

RECALLS DARING FEAT.

U-Boat Raid Revives Memory of Confederate Exploit.

The consternation occasioned in shipping circles by the raid of the German submarine U-53 is a remarkable duplication, naval men say, of what happened in 1863 at New York and other Eastern ports when the Tacony under the command of Lieut. C. W. Read, of the Confederate States navy, passed up the Atlantic coast, burning and scuttling American ships.

For two entire weeks Read continued his foray on American commerce, and notwithstanding that more than 40 cruisers and chartered vessels were sent out in search of him, the intrepid Confederate was only captured when he ventured into the harbor of Portland, Maine, in an attempt to cut out a steamer of that place.

During a period of three days the Tacony cruised off the Nantucket shoals, and in that time burned a full rigged clipper ship, bound from Liverpool to New York, a bark and a Liverpool packet. These three craft were destroyed in the same locality where the U-53 on Sunday last sent six steamers to the bottom.

It was in May, 1863, when the quest from Lieut. Read to be permitted to take the Clarence, man her Confederate cruiser Florida, being off Cape St. Roque, Brazil, on a cruise against American commerce, captured the American brig, Clarence. The Florida was commanded by Commander J. N. Moffit. Serving on the Florida as a watch officer was Lieut. C. W. Read. Commander Moffit was about to burn the Clarence when he was approached with a request from 20 men from the Florida's crew, and proceeded to Hampton Roads, Va., there to slip in Fortress Monroe and cut out a steamer. With the steamer, Read proposed to cruise against American commerce. Failing in the attempt to get by Fortress Monroe, Read proposed as an alternative then to proceed to Baltimore, Md., and fire the shipping of that port.

A Puny Force.

Commander Moffit approved of Read's request, and transferred to the Clarence 20 men and one howitzer. With this new command Read parted from the Florida and followed three American vessels, learning one month later he was off the Carolina coast where he burned and bonded three American vessels. Learning from his captors that no craft were permitted to pass Fortress Monroe without strict examination. Learning only in the event that the vessel attempting to enter was laden for government account, Read decided to abandon his original idea and instead to make a raid up the Atlantic coast.

On June 12, when about 50 miles east of Capt Henry, the entrance to the Chesapeake, the Clarence made false signals of distress to a fine bark in the distance. The bark bore down on the Clarence, and before her people were aware of it, Read's men had clambered on board and the bark was their prize. She proved to be the Tacony, an American craft. Read at once saw that she was a fine craft, and not being altogether satisfied with the sailing qualities of the Clarence, he burned the latter after first transferring his howitzer and crew to the Tacony. Before leaving the ground where the Tacony was captured Read gathered in three more craft, one of these, the schooner Schindel, he burned. The others, a brig and schooner, he bonded. Finding himself encumbered with many prisoners, Read transferred all to the last captured schooner and sent them into Philadelphia.

The Tacony now stood off shore laying a course to intercept the homeward bound American ships engaged in the West India trade. On June 15, the Tacony being about 250 miles east of Cape Charles, she burned a brig. Then she made for the Nantucket shoals, where on June 20 and 21, she burned the three vessels above named.

Eight in One Region.

On June 23, the Tacony was off the Georges bank, and in that locality she burned eight American vessels. By June 24 the Tacony had reached a position to the northward of the track of vessels bound from Europe to the port of Boston, and when at a point 110 miles east of Portland, Maine, she captured the schooner Archer. Read appreciating that many vessels must by this time be in search of him, decided to quit the Tacony. This he did by transferring to the Archer, after which the Tacony was fired.

Read now planned to slip into Portland, Maine, and cut out a steamer at that port with the Archer without being challenged and about 9 o'clock of June 26 he carried by boarding the cutter Caleb Cushing. This was a two masted sailing craft. Before cutting out the Cushing, the alarm was sounded and Read found it expedient to get to sea as quickly as possible. Manning the Cushing, he made sail, and managed to clear

MILL MEN APPEAL FOR AID.

Ask Governor's Assistance in Enforcing Writs of Ejectment.

Anderson, Nov. 4.—The management of the Equinox mills has appealed to Governor Manning for assistance in enforcing the writs of ejectment that have been issued by Magistrate Cox against seven former employes of the mills. These seven are strikers and the management is now seeking to cause them to vacate their cottages in the mill village.

The strike occurred August 31 and the machinery has been idle since that date. Rules were served on ten of the employes to show cause why writs of ejectment should not be issued. The strikers employed counsel and the cases have been heard by magistrate at the rate of one a day. In the seven cases so far tried writs of ejectment were issued. Two of the defendants have vacated their cottages, one moving his household goods himself and the other allowing the magistrate's constable to remove his effects. When the constable went to the mill village Thursday to serve another one of the writs he returned to the magistrate and reported that he made no effort to remove the household goods because of the crowd of strikers who had congregated. In company with another constable Magistrate Cox's constable went back to the mill village yesterday to eject the man and they returned declaring that they were resisted by armed strikers. There are still three cases yet to be heard by the magistrate against Equinox strikers and nineteen cases against Gluck mill strikers. The Gluck and Equinox mills are under the same management.

Being unable to secure the enforcement of the writs of ejectment as issued by Magistrate Cox the management has appealed to Governor Manning.

Not Long Enough to Tell.

Rain, rain, nothing but rain! The weary traveler put his umbrella up for about the sixteenth time that day. He was getting very much annoyed, for, try as he might, he could not prevent the water from penetrating through his clothes.

He stopped at length in a doorway, hoping that very soon the rain would abate. He espied a man next to him, and turned for a chat.

"Beastly weather!" he remarked. "Beastly!" exclaimed the man, who was a resident of the town and who was just as displeased at the weather as the traveler. "Why, that ain't the word for it."

"Been raining here long?" ventured the traveler.

"I can't say exactly," said the other, "You see, I've only lived here five years."—Boston Herald.

the harbor, but by morning the wind failed and the Cushing lay becalmed a few miles beyond the port. In this predicament the Cushing was surrounded by several excursion steamers filled with troops from the port, and at 11:30 a. m., of June 27 Read surrendered to the military on the steamer Forest City.

The advent of the Tacony on the American coast produced a record of alarms seldom paralleled in history. The navy department was deluged with telegrams for a fortnight.

The commandants at the Philadelphia, New York and Boston navy yards were ordered to send out every available craft, to charter and seize if need be any suitable craft capable of steaming within 48 hours. A week after the first instructions were sent out the navy department wired to charter more vessels. In all more than 40 steamers cruised in search of the Tacony but not once was that vessel sighted. The whole occurrence indicated, naval men say, that it is of little use to inaugurate a search unless it is done in an intelligent manner and there was every indication that the search of the Tacony in 1863 was without any central control.

The Tacony affair has been used as a striking illustration in naval problems in matters having to do with scout patrols. It was afterward shown that several of the searching craft were at times very close to the Tacony, but owing to a well established system of control the Confederate was able to slip through the cordon that it was attempted to form.

A year later the Confederate cruiser Tallahassee made a dash out of Wilmington, N. C., cruised as far north as Halifax and after her return to Wilmington, burned or scuttled 31 American vessels. The work of destruction was accomplished in ten days of actual time, the remaining ten days being spent in cruising.

Commander J. N. Moffit on the Florida made a rapid passage over the Atlantic coast, and then reached over on a long leg to the Azores. He also passed over the coast but at no instance was the consternation created so great as in the case of the raid as made by Read with his 20 men in the Tacony.

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TAX NOTICE.
The treasurer's office will be open for the collection of State, county, school and all other taxes from the 15th day of October, 1916, until the 15th day of March, 1917, inclusive.
From the first day of January, 1917, until the 31st day of January, 1917, a penalty of one per cent. will be added to all unpaid taxes. From the 1st day of February, 1917, a penalty of 2 per cent. will be added to all unpaid taxes. From the 1st day of March, 1917, until the 15th day of March, 1917, a penalty of 7 per cent. will be added to all unpaid taxes.
THE LEVY.
For State purposes 6 1-2 mills
For county purposes 7 mills
Constitutional school tax 3 mills
Total 14 1-2 mills
SPECIAL SCHOOL LEVIES.
Bamberg, No. 14 9 mills
Binnakers, No. 12 3 mills
Buford's Bridge, No. 7 2 mills
Clear Pond, No. 19 2 mills
Colston, No. 18 4 mills
Denmark, No. 21 6 1-2 mills
Ehrhardt, No. 22 9 mills
Fishpond, No. 5 2 mills
Govan, No. 11 4 mills
Hutto, No. 6 2 mills
Hampton, No. 3 2 mills
Heyward, No. 24 2 mills
Hopewell, No. 1 3 mills
Hunter's Chapel, No. 16 8 mills
Lees, No. 23 4 mills
Midway, No. 2 2 mills
Oak Grove, No. 20 4 mills
Olar, No. 8 9 mills
St. John's, No. 10 2 mills
Salem, No. 9 4 mills
Three Mile, No. 4 2 mills
All persons between the ages of twenty-one and sixty years of age, except Confederate soldiers and sailors, who are exempt at 50 years of age, are liable to a poll tax of one dollar.
Capitation dog tax 50 cents.
All persons who were 21 years of age on or before the 1st day of January, 1916, are liable to a poll tax of one dollar, and all who have not made returns to the Auditor are requested to do so on or before the 1st of January, 1917.
I will receive the commutation road tax of two (\$2.00) dollars from the 15th day of October, 1916, until the 1st day of March, 1917.
G. A. JENNINGS,
Treasurer Bamberg County.

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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. 25c.

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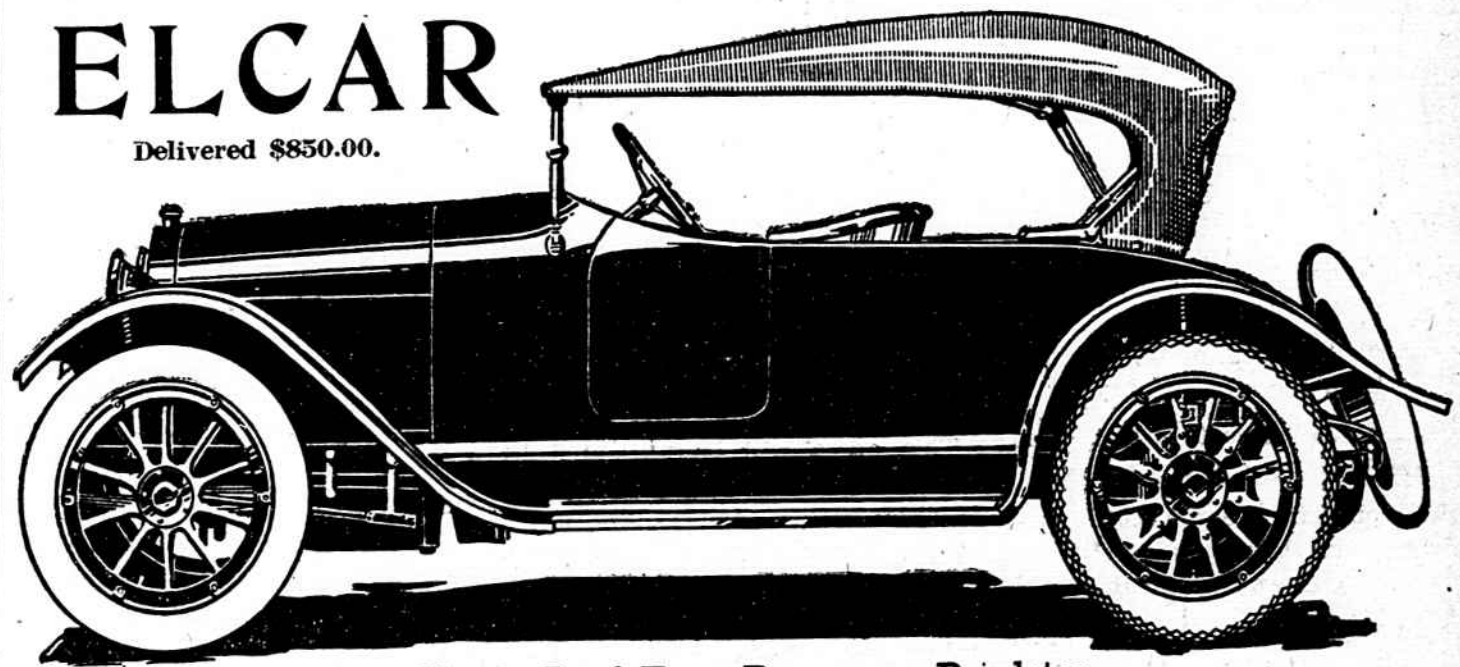
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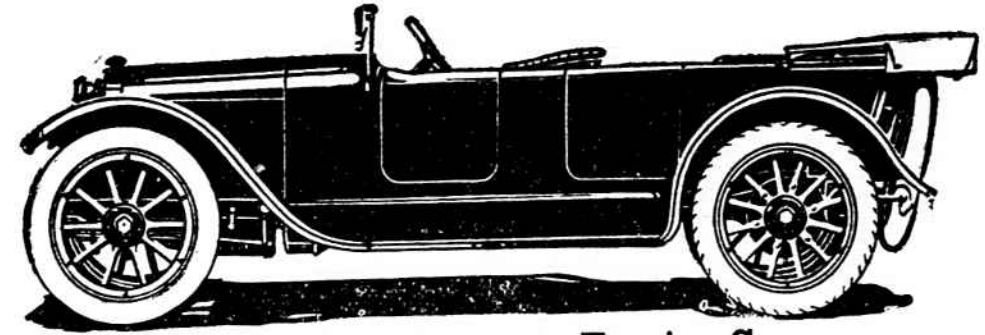
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