GREATEST TAX BILL IN WORLD

Six Billion-Dollar War Revenue Measure Complete

FINAL ACTION TO COME SOON

Bulk Of Revenues Shall Be Secured From Incomes, Corporate And Individual, And War-Excess Profits.

Washington.—The six-billion-dollar War Revenue Bill, the greatest tax measure in the history of the world, was formally presented in the House. It has been six months in the making; had been passed once by the House, and had been revised twice to meet the transitions from war to peace and from a "wet" to a "dry" nation.

Representative Kitchin, the Democratic leader, expects the House to approve the measure—agreed to by Senate and House—before adjournment Saturday night, and Senator Simmons, chairman of the Senate Finance Committee, will present it in the Senate as soon as the House has acted. Approval of the bill by both houses in the form in which it was reported by the conferees is confidently expected by leaders of both parties.

The completed measure will not be sent to France unless the President's departure for home is delayed well beyond the date now set for his sailing. The President is expected to sign the bill soon after his arrival here. In the meantime the internal revenue bureau is proceeding with preparations for collecting 1918 taxes on the basis of the schedules as contained in the measure reported by the conferees.

Considerable dissatisfaction with several conference provisions was evident at the Capitol after copies of the final draft had been distributed, but leaders generally predicted the ultimate enactment of the conferees' report. Some debate in the Senate was forecast, but this was not expected to long delay final approval.

About one-third of this year's estimated federal expenses is provided in the bill, which, uniformally following the original House plan and the peace-time modifications of the Senate, provides that the bulk of revenues shall be secured from incomes, corporate and individual, and war excess profits. Large revenues also are expected from intoxicating beverages until July 1, when prohibition legislation becomes effective.

Estimates of the exact revenue returns in prospect vary. Unofficial estimates published today placed the yield at about $6,086,000,000 this year and $4,150,000,000 in 1920. Estimates prepared by committee, and Treasury experts indicating prospective returns this year of about $6,070,000,000, compared with about $4,370,000,000 from existing tax laws, will be made public tomorrow by Representative Kitchin. The $6,070,000,000 for this year is based on prospective taxes for the fiscal year ending July 1 next, including six months' revenues from intoxicants. Returns for the present calendar year are estimated by the experts at about $5,788,000,000.

BRITISH EMBARGO MODIFIED.

American Boot And Shoe Dealers Given Equal Chance.

London.—At a conference between British manufacturers, British importers and representatives of American shoe manufacturers, an agreement was reached by which American and British firm dealing in boots and shoes can start competition on an equal basis. Details will be arranged later. The conference was arranged by the American Chamber of Commerce in London to discuss the new import restrictions of the British Government.

FARMER CAN'T LOSE ON WHEAT.

Cost To Consumer, However, To Be Dictated By Law.

Washington. — While the farmer would be paid the $2.26 government guarantee for the 1918 wheat crop, the wheat would be sold to the consumer at a price to be dictated by the law of supply and demand, under legislation approved by the House Agriculture Committee. The government would lose the difference between the purchase and sale prices.

BANDITS HOLD UP BANK.

Masked Robberts Escape With $4,000; Overlook $100,000.

Wheeling, W. Va.—Three masked bandits held up the cashier and two other employes of the Bank of Fulton, near here, and escaped in a waiting automobile with $4,000 in cash. More than $100,000 in money and bonds was overlooked by the robbers when they looted the vault.

85 KILLED IN BREMEN.

Paris.—A dispatch from Bremen announces that during the fighting in that city 85 persons were killed and several hundred wounded.

A NEGRO LYNCHED.

Newbern, N. C.—John Daniels, a negro, charged with the murder of Grover Dickery, manager of a lumber company, was taken from jail at Jacksonville, near here, and lynched.

SHELVES DRY MEASURE.

Providence, R. I.—The Senate by a vote of 25 to 12 indefinitely postponed action on a resolution for ratification of the Federal prohibition amendment.

Conflicting Thoughts

SMALL NATIONS AND LEAGUE PLAN

Little Powers Insist Upon Equal Representation

SIGNS OF A DEADLOCK

Situation Similar To Hague Conference—Preamble And Two Articles Of Peace Society Agreed Upon.

Paris.—Although the five great allied and associated powers which are directing the Peace Conference have turned over much of the work to commissions, the society of nations question, especially with reference to the smaller nations, is becoming a knotty problem.

The smaller nations, it is declared, want full equality in a Society of Nations and also greater powers than the plans already outlined give to them. The great powers, on the other hand, are faced with a situation that if each State is given one member on a supreme court of nations, they might find themselves in the minority, although their interests might be much greater and probably would be.

It is not believed that the great powers would consent to an arrangement of this sort, and a situation similar to that at the second Hague Peace Conference appears to be in the making. The experts on the Society of Nations question are hopeful of finding a way to get the smaller States to agree to the plan so that it will not fail as Elihu Root's scheme for a supreme court of nations failed of approval at the second conference at The Hague.

The preamble and two articles of the constitution of the Society of Nations were provisionally agreed upon by the commission of the Peace Conference appointed to deal with that subject, it was officially announced. Satisfactory progress was made with other parts of the task. The question of adding representatives of other powers to the commission, it was added, is being discussed. The text of the official announcement reads:

"The commission on the league of nations met at the Hotel de Crillon and commenced its detailed discussions. A preamble and two articles were discussed and their texts were provisionally agreed upon. Satisfactory progress was made in regard to other parts of the draft. The question of adding representatives of other powers to the commission also was discussed.

Among the subjects which the Supreme Council has turned over to committees is that of the conflicting claims of the smaller nations of the Entente to territory which is likely to be taken from enemy countries. It is the design of the Supreme Council that such questions as these be adjusted ultimately in harmony with the principles of the society of nations, it is explained, but pending the completion of the organization of that society it has been found expedient to arrange for a full hearing of all these claims.

It is expected that the same course will be followed with the claims of Italy to territory beyond the Italian Irredenta proper, including the Dalmatian coast, which are to be heard next by the Supreme Council.

This method of work gives the members of the Society of Nations Committee a better opportunity to hasten their work. Indications are that this system will make it possible to get the Society of Nations' plan out of committee and before the plenary conference within the 10 days remaining of President Wilson's stay in France.

5,200 MET VIOLENT DEATH.

273 Homicides And 772 Suicides In Gotham Last Year.

New York.—Approximately 5,200 persons met violent death in this city last year, according to the annual report of the chief medical examiner just made public. There were 273 homicides and 772 suicides, a slight decrease compared with 1917.

QUENTIN'S CONQUEROR KILLED.

German Aviator Who Shot Down Roosevelt Fell January 13.

Burlington, Vt.—Christian Donhauser, the German aviator who shot down Lieut. Quentin Roosevelt over the German lines on the Western Front, was killed on January 13 last, according to word which came from Ben Braker, who was stationed at a flying field in Germany and who claims to have witnessed the death of the German. He says that the latter's plane became uncontrollable and plunged to the ground.

PRISONRES KILLED BY BAD TREATMENT

Starved and Overworked in Camp at Friedrichsfelde

MANY DIED OF EXHAUSTION

When The Soldier Reached Fulham Hospital He Was Extremely Emaciated And Covered With Vermin.

London.—A verdict, which, according to the coroner, amounted to one of manslaughter against German officials, was returned to a Fulham inquest in the case of Private Henry Richard Roberts, aged 19, of the Cheshire Regiment, a repatriated prisoner of war, who died of starvation. He was a native of Carnarvon. Roberts was admitted to the Fulham Military Hospital on December 28 last, and the only official news they had of him was that he came from the prison camp at Friedrichsfelde. A nurse testified that, upon arrival at the hospital, Roberts was very weak, ill and very dirty. He told the nurse that he had had a bath on board of the boat crossing to England. He was wearing pajamas and was wrapped in blankets, which had been supplied to him on the boat.

Major Charles Grey, who had seen the soldier the morning after his admission, stated that he was extremely emaciated and very ill; in fact, he was just skin and bones; but was rational at the time. He related that he was taken prisoner on June 6, 1918, and had been retained behind the German lines ever since, employed in constructing railways. He had been overworked and starved, also that 10 men of his company had been killed by the hard work. He explained that they had been employed carrying heavy rails on their shoulders, and that a number of them had been so weak and exhausted from want of food that they fell down while carrying the rails, and were actually pinned down by the weight of them. They were allowed to lie as they fell until they died of exhaustion.

Capt. Carnegie Dickson, pathologist commissioner arrived at the hospital to take Roberts' statement he found him too ill and weak to speak. He died on New Year's Day. There was no doubt that his death of tuberculosis was due to starvation and privation.

Captain Carnegie Dickson, patologist at the hospital, who had made the post-mortem examination, stated that the body was more emaciated than he had ever seen one in his 18 years' experience, and that the man weighed only 104 pounds. He was verminous. Fat was absent entirely from the tissues, and the muscles were wasted. The heart was only one-half the normal size. There was recent tuberculosis on the lungs, death being due to rapid and acute tuberculosis, which the witness attributed directly to the privation and starvation of the past six months.

The cornor contrasted the treatment of prisoners of war in Britain with the manner in which English prisoners had been treated in Germany. It was scandalous, he said, that a young man should die in this way, and one would not think it possible that one man could serve another as this poor fellow had been served.

The foreman of the coroner's jury, after consultation with his colleagues, said:

"We consider that it is a case of willful murder by German officials."

MRS. ROOSEVELT SAILS.

She Will Visit Quentin's Grave In France, Then Go To Italy.

New York.—Mrs. Theodore Roosevelt, widow of the former President, was among the passengers on the French liner Lorraine, which sailed from here Wednesday. She will visit the grave of her son, Lieutenant Quentin Roosevelt, who was killed in an airplane battle over the German lines, and also plans to spend several weeks with her sister, Miss Emily Carow, who is doing war work in Italy.

ASKS EACH MAN'S RECORD.

Bill In House For Report To Every State.

Washington.—A bill requiring the adjutant general of the Army and the Secretary of the Navy to furnish the adjutant of each state with the names and records of men from that state who served in the Army and Navy, during the war was introduced in the House by Representative Hawley, of Oregon, and referred to the Military Affairs Committee.

HINES OFFERS RAIL SOLUTION

Would Put a Few Big Lines Under Strict Supervision

QUESTION OF FAIR RETURN

Director-General Urges Five-Year Control Before Senate Committee Immediate Release Of Roads Next Best Solution.

Washington. — Exaggerated complaint against Government railroad operation, growing out of a natural reaction from war-time patriotic tension, is a "psychological factor" which makes it difficult at this time to develop a permanent solution of the rail way problem, Director-General Hines said in testifying before the Senate Interstate Commerce Committee.

This is one important reason, Mr. Hines said, why Government operation either should be extended five years and time given for calm deliberation or the roads turned back to private management before the present 21-month period expires.

"I do not believe there is anything substantial in the argument that a five-year extension of Government operation would necessarily mean Government ownership," Mr. Hines said, "I personally do not believe in Government ownership. I believe there can be a form of radically reconstructed private ownership, with such close Government supervision, including Government representation on the boards of directors, as will give the public and labor all the benefits of Government ownership and at the same time will preserve the benefits of private and self-interested initiative and will avoid the political difficulties which perhaps are inseparable from Government ownership."

So far as physical operations are concerned, said the Director-General, there is now no emergency which calls on the Government to continue control of the railroads. He explained that the methods adopted by the Railroad Administration during the war now are open to reconsideration in light of peace conditions, adding that this had been Mr. McAdoo's attitude.

Mr. Hines presented the following arguments for a five-year extension: It will give advocates of Government ownership full opportunity to press their views without being influenced by the temporary reaction against Government control;

It will remove the necessity for undue haste in solving such a big problem as the future of the railroads;

"It will stabilize employment and wage conditions, permit prosecution of a big program of improvements and extensions, help to take up the slack in employment and material during the critical period of readjustment;

It will protect security holders pending an ultimate solution;

It will minimize the danger of making the railroad question a purely partisan issue, to be considered in an illogical manner, in the presidential elections.

Advising more deliberation in discussing the railroad question, Mr. Hines said:

"I think it is a fair prediction that before any legislation can actually be shaped there will be a strong reassertion of the permanent views of that part of the public which insists on a greater degree of social control of the railroads and that this reassertion of the views now temporarily in the background is going to defeat the adoption of any permanent program in the next two years.

"If this shall be the case, the result will be that the end of the 21 months' period will approach and that there will be no actual solution at all and then there will be an outcry for an extension of time and in all probability the time will then have to be extended."

WASHINGTON

Departure from France of nine ships, which will dock at New York, Philadelphia or Newport News in the next three weeks with approximately 400 officers and 7,200 men from the American Expeditionary Force, was announced by the War Department.

In a partial agreement reached by Conferees on the informal war contracts the Senate managers yielded and struck from the bill the plan for an appellate commission to pass upon awards of government officials.

Divergent views of action to be taken by Congress for making good the government guarantee of $2.26 a bushel for wheat of the 1919 crop were given at the House Agriculture Committee hearing.

Leon O. Fisher, of New York, second vice-president of the Equitable Life Assurance Society, became head of the Insurance Department of the War Risk Bureau.

Warning was issued by the Treasury Secret Service that a counterfeit $20 Federal Reserve note is in circulation.

Sweeping investigation of Bolshevik I. W. W. and other propaganda was ordered unanimously by the Senate.

The Atlantic battleship fleet sailed from Hampton Roads for Cuban waters for winter maneuvers.

Senator Reed introduced a bill designed to continue National Guard organizations.

Final action on the war revenue bill has been delayed another week.

SEVEN BURNED TO DEATH.

Seattle, Wash.—Seven persons were burned to death in a fire which destroyed the Tokyo House, a lodging place. Eight are missing and 14 reported injured.

END TERROR BY ZEPPELIN RAIDS

Explosive Bullets Fired by British Airmen Conquer Hun Airships.

HAD OWN WAY FOR WHILE

Until Invention of New Weapon German Gas Bags Roamed About Over England at Will, Weather Permitting.

London.—Britain conquered the Zeppelins with explosive bullets. Until the invention of this weapon Zeppelins roamed about over England at will, weather permitting. The first air raid upon London was by Zeppelins. This was May 31, 1915, and until the explosive bullet came into defense work the Germans came over in their rigid gas bags as their pleasure dictated. The British had no Zeppelins then for counter-attack and the airplanes they possessed were helpless, because they could not fly high enough quickly enough.

On one occasion when Zeppelins were above the city British aviators, as usual, went up to engage them. But the British flyers could only attain 15,000 feet altitude. There they sat, looking up at the monsters far above them, the machine guns of the airplanes being as useless as toy pistols. That is the real reason why Britain built fast, high-climbing airplanes. She had to outdo the Zepps. She won, soon having airplanes that could reach 20,000 feet or more, above which distance Zeppelins could not work effectively. These high-climbing fighting planes, together with the explosive and incendiary bullets, made England too hot for the airing of a Zepp.

The leader of the Zeppelin raids on London was Commander Peter Strasser, who had unbounded hatred for England. He had an iron nerve and in Germany was regarded as an authority on air raids against England. He met his death on August 4, last year, in the Huns' largest Zeppelin, off the English coast. An explosive bullet ended his journey.

To keep out of range of ordinary anti-aircraft fire the Germans enlarged their Zeppelins from 750,000 to about 2,500,000 cubic feet, thus increasing ascent abilities. But this was quickly countered by improved defense methods in Britain. The Zepps carried about 4,500 pounds of bombs each.

The first time the Zeppelins visited London the people took it as a great joke, flocking to the housetops to see the incendiary bombs that were dropped. Only six persons were killed in the initial raid, although 90 incendiary bombs were heaved overboard.

The men in the later type of Zeppelins were provided with parachutes. The captain and navigating personnel were supposed to jump from the forward gondola and the crew, generally about twenty men, from the engine and midship cabins. In the face of disaster, however, there is no record of any member of a Zeppelin crew having saved himself by this means, either because the machine became too quickly enveloped in flames or fell too rapidly for the parachute to open out.

The Zeppelins usually set out from Germany in the morning and timed their arrival off the English coast about dusk. The fate of Strasser's ship was sealed because he arrived too early, being spotted above the horizon by a British lookout.

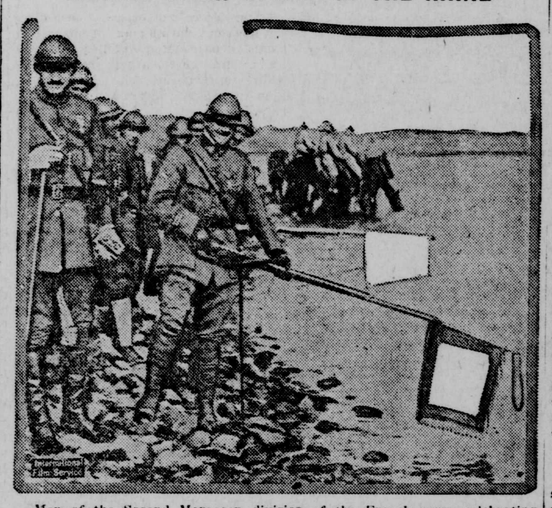
There evidently was no concerted action among the Zeppelin raiders, each acting more or less independently. They selected targets upon which they could unload their bombs uninterruptedly, if possible, and then flee. They often penetrated into the heart of England.

Six Zeppelins were brought down in England, the first by Lieut. Leefe Robison at Cuffley. He was awarded the Victoria Cross. The incendiary machine gun bullets which he used had been issued for the first time only the day before the raid, September 2, 1916. The second Zeppelin was brought down in flames at Great Bursted. Out of 13 Zeppelins which raided England October 19, 1917, the Germans lost four. One descended almost intact near Mersea island, at the northeast corner of Essex. Another was brought down in flames near Potter's Bar, and two other Zeppelins were forced to land, but the crews destroyed their ships.

After Germany saw the futility of sending Zeppelins against explosive bullets (and Zeppelins could not be protected against that device) she instituted Gotha raids.

But Britain beat her at her own game.

DIPPING THEIR COLORS IN THE RHINE



Men of the Second Moroccan division of the French army celebrating their occupation of the town of Hunique by dipping their colors in the Rhine.

CONCRETE NOSE ON EAGLE BOATS

Detroit, Mich.—A long, narrow wedge, with a steel-incased nose of solid concrete, tapered to a knifelike edge, forming a considerable part of its total length of 204 feet, and declared to be capable of crushing any submarine—such is the Eagle, designed originally to help rid the seas of the menace of the German U-boats.

Contrary to popular belief, the Eagle is not a motorboat, but an oil-burning, steam turbine-driven craft with a cruising radius of 5,000 miles. The Eagle is not a thing of beauty; beauty was not contemplated in its construction. It is a long, gaunt weapon of war, of all-steel construction, with the exception of the concrete nose.

Another popular impression that has been shattered is an idea that the Eagle boat is equipped with torpedo tubes. The submarine chaser was not intended to combat the major instrument of German ruthlessness with its own weapons. It was designed to depend rather upon its maneuvering qualities, its powerful light guns and a new American invention for directing its fire at unseen objects.

Its crew, including operating and fighting complement, numbers approximately 80 men. To the observer, the first impression of the Eagle boat is one of wonder that a craft so narrow can possess buoyancy sufficient to keep it upright in heavy seas. Despite its length of more than an average city block, the craft has a beam of only 25 feet, and draws when fully equipped less than ten feet of water.

Its seaworthiness has been demonstrated in the official trials, according to reports to the navy department. While it is admitted the Eagle does not make the speed of the average destroyer, it is claimed that it can outdistance most submarines and the razor-like edge of the bow silently but eloquently tells what would have happened had it come in contact with the German undersea pirate.

Vessel Is Compact.

Built with utility as its prime purpose, seemingly not an inch of space is wasted in the fitting of the vessel, and not an ounce of superfluous weight enters its construction. When dropped into the water ready for the installation of its engines, guns, etc., less than 200 tons of material have been riveted together to shape the Eagle boat.

The plates that form the shell of the submarine chasers vary in thickness from one-fourth to three-eighths inch, and not a single forging or rolled beam enters their makeup. Everything is pressed from sheet metal, cold, by means of machinery that cuts every piece to an exact pattern, punches rivet holes and bends the interior part to required shape.

Amidships rises the deckhouse, topped by the pilot-house, with radio quarters, and above all the conning tower, with the crow's nest at the highest point. Except for this superstructure, the deck of the Eagle carries always the "stripped-for-action" appearance.

"Flu" Ends Divorce Suit.

Bellville, Ill.—While his wife was suing for divorce Harry G. Pfingsten, an attorney of this city, died of influenza after an illness of but two days.

Parson Bags 2 Bunnies in One Shot—Well?

Woodsfield, O.—Are a minister's "fish stories" and hunting stories to be discounted as are those of other men of probity, or must they be believed?

This is a question which the friends of Rev. Edwin R. Romig, a Methodist minister of this village, are asking. He came in recently with two rabbits. He shot at one setting and bagged another which ran behind it, he declared.

"Kicked" by His Auto.

St. Clairsville, O.—It is expected that legislation favorable to owners of automobiles will be swatted during the present session by D. Allen Bond, representative from Belmont county. While cranking his little car recently the thing kicked him, breaking his arm.

TOLL OF AIRSHIP RAIDS

London.—In raids on the United Kingdom by the Germans during the war 5,511 persons were killed or injured, of whom 4,750 were civilians. An official summary of the casualties caused by German airships, airplanes and bombardments from the sea shows these casualties among civilians:

Killed, 554 men, 411 women and 295 children.

Injured, 1,508 men, 1,210 women and 772 children.

Three hundred and ten soldiers and sailors were killed and 551 were injured.

There were 51 raids by airships causing the death of 498 civilians and the injury of 1,236 and the killing of 58 soldiers and sailors and the injuring of 121.

In 59 airplane raids 619 civilians were killed and 1,650 were injured. In these raids 238 soldiers and sailors were killed and 400 injured.

In 12 bombardments from the sea 143 civilians were killed and 604 wounded, while 14 soldiers and sailors were killed and 30 injured.

The greatest losses inflicted by Zeppelins were in raids on Norfolk, Suffolk and the home counties of London on October 13, 1915, when 54 civilians and 17 soldiers and sailors were killed, and in West Suffolk and the midland counties on January 31, 1916, when 70 civilians were killed and 112 injured. The raid on Lincolnshire, Essex and Suffolk on March 31 of the same year caused the death of 17 civilians and 31 soldiers and sailors.

The most serious airplane raid was that of Margate, Essex and London on June 13, 1917, when 158 civilians and 4 sailors and soldiers were killed.

The only bombardment from the sea in which there were heavy casualties was that on Hartlepool, Scarborough and Whitby on December 16, 1914, when 127 civilians and 10 soldiers and sailors were killed and 567 civilians and 25 soldiers and sailors were injured.

GERMANS COULDN'T KILL HIM

Yank's Name on Casualty List Eight Times, Now He's Home Safe and Sound.

Fitchburg, Mass.—Sergt. Gordon W. Hardy is one of Uncle Sam's soldiers that the Huns couldn't kill. Eight times his name was on the casualty list, but now he's back home safe and sound. Seven times he was wounded. Twice he was gassed by mustard gas. He spent nine weeks in a German prison camp, from which he made a daring escape. Hardy was one of the first 30,000 American soldiers on the firing line in France and he served with two United States divisions which were practically wiped out. This twenty-three-year-old lad has been complimented by General Pershing for bravery. He declined to try for a commission. "I wanted to be in action all the time and not scratching my desk with spurs," he said.

For an Illinois railroad a derrick car has been built which can handle 35-ton loads at a reach of 35 feet.

SEA CAPTAIN GIVEN MEDAL

Capt. William Finch of the White Star Line Honored by King George for Brave Work.

Boston.—Hundreds of marine friends in this country of Capt. William ("Foggy") Finch of the White Star line, will be interested to learn that he is the recipient of the medal of the British empire, presented by the king for brave work during the war. Captain Finch went down with the liner Arabic when she was torpedoed, but was rescued. In command of the Adriatic and Baltic, he transported thousands of American soldiers overseas.

Cheese Mask Stops "Flu."

Marion, O.—Hearing that the police would allow no one in the downtown district who was not wearing a "cheese-cloth" mask, the nine-year-old son of C. Z. Zachman, president of the Y. M. C. A. here, smeared a piece of muslin with Camembert, cut eye and nose holes in it and proudly paraded to the Y, where he wanted to see his father. He didn't catch the "flu."

Three Pairs of Twins Didn't Bring Happiness

Cleveland, O.—Children usually hold the home together, it is said. But three pairs of twins, now aged ten and seven years and three months, respectively, failed to avert a divorce suit filed here by Mrs. Elsie Kuntz, their mother. She complains that the children's father neglected her and the twins and was cruel.

Beware of Stocking Bank.

Tarentum, Pa.—Grocers who feared thieves and had little faith in their strong boxes were sometimes known to hide their receipts overnight in the beans, but it took a local man to disclose that dry goods merchants sometimes use stockings for the purpose. As usual, the stocking as a bank proved a failure. The store doors were thoughtlessly opened too early one day recently and a customer made away with a real Christmas stocking with $117 concealed in the foot.

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