

SELF-RELIANCE GOES BANKRUPT

Thin Blood Saps Energy—Gude's Pepto-Mangan Rebuilds the Blood.
Wrestling with a weakened condition of the blood is a desperate struggle. Thin, watery blood deprives the body of energy and causes a played-out feeling not unlike utter exhaustion. A man with weak blood has not the full use of his powers. He lacks decision, and vacillates until he loses self-confidence.
Some men and women too, go faltering along for months scarcely realizing that they need Gude's Pepto-Mangan, the blood-builder. But when they have taken it for a while, what a difference there is in the feelings! The old-time vigor and the red-blooded hue of good health return. The new rich blood gets to work, building, fortifying, lifting the spirit up to its normal standard. Physicians have prescribed Gude's Pepto-Mangan for years as a blood-builder. Druggists sell it in liquid and tablet form. Look for the name "Gude's Pepto-Mangan" on the package. Advertisement.

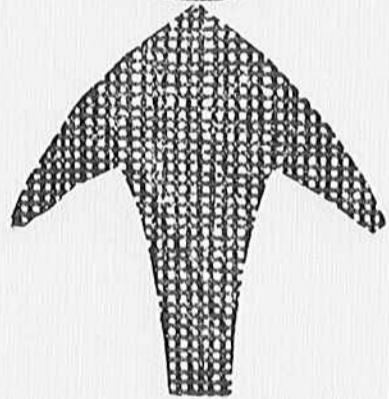
Engraved Cards and Invitations.
Advertiser Printing Co.

Women Made Young

Bright eyes, a clear skin and a body full of youth and health may be yours if you will keep your system in order by regularly taking

**GOLD MEDAL
HAWLEM OIL**
CAPSULES

The world's standard remedy for kidney, liver, bladder and uric acid troubles, the enemies of life and loveliness. In use since 1896. All druggists, three sizes. Look for the name Gold Medal on every box and accept no imitation.



Willard Because—

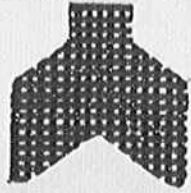
It represents the peak of automobile starting and lighting battery development, reached by years of specialization.

Every Willard Battery is backed by Willard reputation, with us here on the job to see that you get the top-notch service every Willard user has a right to expect.

Laurens Storage
Battery Company

W. Laurens St.
Phone 446

Willard Batteries



CHARLESTON TERMINALS WIPE OUT BY FLAMES

Atlantic Destroyer Fleet Assisted Firemen in Fighting the Flames. Twelve Warehouses Destroyed.

Charleston, Oct. 13.—Damage probably exceeding \$1,500,000 was done by fire this afternoon and tonight at the Columbus street terminals of the Charleston Terminal Company. Fertilizer materials valued at about \$1,300,000 and a considerable stretch of warehouses and wharf were destroyed. The fire was still burning at a late hour tonight.

When the flames reached the warehouses in which there were stores of nitrate of soda, numerous explosions occurred.

The terminals are a part of the property under option by the city of Charleston.

When the fire was discovered it had gained great headway and the sun was soon in eclipse from the great volumes of dense smoke sent up from the burning oils and fertilizer materials. Every fire apparatus in the city was called to the scene and a battle raged for many hours before the flames were brought under control. Sailors from the destroyer fleet in the harbor here were rushed to the assistance of the local fire department and aided in saving a small part of the large docks.

The property destroyed was one of the most valuable pieces on the Charleston waterfront and a great part of the ocean-going freight passing through this city was handled at the Columbus Street terminals. Long lines of freight cars were standing on the sidings at the terminals, but were pulled out of the danger zone.

The dense smoke screen from the fire zone enveloped the city. Theatres, stores and other commercial establishments were handicapped by being shut out by black smoke. Firemen, sailors and civilians were hindered in their battle against the flames by the lack of water hydrants in the vicinity of the docks.

At times it sounded as though a battle were in progress, with the frequent explosions of nitrate of soda and chemicals, the detonations being heard in all parts of the city. Citizens were greatly alarmed due to the fact that a large amount of high explosives are understood to be stored in the large terminals north of the property destroyed by fire. Additional excitement was caused in the vicinity of the fire when a police wagon hurrying to the assistance of fire trucks with gasoline struck a soft spot in the marshy roadway and stopped abruptly at an angle of 45 degrees. The gas was transferred, and reached its destination, but the heavy automobile truck stuck fast until after 9 o'clock tonight when it was pulled out and proceeded under its own power.

The flames spread rapidly northward toward a large warehouse containing sulphur and other supplies, but were successfully fought by the firemen and sailors whom Rear Admiral Ashley H. Robinson, commanding the destroyer forces, sent to the scene shortly after the fire was discovered.

Hundreds of baseball fans were in a tight place with the Giants leading the Yankees by one run in the world series and the largest fire seen in Charleston in many years in progress.

MIRTH PROVOKING SCENES CREATED BY FAYSSOUX

Had Fayssoux, the psychic marvel, lived in the time of the Puritans he would have been burned at the stake, beheaded or hanged as a sorcerer and magician. His feats in mind-reading are bewildering; the facility with which he hypnotizes his subjects and compels them to obey his beck and call is truly awe-inspiring. His control over a stage full of people, all strangers to him, is simply wonderful. It is a common scene at one of the Fayssoux performances to behold a group of prominent citizens cutting the most fantastic capers imaginable. Here we see a staid old resident standing at one end of the stage delivering an address on the folly of the anti-saloon movement, while a few feet away some one identified with the liquor interests is making a temperance speech; in another spot a quartet of men who never attempted to sing a note in all their lives are roaring a rollicking chorus, near by another party of citizens are seated in an imaginary basket-car taking an imaginary ride under an imaginary balloon. The comic effects are better imagined than described. Fayssoux will begin an engagement of three nights at the Opera House Thursday, Oct. 20th.

Forgetful Daddy.

Jimmy had always noticed that when his father went to work on rainy days he wore rubbers. One day after his father had gone he noticed that the rubbers were still in their usual place, so he ran to mother and said: "Oh, mother, daddy didn't wear his rain slippers today."

MI-O-NA makes your stomach feel fine, stops belching, heart burn and all discomfort in a few minutes. Guaranteed by Laurens Drug Co.

PERSHING IN LONDON TO LAY MEDAL ON TOMB

He Was Greeted on Arrival by the "Star Spangled Banner" Rendered by the Welsh Guard Bands.

London, Oct. 16.—Gen. Pershing, who comes to London to take part in the ceremonies attending the laying of the congressional medal on the tomb of Britain's unknown soldier, arrived here from Paris at 7 o'clock tonight. He was met at Victoria station by a distinguished reception committee from the various government departments. The general was the first of the party to step off the train and was greeted by Sir Laming Worthington-Evans, secretary for war, who introduced him to the others while hundreds of on-lookers who had streamed in through the gates applauded.

General Pershing went direct to the American embassy, where he will stay while in London and later was the guest of the ambassador and Mrs. Harvey at a dinner party.

"The Star Spangled Banner" rendered by the Welsh Guards band, and the cheering of thousands greeted the composite battalion from Coblenz when the special train rolled into Victoria station two hours after the arrival of General Pershing. The battalion consisted of 450 men from the Fifth, Eighth and Fiftieth infantry, with a band of thirty pieces, and twenty officers, all under command of Major R. O. Barton. It was welcomed in the name of the British army by Major General Hugh Sutton, representing the army council. The battalion was twenty-seven hours on the way from the Rhine.

The naval party, which will participate in tomorrow's ceremonies, consisting of fifty men and fifteen officers from the Olympia, also arrived tonight. The naval men had a similar reception by crowds of admirers. The sailors will be the guests of the British Naval Association during their stay in London.

CLARDY'S SILKS

Black, Navy and Browns

Crepe de Chine

Canton Crepe

Satin Crepe

Plain Satins

Satin Etoile

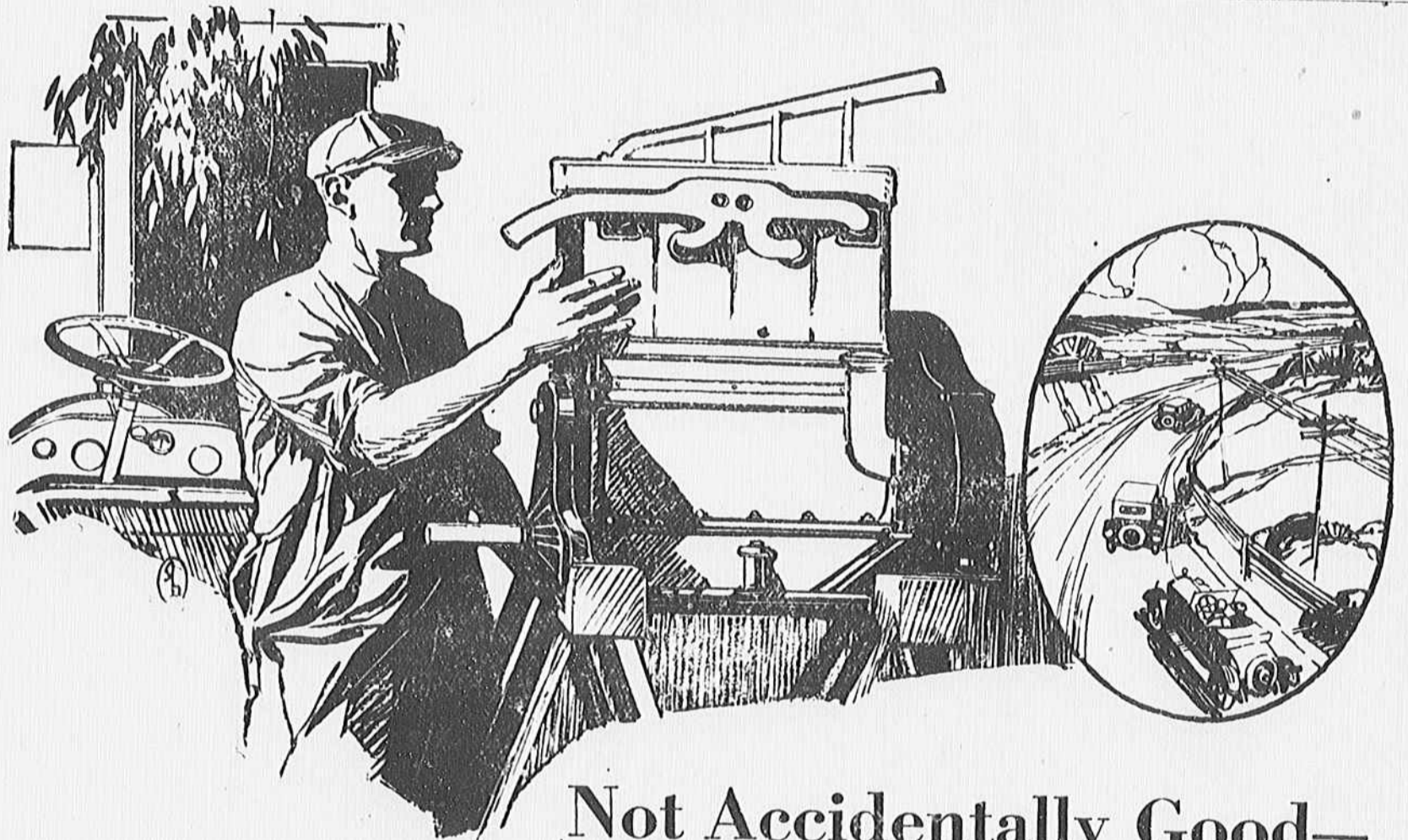
Satin Messaline

Fall's Leading Dress Fabrics

Wear
Gossard
CORSETS
They lace in front

Wells Clardy Co.
Laurens, S. C.
A GOOD PLACE TO TRADE

Van Raalte
Silk Hosiery
"They are
Glove Silk"



Not Accidentally Good— Made that Way

TO PRODUCE day in and day out the clean-burning, full-powered "Standard" Motor Gasoline, no fewer than five important tests are employed. Nothing is taken for granted—nothing left to luck.

"Standard" Motor Gasoline has to pass five stiff examinations.

These are:

Chemical laboratory tests on the gasoline itself, to determine volatility, purity, stability, explosion points, etc.

Physical laboratory tests in one-cylinder engines, to determine character of ignition, rate of combustion, rate of pressure development, limits of performance, etc.

Dynamometer tests in standard makes of engines, to determine power developed, mileage per gallon, etc. Runs

equivalent to a year's service give accurate data on carbon formation, valve pitting, spark plug fouling, etc.

Road tests in representative cars and trucks, which check the accuracy of former findings, and determine with greater accuracy the factors of acceleration, flexibility, range of carburetor adjustment, etc.

Service tests under average conditions. Company garages are maintained, each containing from 30 to 200 cars, trucks and tractors, comprising every known type of motor-driven equipment. The drivers are both amateurs and professionals—a fair general average for this work. These tests determine the all-around performance of the gasoline in the hands of the user.

"Anybody's Gas" may be good now and then. "Standard" Motor Gasoline has to be right all the time. That is what the public expects of it.

Isn't it time you drained the old oil out of your crank case? Notice the difference when you refill with POLARINE.

STANDARD OIL COMPANY
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