

## GERMAN WAR PRACTICES.

(Continued from page 2, column 4.)

(at Dinant) without the least semblance of judgment. The names and number of the victims are not known, but they must be numerous. I have been unable to obtain precise details in this respect and the number of persons who have fled is unknown. Among the persons who were shot are: Mr. Defoin, mayor of Dinant; Sasserath, first alderman; Nimmer, aged 70; counsel for the Argentine Republic, Victor Poncelet, who was executed in the presence of his wife and seven children; Wasseige and his two sons; Messrs. Gustave and Leon Nicaise, two very old men; Jules Monin and others were shot in the cellar of their brewery. Mr. Camille Pistte and son, aged 17; Phillippart, Piedfort, his wife and daughter; Miss Marsigny. During the execution of about forty inhabitants of Dinant, the Germans placed before the condemned their wives and children. It is thus that Madame Albin who had just given birth to a child, three days previously, was brought on a mattress by German soldiers to witness the execution of her husband; her cries and supplications were so pressing that her husband's life was spared.

"On the 26th of August German soldiers entered various streets (of Louvain) and ordered the inhabitants of the houses to proceed to the Place de la Station, where the bodies of nearly a dozen assassinated persons were lying. Women and children were separated from the men and forced to remain on the Place de la Station during the whole day. They had to witness the execution of many of their fellow citizens, who were for the most part shot at the side of the square, near the house of Mr. He-made. The women and children, after having remained on the square for more than 15 hours, were allowed to depart. The Bards Civiques of Louvain were also taken prisoners and sent to Germany, to the camp of Munster, where they were held for several weeks.

"On Thursday, August 27th, order was given to the inhabitants to leave Louvain because the city was to be bombarded. Old men, women, children, the sick, priests, nuns, were driven on the roads like cattle. More than 10,000 of the inhabitants were driven as far as Tirelmont, 18 kilometers from Louvain."

"One of the most sorely tried communities was that of the little village of Tamines, down in what is known as the Borinage, the coal fields near Charleroi. Tamines is a mining village in the Sambre; it is a collection of small cottages sheltering about 5,000 inhabitants, mostly all poor laborers.

**Massacres in Tamines.**

"The little graveyard in which the church stands bears its mute testimony to the horror of the event. There are hundreds of new made graves, each with its small wooden cross and its bit of flowers; the crosses are so closely huddled that there is scarcely room to walk between them. The crosses are alike and all bear the same date, the sinister date of August 22d, 1914."

"But whether their hands were cut off or not, whether they were impaled on bayonets or not, children were shot down, by military order, in cold blood. In the awful crime of the Rock of Bayard, there overlooking the Meuse below Dinant, infants in their mother's arms were shot down without mercy. The deed, never surpassed in cruelty by any band of savages, is described by the Bishop of Namur himself:

**Slaughter of the Innocents at Rocher Bayard.**

"One scene surpasses in horror all others; it is the fusillade of the Rocher Bayard near Dinant. It appears to have been ordered by Colonel Meister. This fusillade made many victims among the nearby parishes, especially those of des Rivages and Neffe. It caused the death of nearly 90 persons, without distinction of age or sex. Among the victims were babies in arms, boys and girls, fathers and mothers of families, even old men.

"It was there that 12 children under the age of 6 perished from the fire of the executioners, 6 of them as they lay in their mothers' arms:

- "The child Fievet, 3 weeks old.
- "Maurice Betemps, 11 months old.
- "Nelly Pollet, 11 months old.
- "Gilda Genon, 18 months old.
- "Gilda Marchot, 2 years old.
- "Clara Struvay, 2 years and 6 months.

"The pile of bodies comprised also many children from 6 to 14 years. Eight large families have entirely disappeared. Four have but one survivor. Those men that escaped death—and many of whom were riddled with bullets—were obliged to bury in a summary and hasty fashion their fathers, mothers, brothers, or sisters; then after having been relieved of their money and being placed in chains they were sent to Cassel (Prussia)."

Mr. Hugh Gibson, the secretary of our legation in Belgium, visited Louvain during its systematic destruction by the Germans. In A Journal from our Legation in Belgium, New York, 1917, pages 164-165, he relates what the German officers told him:

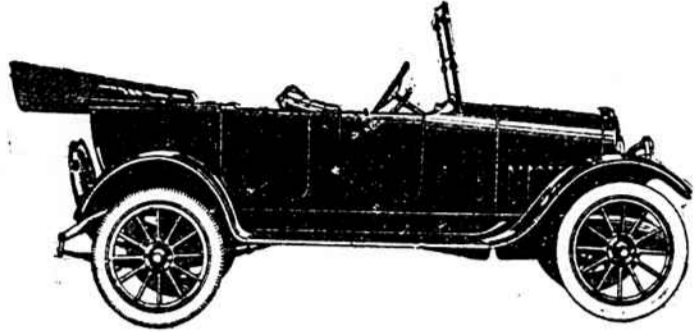
"It was a story of cleaning out civilians from a large part of the town, a systematic routing out of men from cellars and garrets, wholesale shootings, the generous use of machine guns, and the free application of the torch—the whole story enough to make one see red. And for our guidance it was impressed on us that this would make people respect Germany and think twice about resisting her."

German pastors and professors far from the excitement of the firing have defended this policy of frightfulness, e. g.:

"We are not only compelled to accept the war that is forced upon us \* \* \* but are even compelled to carry on this war with a cruelty, a ruthlessness, an employment of every imaginable device, unknown in any previous war." Pastor D. Baumgarten, in Deutsche Reden in schwere Zeit, "German Speeches in Difficult Days."

(To be continued.)

# Claims Are All Right— But Only Proofs Count



"Most Miles Per Gallon"  
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Touring Car . . . \$ 825  
Roadster . . . . . 825  
Touring, with All-  
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5-Pass. Sedan . . . 1275  
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Wire wheels regular equipment  
with Sedan and Town Car



## Bamberg Auto Co.

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Any maker may claim for his product all the qualities there are. That is his privilege. He may even think his claims are justified.

You read the advertisements, so you know that makers, as a rule, are not over modest in that regard.

If you believe them all, they all make super-cars.

In your experience, that theory doesn't hold.

Maxwell is different.

We never claim anything we cannot prove.

As a matter of fact we never have claimed anything for this Maxwell that has not already been proved in public test and under official observation.

Maxwell claims are not therefore claims in the ordinary sense—they are statements of fact—proven facts.

They are, in every case, matters of official record attested under oath.

For example: The famous 22,000-mile Non-Stop run was made with the Maxwell every minute under observation of the A. A. A. officials.

That still remains a world's record—the world's record of reliability.

That particular test proved about all that anyone could ask or desire of a motor car.

Among other things it still stands the world's long distance speed record.

Just consider—44 days and nights without a stop, at an average speed of 25 miles per hour!

And that, not by a \$2,000 car, but by a stock model Maxwell listing at \$825.

You will recall perhaps that a famous high powered, high priced six in a trans-continental trip made 28 miles average over a period of five days and eleven hours.

Now compare those two feats—one of less than six days, the other of 44 days. You know automobiles—which was the greater test?

Is there any comparison on grounds either of speed or endurance?

Proves you don't need to pay more than \$825 to obtain all the qualities you can desire in a motor car—if you select a Maxwell.

For that Maxwell Non-Stop run was made, not on a track but over rough country roads and through city traffic—average of all kinds of going.

And—listen to this.

So certain were we of the condition of the Maxwell at the end of that great feat, we announced that at the stroke of eleven on a certain morning, the car would stop in front of the City Hall, Los Angeles, for the Mayor to break the seal.

Five seconds after he had pulled the switch plug and stopped the motor after the 44 days and nights continuous running, she was started again and off on a thousand mile jaunt to visit various Maxwell dealers.

How is that for precision—certainty of action? That incident brought a storm of applause from the assembled thousands.

Hill climbing?—this Maxwell holds practically every record worth mentioning—especially in the West where the real hills are.

The Mount Wilson record—nine and one-half miles, 6,000 feet elevation!—was taken by a stock Maxwell.

Two months ago a 12-cylinder car beat that record by two minutes.

Then—three days later—a stock Maxwell went out and beat that 12-cylinder record by thirty seconds! Pretty close going for such a distance and such a climb—wasn't it?

So Maxwell still holds the Mount Wilson honors.

Ready to defend it against all comers too, at any time—a stock Maxwell against any stock or special chassis.

Economy—also a matter of official record.

Others may claim—Maxwell proves.

Thousands of Maxwell owners throughout the United States on the same day averaged 29.4 miles per gallon of gasoline.

Not dealers or factory experts, mind you, but owners—thousands of them—driving their own Maxwells.

Nor were they new Maxwells—the contest was made by 1915, 16, and 17 models, many of which had seen tens of thousands miles of service—three years' use.

Nor could they choose their own road or weather conditions—all kinds were encountered in the various sections of the country.

Good roads and bad—level country and mountainous regions—heat and cold—sunshine and rain—asphalt and mud.

And the average was 29.4 miles per gallon!

There's economy for you. And under actual average driving conditions—not laboratory test.

But that isn't all.

The greatest achievement of this Maxwell was in its showing of speed and reliability and economy all in the same run.

In that 44 days-and-nights Non-Stop run, though no thought was given to either speed or economy, it still remains a fact of official record that the Maxwell averaged 22 miles per gallon and 25 miles per hour.

Now you know that speed costs—and that economy tests are usually made at slow-speed—closed-throttle, thin-mixture conditions.

You know too that you can obtain economy of fuel by building and adjusting for that one condition.

Speed you can get by building for speed. Any engineer can do that.

But to obtain that combination of speed and economy with the wonderful reliability shown in that 44-days Non-Stop run—that car must be a Maxwell.