion a method of realizing the thrill and pleasures of the air. He is presented with an opportunity of realizing an overwhelming desire at a minimum expense.

The large percentage of women passengers is considered something of a snag at those reveling in the thought that women were too timid to fly. According to pilots, in most cases women accept an offer of an aerial spin on the direct dare of their masculine companion.—Miami (Fla.) Herald.

MASTER'S SALE.

STATE OF SOUTH CAROLINA, COUNTY OF OCONEE.

In Court of Common Pleas. Pursuant to decree of the aforesaid Court, in the case named below, I will offer for sale, to the highest bidder, in front of the Court House door, at Walhalla, South Carolina, on MONDAY, the 4th day of JULY, 1921, between the legal hours of sale, the lot of land below described:

R. T. Jaynes, Plaintiff, against

Gus Smith, sometimes known as H. C. A. Smith, F. H. Shirley and B. A. Dickerson, Defendants.

All that certain piece, parcel or lot of land, situate, lying and being in Tugaloo Township, of the County of Oconee, State of South Carolina, near the corporate limits of the town of Westminster, fronting on Highland Avenue or public highway, and bounded on the north by lot of Gus Smith and Hudson Street, and designated as Lot No. 1 on plat of survey thereof by W. M. Fennell, Surveyor, of date March 21, 1919, and recorded in Clerk's office, Oconee County, S. C., in Plat Book C, page 16, and containing one and four-fifths of an acre, more or less, and being the same lot conveyed to Gus Smith by R. T. Jaynes by deed dated April 21, 1919.

Terms of Sale.—CASH. That in event of failure of the purchaser, or purchasers, to comply with the terms of sale within five days from day of sale, the Master do re-advertise and re-sell said premises on the following Sale day, or some convenient Sale day thereafter, at the same place and on the same terms as heretofore set out, at the risk of the former purchaser, or purchasers, and that he do continue so to do until he has found a purchaser, or purchasers, who comply with the terms of sale. Purchaser to pay extra for papers and stamp. W. O. WHITE, Master for Oconee County, S. C. June 15, 1921. 25-26

NOTICE OF ELECTION.

State of South Carolina, County of Oconee. To the Qualified Electors and Registered Freeholders of Legal Voting Age in Bethlehem School District, No. 51:

PLEASE TAKE NOTICE, That an Election will be held in Bethlehem School District, at Mountain Rest Post Office, on THURSDAY, July 7, 1921, for the purpose of voting on the question of levying a Special Tax of Four Mills on all taxable property in said District, to be used for school purposes, in accordance with Section 1742, Civil Code of South Carolina.

Trustees of Belmont School District, No. 51.

June 22, 1921. 25-26

TWO ARMY AIRMEN DROWNED.

Capt. Douglas and Lieut. Plumb Are Killed in Unusual Accident.

Washington, June 22.—Two of the leading flyers of the army air service, Capt. Howard T. Douglas and Lieut. Maril J. Plumb, were drowned in Chesapeake Bay to-day after a collision of their planes in the course of a bombing raid directed at the hulk of the old battleship San Marcos off Tangier Island. Reports received by the War Department from Langley Field, Va., said the accident was one of the most peculiar on record. Lieut. Plumb, flying a fast single-seater plane, was dropping bombs, and Capt. Douglas, in a similar machine, was observing the raid from above. Plumb's plane had just dropped a bomb and was climbing upward, as is the custom after releasing the weapon, when it struck Capt. Douglas's machine, cutting off its tail.

Both planes fell into the bay and disappeared with their pilots, whose bodies have not been recovered to-night, although sought by a number of army and navy craft ordered to the scene after the accident.

Langley Field officials reported that soon after the planes fell another of the bombing planes dropped a bomb containing 300 pounds of TNT, and that it fell near where the machines went down. It was evident, it was said, that the pilot of this machine, one of the many participating in the attack on the San Marcos, had not seen the planes fall. The terrific explosion of this bomb, aviation officers said, probably would make more difficult the recovery of the bodies of the officers of the two wrecked planes.

Capt. Douglas, whose home was in Covina, Cal., was one of the best known aviators and army fliers. He was attached to the air service head-

quarters and went by rail ahead of the army aviators on their recent flight to Alaska to select landing fields and make all arrangements for them.

Lieut. Plumb, whose home was in Fon du Lac, Wis., was recognized, officers said, as one of the army's most expert fliers. When ordered to Langley Field to participate in joint army and navy bombing tests, he flew from San Antonio, Texas, in a big Caproni machine.

CORNS

Lift Off with Fingers



Doesn't hurt a bit! Drop a little "Freezone" on an aching corn, instantly that corn stops hurting, then shortly you lift it right off with fingers. Truly!

Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn or corn between the toes, and the calluses, without soreness or irritation.—adv.

Three-cent currency was in vogue in the United States immediately after 1863.

The Merced river, in California, is devoid of fish above the falls.

ANOTHER CONFEDERATE VET.

Has Passed to His Reward—Andrew Jackson Orr, of Tamassee.

Andrew Jackson Orr died at his home in the Tamassee section on Tuesday, June 21st, at the age of 77 years.

Mr. Orr spent his entire life in Oconee county, with the exception of the four years during which he saw service in the army of the Confederacy. His duties as a soldier were performed faithfully and well, and he was always spoken of by his comrades as a fearless soldier, ever in readiness to obey a command and never faltering or hesitating because of danger. He was an earnest Christian and was a member of the Cheochee Baptist church. He is survived by his wife, two sons and three daughters; also by several brothers and two sisters.

The remains were laid to rest on Wednesday afternoon in the cemetery of Cheochee church, after funeral services conducted by Rev. J. L. Hulson.

Mr. Orr was well known to many of Oconee's citizens, and the news of his death will be deeply regretted in every section where he was familiarly known. He was honest and upright, square in his dealings with his fellow-men, and was a citizen of excellent qualities. The Courier joins with many other friends of the family in extending to them sympathy in their hour of sorrow.

Lace Making.

The process of lace making was invented at St. Annaberg, in Saxony, by Barbara Utman, in 1561. It flourished in Holland and Belgium for some time before its introduction into England, which tradition ascribes to some Flemish refugees, who settled in the village of Cranfield, in Bedford county.