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# The Bamberg Herald

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## WONDERFUL TRIP TO WAR

**OLD U. S. SHIPS GALLANTLY PROVE THEIR WORTH.**

**11,000-Mile Dash by Five Old Destroyers to Get Into the War.**

With the United States Navy at a European Base, Sept. 5.—In the gray dusk of 4 a. m. August 1, 1917, five old American torpedo boat destroyers slid away from the torpedo base at Cavite, Manila bay, on a hurry-up cruise across the bottom of the world to the war zone. At 9 a. m. October 20, 1917, these five tin water-snakes slid through the breakwater into his Majesty's dock yard at Gibraltar, proud and dirty and ready to stop cruising.

They had logged 11,008 miles in an actual steaming time of thirty-nine days, fourteen hours and fifty minutes out of a total elapsed time of eighty-one days and five hours, although they had outfitted for a six months' cruise, with enough additional stores aboard the mother ship to last them ten weeks longer—altogether a cruise which has no equal in the history of destroyers. In the history of the United States navy there has been nothing like it except the cruise of the battleship Oregon, March 19, 1898, to reach the Spanish-American war, and dropped anchor May 26, 1898, off Sand Key light, Key West, having done 14,700 miles. The Oregon's run was trumpeted throughout the country, from Tia Juana to Vancoboro, from Greenland's icy mountains to Juncau's coral strand. But only the Bureau of Navigation and a few of the ward rooms knew how the Manila bunch finally managed to pop up here among us in the war zone. And the bureau, after investing the division commander with another half stripe, has filed it and forgotten it. And the ward rooms have other things to talk about.

It may be interpolated here for Brother von Tirpitz's benefit that the fact that their cruise stopped for the time being at Gibraltar does not necessarily indicate that they are now based at Gibraltar. Not at all, not at all.

What made their cruise the more unusual was the fact that four of the five of them had been condemned as unseaworthy and ordered to remain within the three-mile limit. Returning from Shanghai to Manila in 1916 they had run into a typhoon, which knocked them up so badly that the fleet engineer in Manila had recommended their confinement thereafter to insular waters. But, strangely enough, the four which had been sentenced to spend the rest of their natural lives as naval flunky craft around the islands are still doing their 4,000 miles a month on danger zone escort duty, while the fifth lasted barely a month in the war zone. At 1:43 o'clock on the black and dripping morning of November 19, 1917, a British transport ran her down and cut her in two through her petty officers' compartment just for'd of her ward room. Her stern sank like a stone in 972 fathoms, carrying with it three officers and eighteen men, and when her fire room bulkheads let go a little more than an hour later the rest of her followed.

They came to the war zone because they were badly needed. The British admiralty needed anything which would make seven knots—a circumstance which explains the presence of many naval makeshifts among the danger zone escorts. In some instances it has cost the Navy Department hundreds of thousands of dollars to make ready these makeshifts. And in anti-submarine warfare, which has resurrected ancient ten-knot tubs, barely able to keep out of their own way, these five old torpedo boat destroyers are as good as any destroyers that ever took a salt water bath. They haven't the thirty-three knots that the new oil burners have, but high speed is likely to be a temptation. In fact, I have heard it said that the danger zone escort craft which lose fewest merchantmen are the very worshipful company of the trawlers, for the reason that their lack of high speed compels them to remain close to their convoys.

They are old—very old—but their value to the Allied navies as danger zone escort craft cannot be calculated in dollars. To date they have helped to escort over 1,000 merchantmen, and they have yet to lose their first merchantman (although they touch wood when they mention the matter.) They are of the old class of torpedo boat destroyers, but as you stand on the landing, looking away at them moored to buoys in the

## SPANISH INFLUENZA.

**Public Health Service Offers Some Suggestions.**

The following relative to influenza was prepared for the Greenville Piedmont by the Public Health Service: No other communicable disease which assumes epidemic proportions spreads so rapidly or attacks indiscriminately so large a proportion of the population as does Spanish influenza; therefore, while statements that eight million persons have been attacked in Spain alone may be exaggerated, it is probably true there has been a wide prevalence of the disease.

Past epidemics have been characterized by profound prostration out of all proportion to the intensity of the disease; hence it is not improbable that the disease has impaired for a time the efficiency of the German army, as reported.

The present outbreak appears to be characterized by a peculiarly sudden onset, the victim being struck down with dizziness, weakness and pains in various parts of the body, while on duty or in the streets. There is a sharp rise of temperature of 103 and 104 degrees, complaints of headache, pains in the back and photophobia. The throat feels sore, there is a congestion of the pharynx, and in some instances laryngitis and bronchitis. Something also similar to trench fever is sometime found in the influenza patient.

The fever generally falls in three or four days and the patient recovers rapidly. Few fatalities are reported. When there is death, it is usually from acute bronchitis, with terminal failure of the right heart.

There was an epidemic of this disease in 1889 and 1892 in Great Britain.

Treatment—Rest in bed, warmth, fresh air, abundant food, Dover's powders for the relief of pain. The convalescent requires careful nursing to avoid serious consequences.

Sources and Infection—Secretions of the throat and nose passages, conveyed on handkerchiefs, towels, drinking cups and messgear or other methods. Infected persons should be kept separate as much as possible from those not infected. Beds should be screened. There is no practical quarantine, and disinfection can be only general. Attending nurses should wear a gauze mask. During the epidemic, persons should avoid crowded assemblages, such as street cars and working places. Treat as a bad cold.

## 80 PER CENT. FLOUR.

**New Regulations as to Amount of Substitutes to be Purchased.**

Under the new regulations promulgated by the Food Administration regarding the wheat conservation programme, effective September 1, which supercedes the "fifty-fifty" rule and which permit the use of 80 per cent. of wheat flour to 20 per cent. of substitutes, the retail dealer dealing in standard wheat flour is required to carry in stock either

barley flour, corn meal or corn flour stream, they look like any of these modern destroyers whose pa they are. There is nothing modest about them. They make no effort to conceal their purpose in life. Their four rakish stacks lift abaft their crouching bridge like the hair on the back of a snarling dog's neck. And that, I submit, is the trouble with all destroyers; they know they are destroyers and they don't care who else knows it. It's not the proper spirit in which to go after the enemy submarines, for there are times when the Hun is very shy; there are times when you only frighten him under by brandishing your intentions at him in your every line. In fact, the best way to woo the harried Hun—and this is a pious notion with which to temper the destroyer enthusiasm which has seized the world—is to go up and down the seas in a casual, absent-minded fashion, as if your owners had nothing whatever on their minds but ocean freights and the price of fish.

However, torpedo boat destroyers were built long before destroyer captains became the darlings of the gods. These five were authorized as a result of the Spanish-American war in 1898, and when Neafe & Levy launched them at Philadelphia in 1900 the seas were kept by what the navy calls the battle-wagons, and a destroyer command was held to be a harmless way of killing time. The department banished them to the Asiatic station in 1903, and if the department supposed that they were headed for the scrap heap, doubtless the department was justified.

## PUTS IT UP TO GERMANY.

**President Must First Know For Whom Max is Speaking.**

Washington, Oct. 8.—President Wilson has met Germany's peace note with a move which will, at one stroke develop whether her proposal is sincere or merely a pretension, and if a pretension it be, fully justify for all time before the world the prolonging of the war with force to the utmost, force without stint or limit. At the same time the president has left wide open the door to peace.

Declining to propose an armistice while the armies of the central powers remain on invaded soil, the president today called on the German chancellor to state, as an absolutely necessary preliminary to a reply from the entente allies and the United States, whether Germany accepts the principles of peace as repeatedly laid down, or merely proposes to accept them "as the basis of negotiation," and whether the chancellor speaks for the German military masters conducting the war or the whole German people.

Following is the text of the note as sent by the secretary of State to the charge d'affaires of Switzerland, to be transmitted to Germany:

Department of State, October 8, 1918.

"Sir:—I have the honor to acknowledge, on behalf of the president, your communication of October 6, inclosing the communication from the German government to the president; and I am instructed by the president to request you to make the following communication to the imperial German chancellor:

"Before making reply to the request of the imperial German government, and in order that the reply shall be as candid and straightforward as the momentous interests involved require, the president deems it necessary to assure himself of the exact meaning of the note of the imperial chancellor. Does the imperial German government accept the terms laid down by the president in his address to the congress of the United States on the 8th of January last, and in subsequent addresses and that its object in entering into discussions would be only to agree upon the practical details of their application?

"The president feels bound to say with regard to the suggestion of an armistice that he would not feel at liberty to propose a cessation of arms to the governments with which the government of the United States is associated against the central powers so long as the armies of those powers are upon their soil. The good faith of any discussion would manifestly depend upon the consent of the central powers to immediately withdraw their forces everywhere from invaded territory.

"The president also feels that he is justified in asking whether the imperial chancellor is speaking freely for the constituted authorities of the empire who have so far conducted the war. He deems the answer to these questions vital from every point of view.

"Accept, sir, the renewed assurances of my high consideration.  
(Signed) "ROBERT LANSING."

and with every sale of wheat flour he must sell a combination of some one or more of these in the proportion of one pound of substitutes to each four pounds of wheat flour.

No dealer may force any other substitute in combination upon the consumer, and these substitutes must conform to these standards fixed by the Food Administration.

There are some localities where other substitutes are available and which retailers may wish to carry on in order to meet this situation. The following flours may be sold in such combination in lieu of the above named flour, if the consumer so demands on a ratio of one pound to each pound four pounds of wheat flour: Kaffir flour, Milo flour, Rice flour, Oat flour, Peanut flour, Bran flour, Potato flour, Sweet potato flour and Buckwheat flour.

Pure Rye flour or meal may be sold as a substitute, but must be sold in proportion of at least two pounds of rye with three pounds of wheat flour.

The foregoing rules apply to all custom and exchange transactions as well as sales of flour to farmers. Victory Mixed flours, conforming to the standards set by the Food Administration, may be sold without substitutes.

All sizes of electric lamps, including automobile lamps, at Faulkner Electric Service Co.—adv.

## SUPPLY TRAIN BREAKS RECORD.

**Run for Sixty Hours and Kept Up With Advancing Troops.**

With American Army in France, Aug. 18.—Supply train 107 had placed its kitchen in the main square of Chateau-Thierry. Up the road a little way in the single arch remaining of the fine old stone bridge on which the American machine gunners stopped the German rush in early June. All around was dusty, muffled masonry and blazing heat. Henry Gonzales, cook, speaking:

"I can't give you nothing, madum. It's against orders. Yes'um, I know you're hungry, but what can a bird do?"

A little withered, tired French woman was asking him for bread. "Just bread, M'sieu." She was the first of the refugees to return.

"It's hell, ain't it, Maddum?" said Gonzales, safe in his knowledge that she could not understand English. "Don't sit down there." He pushed a canned-corn box toward her and patted her dusty shoulder. The old woman sat down. He stacked a mess tin with corned beef hash and fried potatoes and baked beans and placed it before her.

"That's for the captain," he said. "Don't you lay a sip on it." He filled the canteen cup with steaming coffee and set it down on the board table. "I'd give you some of that if I dared," said Henry Gonzales. "But you see how it is, Maddum."

The old woman ate happily and sniffed and let the tears run into the mess tin and watched Gonzales. Whenever he looked toward her she smiled, so that he hurriedly looked away again. When she had finished he hurried after her, across the dusty square, white hot under the sun. I saw him put some money in her hand.

"I was just bawling her out," said Henry Gonzales, American. "I told her to keep out of here. I can't be bothered with refugees."

## Sixty Hours Awake.

Supply Train No. 107 had just finished a 60 hour run across country.

Some running, hey? Some running to keep 100 big chain drive cars on the road for 60 hours without a smash. Especially when two nights of that running was on muddy roads, through nights blacker than Johnson's cat, and through an army. The supply train ran through an artillery brigade and infantry regiments and a tank convoy and Jinkins knows what, as Captain Wesley says.

"We didn't lose a car on the way, either," said he. "That's some running. Hey!"

Here is the best of it. That 60 hours running was done without sleep. The drivers sat at the wheels of those big trucks day and night and nursed them through the jam. If the procession stopped—and such processions do stop for a thousand reasons, varying from a belligerent army to a heart-sore mule—they went to sleep on the wheels. Just slumped over on them, you know. Captain Wesley used to go along the line swearing at them feverishly. He had to. If he let his voice drop to a conversational tone he would have gone to sleep himself.

All right. A record is established, isn't it? Some running to tool 100 big chain drive trucks over muddy roads, through strange country, for 60 hours without sleep. And then the 100 got to Chateau-Thierry just at the height of the jam forward and Captain Wesley was told that the men up forward needed food.

"They outran the supply trains," he was told. "Your train is the first to get up."

## Ready To Go On.

Remember the 60 sleepless hours the men of supply train No. 107 had driven. That didn't stop them.

They pulled off one-half the load of each of the 100 big trucks. Did it in jig time, too. Captain Wesley explains that after you get just so tired you sort of get your second wind. You are not really sleepy after you miss the second night. It's queer, too, he says, that the third night just sort of cancels itself. That is, when you get to making up sleep you forget about the hours you have lost. You just get a good sleep and let it go at that. A little feverish, sometimes, and your fingers may feel a little swollen, but otherwise you are quite all right. So the men of Supply Train No. 107 shoved one-half the loads of the 100 big trucks to the improvised warehouse.

"All ready, captain," reported Sergeant Willie.

"But we can only send 25 trucks up," said Captain Wesley. "I just got word. The boche are shelling blue perdition out on the roads up there, and they will only take a chance with

25 trucks at a time."

So the men of Supply Train No. 107 called each other fighting names for a while. Oh, yes, they all volunteered. They had only worked 60 hours without sleep, and the next trip only meant 24 hours more, also without sleep, on roads that were being shelled. So they wanted to fight for the privilege of going. Captain Wesley and Sergeant Willie had to use their authority.

## Where Suspicions Were Aroused.

Here enters the outcast chauffeur. Back in the rest area, where Supply Train No. 107 only get shelled once in a while, the soft job was to run the shop truck. Men hunted soft jobs shamelessly. The man at the shop truck "laid in" comfortable every night on a bed rigged in the rear of the truck among the tools and lathes and vises. All he had to do was work all day. Even that was not over hard for him, because I suspect—

Mind you, this is not mere suspicion. But it isn't nature that a man can take 100 big chain drive trucks and keep them all running, like Captain Wesley has, over roads that look like contour maps of the Little Missouri valley, and in the midst of war. Even H. Q. would not believe it. When Captain Wesley reported that Supply Train 107, alone among the supply trains in France, had every car it began life with, H. Q. simply refused to believe. It checked up Captain Wesley and went away wondering.

H. Q. is too busy to waste time in conjecture. But I suspect, it being a part of my business in life to suspect, that the chauffeur of any other supply trains who happens to break down on the road near Supply Train No. 107 had best stick to his car. That is more suspicion, you understand. But it is certainly a fact that Captain Wesley never seems to lack spare parts, no matter what happens. He said something kind of confirmatory of this suspicion the other day, too.

"I used to run an auto repair shop in a little town in Wisconsin," said he.

So it was the snap job of the outfit to run the shop truck. The price of the job fluctuated more or less, according to conditions, but it was always strongly held, as Wall Street would say. Of course, if the shop truck man struck an unusual number of threes of a kind when somebody managed to make flushes the price might go down. Once the shop truck driver got a boche pistol as boot when he swapped jobs and another got eight dollars.

Same old job, here in Chateau-Thierry. Same old snap. Nothing to do but tinker around the car a little and help the mechanic in his repairs and watch for rain. All the other drivers take their turn driving up those detectable roads toward the front where the shells fall every little while. Two or three of the trucks have already been hit, but not hard enough so that Captain Wesley's patented system will not save them. The other drivers do not meet with any gratitude when they get up to the front, either. On the other hand, they get the sourest of sour words.

## He Hates His Job Now.

"Why didn't you get here yesterday?" they were asked. "We wish to Croesus this man's army would get somebody that knows how to drive a truck."

That locks like a fine job, back in Chateau-Thierry, doesn't it? Nothing to do but loaf around the shop truck and put in a little gas now and then and maybe hit something with a hammer. But the driver of the shop truck—who gave \$8 for the job back in a quiet and lovely sector—is an outcast. He glowers at people and goes to the shadow of his truck with his mess tin to eat, precisely as a surly dog crawls backward into his kennel. The other fellows will hardly speak to him.

"What does he hold his job at now?" I asked Captain Wesley.

"Hell," said the captain. "He'd give a month's pay to get rid of it. He has made that offer. But not one of the other fellows will take him up. They would not have that shop truck job now at any price."

Most of Supply Train No. 107 came from Wisconsin, I find upon inquiry. They are a notably husky set of men. Their shoulders are padded with muscle and they move like cats, and their eyes are clear and bright.

"Probably German-Americans," I ventured to Captain Wesley.

"You go call 'em that," he advised. "I know their names may sound like it—but you just go call 'em that if you are looking for adventure out here in the midst of war. Pick Willie here, and call him a German-American, and they will only take a chance with

## FORMAL OFFER OF PEACE

**GERMAN CHANCELLOR ASKS RESTORATION OF PEACE.**

**Macedonian Front Has Crumbled and We Offer Peace, Kaiser Tells Army.—"Hour is Grave."**

Copenhagen, Oct. 6.—Prince Maximilian, of Berlin, the New German imperial chancellor, announced in the reichstag yesterday that he had sent a note through the Swiss government to President Wilson in which he had requested Mr. Wilson to take up the question of bringing about peace and to communicate with the other belligerents regarding the subject.

The chancellor told the reichstag he had addressed his note to the President of the United States because Mr. Wilson in his message to Congress on January 8, 1918, and in his later proclamations particularly his New York speech on September 27, had proposed a programme for a general peace which Germany and her allies could accept as a basis for negotiations.

### Text of the Note.

Amsterdam, Oct. 6.—The text of the note forwarded by the imperial German chancellor, Prince Maximilian, to President Wilson through the Swiss government, follows:

"The German government requests the President of the United States to take in hand the restoration of peace, acquaint all the belligerent states of this request and invite them to send plenipotentiaries for the purpose of opening negotiations. It accepts the programme set forth by the President of the United States in his message of January 8, and in his later pronouncements especially his speech of September 27, as a basis for peace negotiations.

"With a view of avoiding further bloodshed, the German government requests the immediate conclusion of an armistice on land and water and in the air."

It is announced that Turkey will take a similar step.

### Kaiser's Proclamation.

Berlin, Oct. 6.—Emperor William today issued a proclamation to the German army and navy in which, after announcing that the Macedonian front had crumbled, he declared, that he had decided, in accord with his allies, to again offer peace to the enemy.

The text of the emperor's proclamation reads:

"For months past the enemy with enormous exertions and almost without pause in the fighting has stormed against our lines. In weeks of struggles, often without repose, you have had to persevere and resist a numerically far superior enemy. Therein lies the greatness of the task which has been set for you and which you are fulfilling. Troops of all the German states are doing their part and are heroically defending the fatherland on foreign soil.

"Hard is the task.

"My navy is holding its own against the united enemy naval forces and is unwaveringly supporting the army in its difficult struggle.

"The eyes of those at home rest with pride and admiration on the deeds of the army and the navy. I express to you the thanks of myself and the fatherland.

"The collapse of the Macedonian front has occurred in the middle of the hardest struggle. In accord with our allies I have resolved once more to offer peace to the enemy, but I will only extend my hand for an honorable peace. We owe that to the heroes who have laid down their lives for the fatherland and we make that our duty to our children.

"Whether arms will be lowered is a question. Until then we must not slacken. We must, as hitherto, exert all our strength unwearily to hold our ground against the onslaught of our enemies.

"The hour is grave, but trusting in your strength and in God's gracious help, we feel ourselves to be strong enough to defend our beloved fatherland.

"WILHELM."

can and see how long you can look him in the eye."

I learn that those best acquainted with the men of Supply Train No. 107 have long ago ceased to call them out of their names. These men are just Americans.—Herbert Corey in Columbia State.