

WE HAVE THE GOODS

KLAUBER'S "The Store of Quality"

Invites you to come in and see the most up-to-date line of Ready-to-Wear Goods ever shown in Bamberg. We mention below some special lots that we have just received:



Ladies' Department

One lot of pretty white Chinchilla Coats, **\$5.00 to \$15.00**

One lot Special Suits **\$15.00**

Big lot Waists, every one a \$1.50 value, each **\$1.00**

Big lot Sport Coats, ranging in price **\$3.75 to \$12.50**

50 Special \$5.00 value Corduroy Skirts, special **\$2.50**

Big lot full length Broadcloth Coats, sizes 16 to 42, ranging in price from **\$10 to \$25**

Flesh colored Crepe De Chine Underwear:

Teddys at **\$3.50 to \$7.50**

Gowns at **\$5.00 to \$7.50**

15 beautiful Evening Dresses, each **\$12.50 to \$25.00**

Georgette Waists, beauties, each only **\$6.00**

Beautiful Crepe De Chine Waists **\$2.00 to \$3.50**

Big variety of High Boots, the pair **\$2.50 to \$10.00**



Mens' Wear

50 extra length Box Back Men's Suits in beautiful brown and blue worsteds, values up to \$25.00, our price **\$15.00**

Beautiful English models in Regal shoes **\$4.00 to \$6.50**

25 Semi-English Cut Suits in beautiful striped unfinished worsteds, special values at, the suit, **\$17.50, \$20.00 and \$25.00**

Plaid Mackinaws, while they last **\$6.00 to \$7.50**

Mackinaw Plaid Caps at **50c**

New Stetsons in this week, beauties, at only **\$3.50**

Boyden Shoes at the old price, per pair **\$6.50**

\$4.00 value Gun Metal Shoes, special, per pair **\$3.50**

Household Goods

Big line of Blankets, the pair, at **\$0.00 to \$7.50**

White Spreads **\$1.00 to \$3.5**

White Spreads, ranging in price from, each **\$1.00 to \$3.50**

Towels, each **25c to \$1.00**

Lace Curtains, ranging in price per pair **50c to \$6.50**

See us if you

Want to Save

Money

KLAUBER'S, "The Store of Quality" Bamberg, S. C.

CROSSING ENGLISH CHANNEL.

Aeroplane Goes From France to England in Seventeen Minutes.

Never were such numbers of planes employed and never did they play such an important part as in the battle of the Somme. The wastage of British planes at the front has been supplied by new planes flown across the channel from England, where, after coming from the factory, they are tested out at a home aerodrome. The record time in crossing the channel at the narrowest point, where the distance is twenty-two miles, is eight minutes.

When the Associated Press correspondent, who was in London for a day's leave from the front, asked a certain general at the war office for permission to fly back instead of going by steamer, train and automobile, the answer was "Perfectly easy." And to prove it he called upon the commander of the flying corps and in five minutes all was arranged over the telephone.

"What about my baggage?" asked the correspondent.

"Oh, take it along and strap it on," replied the general. "A plane that carries 150 pounds of bombs will not be bothered with a dress suit case."

A dozen machines, one after another, were due to go to France that day as soon as the wire said a storm on the other side of the channel had passed. The correspondent slipped into a wadded jacket for protection against the wind, which would also act as a life buoy if he happened to fall into the channel, and took his place, a position usually occupied by the observer, who also mans a machine gun.

"She's a good and steady 'bus," said the pilot. "They flew her down from the factory three days ago and she's turned up and ready for her part in the big show on the other side. You must not expect any fancy stunts or thrills. My business is to fly her to France and deliver her in good condition ready for work."

She was immaculate in her fresh varnish and reassuring in her staunchness. This pilot has made thirty such crossings and was proud of the fact that he had never come down at any of the way stations. Before the war he had been ranching in South Africa and was one of the thousands of men who knew nothing about flying, but have become expert aviators.

It was straight as a line drawn on a map following a plotted course of

land objects for the route, from the aerodrome the machines left for the aerodrome at the front. After forty minutes in unvarying steadiness of speed above the pattern work of the English hedges he turned at a given point for the channel crossing. Usually the crossing is made at a height of 10,000 feet. This allows of more leeway to descend to the nearest shore or to a steamer in the channel in case of engine trouble.

"Our object is not to take any unnecessary risks," said the pilot, "but to get the plane to the front where it is needed and will have risks in plenty over the battlefield."

On account of the thick weather he took the channel this trip at a height of 4,000 feet. As the white lace work of surf beat against the chalk just under foot the correspondent looked at his watch. Beneath were all the patrol ships that guard the channel, which were lost as the machine ran into a cloud.

Neither the shore nor the surface of the water was to be seen. Then the pilot stopped the engine and the machine slid for a thousand feet, until the sea floor dotted with the white flecks of wave crests appeared, and ahead as the engine took up its refrain again was the white edging of the surf at the foot of the chalk cliffs of France.

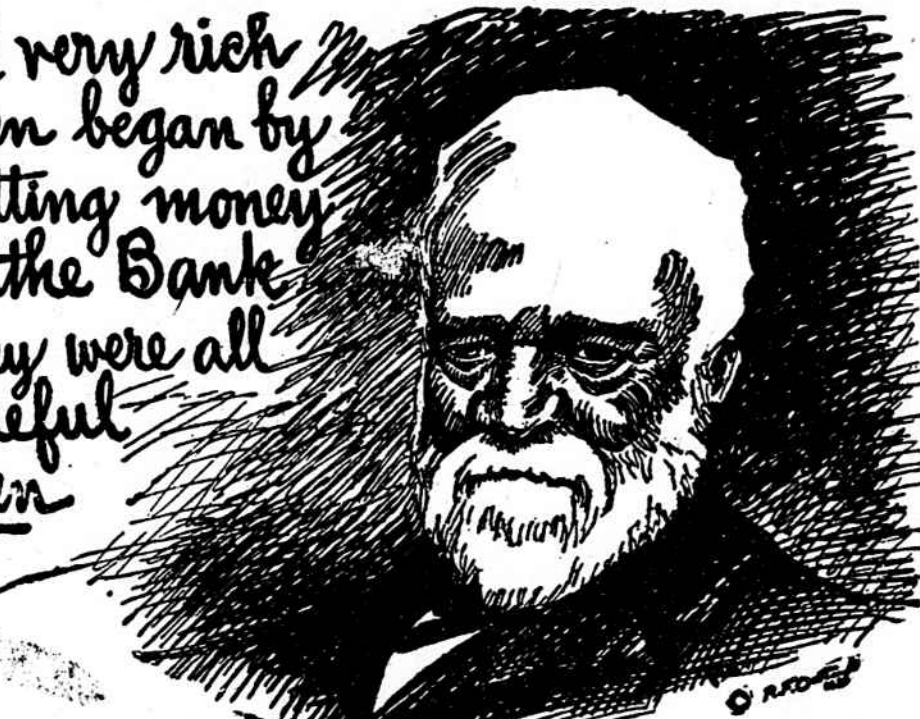
As the machine crossed that tape the correspondent looked again at his watch and saw that the time elapsed was seventeen minutes. The flight had not been made over the narrow part of the channel. The fastest steamer would have required an hour and a quarter and traveling that way the passage would have been rough, as a heavy sea was running.

Now over the broad spaces of the hedgeless land of France with the fields so many patchwork squares stretching between soft green clumps of woods and on toward the section of the front and the battle line. Then finally over a cathedral tower and down on the green floor of the aerodrome where there were a score of other new planes fresh from England. When storms have prevented migration for a period, fifty have come in from England in one day.

"Good night," said the pilot after he had reported his arrival to the aerodrome office and before getting into an automobile. "I am off to catch the steamer and bring back another 'bus tomorrow."

New Teacher—Who can tell me a thing of importance that did not exist a hundred years ago?
Little Boy—Me.—Widow.

All very rich men began by putting money in the Bank. They were all careful men.



ANDREW CARNEGIE SAID, "THE MAN WHO DOES NOT AND CANNOT SAVE MONEY CANNOT AND WILL NOT DO ANYTHING ELSE WORTH WHILE. THE BEST WAY TO ACCUMULATE MONEY IS TO RESOLUTELY SAVE AND BANK A FIXED PORTION OF YOUR INCOME, NO MATTER HOW SMALL THE AMOUNT." The careful man knows the truth of this.

AS A POOR SCOTCH BOY, ANDREW CARNEGIE CAME TO AMERICA. WOULD HE HAVE BECOME ONE OF THE WORLD'S RICHEST MEN IF HE HAD SPENT HIS "FIRST" EARNINGS?

NO. HE BANKED AND SAVED HIS MONEY AND BECAME RICH AND POWERFUL. THEN HE COULD AFFORD TO BE GENEROUS.

BANK YOUR MONEY.

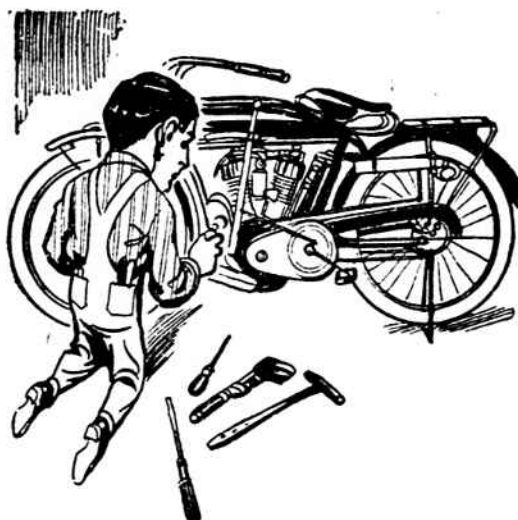
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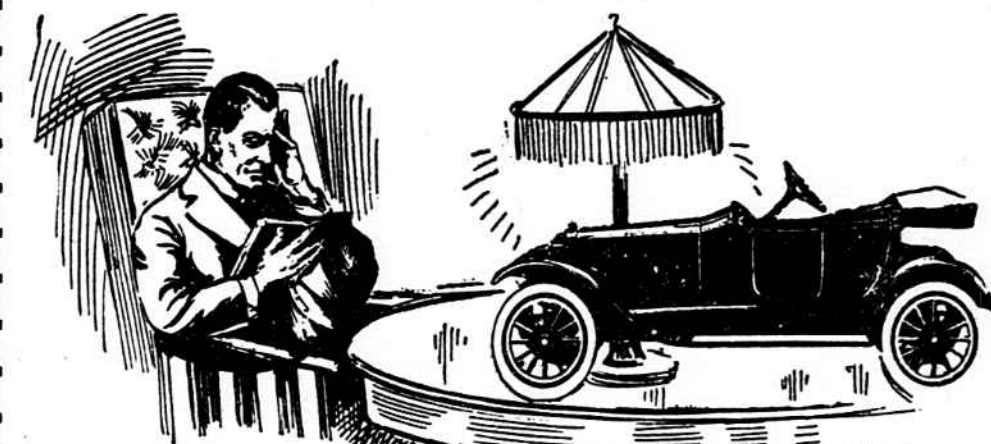
as they go into the bank and you will know how you disburse them. If you acquire the banking habit when young, and determine to let your savings and earnings grow, you will soon find yourself independent. Let us take care of your money for you and relieve you of all worry as to its safety. It will be always ready for you when you want it.



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