

WILLIAM JOHNSTON



This clever writer has made notable contributions to humorous literature in his "History Up to Date" and in "Solomon Sloan's Advice on How to Run the Universe." In "Limpy," he produced one of the sweetest, most appealing stories of a boy ever written. During the past few years he has found a delightfully happy field for his talents in mystery and detective fiction. "The House of Whispers" is the best thing he has done in that line. It will be our pleasure to offer it to you serially in this paper. See that you get the first installment.

Starts Next Week

Citations for Letters of Administration

Whereas G. W. Garrett made suit to me to grant him Letters of Administration of the estate and effects of Mrs. Eugenia Davis.

These are, therefore, to cite and admonish all and singular the kindred and creditors of the said Mrs. Eugenia Davis deceased, that they be and appear before me, in the Court of Probate, to be held at Laurens Court House, Laurens, S. C., on the 19th day of March, 1920, next, after publication hereof, at 11 o'clock in the forenoon, to show cause, if any they have, why the said Administration should not be granted.

Given under my hand this 5th day of March Anno Domini, 1920.

O. G. THOMPSON,
J. P. L. C.

No Worms in a Healthy Child

All children troubled with worms have an unhealthy color, which indicates poor blood, and as a rule, there is more or less stomach disturbance. GROVE'S TASTELESS CHILL TONIC given regularly for two or three weeks will enrich the blood, improve the digestion, and act as a General Strengthening Tonic to the whole system. Nature will then throw off or dispel the worms, and the child will be in perfect health. Pleasant to take. 60c per bottle.

We are proud of RED DIAMOND COFFEE. We know it is a really good, pure, clean coffee of the finest body and flavor. Our patrons know there is none better. Ask your grocer.

HIDES!
Ship your Hides to me. I also buy Scrap Iron and other metals. Also Beeswax. Ask for prices. We will quote prices on application.
E. BOGERRO
Greenwood, S. C.

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Agent For
Ashepo Fertilizer

Few Equals and No Superiors

Also Few Farms for Sale

Farmers! See Me at
FARMERS NATIONAL BANK
Laurens, S. C.

MAKING TRAVEL BY AIR SAFE

Wireless Telephone Will Do Much to Insure Speedy Mail Deliveries.

BRITISH EXPERTS AT WORK

When New System is Working Properly Pilots Will Be in Constant Touch With Ground by Means of Wireless.

London.—Will the aerial mail service, when its organization has been improved, still continue to be interrupted by such adverse weather as during the past week prevented on several days the flying of the mail machines between London and Paris? Asked this question the other day by a representative of the London Times, Holt Thomas, whose high speed bi-planes carry the London-Paris mail, replied with an emphatic "no."

At present, he explained, we are flying daily over what is, to a large extent, still an unorganized route; and it is no exaggeration at all to say that when all the organization which we are busily preparing is brought actually into play, as it will be before we have to encounter another winter, such conditions as prevented Lieutenant McMullin from getting through to Paris on the first day of the air mail last Monday will have no adverse effect at all on the flying of a machine, either from the point of view of safety or of adhering to scheduled time.

Wireless telegraphy will help us enormously and we have now the services of one of the most practical experts in this country, who is concentrating his attention exclusively on the question as to how directional wireless and the wireless telephone may be made to help us in regular daily flying and to overcome such difficulties as at present cause delay.

Information for Plane Pilot.

When we have this system working properly it will mean that during our hours of flying, say from 12 o'clock to 4 p. m., every land operator will be listening for messages from the air and a pilot having set out say from Hounslow, and wishing to know exactly what the weather is like in the channel, will simply take up his receiver and call "Hello, Lympe." All the other stations on the airway will hear, but only Lympe will reply, and in a moment the pilot will be given the information he requires. It will also be quite easy for one pilot to speak to another while two machines are in flight.

In each machine, also, we shall place a light telescopic mast. This will be jointed and will lie in the fuselage without taking up any room. But should a pilot have to make a compulsory descent he will on alighting take out his mast, joint it together and place the "aerial" of his wireless telephone on the top of it. Then, when he has raised this mast and stuck the end of it in the ground—it will be about 30 feet high when fully extended—he will be able to call up the nearest aerodrome on his wireless telephone and tell them just what field he is down in and what his trouble is. In such a case, if a man cannot ascend again quickly, we shall send another machine to him from the nearest relief point, which will take on his mails. We shall soon have a system, both on the English and French sections of the route, whereby a pilot who has a forced landing can get into touch immediately with the nearest land agent of the service, who will take over his mails at once and send them on their way in a fast motorcycle.

The point is now demonstrated very clearly that with a skillful pilot and a fast machine the only sort of atmospheric conditions which seriously interrupts flying is such as we encounter sometimes on a bad November day, when an opaque mist, beginning almost at ground level, may extend upward, in an unbroken mass, to an altitude of something like 10,000 feet.

Hurting Through the Fog.

A pilot in an airplane, flying on through a thick mist, is as unhappy as a pedestrian in a dense fog—only more so. Not only is there the question of finding his way, but he is faced also by the embarrassing fact that, through not being able to turn his eye upon any horizon line, he cannot judge the altitude or inclination of his machine in relation to the ground below, with the result that he may get into a side slip or spin. I find suddenly that his machine has passed out of his control—a condition of affairs which may spell extreme peril.

Then we expect very soon to have improved considerably the instruments in a machine which tell its pilot its attitude and inclination when he is deprived by fog or cloud of a horizon line. Then, as yet another point, we are working on the question of lighting aerodromes and landing grounds so that a pilot can make a safe contact with the ground even when the air is heavily obscured. This is, of course, a point of capital importance. It is not enough to guide a man accurately while he is flying in misty weather. You must be able to insure him also a safe alighting.

DELAY IN ORDERING LIME MAY BE FATAL

Last-Minute Deliveries Can No Longer Be Made.

Dealers and Manufacturers Should Have Advanced Information as to Farmers' Needs—Transportation Is Uncertain.

(Prepared by the United States Department of Agriculture.)

Farmers probably will not be able to secure lime to meet their agricultural needs if they wait about ordering it until they are ready to apply it. Under old conditions, companies supplying agricultural lime recognized spring and late summer as the two periods of demand, and farmers have ordinarily ordered their lime at the time they wished to apply it, in order to save time and work by including hauling from the railroad station and applying to the land in one operation. Under present conditions, lime manufacturers are no longer able to adjust their business to this practice. Owing to shortage of labor in their own plants and transportation difficulties, last-minute deliveries can no longer be made with certainty.

For these reasons the department of agriculture urges that spring needs be anticipated and that orders for lime be placed at once. Dealers and manufacturers should have advance information as to farmers' needs so that orders can be combined and car space used to the best advantage. Delay in ordering may result in failure to obtain the lime until too late.

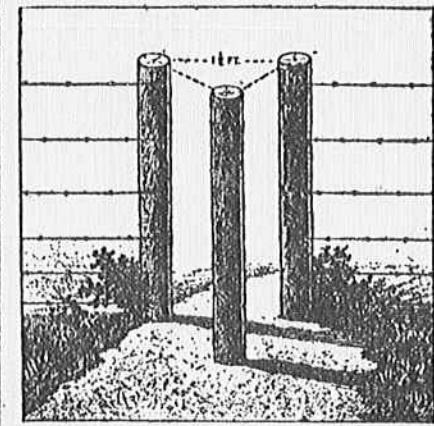
It is, moreover, the desire of the railroad administration that the season for delivery of lime, which has heretofore been from March to May, be extended to include the period from January to May, in order to relieve, as far as possible, the existing car shortage.

GATE IS MADE STOCK PROOF

Posts Placed 1 1/2 Feet Apart Enable Pedestrians to Pass Through—Cattle Kept Out.

A short-cut path across a field to an electric car line was blocked by the owner, who fenced it with wire and turned cattle in to graze. Since the path saved a great many steps, he received many protests. The owner gave permission to the pedestrians to put in a gate at each end of the path that would permit them to pass, but prevent the escape of cattle. This was done in the manner illustrated.

An opening was cut in the fence, 1 1/2 feet wide, a post placed on each side, and a third post midway between



To Enable Pedestrians to Pass Through a Field Without Danger of Cattle Escaping, a Gate Was Built of Three Posts.

them, about 1 1/2 feet from the fence line. The arrangement proved to be quite satisfactory.—Werner W. Baumelster, Walla Walla, Washington, in Popular Mechanics Magazine.

TUBERCULOSIS OF CHICKENS

Science Has Demonstrated That Disease May Be Transmitted by Swine to Poultry.

Dr. C. P. Fitch, chief of the division of veterinary medicine at the Minnesota college of agriculture, states that science has shown that tuberculosis may be transmitted by swine to poultry and vice versa.


"Tuberculosis in poultry is a common disease," he says, "and it causes heavy losses. Fowls affected with it become lame, their combs lose their luster, and their flesh falls away. There is a generally rundown condition. Tuberculosis can be controlled by the removal of infected birds and by a thorough cleaning up of their quarters. The disease cannot as a rule be transmitted through the eggs. Its introduction can be traced usually to infected fowls."

POTATOES NEED PLANT FOOD

Most Successful Growers Generally Make Application of Manure to Heavy Sod.

To grow potatoes successfully an abundance of plant food is required. Experiments at the Ohio experiment station show that from 10 to 16 tons of manure and from 300 to 500 pounds of acid phosphate per acre may be used with profit in fertilizing potatoes.

The application of fresh manure to the soil just before plowing is associated with the development of scab on potatoes, so that early winter application of manure is regarded as essential. The most successful potato growers generally apply manure to a good, heavy sod, preferably clover, to be plowed down in the spring.



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One of our makes in particular, the MODART Corset, front laced, gives most excellent results. It is a corset that will bring out style and improve the general figure lines. It is comfortable and durable. You will make no mistake in arranging for a trial fitting at your convenience.

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