

CONDEMNED TO DEATH AS SPY

AIRMAN'S ADVENTURES WITH THE BULGARS.

Lost in Arabian Desert

Lieut. Fred Buchanan, British Aviator, Gets Home Safely After Thrilling Experiences.

Condemned to death as a spy, and then saved by the signing of an armistice, that is the strange and startling experience of Lieut. Fred Buchanan, an intrepid young aviator, who is just back from Bulgaria and captivity.

The young officer was attached to the allied air forces operating from Saloniki. Rumors had reached headquarters that the Bulgarians were very much dissatisfied with the war, and that they were considering whether they could not find some way to end hostilities. Everything, however, was indefinite, and the army command at Saloniki were anxious to get some reliable information. Lieutenant Buchanan was ordered to get his machine ready, and to take a passenger within the Bulgarian lines, where he would leave him, and pick him up later.

"It was just after the Dorian battle," he said. "I had a machine known as a B. E. plane, and the distance to my objective would be about 120 miles. As the machine under normal conditions flew at the rate of 80 miles an hour, I expected to reach the place aimed at in less than two hours. Across my track lay a range of mountains some 8,000 feet high, and to clear them and escape observation as much as possible I flew at an altitude of 13,000 feet. It was pretty cold at that height, even in the neighborhood of Saloniki.

"When I got to the other side of the mountains I began spiraling down, and, keeping a lookout for a bit of level ground to land on, discovered a suitable place, and came to earth all right. My passenger got out, and went on his way to get the required information.

"My instructions were to clear off as quickly as I could, but I had some difficulty in starting the engine, and this delay led to the crop of troubles I afterward met with.

"Some German troops, who had been marching along a road, saw me, and took cover, and just as I got the machine started again they dashed out, firing and shouting, and telling me plainly that if I didn't surrender they would do me in. But I had no intention of obliging them. Fortunately, they didn't hit me, but they made a mess of the machine, breaking one of the cylinders and knocking a few holes in the body of the plane.

"I think I worked harder than ever in my life before, but I got the engine started and took off. I had only got up a couple of thousand feet, however, when the engine gave further trouble, and I had to come down again. They hadn't ceased firing at me with rifles and anti-aircraft guns, and altogether I wasn't fancying my position at all."

By luck, as well as feverish hard work, Lieutenant Buchanan persuaded his engine to resume operations, and again soared in the air. Although his machine was being continually hit, he himself seemed to bear a charmed life.

"I tried to make a dash for home," he continued, "through what is known as Rupel's Pass, but while halfway through this the engine stopped altogether, and I came right down, and landed in the River Struma. Fortunately, this river is shallow, and there are a lot of sandbanks about, so I was saved the fate of drowning after escaping that of being shot. The machine tilted up in the river and was now useless. I jumped out, and made for the bank, only to run up against a lot of Bulgars, who asked me whether I was British or Bulgarian. I told them I was British, and then they opened fire on me."

It was now getting pretty dark, and that was the reason the young pilot wasn't killed there and then. He continued running, with the Bulgars crashing at his heels and telling him in blood-curdling tones what they would do if he didn't stop.

"Well, the end of that part of the business," continued the young officer, "was that I was captured. They were evidently very much afraid I would get away again, for they tied me up securely with rope, and so took me down to their regimental headquarters."

CAN'T MAKE LIQUOR AT HOME.

Heavy Fines for Those Operating Still in Their Houses.

Washington, April 27.—Persons who may be planning to make liquor in their own homes after national prohibition becomes effective July 1 are to be warned by revenue authorities as to the penalties to which they will be subject. The internal revenue bureau today sent to revenue collectors and agents a summary of laws on the subject and penalties, with the suggestion that they may be known widely.

The schedule of penalties for various violations is as follows:

For failure to register still, \$500 penalty, fine of between \$100 and \$1,000 and imprisonment of between one month and two years; for making liquor in a community where it is prohibited by local or State laws, tax of \$1,000; for violating war-time prohibition, \$1,000 fine, or one year imprisonment, or both; for making a whiskey mash or a beer, fine of between \$500 and \$5,000, and imprisonment of between six months and three years.

Beer-making comes within the same prohibitions.

All size loose leaf memorandums at Herald Book Store.

lock wagon and jolted a long, uneasy night to the division headquarters. There they held a court of inquiry upon him and took away all his possessions. Next day he was taken by motor car to the army headquarters, and about 15 officers solemnly formed themselves into a court-martial.

"They asked me," said the lieutenant, "if I knew what was going to happen to me. I said I didn't, and they cheerfully informed me that I would be shot as a spy. I replied that they could not very well do that as I was in uniform. But they simply laughed, and grimly explained that didn't matter at all, because, under Bulgarian law anyone landing in Bulgarian territory in the way I had done had to be treated as a spy, and I knew what the fate of a spy was."

It was not, as one can easily suppose, in a very cheerful frame of mind that the young pilot passed the next few days. He was again taken to headquarters, because a general wanted to see him. While there, however, the gloom of impending tragedy was at once brightened and relieved. He met the American minister at Sofia, who told him the welcome news that he was there to arrange an armistice. Members of the Bulgarian air force also, moved by that esprit de corps which belongs conspicuously to the air services of all countries, had assured him that they would see he wasn't shot. Their commanding officer told him next day that everything was all right and that the armistice had been signed.

Another adventure which had just as many thrills, although of a different nature, happened to the young officer while in Arabia. He was sent down from Akabar to take up the redoubtable Colonel Lawrence, who was in Glasgow the other day with the son of the King of Mecca.

"This turned out to be a pretty long job," explained the lieutenant. "I had only about 200 miles to go, but when I got to the desert I lost my way, and as there was a big haze on I could not land. I kept flying until I reached the Red Sea coast, and there I landed almost in the midst of a Bedouin encampment. I think the Arabs were much more astonished than I was, for they had never seen an airplane before.

"I wrote a letter explaining my position, and managed to persuade some of them to take it along with them and to deliver it to the first British officer they could find. Eventually, my letter was picked up by some naval people and wirelessly to the nearest point in the territory of the King of Mecca. I was, in the meanwhile, in a fever of suspense in that barren country, and after about two weeks of the rice and dates I persuaded the Bedouins to put me on a camel, and direct me along the way they had carried my message. But the Arabs have a reputation for annexing things that do not belong to them, and one morning just after awaking I found that the camel had been taken away, and I was left in the desert with only a little of the usual provender.

"I started back along the way I had come, and I hadn't gone back very far when I saw a string of 50 camels coming along behind me. I made as much haste as I could in their direction and when I read 'Motor shell spirit' on one of their loads I scarcely could contain myself for joy. I discovered that this was my supply of engine fuel sent in reply to my message, which I was afraid had gone astray. It didn't take me long to fill my tanks and get away on the right track for my objective."—International News Bureau.

The prettiest and noblest line of box papers ever shown in Bamberg now on display at Herald Book Store.

666 has proven it will cure Malaria, Chills and Fever, Bilious Fever, Colds and LaGrippe. It kills the parasite that causes the fever. It is a splendid laxative and general Tonic. —Adv.

NOTICE TO CREDITORS.

All persons having claims against the estate of Aaron Ayer, deceased, will forthwith file the same, duly itemized and verified, with the undersigned administratrix of said estate. MRS. SARAH CLAYTON, Administratrix of Estate of Aaron Ayer. Olar, S. C., April 21, 1919. 3t

Rub-My-Tism is a powerful antiseptic; it kills the poison caused from infected cuts, cures old sores, tetter, etc.—Adv.

NOTICE OF DISSOLUTION OF PARTNERSHIP.

To Whom It May Concern: Notice is hereby given that J. M. Dannelly, J. S. Dannelly and E. D. Dannelly, heretofore trading under the firm name of J. M. Dannelly & Company, having their principal place of business at Ehrhardt, S. C., have this day dissolved the said co-partnership. J. M. DANNELLY, J. S. DANNELLY, E. D. DANNELLY, Ehrhardt, S. C., April 11, 1919. 2t

666 has more imitations than any other Chill and Fever Tonic on the market, but no one wants imitations. They are dangerous things in the medicine line.—Adv.

NOMINATIONS FOR MAYOR AND ALDERMEN.

We, the voters of Bamberg nominate the following ticket:

MAYOR:
J. J. Smock.
ALDERMEN:
B. Tillman Felder.
LaVerne Thomas.
E. A. Hooton.
Dr. H. J. Stuckey.
E. L. Price, Jr.
M. G. Cooner.
COMMISSIONER PUBLIC WORKS:
W. E. Free. VOTERS.

Piles Cured in 6 to 14 Days
Druggists refund money if PAZO OINTMENT fails to cure Itching, Blind, Bleeding or Protruding Piles. Instantly relieves Itching Piles, and you can get restful sleep after the first application. Price 60c.

Dr. THOMAS BLACK, JR.
DENTAL SURGEON.

Graduate Dental Department University of Maryland. Member S. C. State Dental Association.
Office opposite new post office and over office of H. M. Graham. Office hours, 8:30 a. m. to 5:30 p. m. BAMBERG, S. C.

No Worms in a Healthy Child

All children troubled with worms have an unhealthy color, which indicates poor blood, and as a rule, there is more or less stomach disturbance. GROVE'S TASTELESS CHILL TONIC given regularly for two or three weeks will enrich the blood, improve the digestion, and act as a General Strengthening Tonic to the whole system. Nature will then throw off or dispel the worms, and the Child will be in perfect health. Pleasant to take. 60c per bottle.

Complete Electric Light and Power Plant

Faulkner Electric Service Co., Dealers, Bamberg, S. C.

ELECTION NOTICE.

Regular election of mayor and six aldermen and one commissioner of public works will be held Tuesday, May the 6th, 1919.

All voters are required to register not later than 10 days before election.

Managers appointed are H. N. Folk, Harry Murphy, B. T. Felder. L. P. McMILLAN, Clerk.

TEACHERS' EXAMINATION.

Notice is hereby given that the regular spring examination for teachers' certificates will be held at the court house in Bamberg, S. C., on Saturday the 3rd day of May, 1919, beginning promptly at 9 o'clock a. m., (new time.)

The usual subjects will be given as follows: Algebra, arithmetic, English grammar, pedagogy, geography, physiology and hygiene, history, civics and current events, and agriculture. W. D. ROWELL, County Supt. of Education. April 7, 1919.

ELECTION NOTICE.

Pursuant to an ordinance of council of the town of Bamberg, notice is hereby given that an election will be held in the said town of Bamberg on the 6th day of May, 1919, to decide the question whether or not the provisions of an Act of the General Assembly of the State of S. C., entitled "An Act to Authorize Any or all Incorporated Cities and Towns within the State to Levy and Enforce an Assessment upon Abutting Property Owners for the Purpose of Paying for Permanent Improvements on Their Streets and Sidewalks," approved March 14th, 1919, shall be operative within the town of Bamberg.

The managers appointed for said election are as follows: H. N. Folk, Harry Murphy and B. T. Felder. L. P. McMILLAN, Clerk of Council. April 15th, 1919.

J. WESLEY CRUM, JR., ATTORNEY-AT-LAW

Bamberg, S. C.
Practice in State and Federal Courts. Loans negotiated.

NOTICE OF DISCHARGE.

Notice is hereby given that on the 10th day of May, 1919, the undersigned Administratrix of the estate of Romeo Govan, deceased, will file her final report as such administratrix, and ask for letters dismissory. SILVIE GOVAN JENNINGS, Administratrix of the Estate of Romeo Govan, deceased. April 8th, 1919.

Full line fine box paper, all colors, from 50c to \$1.50, at Herald Book store.

Habitual Constipation Cured in 14 to 21 Days

"LAX-FOS WITH PEPSIN" is a specially-prepared Syrup Tonic-Laxative for Habitual Constipation. It relieves promptly but should be taken regularly for 14 to 21 days to induce regular action. It Stimulates and Regulates. Very Pleasant to Take. 60c per bottle.

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CARTER & CARTER

Special attention given to settlement of Estates and investigation of Land Titles. ATTORNEYS-AT-LAW BAMBERG, S. C. BUY WAR SAVINGS STAMPS.

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The largest and best equipped monumental mills in the Carolinas.

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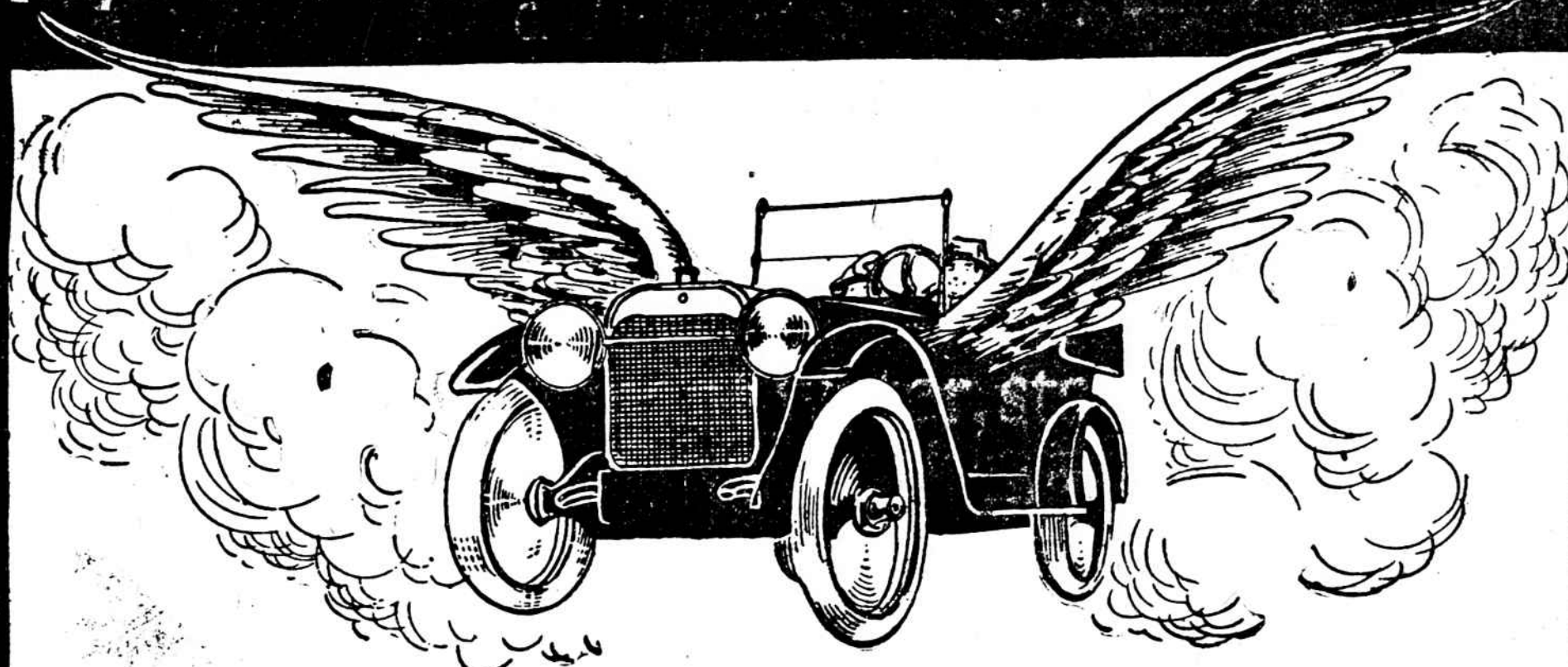
Have Your Car Repaired Now

BY WAITING A SMALL TROUBLE MAY CAUSE YOU TO BE LEFT ON THE ROAD. I AM PREPARED TO MAKE ANY REPAIRS NECESSARY TO YOUR CAR, INCLUDING THE ELECTRIC SYSTEM. I HAVE A STOCK OF SUPPLIES AND STARTING BATTERIES.

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Cars Washed. Batteries Charged.
BAMBERG, S. C.

PUT WINGS TO YOUR CAR!



Fill up Your "Crank Case" With "Green Flag" Motor Oil, And Ride as Easy as an Airplane!

A smooth running motor, with her power up to the "pep" notch, running without a "buck" or a thump or a jar, makes it a genuine pleasure in driving a car. Correct and QUALITY lubrication is the answer. It's the difference between trouble and pleasure. To those who appreciate just what correct and "quality" lubrication means, this information is superfluous. They don't have these troubles. Most of them use "GREEN FLAG" MOTOR OIL exclusively, and have forgotten what "engine troubles" are.

Your engine and motor are lubricated by a special system, provided by the manufacturer for that purpose. This system reaches every part of the motive power and its parts with minute regularity. If this automatic system of lubrication were not provided, you could not run a motor car at all. If you had to personally oil some 18 or 20 parts of the engine and motor every day before you started out, even if such a plan was necessary, and you knew exactly

where and how to distribute the oil, very few motor cars would be in operation. But the lubricating system of every car obviates any attention on your part except having the oil put in the heart of the system as you need it. That's easy. You just drive up and have the dealer put in the necessary amount. But the general failing of most drivers of cars is this—they drive up and say—"GIVE ME A QUART OF OIL." That isn't the correct way to ask for it, to get the best results. Drive up and say—"GIVE ME A QUART OF 'GREEN FLAG' OIL."

There are a number of "GREEN FLAG" MOTOR OIL stations in this county. The dealers are well-known and reliable, and you can buy "GREEN FLAG" MOTOR OIL from any one of them with the assurance that you are getting the best oil, and the grade of oil best adapted for your needs.

It will pay you to drive out of your way to buy "GREEN FLAG" MOTOR OIL from any of the following well-known dealers—

J. B. BRICKLE,
Bamberg, S. C.

J. Z. BROOKER,
Denmark, S. C.

AYER'S GARAGE,
Olar, S. C.

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