

The Laurens Advertiser.

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LAURENS, SOUTH CAROLINA, WEDNESDAY, AUGUST 4, 1920.

NUMBER 3

FORMER INDIANA GOVERNOR KILLED

J. Frank Hanly and Two Prominent Ohioans Die When Auto Is Struck by Train.

Dennison, O., Aug. 1.—J. Frank Hanly, former governor of Indiana, and candidate for president on the prohibition ticket in 1916, and Dr. and Mrs. C. M. Baker, of Kilgore, Ohio, were killed six miles from here early today when a Pennsylvania freight train struck the automobile in which the party were driving to Kilgore.

All three suffered fractured skulls and crushed bodies and none of the three recovered consciousness after being brought to a local hospital. Mr. Hanly died at 9 a. m.; Mrs. Baker at 11:30 a. m. and her husband at 5:30 p. m.

Dr. and Mrs. Baker had met Mr. Hanly in Dennison at 6:30 this morning and were driving him to their home in Kilgore, twenty miles from here.

The automobile drove across the Pennsylvania tracks back of one freight train and directly in front of another. The automobile was struck squarely.

Mr. Hanly was en route to Carrollton where he was to have delivered an address tomorrow. He had intended spending the day with the Bakers at their home in Kilgore.

Sketch of Hanly's Life.

Indianapolis, Ind., Aug. 1.—Former Gov. J. Frank Hanly of Indiana, who was killed in an automobile accident near Dennison, Ohio, today, was born April 4, 1863, in a log cabin in Champaign county, Illinois. He secured his education by working his way through the Eastern Illinois Normal school at Danville, Illinois. He taught school for several years following his graduation from the Illinois Normal school and studied law during his spare time.

In 1889, he was admitted to the Warren county (Indiana) bar and began the practice of law at Williamsport, Indiana. A year later, he was nominated and elected to the Indiana state senate where he at once took a front rank as a debater and forceful legislator. In 1894, he was nominated by the Republicans of the Ninth Indiana district for congress and was elected by a majority of more than five thousand. In the fall of 1896, he moved to La Fayette, Indiana, where he formed a partnership in the practice of law with State Senator Will R. Wood. 9 year later, he was a candidate for United States senator on the Republican ticket against Senator Albert Beveridge, but lost the nomination in the Republican caucus by a few votes.

In August, 1903, Mr. Hanly decided to become a candidate for the Republican nomination of governor. When the convention met he was nominated unanimously on the second ballot. He was elected in 1904, by almost 85,000 plurality, the largest ever given a gubernatorial candidate by either party in Indiana.

When his term as governor expired in 1909, he became an active worker in the Prohibition cause and for the following five years toured the country at the head of a body of Prohibition lecturers, known as the "flying squadron." In June, 1915, the "flying squadron foundation" was incorporated with Mr. Hanly at its head, and through it he has since directed the Prohibition fight.

In 1916, he was the unsuccessful candidate of the Prohibition party for president. He was active in the Prohibition fight in Ohio and in various parts of the country where attempts were made to have the present Prohibition law declared unconstitutional.

He was the publisher of two papers in Indianapolis, the National Enquirer, a weekly paper, which he found-

ed in 1915, and the Indianapolis Commercial, a daily paper.

He represented the drys before the United States supreme court in the Ohio cases in which the constitutionality of the National Prohibition amendment was sustained as well as the validity of the Volstead act for its enforcement.

CHILDREN'S WELFARE.

Valuable Conference Held at Gray Court Wednesday and Thursday of Last Week.

Gray Court, Aug. 2.—A children's health conference, planned and arranged for by the efficient county trained nurse, Miss Minnie Rogers, was held at the Gray Court-Owings school building on July 27 and 28th, from 9 to 10 o'clock both days.

Other nurses giving their services to the conference were Miss Murphy, district supervisor; Miss Fannie Boulware, of Laurens; and Mrs. W. T. Pace, of Gray Court.

The physicians of the town, especially Drs. Rogers and Pace (Dr. Beason being kept away on account of business), stood by so loyally, gave their services so freely, and their time so willingly.

A free examination was offered every child in the territory from the age of three months to six years, and 108 children were examined. Two records were made of the results of every examination, one put on file in Miss Rogers' office, and one given to the parents of the child. During both days, at least 300 came to the conference, others as onlookers or as participants.

Dr. Cornell, baby specialist of Columbia, was present and not only helped with the examination but gave most helpful talks both days on the care of children from infancy through the second year.

Dr. Carpenter, of Greenville, was to have been present on Tuesday afternoon to make an address on "The Rights of Children," but a mistake in the date caused the conference to miss this treat.

Helpful pastors were in evidence everywhere, and plenty of good literature on child welfare was on hand for general distribution.

The pretty white baby bed, made of an ordinary laundry basket, invited to peaceful slumbers, and the special ice-box, "just for baby's milk," made of a lard tub and a large tin bucket, showed what can be done at little cost.

Other exhibits there were, too, of interest to the mothers and housekeepers. Miss Daisy Harris had for inspection and examination a canning outfit, and some specimen cans of fruit, that even to look at made one's "mouth water."

Special thanks for the splendid success of the conference are due the nurses, the home physicians, Dr. Cornell, Mrs. R. L. Gray, publicity chairman, and the zealous members of her committees.

We feel that owing to the great interest manifested, much good has already been done, and that this is but an earnest of the untold benefits to the future citizens of our towns and communities.

"An Interested Mother."

HIGHWAY BUILDERS MEET IN ANDERSON

Discuss Roads to be Taken Into State System. Figures by Langley.

Anderson, August 2.—The state highway commission held a meeting here today and a large crowd of men of the county were present. R. Goodwyn Rhett, chairman of the commission, made a short talk. He stated that similar meetings were to be held over the state to ascertain the needs of the different counties, and to find the roads in Anderson county to be considered in the state system. They are: Anderson to Pendleton and county line; Anderson to Belton, Honea Path to Pelzer, Anderson to the Georgia state line at some point on the river.

J. Roy Pennell, formerly state highway engineer, said millions of dollars were being spent in carrying out plans of the old commission, and that the present commission could not change these plans without throwing away much of the work already finished, and now under construction.

Many suggestions of different roads were made to the commission, but nothing definite was settled. C. L. Cureton and a delegation from Pick-

ens county requested that the road from Liberty to Pickens be included in the highway system.

The members of the highway commission present were: R. Goodwyn Rhett, chairman; Robert E. Ligon, Anderson; A. B. Langley, Columbia; Frank Manning, Jr., Barnwell; C. H. Moorefield, engineer; and L. H. Thomas, secretary.

A. B. Langley said the automobiles in the state represented an outlay of \$108,000,000, 50 per cent of the invested capital of the state, and that good roads were necessary to conserve this part of the resources of the state. The average value of an automobile is \$1,275 and the average length of service three years. The cost of upkeep on present roads is about 25 to 30 per cent of the value of the car.

Mr. Langley then gave some statistics in the use of gasoline, saying the state consumed last year approximately \$10,000,000 worth and that during the first six months of this year 21,000,000 gallons, which will bring the sum up to between \$16,000,000 and \$18,000,000, and that auto dealers had estimated that good roads would

save 33 per cent of gasoline and upkeep expenses.

Card of Thanks.

We wish to thank our friends for the many kindnesses shown us during the illness and death of our loving husband and father. May God's richest blessings rest upon you all.

Mrs. A. T. Cooper and Children.

"Rat-Snap Beats the Best Trap Ever Made," Mrs. Emily Shaw Says.

"My husband bought \$2 trap. I bought a 50c box of RAT-SNAP. The trap only caught 3 rats but RAT-SNAP killed 12 in a week. I'm never without RAT-SNAP. Reckon I could not raise chicks without it." RAT-SNAP comes in cakes. Three sizes, 25c, 50c, \$1.00. Sold and guaranteed by Laurens Hardware Co., Putnam's Drug Store and Kennedy Bros.

Babb Reunion.

The annual reunion of the late Melmeth and Mahulda Babb family will be held at Rabun Creek Baptist church, August 25, 1920.

All are urged to come and bring well-filled baskets.

NOTICE OF ELECTION.

State of South Carolina,
County of Laurens.

Whereas, petitions signed by a legal number of the qualified electors and free-holders residing in Scuffletown school district No. 2, Laurens county, South Carolina, asking for an election upon the question of voting an additional 4 mill tax upon the property in said school district, to be used for school purposes, have been filed with the county board of education, an election is hereby ordered upon said question, said election to be held on the 18th day of August, 1920, at the school building in said district, under the management of the trustees of said school district.

Only such electors as return real or personal property for taxation and who exhibit their tax receipts and registration certificates as required in the general election shall be allowed to vote.

Those favoring the 4 mill additional tax shall vote a ballot containing the word "YES" written or printed there-

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, 30c.

on. Those against the 4 mill additional tax shall vote a ballot containing the word "NO" written or printed thereon. Polls shall open at the hour of 8 o'clock in the forenoon and shall remain open until the hour of 4 o'clock in the afternoon when they shall be closed, and the ballots counted.

The trustees shall report the result of the election to the county auditor and county superintendent of education within ten days thereafter.

R. T. WILSON, Supt.
3-21-A By order of County Board.

The Laurens Drug Co. Says

After you eat—always take

EATONIC

(FOR YOUR STOMACH'S SAKE)

Instantly relieves Heartburn, Bloating, Gassy Feeling, Stomach Indigestion, Food Souring, Repeating, and all the many miseries caused by

Acid-Stomach

EATONIC is the best remedy. Tens of thousands wonderfully benefited. Positively guaranteed to please or we will refund money. Call and get a big box today. You will see.

Laurens Drug Co., Laurens, S. C.

What Is There Left For Essex to Prove

Note the Range of its Nation-Wide Performances All Made in One Week

These performances show what to expect of the Essex you will get.

They are not a surprise to the more than 40,000 Essex owners, although their equal in so many instances was never shown by any other car.

Some of the hardest tests were made by Essex cars that had already traveled over 35,000 miles—equivalent to 7 years of average driving.

Some were on original tires that had done from 15,009 to 20,000 miles.

Many were owner cars—owner driven—taken without special preparation from their ordinary day to day work, to break the speed, reliability and economy marks of their localities.

Women piloted some of the runs that showed as high as 28 miles to the gallon of gasoline. They set new marks for fast time over long distance driving where men with many cars hesitate to venture. Is there any important car quality left for Essex to prove?

ECONOMY

With 49 cars in every type of performance of from 5 to 72 miles per hour and over all kinds of roads the average was 18.9 miles per gallon.

24 cars were sent on an average 216-mile economy run in Connecticut, some over mountains and others on a level course, averaging 18.7 miles per gallon. One car with 35,000 miles service averaged 21.2 miles per gallon.

A Hastings, Neb. woman drove 109 miles to Lincoln averaging 28 miles per gallon.

Four women drove from Los Angeles to San Francisco and return averaging 22.3 miles per gallon and another Essex made the round trip between the two cities, 816 miles, with an average of 23 miles per gallon.

RELIABILITY

Reliability which is a large factor in car economy than even gasoline mileage, was proven in every locality in non-stop motor performances and in long distance inter-city runs.

An Essex which had seen 16,000 miles service was driven from Columbus, Ohio to Washington, D. C., 403 miles, in 11 hours, 40 minutes.

Another Essex that had set the best time between Boston and Fort Kent, on the Canadian Border, made four rounds trips within a week, totaling 4,952 miles.

An Essex which had previously gone 28,000 miles made a round trip between San Francisco and Los Angeles over a route of grades and mountain passes, frequently far from water supply, with its gear shift levers, hood and radiator all sealed. It averaged 22.3 miles per gallon.

SPEED

The inter-city records for time in nearly all localities are now held by Essex.

From Buffalo, N. Y. to Rochester the distance is 88 miles. An Essex did it in 80 minutes.

The St. Louis to Kansas City record, 303 miles was taken by Essex in 10 hours, 17 minutes. Another Essex went from Yakima, Wash. to Seattle, 180.1 miles over Cascade Mountains in 4 hours, 56 minutes, lowering the railroad time by 1 hour, 44 minutes.

HILL-CLIMBS

In every section Essex set new performance marks on the most difficult hills.

The Rim O' the World in California, a climb of nearly 5,000 feet in 8.8 miles over mountain roads, was made in 17 minutes, 23 seconds, beating all previous records.

The 31st Street hill in Washington, D. C., was climbed by an Essex on high. No other car had done that. And on the Tilden Street hill an Essex went over the top at 51 miles per hour and the same car towed a 6-ton truck with load 16 blocks up hill.

NON-STOP MOTORS

At many points non-stop motor performances were made during which the car was for a greater time used in country and inter-city running. No attempt was made at speed but in no case was the motor stopped during the period of test. Scores of cities saw the Essex in constant operation for 144 hours. At one point a two weeks test—336 hours—was made of a motor in constant operation.

Literally hundreds of tests like these were made in all parts of the country. What they reveal is exactly what you may expect from the Essex you buy. Can you place equal confidence in any car that has not so vividly established its performance?

ADAMS MOTOR CO.

Phone 274

DEALER

Laurens, S. C.

