## **HUSBAND** ACCUSED BY "STORMY" WIFE

Biting and Kicking on Both Sides Said to Have Marked Mrs. Jenkins' Return

### SOUGHT LITTLE DAUGHTER

Baltimore, July 19. — Richard H. Jenkins, Jr., of the prominent and wealthy Maryland family of that name, was arraigned in Police Court yesterday, charged by his wife, a former professional dancer, with assaulting her.

The case was dismissed, but the wife to discated that she would probably bring

indicated that she would probably bring charges against him and his brothers, George Jenkins and Talbot Jenkins, be fore the Baltimore County authorities.

Mr. and Mrs. Jenkins have been living

Mr. and Mrs. Jenkins have been living apart some time.

The wife in court asserted she was handled roughly by her husband and his brothers in an effort to get her out of the home of her husband's father. Richard Hillen Jenkins, of Hyde, Green Spring Valley, when she went there Sunday morning and demanded her four-year-old daughter, Dorothy. She spent the greater part of the day at the Jenkins home—hysterical and turnilluous, according to her husband the Jenkins home hysterical automations, according to her husband end his brothers. She said her husband struck her both there and on the ride across the city from the Hopkins Hospital to the home of her mother, Mrs. pital to the home of her mother, Mrs. Frances Gordon Esteph, West North

The husband says that all he did at The husband says that all he did at any time was to try to quiet her when the grew bystorical. "It take two men to hold her when she gets in that condition." he explained to the Justice. Talbot Jenkins said he merely picked her up from a bed on which she was lying and carried her out to an automobile to bring her to town. She bit him on the arm while he held her, he told the Justice, and showed the marks of teeth in his skin. George Jenkins asserted that all he did was to try to keep her quiet in the machine, which took her from the Valley to hospital. She bit him in the shoulder, he said.

Both the husband and the wife are in their early twenties. They met when she was dancing at a fashionable hotel here and their marriage in Annapolis

here and their marriage in Annapolis in 1916 caused a sensation in Balti-more society and club circles in which young Jenkins is prominent



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Representative Willfred W. Lufkin, Republican, who has resigned as a member of Congress from the Sixth Massachusetts District to become Collector of the Port of Boston

Church Ousts Accused Lawyer Butler, Pa., July 18.—It became known today that Porter W. Lowry, an attorney, for whom warrants were issued last Saturday, had gone to Philadelphia, where search for him is being made. Mr. Lowry, who was charged Talbot Jenkins she accuses of having thrown her down the stairs in the Green Spring Valley home. George Jenkins she alleges kicked her in the automobile alleges kicked her in the automobile ride from Hyde to Hopkins Hospital



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Robert T. Morris, author of books on marriage, appeared before Supreme Court Justice Joseph Morschauser rather unexpectedly late yesterday afternoon and failed to offer a defense against the divorce action started by Mrs. Aimee Morris on Saturday After meeting Justice Morschauser's rule in divorce suits—that the defendant must appear in court—the physician returned to his home in New York City.

Pending opportunity to weigh the evidence in the undefended action, Justice Morschauser withheld decision, saying he would render judgment in about a court of the passages follow:

then excused.

To a newspaper man who accompanion of fine Arts in Carnegle Institute New York, July 19.—Homer Saint Gaudens, of New York, has been chosen assistant director of the department of this evidence against me?" he exclaimed.

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Too Good to Trade "You may be pleased to learn that my Essex car, which was one of the first batch manufactured, and which was purchased in February, 1919, has been and is still running so satisfactorily that I am not yet even considering the purchase of a new car.

From observation, and more or less knowledge of the troubles experienced by friends and acquaintances with other cars, it would appear that the Essex car is far the best at anywhere near the price. I attribute this to the unlity of materials and workmanship, as well as the design, which I believe cannot be excelled in any cars I have seen which sell for a great deal more money than my Essex cost me.

Assuring you that you will hear from me in regard to a new car if the one I am using and have used every day for the past two years and a half ever shows signs of deterioration, I am, O. O. TUCKER,

Trenton, N. J.

Just Try It After 17,000 Miles

Have given my Essex car the severest test that any car could go through, and still be in running condition, and am pleased to say that mine still is and, from all appearances, will be for some time to come. I have driven it a little over seventeen

thousand miles, with a minimum of repairs. The Essex to my mind is the biggest little car on the road. If any one has any doubt about the performance of the Essex, and would care to take a ride with me, I think I could convert them to my way of

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Have had my Essex touring since April, 1919, and keep it on the go every day. It is just as good today as the day I purchased it and can say that I have spent only \$12.00 to have the carbon cleaned out of the

It is a pleasure to me to drive my Essex and very few cars ever pass me if they are looking for speed. It is also an easy car to handle, comfortable to ride in, plenty of pep on hills and you can almost forget to put cylinder oil in your crank case, the amount is so small.

I have had two large six cylinder cars and have had better service and satisfaction with my Essex.

H. E. SWETZEL, D. C. 4602 Frankford Ave., "Over 20,000 Miles on Tires"

"Have driven my Essex Sedan over 20,000 miles on the original tires. Has given excellent satisfaction—upkeep has been very slight. Am also driving an Essex Touring, which has covered 14,000 miles, and my experience with this has been equal to that with the Sedan.

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Wm. Bros. Boiler & Manufacturing Co.

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"Favorite of 15 Cars"

"Have driven 9,000 miles to date and instead of depreciating in efficiency my Essex "It is the greatest of 15 makes I have driven."

BRUCE CHISHOLM. City and Suburban Realty Co. Cleveland, Ohio.

"Absolutely the brightest, liveliest, little engine I ever found in an American Car"-S. F. Edge in "The Autocar," London, Eng. "A colossal revelation of the value Americans can offer at its price"-E. N. D. in "The Auto," of London. End.

"Its transcontinental record is not merely a record-it's a miracle"-From "The Car," London, Eng.

# —and it set all these famous records—

### In 4 trips across America Essex 4 times breaks the transcontinental record

First Essex San Francisco to New York -4 days, 14 hrs., 43 min.

Lowers Record 12 bra., 48 min.

Second Essex New York to San Francisco -4 days, 19 hrs., 17 min. Lowers Record 22 bre., 13 min. Third Essex San Francisco to New York -4 days, 21 hre., 56 min. Lowers Record by 5 bra. 35 min.

Fourth Essex New York to San Francisco -5 days, 6 hrs., 13 min. Lowers Record by 11 bre., 19 min. The average time for each of the four Essay care over 3347 miles Ocean to Ocean route was 4 days, 21 hours,

Essex set the official 50-hour record, traveling 3037 miles at better than a mile a minute. For cars of its motor size it holds all official stock records for speed and endurance from 1 to 50 hours.

It set the world's 24-hour road mark of 1061 miles, and the official 24-hour dirt track record of 1261 miles. Essex also set the New York-Chicago record-24 hrs., 43 min., and the San Bernardino hill climb record.

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The Essex did not bring costly car performance and reliability to the light, moderate-priced field without duplicating or excelling the design and workmanship of the finest, high triced cars.

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And so throughout, Essex gets its long endurance, and continued smoothness and quietness of operation, from the way it is built. It has eliminated squeaking bodies with a frame so designed that it does not weave. This frame, with one exception is sturdier for the duty it is to perform than any other car.

Devices which provide for longer wear, or for taking up wear at no expense, are Essex features that only a few of the highest priced cars duplicate. This is the reason that Essex cars that have seen 2 years service and upwards of 20,000 miles are running as well and as quietly and economically now as when new. Bearings are snug. Joints are tight and free from squeaks. Doors are solid and flush-fitting, without rattles. You never have seen an Essex with weaving wheels, and bar accident sufficient to smash a car, you never will.

These are not spectacular advantages. You may not notice them in comparing Essex to another new car. But you will know what they mean if you compare an old Essex to another old car.

Time serves to show the real difference between the way cars are built. That is why Essex owners who have had their cars through long, hard service, speak with such conviction of its goodness.

It is easy for you to find and examine the real proofs regarding any car you may think of buying:

What have cars of the same make shown over a period of several years?

What is the future expectancy of good service from such cars after twenty or thirty thousand miles.

You have the all important advantage of being able to ask owners. Make use of it. It is an inexpensive insurance against the risk of making a selection you may regret.

We will be glad of an early opportunity to explain the many points of advantage that only costly cars share with Essex.

-remember Essex Prices have been Reduced \$405 to \$465 Gomery-Schwartz Motor Car Co.

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