



**HUN ATROCITIES PICTURED**

**LIEUT. BOOTH HOLDS AUDIENCE BY HARROWING NARRATIVE.**

**People Have Done Much Already But Plead With Them to Buy Thrift Stamps and Certificates.**

Graphically describing his two years and eleven months in the world war from the time of his leaving with the first Canadian contingent, where he was a commissioned officer with the Canadian Field Artillery, and dwelling for the most part on the barbarous treatment of the Boche toward their prisoners and even the inhumane treatment to their own soldiers, Lieut. C. B. Booth proved an interesting talker and personage at the Modjeska theatre recently, says the Augusta Chronicle.

The Canadian officer, who twice was gassed by the Germans and is in this country on leave of absence with the hope of recuperating, elicited applause when he told his auditors that his mother was a Southerner, coming from Virginia, and that there is a strong relation for him existing with the Southern people.

When the war was declared August 4, 1914, Canada did not have to send many troops to assist the mother country, Great Britain, but it was discussed in parliament and a division of 22,000 men was decided upon, the speaker jocularly remarking that they believed at that time that one division would be sufficient to quell the Hun.

**Enlisted for Service.**

Lieut. Booth had been a reserve officer in Canada, but on the decision to send troops to France he immediately enlisted in the Canadian Field Artillery. After eight weeks of training near Quebec, the division was transported to England, where they remained in training until February 15, when they were sent to France. Loaded into box cars, 40 men or eight horses to the car, and sometimes horses and men in the same car, the division was started to the firing line, a distance of 100 miles. Each man was rationed with two hard tack biscuits and a can of corned beef, "bully beef." This ration was believed sufficient for the journey at the time, but the railroads were so congested with the transfer of supplies and troops that one would have thought the men in hard straits.

"We would, indeed, have been in a hard way had not the English and American Red Cross come to our rescue. At every stop we made we found hot coffee and cake awaiting us, and the same order of things prevails today in this country. The American Red Cross working indefatigably for the men's comfort," he said.

The contingent was detained 12 miles from the firing line. The order of warfare was new to the Canadians who had devoted the greater part of their time to open warfare. In order to get acquainted with the adopted style, platoons were taken daily from each battery of the Canadian artillery and sent with the older fighting battalions to the front line. Officers as well as men were included in the detail until the entire division had been under fire.

The position given the Canadians was impossible for an engagement and was near that place where the American artillery was first assigned. In three weeks the total of Canadian casualties was but 15 and tall men of the maple leaf thought that they were having an easy time of it.

**Under Fire First Time.**

Soon afterwards the Canadians were ordered to Ypres. It was here that Lieut. Booth experienced his first gas attack and believes that it was one of the first attacks of this nature made by the enemy. He and a cousin, commanding officer of the unit, were in an observation position. Adjoining them were Algerian troops. Looking over the observation parapet, they saw a heavy, greenish cloud that looked as if it might be a fog. The Algerians had begun to get restless, many of them falling to the ground and acting strangely. The cousin of the speaker walked into the embankment and died, gassed, in agony, seven minutes later.

Chlorine gas was used at that time. It is greenish in color and five times heavier than air and is used only with favorable winds. Later Lieut. Booth, in walking up a slight embankment, got a few stray whiffs of the poison and was carried feet first to the hospital. With nothing to combat the gas, 11,000, or half of the Canadian troops were that day numbered among the cas-

**BEAT HUNS IN 30 TO 60 DAYS.**

**British Airplane Maker Tells of Super Air Dreadnaught.**

New York, June 29.—The claim that Handley Page, the British airplane constructor, could turn out 10,000 "super-aerial dreadnaughts" in the United States by April 1, 1919, was made in a formal statement tonight by W. H. Workman, special representative in this country of Handley Page, Ltd.

These planes, Mr. Workman declared, could be landed in France under their own power with enough bombs and aviators to defeat "the Germans within thirty to sixty days, if we start now." After announcing that he had acquainted the War Department and aircraft board with this proposition, Mr. Workman said he believed that none of the 10,000 airplanes would be lost in transatlantic flights, and with a British and an American aviator he would be willing to make the first flight, proceeding from Newfoundland to France via the Azores and Portugal.

Asserting that he considers this route the best, he explained that a 7,000-foot volcano in the Azores would serve as one guide and suggested that "at least ten destroyers in a state of obsolescence could be stretched out to act as lightship" so that "pilots of the airplanes would never be out of sight of a destroyer, together with their compasses and wireless."

"Once this is started, said Mr. Workman, "there will be a continuous chain of airplanes connecting the United States with the continent of Europe."

Mr. Workman said in three days these planes could be flown from the Middle West to France, saving many tons of shipping.

These 10,000 airplanes, he declared, could drop 38,000 tons of explosives on and behind the German lines each night.

**Atrocities of the Germans.**

Following his recuperation from gas, Lieut. Booth was assigned to the claims department in London. It was in this capacity that he was brought intimately in touch with the atrocities of the Germans to the people of Belgium. One claim investigated by him took him to a Belgian home at meal time. A mother and two children, boys aged 9 and 11 years, were seated at the table. The mother was feeding the two youngsters which aroused the curiosity of the officer. Later he learned that the right arm of one of the boys had been severed and dipped into hot pitch and had not then healed; both arms of the older boy had been cut off and the stumps dipped into hot pitch. This was explained, the Germans knowing there was to be conscription and knew that by carrying out this dastardly deed that the boys would never be enabled to fight.

The speaker related that the Germans shelled the churches only on Sunday mornings between the hours of 11 and 12 o'clock when they knew the Belgians to be attending mass, the destruction of the fruit trees by cutting the bark a foot from the ground, the wells poisoned or filled with filth, or infernal machines being placed in homes and explosives secreted under the floors, even to poisoning the oats in the stable that the stock would die, as but a few of the perpetrations of the Germans in Belgium.

**The First Tank.**

The fright caused by the appearance of the first tank was told by Lieutenant Booth. It was while the English were at the Somme front and the French at Verdun. Lieutenant Booth was again in an observation position and his attention was attracted to the rear by a thunderous rumble. Seventy or eighty feet away, he said, he saw his first tank creeping slowly towards the enemies' lines. His servant or batman threw up both hands in horror and said that the Germans were coming from the front and the rear.

The tank until this time was new to the game of war and only Field Marshal Haig and a few intimates knew of its existence. The slow, ponderous, death-dealing machine kept webbing its way to the very lip of the German trench, where it stalled. A constant stream of machine gun fire was turned on the trench, either direction, of the Germans. There were some of the enemy so close to the tank that they

**Much Food Confiscated.**

Washington, June 28.—A full ton of granulated sugar will be offered for sale here in the next day or two at public auction, together with other foodstuffs, today seized by the District supreme court at the home of Medical Director and Mrs. Francis S. Nash, U. S. N. The seizure is based on a libel filed by United States Attorney Laskey under the food conservation act.

Dr. Nash recently paid a fine of \$1,000 for hoarding these foodstuffs, following a plea of nolo contendere to an indictment returned against him by the grand jury.

Under the law after the costs of the sale and legal proceedings are deducted the net returns are to be paid over to Dr. Nash. Besides the large amount of sugar, other foodstuffs in large quantity taken by the marshal include 122 pounds of ham, 185 pounds of strip bacon, 387 tins of sliced bacon, 67 tins of roast beef, 56 tins of corned beef, 50 tins of dried beef, 15 tins of ox tongue, 442 pounds of lard, 552 cans of soup, 596 pounds of brown sugar, 637 pounds of domino sugar, 933 pounds of rice, 150 pounds of loose salt and 975 pounds of flour.

Mrs. Nash was Miss Caroline Ryan, of Charleston.

could not be reached, but they were quickly routed by the infantry. An attack was made by the Germans with picks and shovels on the side of the iron monster inflicting no damage.

When the Germans are taken prisoners they are put into cages to be taken back to internment camp. Lieut. Booth told of an incident where a German officer was captured and refused to enter the cage with his own men, also taken prisoners, declaring that he would not be near those swine.

Lieut. Booth at this juncture told of the equality between officers and men in Canada and this country. Where the German officers follow the men with drawn pistols into the fighting ready to shoot down the first man who turns his head, the Canadian and American enlisted men are led by their officers. The German is oppressed to that extent that the speaker told of having seen some German artillerymen chained to their field pieces.

Of the many men invalidated back to Canada there are many in a sanitarium near Montreal, who are incurably ill with consumption. Taken prisoner by the Germans they were inoculated with tuberculosis germs, worked until they were ready to fall exhausted and then taken to Switzerland where they were exchanged for prisoners of the Allies. "Is it any wonder that Canada has no reputation for taking prisoners?" he significantly asked. The German prisoners in England are treated as honored guests he said.

The perfidious practice of the Germans during their aerial raids over London was told. From the giant Zeppelins thousands of packages of sugar-coated candy and chocolates are dropped. The children picking up the packages, eat the contents and die shortly afterwards of cholera, each piece of candy having cholera germs or containing cyanide of potassium.

During his visit to the United States, Lieut. Booth says that he has repeatedly heard criticisms of President Wilson, the question being asked why more American air planes, more munitions, more soldiers are not sent from here, the whole fault with the president according to the talker. "I feel like knocking a man over the head when he openly criticizes the actions of President Wilson," he said.

**Our Troops in London.**

Lieut. Booth told of the reception of the American troops swinging along the Strand in London, blase London that is used to every sight and undemonstrative to note, looked with but mild curiosity on the passage of the Canadian and Australian troops, but when the first contingent of American soldiers invaded the Strand the enthusiasm of the people knew no bounds, even the famous Cold Stream Guards, but memories of the early days of the war, turning out and standing at the position of attention until the American troops had passed.

In closing he urged the people to buy more thrift stamps and war savings certificates. Lieut. Booth told his auditors what their help at this time meant. He commended the people for the hearty money and moral response they already had made, but pleaded that they make some further sacrifices and subscribe to these funds.

**Federal Income Tax Data.**

Washington, June 28.—Income tax returns to the federal government for the calendar year 1916 have just been published in statistical form by Daniel C. Roper, of South Carolina, commissioner of internal revenue for the Treasury Department.

As compared with 1915, the number of persons returning incomes under the federal law showed increases in every classification over the figures for 1914 and 1915, though the figures for 1915 were less than those for 1914 on incomes below \$15,000 a year.

For example, the number of persons in the United States returning incomes from \$3,000 to \$4,000 was 85,122 in 1916; 69,045 in 1915; 82,754 in 1914. The number returning from \$5,000 to \$10,000 was 155,553 in 1916; 120,402 in 1915 and 127,448 in 1914. The number returning from \$15,000 to \$20,000 was 22,618 in 1916; 16,475 in 1915 and 15,790 in 1914. From \$50,000 to \$100,000 annual incomes was reported by 10,452 persons in 1916; 6,847 in 1915 and 5,161 in 1914. Incomes of 1,000,000 per annum or more were admitted by 206 individuals in 1916; 120 in 1915 and 60 in 1914.

In 1916 corporations numbering 341,253 reported total incomes of \$8,765,900,000. In 1915 corporations numbering 356,443 reported but their total income was given as much less—that is, \$5,310,000,000. In 1914 corporations numbering 299,445 reported incomes aggregating \$3,940,000,000. Corporation incomes were first reported for taxation by the federal government in 1909, for which year the corporations reporting were 262,490 in number, with aggregate income of \$3,590,000,000.

South Carolinians reporting income to the federal government for 1916 1,204 altogether. Of these 249 were in the class having incomes from \$3,000 to \$4,000 a year. The others reporting are classified as follows: \$4,000-\$5,000, 246; \$5,000-\$6,000, 157; \$6,000-\$7,000, 128; \$7,000-\$8,000, 60; \$8,000-\$9,000, 60; \$9,000-\$10,000, 41; \$10,000-\$15,000, 126; \$15,000-\$20,000, 66; \$20,000-\$25,000, 19; \$25,000-\$30,000, 11; \$30,000-\$40,000, 9; \$40,000-\$50,000, 9; \$50,000-\$60,000, 6; \$100,000-\$150,000, 2; \$150,000-\$200,000, 1.

Corporations to the number of 2,390 in South Carolina reported net incomes aggregating \$23,512,000 for 1916. No net income was reported by 1,525 other South Carolina Corporations. The deficit suffered by these reduced the total net corporation income in the State for the year to a little more than \$17,000,000. By far the greatest portion of this income came from manufacturing and mechanical industries, which totaled nearly \$14,000,000 net. Public utilities in South Carolina in 1916 had an aggregate net income of only about \$675,000. Banks had over \$2,500,000. Merchandising companies, including amusement enterprises and hotels, had a total net income of \$1,170,000.

**Glad to Hear It.**

The stranger was ushered into the society palmist's presence. "Ah! you wish my aid?" said the great seer.

"Well, madam," said the visitor, "in a way I do. You see, I've just called."

"Certainly, I know all about it. Just sit here and show me your palm. Ah! I see you have met with various disappointments lately."

"Quite true," interrupted the caller.

"Hush! Let me go on. Something which you have written for and striven hard to get has eluded you time and again."

"Right you are," murmured the victim.

"But patience. Your end will be attained in the near future. Success is yours."

"I'm sure I'm very glad to hear it, madam," said the subject as he flourished a blue paper. "I've called five times for a gas bill. 'It's a good thing I'm to get it at last!'"—Boston Transcript.

**Providential Facilities.**

A farmer in a small way walked into the offices of one of the great fire insurance companies and intimated that he wished to insure his barn and a couple of haystacks.

"What facilities have you for extinguishing a fire in your village?" inquired the superintendent of the office.

The man scratched his head and pondered over the matter for a little while. Eventually he answered: "Well, it sometimes rains."—Country Gentleman.

**DEFEATS DRAFT EXTENSION.**

**Fall Amendment to Change Age Limits Lost. 23 for; 49 Against.**

Washington, June 28.—Immediate extension of the present army draft age limits was overwhelmingly defeated today in the senate. The amendment proposed by Senator Fall, of New Mexico, to the \$12,000,000,000 army appropriation bill, to make the limits 20 and 40 years and all compromises suggested for definite minimums and maximums were voted down.

For the amendment—Democrats: Johnson, South Dakota, and Williams, 2.

Republicans: Brandegee, Calder, Colt, Cummins, Curtis, Dillingham, Fall, France, Frelinghuysen, Gallinger, Hale, Kenyon, Lenroot, Lodge, McCumber, Nelson, New, Norris, Poindexter, Sherman, Smoot, Sterling and Wadsworth—23.

Total for, 25.

Against the amendment: Democrats—Ashurst, Bankhead, Beckham, Chamberlain, Fletcher, Gerry, Gore, Guion, Hardwick, Henderson, Hitchcock, Hollis, Kendrick, Killing, Kirby, Lewis, McKellar, Martin, Myers, Nugent, Overman, Phelan, Pittmann, Pomerene, Ransdell, Robinson, Shafroth, Sheppard, Shields, Simmons, Smith, of Arizona; Smith, of Maryland; Smith, of South Carolina; Thomas, Thompson, Trammell, Underwood, Vardaman and Wiley—39.

Republicans: Borah, Fernald, Gronna, Johnson, of California; Knox, McNary, Penrose, Smith, of Michigan, Sutherland and Warren—10.

Vote against, 49.

**Urges Army of 5,000,000.**

In the final effort of those advocating immediate legislation, Senator McCumber advocated immediate organization of an army of five million men, which Chairman Chamberlain, of the military committee, declared was impossible.

Senator Warren declared Congress was handling the draft question with "kid gloves and not bare-handed" and that 18 to 45 age limits are necessary.

Among minor amendments written into the bill by the senate was a provision that a lack of college education shall not deprive men of positions in the aviation service. An amendment would require factory owners to whom enlisted men are assigned in making war materials to pay them regular wage rates, with their army pay suspended.

**U. S. Casualties To Date 10,383.**

Washington, June 30.—Casualties in the American expeditionary forces thus far reported total 10,383, summaries issued today by the war department and marine corps show. Of this number 9,131 were in the army and 1,252 in the marine corps.

Army casualties, including those reported today, were summarized as follows:

Killed in action (including 291 lost at sea), 1,491.

Died of wounds, 479.

Died of disease, 1,287.

Died of accident and other causes, 465.

Wounded in action, 5,024.

Missing in action (including prisoners), 385.

The summary of casualties among the marines, also included in today's list, follows:

Deaths, 407; wounded, 842; in hands of the enemy, 1; missing, 2.

Four hundred and ninety-seven casualties in the army were reported during the week, including 179 killed in action, 47 died of wounds, 19 died of disease, 19 died of accidents and other causes, 213 wounded in action and 20 missing in action, including prisoners. The week before 549 casualties were reported.

The marine corps summary did not show how many of the deaths reported were in action, from disease, accidents and other causes. It did divide the officers and men, showing that 14 officers have died, 29 have been wounded and one is missing.

**A Heaven-Sent Ailment.**

"Who-all sick up to yo' house, Miz Smiff?" asked George Washington Jones. "It's mah brudder 'Lige," replied Mrs. Smith.

"What's he done got de mattach wif him?"

"Dey can't tell. He eats an' he sleeps all right, an' he stays out in de veranda in de sun all day, but he can't do no wuhk at all."

"He can't wuhk?"

"Not a bit."

Mr. Jones raised his eyes to heaven. "Law, Miz Smiff, dat ain't no disease what yo' brudder's got. Dot air am a gift."—Ladies' Home Journal.

**TRANSATLANTIC AIR ROUTE**

**MAJOR GEN. BRANCKER IN WASHINGTON TO FIX PROGRAMME.**

**Airmen to Bomb All of Germany. Big Machines Able to Carry Tons of Bombs Will Cross Atlantic.**

Washington, June 21.—Establishment of an air route to Europe from the United States in order to bring the full force of American effort in the air to bear against Germany has been decided upon as a definite project by the British air council.

This was disclosed today by Major Gen. William Brancker, controller of equipment of the council, who is in Washington to discuss this and other projects relating to air warfare.

Plans for an initial flight across the Atlantic in August, September or October of this year already are well advanced. American cooperation is sought and Gen. Brancker hopes the first machines to make the crossing will carry both British and American pilots. At least three British pilots regarded as qualified for the trip are now here and several types of machines produced in England have ample fuel capacity for the forty hours of flying it is estimated the trip would take.

**To Blaze Trail.**

The attitude of the American Government toward the project has not been disclosed, although Gen. Brancker laid stress on the fact that the sole purpose of the trip was to blaze a new trail to Europe over which American aircraft can be delivered next year without taxing shipping. Presumably it arises from the fixed purpose of the British air ministry to carry the bombing warfare into Germany on a steadily increasing scale until not a vital spot in the German Empire is safe from Allied raiders.

After Gen. Brancker had made public his plans Secretary Baker said no army aviation officers had yet been assigned to work in conjunction with the British on the subject.

**Laid Before Officials.**

There is little doubt, however, that the strong advocacy of the air road to the front plan brought by Gen. Brancker already has had considerable effect. The general laid it before officers of the army general staff today as an achievement that could be realized in the immediate future.

Many officers believe it would be wise to inject an element of friendly rivalry into the effort to be the first to make the flight. They argue, since the real value of the plan depends upon the ability of American-built night bombers and American pilots to cross the ocean, the initial effort should be partially, at least, an American enterprise.

**Reliable Engines.**

The point made by Gen. Brancker favoring the employment of British equipment for the venture is that the new Rolls-Royce 375 horsepower engines have proved valuable enough practically to insure no difficulty from this source. The American Liberty motors, he said, are admittedly better in performance than this Rolls-Royce, being of lighter weight and giving greater power, but they have not yet reached the status of reliability of the Rolls-Royce.

Under any consideration, a seaplane carrying at least 750 horsepower will be the first craft to attempt the flight.

As now projected, the trip would start from Newfoundland, touch at the Azores and in Portugal and conclude in Ireland, probably to be resumed after overhaul, to France.

The governing factors of the flight were given by the British officer as engine reliability, navigation and weather forecasts. The probable loss of machines en route is minimized, he believed, when the weather forecast had been fully worked out and flights started only when it was established that good weather would prevail.

**Weight-Carrying.**

The use of weight carrying machines such as night bombers is essential as the carrying capacity later to be devoted to hauling high explosives to German centers selected for destruction would go into extra fuel during the trip. The twin Liberty type of American seaplane, built on British designs, in production here, meets these requirements.

Gen. Brancker discussed frankly many other aspects of the air service that experience has taught Great Britain. For that reason he warned his hearers to disregard talk of maintain-

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