

BUGGIES! BUGGIES!

I have on hand one of the largest stocks of Buggies ever exhibited in this part of the State, and I am selling them at the right prices. In the stock may be found any kind of buggy you may wish, open or top, of several standard makes. I handle only the best vehicles to be had, and as I buy in large quantities, I am enabled to sell them cheap. No matter what kind of Buggy you want, it will pay you to see my stock, I will guarantee to save you money. Whether you want to buy or not, come in to see us when in town.

G. FRANK BAMBERG

TELEPHONE 46 BAMBERG, SOUTH CAROLINA

MOVING BIG GUNS.

British Officer Describes Work of Changing Positions of Batteries.

Assault on a new point in the German lines in the west such as was begun during the past few weeks in Flanders, is preceded by many weeks of preparatory activity. The moving up to their new positions of hundreds of batteries of artillery is only one phase of this preparatory activity, but one which requires an infinite amount of labor and transport.

To move a battery of howitzers from the old Vimy Ridge battlefield to the new Flanders battlefields requires roughly four or five days. An account of this process of transfer has been written for the Associated Press by Lieut. K. N. Colville, attached to "000" Heavy Battery, Royal Garrison Artillery. He writes:

"We are not sorry to leave Petitcourt. Its last occupants had been certain Huns and these folk are not at the best times very desirable tenants, while their time in occupation of Petticourt had latterly been very far from 'best,' not even good, in fact. Long before they left, the houses had been suffered to fall into such a state of disrepair that they were driven to living in the cellars, which they had enlarged and deepened for the purpose. Here they had spent days at a time without emerging to the light of Heaven, and the sanitary arrangements whatever they may have been, had evidently broken down badly.

"000 Heavy Battery, R. G. A., in due course came to occupy the scene of the desolation which itself had helped to create. This, indeed, is the tragedy, of the heavy gunner's life. He arrives opposite some pleasant tree-swathed village, admires from his point of vantage across the valley the white chateau, thinks enviously of the comfortable quarters it is affording to the other side. In a few weeks, or a few months, it is his turn to occupy that promised land. But alas, he wishes himself back on Pishah, away from the smell and the filth and the ghastly ruin of this shell-torn place.

"Such a spot was Petitcourt, and we were not sorry when we learned that our work here was done, and that we were to go and repeat the operation elsewhere. For before we could again ply our grim task there must be a brief interval of movement, of the open road, of the

comradeship it brings to men and horses.

"We had a day or two to make preparations for our journey, and the time was fully occupied. At a pinch we could move at a few hours' notice, but trench warfare encourages one to accumulate stores and articles of luxury, which may as well be properly disposed of if possible, for nothing of it all can be taken except the equipment laid down. So our surplus stores were returned to ordnance, and our odds and ends of furniture, home-made beds and tables saved from the ruins of the village. Then, the day before the start the guns were pulled out from Petitcourt, and the whole battery, united once more, spent the night down at the wagon lines, all ready for an early start next morning.

"A light rain was falling, a thing so common in the battle area that we have ceased to count it as good or evil; is part of the persistent order of nature. The vocalists of the battery caroled snatches of all manner of songs, sentimental, burlesque or bellicose. One of the last kind proudly told how:

"We fought them on the Marne,
We fought them on the Aisne;
We gave them hell at New Chapelle,
And here we are again!"

"At last the appointed hour arrived and the cortage, half a mile long, filed out in column of route on to the road.

"All morning we wound along; our progress was slow, for there was much traffic on the roads and we had two villages to pass through. We could not take the direct north and south route to our destination for that would entail too much crossing of the main lines of transport. We must go back to one of the hubs from which these lines radiate, like spokes, and from there turn back along the spoke that leads to our assigned point on the iron-grit wheel's perimeter.

"Midday brings a long halt in the neighborhood of water troughs, and a drink and a bite of food for man and beast. The rain has lifted, the sound of gun fire has died away behind us.

"After dinner one of the subalterns, with a sergeant and an orderly goes on to see our night's billet. The essentials which the billeting officer must keep in mind are these: Horses, men and officers must be close together. The vehicles must be parked

Death List 8.

Washington, Nov. 2.—The torpedoing of the homeward bound army transport Finland, in the war zone four days ago, resulted in the death of two members of the naval army guard, two army enlisted men and four of the ship's civilian crew. A third naval seaman is missing.

Vice Admiral Sims's report of the casualties to the Navy Department today added no details to the announcement yesterday that the Finland had been torpedoed, but had been able to reach a European port under her own steam.

so as to be easily pulled out on the morrow. Room to turn the guns there must be and the standing must be good, or the wheels will be deep in the soft ground by morning. The horses stand in an open field, into which some of the limbered wagons are taken for the picketing posts to be made fast to. The other vehicles are parked in by-roads. At night the horses are taken to water, brought back, rubbed down, fed and left in charge of a picket, while the men go to their billets and the welcome meal which the cooks have been preparing.

"There are other batteries moving on the same road, and one must go out first in the morning. We elect to move first next morning, so we must be up and about early, for there is plenty to do before 'Boot and saddle!' The horses must be watered, groomed and fed, the men must breakfast and their kit be stowed. The routine of this day and its successors is like that of the first. As we move further back, which we do for the first two days, the country changes. Further back the country wears a more prosperous air than in the war-torn parts we have come from. Our second night, in deed, is spent in a town where the civilian element outnumber the British soldiery and the houses are real houses, and not a night's lodging for so many 'hommes' and so many 'chevaux,' with particular attention drawn to the commodiousness of their 'caves.'

"Occasionally we pass other units moving up. Once we pass another heavy battery returning to the line after a long rest. Its paint work gleams and its metal tinkles, and its horses are glossy and fat. We envy them a little as we look sadly at our own dear, weather-beaten 'hairies.' The incoming gunners look scraped paint and dulled harness.

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, 1917, until the 15th day of March, 1918, inclusive.

From the first day of January, 1918, until the 31st day of January, 1918, a penalty of one per cent. will be added to all unpaid taxes. From the 1st day of February, 1918, a penalty of 2 per cent. will be added to all unpaid taxes. From the 1st day of March, 1918, until the 15th day of March, 1918, a penalty of 7 per cent. will be added to all unpaid taxes.

THE LEVY.

For State purposes..... 8 1/2 mills
For county purposes..... 7 1/2 mills
Constitutional school tax..... 3 mills

Total 19 mills

SPECIAL SCHOOL LEVIES.

Hopewell, No. 1..... 3 mills
Midway, No. 2..... 2 mills
Hampton, No. 3..... 2 mills
Three Mile, No. 4..... 2 mills
Fish Pond, No. 5..... 2 mills
Hutto, No. 6..... 2 mills
Buford's Bridge, No. 7..... 2 mills
Olar, No. 8..... 9 mills
Salem, No. 9..... 4 mills
St. John's, No. 10..... 2 mills
Govan, No. 11..... 8 mills
Binnaker's, No. 12..... 3 mills
Lemon Swamp, No. 13..... 4 mills
Bamberg, No. 14..... 9 mills
Oakland, No. 15..... 8 mills
Hunter's Chapel, No. 16..... 8 mills
Colston, No. 18..... 4 mills
Clear Pond, No. 19..... 2 mills
Oak Grove, No. 20..... 4 mills
Denmark, No. 21..... 6 1/2 mills
Ehrhardt, No. 22..... 13 mills
Lees, No. 23..... 4 mills
Heyward, No. 24..... 2 mills

All persons between the ages of twenty-one and sixty years of age, except Confederate veterans 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, 1917, 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 day of January, 1918.

I will receive the commutation road tax of two (\$2.00) dollars from the 15th day of October, 1917, until the 1st day of March, 1918.

G. A. JENNINGS,
Treasurer Bamberg County.

No. 666

This is a prescription prepared especially for **MALARIA or CHILLS & FEVER.** Five or six doses will break any case, and if taken then as a tonic the Fever will not return. It acts on the liver better than Calomel and does not gripe or sicken. 25c

The Quinine That Does Not Affect the Head
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, 30c.

ENLIST!

IN A BOTTLE THRU A STRAW



In the growing army which is enjoying daily

Chero-Cola

"In a Bottle Through a Straw."

Pleasing to the palate

REFRESHING

With no bad after effect.

A combination of delicious fruit flavors, with a full proportion of the refreshing and exhilarating Cola Nut as the base, all blended so exactly that there is no feeling of depression.

Chero-Cola Bottling Co.
BAMBERG, S. C.