

Soldiers Kneel in Prayer Then Face Deadly Machine Guns

On the Battle Front, Saturday, via Paris, Sept. 19.—Overpowering fatigue and privations, resulting from five days of unrelenting struggle brought about last night a temporary lull in the combat of the powerful armies that are face to face along the rivers Oise, Aisne and Woivre.

The roar of cannon, machine guns and rifles died down early last night and the presence of two armies composed probably altogether of 1,000,000 or more men within touch of an uneven line and ready to spring to a fatal grip, scarcely could be conceived, so intense was the stillness, broken only by an occasional cannon report. The soldiers of the allies and the Germans alike were snatching a little rest huddled in the strong entrenchments, in places the trenches being half filled with water as equinoctial storms continue.

The French and British, like the Germans, have now entrenched and settled down for the stern fight which threatens to be even longer and more sanguinary than the battle of Marne. Progress is being made at some points by the allies, but slowly, and the developments of the last twenty-four hours are not important except that it is officially confirmed that the Germans have received reinforcements from Lorraine.

There were a few isolated encounters today, but both sides appear to have abandoned the rush movements across the open which marked the early stages of the war. Obviously the deadly machine guns have taught a lesson.

One of the incidents of yesterday when the fighting was awful in its sacrifice was widely recounted today.

A British infantry regiment, upon receiving an order to advance and to take a German position, knelt for a moment in prayer. Then the men, knowing that their charge was to be terrible in cost, sprang to their feet and with fixed bayonets clambered out of the shelter of the trench. In short and rapid rushes they advanced in wide open order, alternately lying down and then making another dash of fifteen yards. From the German position came the thick hail of the machine guns, the attacking soldiers hurrahed and sang as they pressed forward. Many fell with cries of determination on their lips. Finally those who remained of the regiment reached and took the German position.

Briggs Receives Word From Brother

A. C. Briggs has a brother, Rev. F. F. Briggs, now on the way across the Atlantic, leaving war-ridden Europe behind them. They left Liverpool September 10. He is accompanied by his wife and three children. In a letter received by Mr. Briggs they state that during their short stay in The Hague, while the conflict was going on, some jolly minded person had hung a big sign across The Hague Peace Conference building with the inscription "To Let" upon it. We print below a letter which was received by the mother of A. C. Briggs, who resides in Washington, D. C.:

"This is the first chance we have had of sending word with any assurance that it would go. Every courtesy was shown to Americans by the German government. Germany feels that she has been misrepresented in America by reports which come from France and England. But I am sure every American will be glad to tell of the uniform courtesy of the government, even to the enemies of Germany."

"In our pension was a Russian family of six who were in Germany when the war broke out, and, of course, could not be allowed to go home. But the only evidence that they are prisoners in Berlin is that they must report to the police every three days. Otherwise they have perfect freedom. Still there was some suffering. Americans who came in parties and had paid their expenses in a lump before starting suffered worst."

Mrs. Briggs writes:
"No country could have treated the people of another nation better than Germany has treated Americans. The frauhein at our pension in Berlin told us to stay there longer, as she was afraid we might get killed, but that we need not pay her until after the war."

News of the Local Tourists

Rev. S. M. Dorrance, former rector of Trinity Episcopal church here, landed in Boston September 5. He came over on the Laconia of the Cunard line, and notwithstanding the vessel was painted a pronounced ultramarine hue in order to distract attention, it was halted twice on the way over by British cruisers. Over 1,500 repatriated Americans were among the Laconia's passengers. Miss Bertha Case, sister of Mrs. F. D. Wagner, remains in Marseilles, southern France. She is an art student and writer, and reports conditions not far removed from the normal in that locality. Mrs. E. H. Day, aunt of Manager Newcombe of the Western Union, is supposed to have sailed home from France some time since, but has not been heard from recently. She had been traveling extensively on the continent. Rev. E. H. Hicks, former pastor of the local Baptist church, who started some two months ago, accompanied by a Lane county friend, on a tour around the world, the objective point being a visit to the Holy Land, has dropped out of sight for the time being, but is supposed to be outside of the sphere of the European war zone.

High Shriners Are Coming

Portland will receive the Shriner guests and give them a good time Tuesday. Illustrious Potentate Harvey Beckwith of Al Kader Temple is in charge of the reception committee. Many Shriners are coming from temples in the east and after stopping off at the Portland temple are coming to the big ceremonial at Ashland. The Oregonian gives the list as follows:

"Imperial Potentate Smith, who is on a sixty days' tour of the United States, during which he will visit thirty-eight temples; J. Putnam Stevens, imperial deputy potentate, of Portland, Me.; Henry F. Niedringhaus, Jr., imperial chief rabban, of St. Louis, Mo.; William S. Brown, imperial treasurer, of Pittsburg, Pa.; J. T. Jones, imperial captain of the guard, from Oklahoma; Ellis L. Garretson, imperial first ceremonial master, from Tacoma; J. Henry Lewis, honorary member and representative of Osman Temple, St. Paul, and W. O. Washburn, potentate of Osman Temple of St. Paul.

—We are going to the big Normal doin's Friday afternoon. Make your appointment with Studio Ashland for a new picture in the forenoon. It

Ashland Gets Her First Booking From Mineral Springs Advertising

The Frank Tourist Company of New York city has made its first hotel booking for Ashland. They have booked a doctor and his wife at the Oregon Hotel for the latter part of September. They are now perfecting arrangements with Mrs. Connor to book tourists for Ashland mineral resort.

The Frank company is the largest tourist company in this country. It is their business to route and place people on tours of the world, including all European watering resorts.

Ashland's fame is spreading. Already it is attracting the interest of physicians from the Atlantic seacoast.

If the resort is completed and properly exploited for the next year thousands of them will be booked through this company now that the Hotel Oregon has gotten in good touch with it.

There is no question that next year will be a big one for the Pacific coast. No doubt but the bonds will be sold within the next thirty days. When they are Ashland should begin to prepare a large and systematic advertising campaign at once. The literature should be going in large volumes by January first. Careful preparation should be made and enough publicity force added to the advertising of the S. P. Company to assure Ashland getting her big share of the tourist movement next year.

Ashland can be made a great resort if she tries. Her people must get the big idea and have the willingness to put proper force behind the project to make it go.

—Buy a Mallory hat at Enders'.

The Care of Automobile Tires

Inner Liners.
These should be used only in emergencies or to prolong the life of a wornout tire. Never, however, apply them as a permanent repair, as they are utterly destructive to a new tire.

Use of Chains.
Where used, adjust carefully. If too loose they will cut and loosen the tread; if too tight, they cut and bruise where lapped over casing.

Keep Your Tires Clean.
Cleanse daily, if possible. Scrape of mud and soil and wash with water and a little soap of good quality, applied with a not too wet sponge. Watch closely for cuts, blisters, etc. Have them repaired at once.

Change Tires.
Don't wait until a change is necessary, but put extra casings into service at intervals. You can often save a tire by shifting it from a back wheel to a front, where the wear is not so hard.

Keep extra casing in covers and away from moisture. Use at intervals.
Keep tires away from oil. This is rubber's natural enemy and will quickly destroy it. Mineral oils, such as used on roads to lessen dust, are not so bad, but animal oils and fat are deadly.

Many motorists have been in the habit of running their tires soft in the summer season, using as their excuse the belief that, on account of the heat's increasing the pressure of air in tires, they have been running soft to avoid possibility of a blowout. They are wrong. Enough heat would never be generated to cause danger from this source, and owing to the extreme likelihood of underinflation the schedule of proper pressure should always be followed, regardless of season. Pressure will greatly increase from overload of weight, than temperature. Most motorists will inflate their tires when the car is

M. E. Hicks Dies Very Suddenly

Myron E. Hicks, the well-known Star Theatre man, died suddenly as the result of heart failure late Friday afternoon. He had gone home feeling pretty well, but upon his arrival he felt sick and laid down on the couch. In a few minutes he was worse and the physician was called. He died before the doctor could reach his side.

The funeral occurred at 1:30 Sunday afternoon and there was a large attendance. Spanish war veterans acted as pallbearers. Many flowers were brought to honor the dead. Interment was in Mountain View cemetery.

Mr. Hicks came here about one year ago from Tonopah, Nev., where he was engaged in the theatre business. He had a very interesting history, having served in the Spanish-American war and seen much army life. He had traveled extensively, until he was able to converse readily upon many of the interesting points of the world and the United States.

Mr. Hicks leaves a wife and little daughter, Olive. They will leave soon for Los Angeles, where they will join the parents of Mrs. Hicks. The theatres, one at Talent and one in Ashland, which belong to Mrs. Hicks, will be run for her by Ora Angle, Walter Smith and Glenn Eaton.

—That old suit can be made as good as new by thorough cleaning and a few small repairs. Paulsen & Barrett have a reputation for thoroughness in their work.

empty, or, in other words, without any load, then will put in a thousand pounds. This is what increases pressure, and very frequently blowouts. I have tested a number of tires and have found the pressure increasing from five to twenty pounds.

M. CHARLES HAST.

Coast Steamer Sinks Seventy-two Lives Lost Only Two Survivors

Astoria, Sept. 19.—The steamer Beaver, of the San Francisco & Portland Steamship Company, docked here at 1 o'clock today, bringing among her passengers Alexander Farrell, a survivor of the steamer Francis Leggett.

Farrell was confined to his state-room through exhaustion after ten hours of floating about in the sea from 3 o'clock Friday afternoon until 1:20 o'clock this morning.

The wreck was caused by the deck-load of the Leggett shifting, causing it to turn turtle, and as far as known only two persons out of the seventy-four reported on board were saved.

The Beaver did not sight nor come in contact with the lost ship, but ran into the wreckage about midnight last night, at which time it found the Association Oil tank steamer Frank H. Buck there with one man already saved and on board, and her boats out searching for more.

As the Beaver lined up a lifeboat from the Buck came alongside and placed Farrell on board. He was in a state of collapse, but when the Beaver had reached Astoria had recovered slightly.

Leggett Capsized Friday.

Captain Mason said that from all he could learn from Farrell and the officers of the Buck, the Leggett capsized shortly after 3 o'clock Friday afternoon.

The wreckage in which the steamers Beaver and Buck found themselves was at a point thirty miles northwest by north from Yaquina headlight. The wreckage was of light lumber and far reaching. The call the Beaver answered came from the Buck at 12:30 o'clock this morning and said that the Leggett had sunk, but gave no details, and had none when the two vessels later ranged alongside. They stood for several hours and when they started north with their one passenger each, did not outrun the flotsam from the Leggett until 6 o'clock this morning.

Jap Warship Sends Wireless.

The first information of the disaster reaching the Beaver was a vague message from the Japanese warship Idzumo, a bit earlier in the night, and the ship's officers were on the lookout for the wreck. The Idzumo did not respond to further inquiry from the Beaver, but remained silent to repeated calls.

Before the Beaver and Buck left the scene the following had drawn near and were doing their utmost to find and further survivors: The Northland, Daisy Putnam and E. Segundo. Later the Putnam arrived here but brought no further details, and it is believed that no other survivors were rescued.

There were twenty-one Seattle people on the Leggett, most of them recent arrivals from Alaska. They left here at 4:20 Wednesday afternoon on the Milwaukee line and boarded the Leggett at Hoquiam.

Astoria, Sept. 19.—In his berth on board the steamship Beaver, exhausted as a result of his experience, Alexander Farrell, one of the two survivors of the steamer Francis Leggett, told a vivid story of the last moments of the ill-fated vessel.

"Revolver in hand," he said, "Captain Johnson commanded the men to wait until all of the women were taken in the lifeboats.

"I am at a loss for words to de-

Rural Schools Having Fair

The Neil creek, Siskiyou, Pilot Rock and Dead Indian schools are having an industrial fair this week. Supervisor Chase informs us that the exhibit is of unusual excellence this year. Robert Peachey's school has a fine manual training exhibit. Mr. Peachey has shown himself to be on the progressive list. Last year he organized the manual training class, furnishing the tools himself. His work was so successful that this year the county has given him a rack of tools and substantially increased his salary. Other exhibits of equal quality are on display.

—Teach the children to use the door mat and save mother hard work. See the new line of fibres at Dodge & Sons'. 75c to \$2.

scribe the terrible disaster. We left Gray's Harbor at 8:30 Wednesday morning. The crew and passengers together numbered about seventy-five persons, I believed. We had no trouble in crossing the bar, but later the sea became awfully rough and waves rolled mountain high. In the afternoon conditions became worse and the sea pounded so heavily the captain gave orders to jettison the deck load. Soon after this the sea took off the hatches and the hold filled with water.

"Captain Johnson then ordered the passengers into their cabins, and many were still there when the boat went down.

"When it was seen that there was no hope for the vessel, Captain Johnson ordered the lifeboats launched. You can say that he was the hero of the occasion. He commanded the men to wait until the women were in the lifeboats and threatened to shoot the first man who attempted to disobey.

"In the first boat launched were thirty persons, two of whom were women. There were only six women on board, and the other four were not at that end of the ship when the boat was launched.

"As soon as the boat struck the water it capsized and all the occupants were thrown into the water, and I think they drowned immediately.

"It was an awful sight. I could see them clinging frantically to any piece of timber that had been washed overboard. A few minutes later an attempt was made to launch a second boat. It was almost certain death, and only a few boarded it. It contained four women and their husbands. This boat met the same fate as the other. No boat could live long in that sea.

"I was standing on the bridge when the Leggett went down. I went down with it. I tried to jump clear, but my feet became entangled in a piece of rope and I was unable to free myself. The boat capsized as she sank. I don't know how long I was under water, but when I came up I was half drowned. I grabbed a railroad tie that was floating nearby and was picked up hours later by a lifeboat from the steamer Buck."

Chief Surgeon Talks On Springs

Chief Surgeon F. K. Ainsworth of the Southern Pacific Company spent Sunday in Ashland, at the request of President Sproule, going over the springs situation with Chairman Greer.

"Ashland certainly has a wonderful opportunity," he said, in answer to the query, "What do you think of the project?" "I visited the German watering resorts this spring and I am sure you have waters here as good as theirs and your environment and accessibility should justify the building here of a very successful resort. The success of every watering resort is based about ten per cent on the waters, twenty per cent on the psychology and seventy per cent on the advertising. The Southern Pacific is going to put the full force of its advertising system behind the enterprise. Mr. Sproule believes absolutely in it, and when he gets behind a thing he usually makes it go. You are fortunate indeed in having his hearty support, but Ashland has a part to perform in the advertising line. She should put greater force behind this enterprise than she has ever before attempted. This is the greatest undertaking she has ever tried. It will succeed if carried out along the lines planned by the water commission, but it will take a lot of publicity force. Ashland is now comparatively unknown. No matter how good your resort, the people will not come unless they know about it, and it will take a lot of effort to let them know. Ashland must first get a fine tourist hotel, develop her springs and park and then pour money into an advertising campaign judiciously and plentifully, and she cannot fail. You have a chance to build a watering resort of magnitude here quicker than it has ever been accomplished in America before. Go to it. The S. P. Company is with you and will do her full share if Ashland shows a disposition to carry her part."