# EARER TO BUCHAREST d Heavily in Men and Arms,

armles of the Teutonic Aities, in Southwestern Rumania, meharest their main objective, olded hands from the Danube in ath to the northwest of Buchasher coming through the shous region, they have reached bwn of Tergovistea. Berlin anses that the battle of the Argechu has come to a final conclusion the Teutonic Allies the victors il along the front they are drawser their net toward Bucharest. h the capture of Tergovistea, and s beyond the railroad junction of Titu., the forces of the Central is now hold intact all the railhes running into Bucharest from The Predeal pass line, runorth from the capital into Transis is the sol remaining railconnection in Western Wallachia in Rumanian hands and with entons now nearly astride this it Breza and rapidly advancing, oute seems likely to be taken

the south and southwest of arest the forces of Field Marshal Mackensen that crossed the Danhave inflicted a heavy defeat on manlans and captured the town radichtea, twelve miles from the

this fighting, according to Berlin, demanian army succeed sanguincasualties and on Sunday lost than 8,000 men made prisoners thirty-five cannon. Near Tituen locomotives and much rolling fell into the hands of the Teu-

Dobrudja and in the northwest the Bukowina and Translyvafronts violent fighting is in prog-According to Sofia in the former n the Bulgarians repulsed heavy ian allacks. Berlin admits slight ess in the northwest by the Rus-north and south of the Trotus. the Carpathians south of Jablothe Bussians captured another

ide from the Macedonian theater fighting of moment has taken Berlin admits a realignment of Teutonic Allied front east of the ured an entire ser\*\*\* of powerful ified Bulgarian positions north of mishte and Budmirtha and taken in mishte and Budmirtha and taken in ition guns, machine guns, ammuni-

British sappers near Ypres and Wytte., Belgium, by mine explosions ed the way for a raid on German hes. Some of the British succeedin entering an advanced trench but



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a saving of time and money. Axle and propellor shafts made nd guaranteed to equal the factory oduct in every particular. Casings and Tubes vulcanized—

work guaranteed. Presto-Lite Exchange - Styles B M E cylinders always on hand.

Pisk Tires and tubes always in we will personally see that the satisfied with our service two do not want your money.

Oxy-Acetylene Welding—Castings all kinds of metals a specialty. Thanking you all for the handhe support given me since going husiness for myself, I am,

Yours respectfully, W. O. HAY later were driven out. A British attempt against Le Sars also falled. Considerable artillers activity continues at various points along the French front, especially in the Somme region and on the Verdun

Artiflery duels and small manoeuvers by patrol parties have featured the fighting on the Austro-Italian front A Russian attack against the Ger man lines near Lake Drisklaty, south of Dvinsk, failed with heavy casual ties to the Russians, according to Ber

The British Cabinet is to be recenstructed, but the changes that are to be made will not bring a policy differ ent from that which has been pursued since the beginning of the war.

Unofficial advices from Athens say that quiet prevails in the Greek capi-tal. The British war trade minister has announced in the House of Commons that the Entente Allies will immediately take steps to obtain a so lution of the Greek difficulty, in which King Constantine is said to be involv-

#### Tom Watson Not Guilty.

Augusta, Dec. 2.—Thomas E. Watson, author and editor, wept when he was acquitted this morning in the federal court on the charge of sending obscene matter about the Roman Catholic church through the mails. The case was given to the jury at 6:38 last night and the verdict was returned at 10:45 this morning.

This was the second trial of Mr Watson on this charge, a former hearing having resulted in a mistrial.

There was no demonstration in the court room at the announcemnt of the verdict. The verdict was not unmors that the jury stood nine to three for acsulttal.

#### Men Held For Lynching.

Abbeville, S. C., Dec. 4.—Fifteen white men were arrested here today following an investigation ordered by Governor Manning into the lynching of Anthony Crawford, a negro, accused of having attacked a white man. others of rioting. Preliminary hearings probably will be had tomorrow.

Solicitor R. A. Cooper will appear for the State. The following are na river, while the Serbian, war charged with participating in the sassets that the Serbs here have lynching: Jeff Cann, Sam Cann, Lester Cann, Will Cann, Burt Ferguson, J. S. Banks, Eugene Nance, Sam Ad-ams, J. V. Elgin, George White, Jr., Charges of rioting are preferred a gainst: Jeff Cann. Sam Cann. Lester Cann, Will Cann, Burt Ferguson, Sam Adams, J. A. Brock, W. D. Bell and Irwin Ferguson. Brock, Bell and Irwin Ferguson waived preliminary this afternoon and were released on bonds

> Frank James, a colored man living t Wisacky, while returning home from Bishopville Tuesday night about 7 o'clock was killed almost instantly by a kick from his mule. The mule took fright at an automobile and ran away. When he was stopped, he commenced kicking, striking James equarely over the heart.—Bishopville Vindicator.

#### TAX NOTICE.

Office of Treasurer, Kershaw Co., Camden, S. C., Sept. 20, 1916.

Notice is hereby given that the books will be open for collecting State, County and School taxes from October 15th, 1916, to March 15th, 1917. A penalty of 1 per cent. will be added to all taxes unpaid Jan. 1st, 1917; 2 per cent. Feb. 1, 1917; 3 per cent. March 1, 1917.

The rate per centum for Kershaw county is as follows:

State taxes	61/2
Special taxes	11
Road taxes) School taxes	8
Total	201/2
anedal levies:	1

Special school tax District No. 1 special school tax District No. 2. Special school tax District No. 4. Special school tax District No. 6 ..... Special school tax District No. 7... Special school tax District No. 8. Special school tax District No. 9.. Special school tax District No. 10.. Special school tax District No. 11 ... Special school tax District No. 12. Special school tax District No. 13. Special school tax District No. 14. Special school tax District No. 15. Special school tax District No. 17. Special school tax District No. 18. Special school tax District No. 19.... Special school tax District No. 20... Special school tax District No. 21... special school tax District No. 22 Special school tax District No. 28... Special school tax District No. 24... Special school tax District No. 25 ... Special school tax District No. 26 .... Special school tax District No.-27....6 Special school tax District No. 28....6 Special school tax District No. 29 .... Special school tax District No. 30....2 Special school tax District No. 87...2 Special school tax District No. 31...3

Special school tax District No. 47....4 The poll tax is \$1.00.
All able-bodied male persons from the age of twenty-one (21) to sixty (60) years, both inclusive, except residents of the incorporated towns of the county shall pay \$2.00 as a road tax, except ministers of the gospel actually in charge of a congregation, teachers employed in public schools, school trustees and persons permanently disabled in the military service of this State, and persons who served in the late war between the States, and all persons actually employed in the quarantine service of this State and all residents who may be attending school or dents who may be attending school or college at the time when said road tax shall become due. Persons claim-ing disabilities must present certificates from two reputable physicians of this

Special school tax District No. 32\_4
Special school tax District No. 33\_4
Special school tax District No. 34\_4
Special school tax District No. 34\_4

Special school tax District No. 36 ....

Special school tax District No 40.11

Special school tax District No. 46....

All information as to taxes will be furnished upon application. D. M. McCASKILL.

County Treasurer.

NEW POLICY NEEDED IN GOVERNMENT RAILWAY CONTROL

## Heipfulaess and Encouragement Urged by A.fred P. Thom.

### CREDIT MUST BE IMPROVED

Increase of Transportation Facilities Necessary to Secure Relief From High Cost of Living May Thus Be Provided For by the Railroads.

of government railroad regulation; based on constructive principles of helpfulness and encouragement instead of upon principles of repression and punishment, was urged by Alfred P. Thom, counsel for the Railway Executives' Advisory Committee, the first witness on behalf of the railroads before the Newlands Joint Committee on Interstate Commerce, which has instituted a general inquiry into the problems of railroad regulation.

"It is proposed by the joint resolution of Congress," said Mr. Thom, "to go into a comprehensive study of the whole subject of transportation, to make a new assessment, after 29 years. of experiment, of its history, its present conditions and its Juture needs. The railroads accept the view that reg ulation is a permanent and enduring part of government in America and that the first duty of the carriers is to the public. That duty is to afford reasonable facilities on reasonable terms and at reasonable rates, and this must be done before any private interests can be considered.

Certainty, Safety and Sufficiency.

Mr. Thom contended that the real interest of the public is in being assured of certainty, safety and sufficiency of transportation facilities, rather than in rates. The first consideration of the of the same to me at Bethune, S. C., public is to obtain transportation facili- and all parties, if any, having claims ties. What the cost is, is in reality a second consideration, he said.

Mr. Thom proposed an Increase of transportation facilities as a method of securing relief from the high cost of living. "There have been less than 1,000 miles of new railroad constructed in the United States during the past year," he said. "less than in any year since 1848, except the period of the Civil War, and yet the cost of living is daily advancing owing to a shortage of supplies which might be remedied by securing access to new areas of produc-

#### Credit Must Be Improved.

"This lends to the consideration as to Camden, S. C., Nov. 13, 1916. whether railroad credit is as good as the public interest requires. It is impossible for railroads to earn enough to supply the necessary new facilities from current revenue. They must be provided from credit. Investors can-

not be coerced, but must be attracted." Among the conditions affecting railroad credit which deter investors he mentioned the following:

"First, Railroad revenues are not controlled by investors, but are fixed and limited by governmental authority Camden, S. C., November 9, 1916. and not by one but by several governmental authorities, which do not recognize responsibility for assured results to investors and are uncoordinated.

"Second, Railroads cannot control and the government cannot and does not limit the expense account.

"Third, The present system of regulation is based on a policy of regulation and correction and not on a policy of helpfulness and encouragement.

"Fourth, The outstanding obligations of the railroads have already exceeded the financial rule of safety and involve a disproportionate amount of obligations bearing fixed charges.

"Fifth, The investor must accept a subordinate obligation or security with no assurance of a surplus of earnings to support it

"Sixth, Other competitive lines of investment present superior attractions. "Seventh, The railroad business is largely controlled by political instead of business considerations.

Look Forward, Not Back.

"We may debate about what has caused the present conditions," said Mr. Thom, "but we cannot debate about what the people need. The President has taken the view that we must look forward in this matter and 'make a fresh assessment of circumstances' in order to deal helpfully an f intelligently with the problem. Abuses are no more prevalent in the railroad business today than in any other business humanely conducted. The great question now is whether the existing system of regulation gives the public re-Hable assurance of sufficient present and future railroad facilities.

"Those who oppose any change must make their appeal on the ground that the present systems assure the public of the continued adequacy of transportation facilities. If they do not, no argument based on the desirability of the present dual system of regulation will be accepted by public judgment. The question of 'states' rights' is not involved. If the regulation of transportation facilities privately owned should fail government ownership must follow, and then all power of the states over the railroads would disappear.

"Let us debate this question, then, not upon any mere theory or jealousy as to the distribution of governmental power, but upon the large issue of what the public interest requires in respect of the assurance of adequate transportation service."

## WOMEN UNFURL BANNER

In Capital While President Makes Annual Address.

Washington Dec. 5. President Wilmarked by a woman suffrage coup in market the galleries-the first real show of organized militancy in the capital—and by a great demonstration of congratulation to the President upon his reelection, in which many Republicans joined with the Democrats.

After acknowledging the prolonged cheers and applause which greeted his entry to the hall of the House, the President had launched into his address, reviewing recommendations for railroad legislation, the Corrupt Pracstice Act and had passed to his recommendations for a broader government for Porto Rico. He was just about to begin the sentence: "The present laws governing the island and regulating the rights and privileges of its people are not just," when over the rail of the gallery, where sat a Washington, Nov. 28. A new policy party of women suffrage leaders, there, frage yellow bearing in great black letters the inscription:

"President Wilson, what will you do for woman suffrage?"

The suffragists said afterward it was their protest that the President should plead with Congress for broad er suffrage for the men of Porto Rico while he did not mention their own

cause in his address As the banner rippled down the suffragists sat smiling and unperturbed. watching the effect. A diminutive page, raised on the arms of men directly under the gallery, grasped the edge of the banner and snatched it down. President Wilson, attracted by the stir, looked up from his reading and apparently taking in the situation at a glance, smiled broadly and without hesitation or interruption turned his eyes back to his manuscript and continued his address to the end without further demonstration.

Policeman and gallery guards scur-

#### ESTATE NOTICE

Estate of J. H. McGoughan. Mrs. Lois V. McGougan, Administratrix.

All parties indebted to the estate of J. H. McGougan, deceased, are hereby requested to make prompt payment against the said estate will present them duly attested on or before November 25th, 1917.

Lois V. McGOUGAN, Administratrix. Camden, S. C., November 25th, 1916.

NOTICE TO DEBTORS All parties indebted to the estate of Simon Fields, deceased, are hereby notifled to make payment to the undersigned, and all parties, if any. having claims against the said estate will present them duly attested also to the undersigned Executor within the time prescribed by law.
J. JENKINS.

Executor.

## FINAL DISCHARGE.

Notice is hereby given that one month from this date, on Monday, December 11, 1916, I will make to the Probate Court of Kershaw County final return as Administrator of the estate of Mrs. M. B. Workman, dereased, and will on the same day apply for a final discharge of the same.

JOHN J. WORKMAN. Administrator.

contented themselvs with watching the party, as if to prevent a further outbreak

Over 8,000 bales of long staple cotson's address to Congress today was ton have been sold on the Hartsville

#### DISSOLUTION SALE.

State of South Carolina County of Kershaw

Pursuant to an agreement entered uto by and between the purchasers of the following described real estate and for the purpose of dissolving the same, notice is hereby given that I will offer for sale in front of the Court House door in the City of Camden during the legal hours of sale, to the highest bidder, on the first Monday in January. being the first day therein, the follow ing described tracts of land:

Tract No. 1 .- All that tract of land with buildings thereon, situate and befluttered down over the heads of an aforesaid, containing sixty one (61) bert Cantey, now of K. S. Villepigue, amazed assemblage of Senators and acres, more or less, and bounded north by lands of J. C. Nicholson and by lands of J. C. Nicholson, east by west by National Highway, and South ing in the county of Kershaw and state lands of Nicholson, south by lands of, ern railway. Thos. J. Kirkland and lands of Emma Plats of above lands may be seen at Bruton, west by Southern rallroad and office of R. W. Mitcham, surveyor. National Highway. Four miles north. Terms of sale: Cash.

of Camden. Tract No. 2 .- All that tract of land

ried to where the women were seated with buildings thereon, situate and being in the County and state aforesaid, containing two hundred and fifty (250) acres, more or less and bound ed north by Saunders Creek and lands of Joe Belton, east by Southern rullroad and National Highway, between Camden and Kershaw, and lands of Nicholson, south by lands of H. L. Richey, and west by lands of Jas. H. Burns, sagge being knewn formerly as Deas and Thompson and

Tract No. 3 .-- All that tract of land with buildings thereon, situate and to ing in the County and State aforesaid, containing seventy five (75) acres more or less, and bounded north by Belton lands, east by lands of Springs and Shannon, and lands formerly of Cantey, now Villepigue lands, south by lands of K. S. Villepigue and west by National Highway and Southern railway. Five miles north of Camdon.

Tract No. 4 .- Containing one hundred and two (102) acres more or less, and bounded north by Tract No. 3, (described above) and Saunders Creek, east by lands formerly of Gil-

1. C. HOUGH,



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