

**A Remarkable Trip.**

The performance of the Chalmers "Six" in traveling from Toledo to Dayton and from Dayton to Detroit, while the recent disastrous flood was in its height in Ohio, is regarded by motorists as one of the most remarkable feats of the kind on record. The "Six" was sent out as a relief car and was driven by Freeman Monroe, who won fame by piloting the champion motorboat Kitty Hawk to a new world's record last year. With the assistance of three punctures, picked up on the debris littered streets of Dayton, it was not necessary to make any adjustment or repair to the car during the whole time.

Although loaded down with extra equipment, medical supplies and provisions until it weighed more than 6,000 pounds, the machine went every foot of the way on its own power and was never stalled.

Trains were running between Detroit and Toledo and the car was shipped by rail from the factory to the Ohio town. All wires were down and there were no means of communication or transportation between Toledo and Dayton. Motorists and city authorities in Toledo attempted to dissuade the Detroit men from attempting the trip, declaring that the roads were not only impassable on account of the mud but that the high water made the attempt exceedingly dangerous.

Nevertheless just at dawn, a few hours after the arrival in Toledo, Monroe took his place at the wheel and started out for the flood stricken city. The battle with hub deep mud began the minute the car left the paved streets.

Time and again Monroe found it necessary to back up and buck the mud as a snow plow clears the drifts. A short distance out of Toledo the roads were two and one half feet under water for stretches of a mile at a time. And there was practically no bottom to the roads.

At some points there was nothing to indicate the position of the road but occasional fence posts at either side, exposed for a few inches above the murky flood. Near Kenton, O., the only bridge over what was ordinarily a sluggish creek but now a swollen torrent, was washed away. No advantage could be made by detouring and after a hasty survey of the situation it was decided to "shoot" the stream. Taking a start of several rods the driver launched the machine into the swirling waters. Fortunately the bed of the creek was solid and in less time than it takes to tell the car was on the other side. The creek was over five feet deep in the middle.

All day and all night the car fought its way, sometimes through fields and sometimes on the turf along the roadside. The following morning the relief party arrived in Dayton. They immediately offered their services, with the car, to the authorities and were assigned to attempt a dash for Hamilton, 55 miles distant, to learn of conditions there. The trip was made in one hour and 45 minutes, an average of better than 25 miles an hour.

The journey back to Detroit was started the Sunday after the flood began to recede. Sunday night was spent in Toledo and the party arrived at the Chalmers factory early Tuesday.

The speedometer showed that the car had traveled twice the distance that would have been covered under ordinary conditions. In one instance it was necessary to detour 30 miles in order to advance two.

In sections of Michigan the roads had been considered absolutely impassable for vehicles of any kind for three months, but the "Six" went through without a hitch.

The car carried to Dayton life belts, several hundred feet of rope, a collapsible canvas boat, medical supplies and a quantity of provisions, all of which were turned over to the officials in charge of the relief work.

The hazardous expedition was planned that C. A. Pieffer, treasurer of the Chalmers company, might get into Dayton to search for his parents and little daughter, whom it was feared were lost in the flood.

**Silos and Silage.**

The dairymen and feeders of beef cattle in this State are realizing more the economical value of silage as a food. If you keep dairy cows or beef cattle and have not a silo, then you should make an effort to build one this season so that it can be filled in the fall for winter feeding. No person having as many as ten cows can afford to do without a silo.

What is a silo? A silo is a tank or pit, preferably round, with air-tight walls, in which green and succulent feed can be preserved in a slightly fermented condition for future use. Silage is one of the best and most economical bulky or rough feeds for cattle. A number of the dairymen are now paying \$10.00 a ton for soft silage when they might have produced silage for \$1.50 to \$3.50 a ton.

This includes the entire expenditure for the crop from the time you begin cultivating the land until the silage is stored in the silo. The cost of silage depends largely upon the quantity of corn or sorghum that you can grow to the acre. Some people in this State have produced as much as 9 tons of silage to the acre, while others have not made more than 3 tons to the acre. Three tons to the acre, however, is an exceptionally low production. Experiments have shown that by the use of silage dairymen have gotten one-third more milk at one-third less cost than where hulls were used. We are prepared to give you personal assistance in the construction of a silo, as well as advise regarding the growing, cutting and feeding of a crop for silage. A silo can be put up with your own farm labor. If you begin work on a silo this spring, or early in the summer, personal assistance can be given to more people than if you wait until August or September. A bulletin on "Silos and Silage" will be ready for distribution at an early date. For further information along this line, address the Animal Husbandry and Dairy Division, Clemson Agricultural College, S. C.

R. H. Mason.

**"I Talk Too D—Much."**

That is what that parrot said when he first said "I know what's the matter with me."

Atlanta, Ga., April 28.—Tonight's general session of the Southern Sociological Congress came to an unexpected end when Dr. A. J. McKelway, of Washington, D. C., the presiding officer, interrupted the remarks of Dr. E. M. Poteat, president of Furman University, Greenville, S. C. Dr. Poteat, in delivering an address on "National Stewardship," launched into a criticism of Catholics and Jews. As he was saying, "I don't see where a red cap adds any brains—"Dr. McKelway arose and informed the speaker that the congress was non-denominational. In the confusion which followed Dr. Poteat retired from the building and the session ended.—Associate Press Dispatch.

Another case of parrot talk was when that fellow at the Aiken reunion jumped up shouting that he wasn't whipped. There is no occasion for any silly talk any more.

**Col. Hunt as a Speaker.**

The State. An attractive program has been arranged for commencement at the University of South Carolina. Among the leading speakers will be W. H. Hunt of Newberry and Rev. William Way, Rector of Grace Episcopal church, Charleston. Mr. Hunt is a lawyer of eminence, who has taken a large and constructive interest in educational and social movements in South Carolina. He is widely connected with the industrial development of the State, being president of the new cotton mill at Newberry. As a publicist he will make an address on June 11, commencement day, that will be an inspiration to the graduating class.

Rev. William Way as a minister has taken a keen interest in all social causes. He is a man of popular sympathies and democratic purpose, and his pulpit has stood for practical righteousness in public life.

**Individual Cups on Southern.**

Washington, D. C., April 26.—Arrangements have been made by the Southern railway to furnish sanitary individual drinking cups to passengers on all trains and a large supply of cups of the collapsible paper type has been ordered. As soon as the cups have been received each conductor will be furnished with a supply and any passenger desiring a cup will receive one free of charge on application to the conductor. Notices to this effect will be posted in each coach.

Furnishing drinking cups to passengers on the large number of trains operated by the Southern Railway will involve a substantial expenditure which is being undertaken to provide for the convenience of patrons of the railway. All common drinking cups have been removed from trains in compliance with United States Government regulations and the statutes and ordinances of many States and municipalities.

Hereafter passengers on Southern Railway trains will be put to no inconvenience or expense in regard to drinking water and at the same time will not be subject to any possible infection through the use of the common drinking cup.

**Car Breaking Law.**

Washington, D. C., April 24.—Car and depot thieves will find their operations in the future more difficult than in the past and will have to face prosecution in the federal courts as well as before State tribunals as the result of a bill introduced by Representative C. C. Carlin, of Alexandria, Va., passed by both houses of congress, and approved by the president. This act imposes a maximum fine of \$5,000.00 or imprisonment for not more

than ten years for any person convicted of unlawfully breaking into any railway car containing interstate or foreign shipments of freight or express, or of stealing or obtaining by fraud or deception from any car, depot, platform, vessel, or wharf, any freight, express or baggage which constitutes or in a part of any interstate or foreign shipment.

While the Carlin act in no way infringes on the jurisdiction of the State courts, it puts the whole power of the federal department of justice behind the detection and prosecution of persons guilty of stealing from cars or depots, since it will be practically impossible for thieves to distinguish between intrastate and interstate shipments. It is confidently expected that this law will have a powerful effect in breaking up thefts of this character which not only involve a serious loss to the railways and cause great inconvenience to shippers and travelers but are a constant menace to railway employees and the traveling public since it is notorious that car thieves do not hesitate to interfere with trains or resort to other expedients to serve their own purposes, regardless of the consequences.

**McMANIGAL TO CHANGE.**

**Confessed Dynamiter Will Go About Unknown When Released.**

Los Angeles, Cal., April 29.—Orile McManigal confessed dynamiter, plans to have his appearance altered, by surgery, when he is released. It is reported his release from the county jail may be granted at any time, and McManigal hopes to change himself that no one will know him as the man whose testimony sent the McNamara brothers and more than a score of labor union officials to prison. De-

tectives say the time of release will be kept secret to aid him, according to a statement published here today.

McManigal fell from a moving wagon while a child, and the wheel inflicted an injury on his head, and left a long scar across his forehead. The mark aided detectives, who traced him after the destruction of the Los Angeles Times building by dynamite. Doctors have told McManigal that the scar can be removed, and he plans to have it done as soon as he gains his freedom.

**Run Over by an Automobile.**

Augusta, Ga., April 29.—Miss Ernestine Baey, 19 years of age, lies in a local hospital with a fractured skull as the result of being knocked down by an automobile at 12th and Broad streets last night. The physicians say she cannot recover. The young lady was returning home from a visit and was pushing a baby carriage containing her baby sister when the accident occurred.

**Tells Pastors to Eat 2 Apples a Day.**

Pittsburgh, Pa., April 28.—After being urged to eat a little meat and plenty of peas, beans and eggs, 60 meat eating ministers today took off their coats and tried to touch fingers to the floor without bending the knees. Few succeeded but progress was noted by a lecturer who came here to teach Pittsburgh preachers "how to get well and stay well."

"The food for a laboring man must be different from the food for a professional man," it was stated "Every minister ought to eat at least two apples a day and plenty of cabbage. You must eat onions, too."

**Wear the White Rose.**

Abbeville Press and Banner. Sunday, May 11, is Mothers' Day.

Mother has not had many days set aside in her honor. While we, all of us, feel like honoring her and do honor her hertofore we have had no special day for the purpose.

Now, since we have Mothers' Day let every son and daughter and husband wear the white rose in her honor.

Military ardor may receive more praise than is becoming, brave acts and deeds may draw out encomiums undeserved, but when it comes to mother the greatest song of the greatest singer, or the greatest oration of the greatest orator, or the greatest poem of the greatest poet, when the subject is "mother," is tame and insipid. That is the one subject that transfigures man from an animal to a spiritual being where glory is felt and not expressed in words.

So the second Sunday in May we honor her, and we do well to honor her for what she has done for us. Wear the white rose then and join in with your comrade in united and concerted honor to her whom we revere, Mother.

**Facts Worth Knowing.**

There are three entirely different kinds of ingredients used in making the three different varieties of baking powders on the market, viz: (1) Mineral-Acid or Alum, (2) Bone-Acid or Phosphate, and (3) Cream of Tartar, derived from grapes. It is important, from the standpoint of health, to know something about these ingredients, and which kind is used in your baking powder.

(1). Mineral-Acid, or Alum, is made from a kind of clay. This clay is mixed with diluted oil of vitriol and from this solution a product is obtained which is alum. Alum is cheap, costs about two cents a pound, and baking powder made with this Min-

eral-Acid sells from 10 to 25 cents a pound.

(2). Bone-Acid, of Phosphate, is the basis of phosphate baking powders and the process is fully described in the patents issued to a large manufacturer of a phosphate powder. The U. S. patent office reports gives a full and exact description, but the following extract is enough:

"Burned bones, after being ground, are put into freshly diluted oil of vitriol and with continual stirring and in the following proportion," etc.

From this Bone-Acid Phosphate baking powders are made; such powders sell from 20 to 30 cents a pound."

(3). Cream of Tartar exists in all ripe grapes, and flows with the juice when the grapes are pressed. The tartar is subsequently gathered from the cask, boiled with water, and refined, when crystals of Cream of Tartar, white and very pure, separate and are procured. It differs in no respect from the form in which it originally existed in the grape. Cream of Tartar, then, while the most expensive, is the only ingredient that should be used in a baking powder to act upon the soda, as its wholesomeness is beyond question. Cream of Tartar baking powders sell at about 40 to 50 cents a pound.

Such are the facts and every one, careful of the health of the family, should remember this rule: Baking powders selling from 10 to 25 cents a pound are made of Mineral-Acids; those selling from 20 to 30 cents of Bone-Acid; and those from 40 to 50 cents of Cream of Tartar derived from grapes.

With the beginning of his term as a professor at Yale, Mr. Taft has severed his connection with the Yale Corporation.



**Before You Invest that \$1,000 See the \$885 Studebaker "25"**

**The "25 Is Complete**

**HAVE** you ever asked yourself what more you could want in an automobile than the \$885 Studebaker "25" gives you?

Run over your mind the requisites of a fine car—readiness for any trip, mechanical efficiency, easy riding qualities, power, speed, convenience, economy—and notice how perfectly the Studebaker "35" fulfills your mental picture.

Yet \$885 buys this car, complete from silk mohair top to extra rim.

To find the equal of the "25" in design and performance you must go far up the price scale. Few cars at any price possess the responsiveness of the long stroke "25" motor, and none is more easily controlled.

If you are seeking a car of moderate size, in which every detail satisfies the most exacting, in which weight is replaced by lightness, and where maintenance costs are low,—if you have an idea that \$1,000 would about purchase such a car, we would say to you "Less than that" and strongly urge you to look over the \$885 Studebaker "25."

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- Tire Holders
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- Full Set of Tools
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