

MANNER OF FIGHTING FIRES

METHODS VARY WITH THE NATURE OF THE BLAZE

The Shovel Is the Chief Tool and Sand and Dirt the Most Efficient Material

WASHINGTON, D. C., August 25.—With the forest fires causing greater destruction than during any year in history interest attaches to a pamphlet on that subject by Chief Henry S. Graves, of the forest service. Mr. Graves takes up the whole subject of the causes and characteristics of the fires and the best means of fighting them.

City dwellers with their steam engines and high power supply will find in the pamphlet a strong contrast in the equipment maintained and means employed in the great forests of the West.

"Wherever dirt can be used," he says, "men should be provided with long-handled shovels. If water is available buckets should be provided and, where possible, bucket pumps which throw a stream about twenty feet. Under most conditions it is desirable to have mattocks and iron rakes, and there should always be axes to aid in clearing brush or cutting through down timber or old tops. These implements should be kept in a convenient place for fighting fire. Proper organization for this protection includes an adequate equipment for the fire-fighting force.

"A very good plan is to have caches at convenient points on the trails or at the lookout station, containing fire fighting tools. In some cases in the mountain regions tools are kept in a special pack outfit ready to be thrown upon horses and taken at once to the fire. Such special outfits usually include shovels, collapsible pails, axes, mattocks, ropes, and, in some cases, fire extinguishers and a small quantity of provisions."

As to the methods of fighting fires Mr. Graves says: "Small surface fires may often be beaten out. This is possible when the fire is burning chiefly in a dry leaf litter or short grass. Where there are tops or piles of dry brush, or the fire is burning through thick brush or undergrowth, beating is very difficult.

"There are various devices for beating. A blanket, coat or riding slicker is often used. A gunny sack is one of the best implements for beating, particularly if it can be wet from time to time. A handful of green brush serves also very well for a beating device. In beating out a fire one strikes the fire with a sideways sweep, driving the flames and material back upon the burned ground. A direct stroke scatters the fire.

"The best way to extinguish running fires is to throw sand upon the flames. This method, is of course, practicable only when the soil is fairly clear of rocks and loose enough for ready digging. When the fire is running in pine needles a single shovelful of sand, properly thrown, will extinguish over ten feet of fire.

"Loose loam is also very good, but not so effective as sand. Heavy soil which clods is difficult to manipulate. Frequently sand or loose loam can be dug up in spots, but it is too stony to secure it all along the line of fire. Fighters must then supplement the use of sand or earth with beating or other methods.

"Where, on account of the accumulated debris, the flames are intermittently too severe for battling, water is used if available. Water usually has to be brought from some distance, it must therefore be used very economically. The best way is to deaden the flames by a little water and then beat them out with a gunny sack or other device.

"When water must be brought over mountain trails special water sacks are used, which can be slung on a pack saddle.

"Ground fires, burning in the deep layer of organic matter, are exceedingly difficult to extinguish. If the layer is deep, trenching is the only practical method of stopping the progress of the fire. Such a trench, which has a width at the bottom of one foot, will enable the fighters to stop an ordinary ground fire, especially if the work can be supplemented by the use of water or sand at the trench.

"Crown fires, which burn through the crowns of trees, are always accompanied by surface fires. Crown fires stop when there are no longer any available crowns through which the fire will run, or when there is no longer any material on the ground to carry the surface fire. An ordinary crown fire will jump wide fire lines, and many fires have been known to cross wide rivers almost without check. In the mountains a crown fire running up a slope is almost impossible to check.

"On level ground it is possible to stop crown fires by back firing, when the conditions are such as to make

back firing possible at all. Thus in the pine forests of the Atlantic coast crown fires are frequently checked by back firing. The back fire burns off the surface material and thus in itself acts as a check to the crown fire.

"If it is found that a back fire is necessary, a favorable point is selected directly in front of the fire, from which to set the new fire. This must be a point such as a road, fireline, stream or swamp. The leaves are ignited at points fire feet to a rod apart for a distance not greater than the estimated width of the head of the fire. These small fires gradually meet and form a continuous line, eating back against the wind. The meeting of the two fires stops at once the head of the main fire. It is usually possible then to attack the wings with the ordinary methods of fire fighting.

"A fire is never out until the last spark is extinguished. After the fire-fighting crew has left the ground it is always well to assign at least one man to patrol the edges of the burned area until it is certain that the fire is entirely out. This may be not for several days."

CRIPPEN REACHES LONDON

CROWDS GATHER TO SEE THE PRISONERS

Police Compelled to Erect Barricade to Preserve Order—To Have Hearing Very Soon

LIVERPOOL, August 27.—Dr. Crippen and Miss Leneve arrived on the steamship Megantic this afternoon. Great crowds gathered at the pier as early as 4 o'clock this morning and were very disorderly, compelling the police to erect a barricade to prevent interference with taking the prisoners ashore.

An attempt was made to lynch Dr. Crippen and Miss Leneve this afternoon. The crowd, on their arrival broke through the line of police and rushed for Dr. Crippen, who trembled with fear, and appealed to Inspector Dew for protection. The police succeeded in averting any violence.

The doctor and Miss Leneve were taken to London, where they will get a preliminary hearing before Judge Sir Albert DePutzen at the Bow-street police court at an early date.

UNCLE SAM TO PUT SHARP-SHOOTERS IN THE AIR

Soldier Finds It Is Possible to Sight Rifle Accurately From Aeroplane While in Motion

NEW YORK, August 25.—That a battalion of aeroplane sharpshooters will take the place of cavalry in the army of the future is the conviction of Lieutenant Joseph Fichel, U. S. A., who has been assigned by the war department to conduct a series of aeroplane experiments with Glenn H. Curtiss at Sheepshead Bay.

"My first flight," said Lieutenant Fichel in a preliminary report, "was to find out if it would be possible to aim a rifle from the air craft. I found it to be easier than it is when riding a horse.

"When I went up for the succeeding flights, I had my rifle loaded with the regulation .30 caliber bullet. It was easy for me to sight a target in the middle of the field, and although I had to steady the rifle on one of the aeroplane's supports, it was not difficult to fire.

"Besides the actual shooting tests, I am working on a table of figures on which to base the sighting and firing from the air. The compilation of these tables will require six months' experiments. At present I believe it would be possible to shoot a man from an altitude of 1000 feet. The aeroplane sharpshooters would have the advantage of the shooting, as it is well nigh impossible for the man upon the ground to strike his opponent flying high.

"From a military standpoint the aeroplane is a most powerful machine."

GORING TO DEATH BY AN INFURIATED STEER

CHICAGO, August 26.—Michael Burns, an employee of the Union stockyards, is dead as the result of his encounter with an infuriated steer in a stockyard pen. Burns was sorting cattle when the steer became enraged and charged. Burns was blind in one eye, and did not see the animal until it was almost on him. He tried in vain for a few moments to fight off the charging steer, but it finally got him down and drove its horns almost through his body.

Merely a Question of Comfort
"Now, doctor," complained a bibulous patient, "my great trouble is elephants—pink ones. Not that I object to elephants, you understand. I like them—but they do crowd me so."—Success.

BODIES ARE TERRIBLY MANGLED

PASSENGER TRAINS COLLIDE ON GRAND TRUNK

Cars Catch Fire and Passengers Are Burned—Engineer Was Under Locomotive When Killed

DURAND, Mich., August 25.—The bodies of six women, a man and a child have been recovered from the blazing wreckage of the Chicago-Montreal Grand Trunk express, following the collision with passenger train No. 4, four miles east of here at midnight last night.

Several persons, some of them alive are believed to have been in the wreckage at daybreak. Portions of the bodies can be seen in the glowing embers, but the heat is retarding the work of rescue. The bodies so far recovered have been so mangled that identification will probably be impossible.

The express train with nine coaches stopped at Duffield, east bound, to repair the engine. Engineer George Mitchell was under his engine when the crash came. His head was crushed so badly that he will die, while Fireman George Nelson was fatally scalded. Brakeman Graham insists that he posted danger signals, but is not sure whether the tail lights were lit or not.

Engineer Charles Spencer of train No. 4 said that he was going at high speed, but says that he reversed his engine when he heard the torpedo on the rails explode, but it was too late to stop his engine. He insists that the express did not have tail lights lighted. His fireman, Mitchell, is believed to be dead.

Porter Studymire, who was in one of the wrecked coaches, says he is not sure how many passengers were in his coach, but believes there were probably twenty. Clinton Davis of Montreal was fatally injured, and he says his mother and nurse were killed.

GAS ENGINE TO DRIVE BRITISH BATTLESHIP

PORTSMOUTH, August 26.—An experiment which will, if successful, revolutionize the present methods of warship locomotion is about to be tried in England. The British admiralty has decided to build an experimental motor-driven battleship which will be propelled by an internal combustion gas engine. Such a battleship would render all vessels of the Dreadnaught type obsolete and would have no boilers, stokers nor smokestack, except such outlets necessary to carry out the products of combustion. Increased speed, less weight, less space and less cost of operating will be the result of the new plan.

JAPANESE CONSUL HAS BEEN RECALLED FROM POST

Relieved From Office at Request of Secretary Dickinson Because of Pernicious Activity

MANILA, August 26.—The Japanese consul, Iwaya, has been recalled, as was reported, at the request of Secretary Dickinson, because of his pernicious activity in the Philippines.

Mrs. J. H. Hobbs, Ed Ross, Mr. Wasson, Mr. Smith and Mr. Ritter were passengers on Yaden's stage for Merrill Friday.

THE WINNER BREAKS RECORD

SEVENTY-FIVE THOUSAND SPECTATORS ARE PRESENT

Livingstone Makes Eight and One-Half Miles in Less Than Eight Minutes—Oldfield Reckless

ELGIN, Ill., August 27.—The 305 mile auto race for the Elgin trophy started at 10 o'clock this morning. There were 75,000 spectators present, and 10,000 more were unable to find accommodations. Grant Robertson, Oldfield and Livingstone were favorites. The weather is ideal, and as the track was oiled last night it is faster than ever.

There were thirteen starters. Grant holds the Vanderbilt cup, having won it last season. This is Robertson's first race since his marriage.

The starters are the National car, Greiner driving; the Black Crow, Blinson driver; the Lozier, Mulford driver; the Marmon, Haroun driver; the Simplex, Robertson driver; the Alco, Grant driver; the National, Livingston driver; the Simplex, Saynor driver; the Kisselkar, Endicott driver; the Marmon Dawson driver; the Mathereson, Balse driver; the Knox, Oldfield driver; the Jackson, Schiefeler driver.

The trophy is worth \$45,000. The winner gets \$1,000, the second \$300 and the third \$200.

During the first three laps the cars were lurching and there were sharp brushes at every turn.

Oldfield took the turns at full speed. Grant's Alco twisted a clutch on "Hairpin Curve" and withdrew. Livingston covered the fourth lap of 8 1/2 miles in seven minutes and fifty-eight seconds.

Mulford Wins Trophy
Mulford, in the Lozier car, won the Elgin trophy by driving his machine 305 miles in 4 hours, 52 minutes, 29 seconds. Livingstone in the National was second.

The race was thrilling. After half the race was over nearly every car had dropped out on account of accidents. That there were no injuries is considered marvellous. The track is one of the smallest and swiftest, as well as the most dangerous in the country.

Robertson's time for 59 miles was 56 minutes, 51 seconds. In the tenth lap Robertson threw a tire and ran for three miles to the stand on the rim of the wheel. He lost his lead while replacing the tire.

In the twelfth lap the Mathereson car broke a rear wheel. Harouns, in the Marmon car, broke a piston while Kisselkar broke a radiator. All withdrew from the race.

At the hundred miles Mulford was leading. Livingstone was second, Dawson third, Greiner fourth and Robertson fourth.

In the fourteenth lap the Jackson car hit a telegraph pole and withdrew, but the occupants were unhurt. Mulford completed the twenty-second lap in 7 minutes, 54 seconds, which is a record.

At 223 miles Mulford made his first stop.

At 226 miles Dawson broke the frame of his connecting rod and withdrew.

The Black Crow car broke a wheel in the twenty-third lap and withdrew.

Johnny Hamilton is confined to his home with an attack of typhoid.

GRAND TRUNK WRECK IS BEING INVESTIGATED

Railroad Will Be Prosecuted if Incompetent Men Were Employed. Inquest Next Week

DURAND, Mich., August 26.—The railroad company, the county and the state officials are separately investigating the wreck which occurred on the Grand Trunk railroad here Wednesday night. Chairman Glasgow of the state railroad commission announced that if the railroad used incompetent men on the road it would be prosecuted.

The coroner's inquest will be held next week. It is alleged that both the train crews are strike breakers.

A pretty 8 1/2 pound girl arrived at the home of Mr. and Mrs. W. G. Estes on High street, between Seventh and Eighth streets, Friday. Mother and baby are both well and the father is the happiest man in town.

STABS HERSELF WITH HATPIN

GIRL WHO SHOT FAITHLESS LOVER TRIES TO DIE

New Orleans Picayune Upholds the Unwritten Law in Cases of This Nature

NEW ORLEANS, August 26.—Katherine Freitche, the slayer of her faithless lover, is guarded in a cell in the city prison. Last night when informed that she could not see the body of Frank Mieschler, her victim, she gouged herself with a hatpin.

Later she tried to stab herself through the heart with a hatpin.

The Picayune, editorially, upholds the unwritten law, and suggests that the Cudahy-Lillie penalty be applied.

Closing Out Entire Stock

at the

Goodrich Cash Store

Crackers (carton), regular 85c	75c
Flake Oats and Wheat, regular 45c	35c
Table Fruit, regular 25c	20c
Table Fruit, per dozen, assorted	\$2.25
Cream, nine cans	.95c
Spices, regular 15c cans	10c
Roller Oats, 16 pounds for	\$1.00
Pearls of Wheat, per package	15c
Regular 60c Tea, per pound	40c

Men's and Boys' Clothing

Regular \$20 and \$22.50 Suits	\$14.00
Regular \$17 Suits	\$11.00
Regular \$3.50 Pants	\$2.25

Other Prices in Proportion

CROCKERY

Agateware Glassware

A Large Line to Select From at Your Own Price

Produce and Eggs Taken at Market Prices Same as Cash. No Goods Delivered

ASK YOUR NEIGHBOR

If he takes the Republican. If he does not urge him to do it, so as to lend a hand in the fight for his rights