

FIRE THE ENEMY OF THE FOREST

The Great Destroyer of Timber and Generally Let Loose by Carelessness

The worst enemy of the forests is fire. To combat it the forest service maintains a fire fighting system. The reports show that while the reserve area has almost doubled, the burned area has been reduced by more than one half and the percentage of area burned has been reduced by three-fourths.

Only since February 1, 1905, have the reserves been under the administration of the forest service. This reduction is therefore the showing of the first eleven months of administration by government foresters. The working out of a system of effective control of fire on the reserves is still in its infancy. "Too much fire" is still the judgment of the forester on the situation. Of course, bad seasons play a large part in determining the fire losses of a year. Even with the best possible system of protection there are bound to be wide fluctuations between individual years. But it is believed that under expert care the injury to the national forests can be rapidly and permanently cut down. The direct loss from forest fires in the United States runs annually into many millions of dollars while the indirect loss is beyond estimate.

In developing its system of protection the forest service availed itself of past experience, home and foreign. The reserve officers—forest guards, assistant forest rangers, deputy forest rangers, forest rangers, deputy forest supervisors, and forest supervisors—are under the direct supervision of the office of the service at Washington, guided by a definite code of instructions; but large authority, with corresponding responsibility, is placed upon the local officers themselves. All except the forest guards are civil service employees, and the salaries paid range from \$720 to \$2500 a year. Each supervisor is responsible for the patrol of his reserve and is expected to devise systems best suited to his locality. Already, in the brief period since the organization of this system, a high standard of efficiency has been developed, and a much higher is expected.

A constant lookout for fires is kept from ridge trails and commanding points during the danger season, and the reserves are patrolled as efficiently as possible with the force available. Roads, trails and fire lines are constructed, affording means of rapid communication and points of vantage at which to arrest the progress of a fire, and telephone lines are being run to help give warning and summon assistance.

Every forest supervisor is authorized, in person or through a subordinate, to hire temporary men, purchase material and supplies, and pay for their transportation from place to place to extinguish a fire. When the cost is likely to exceed \$300 the supervisor telegraphs the forester for authority to incur the additional expense.

Forest rangers are required to report monthly to the supervisor regarding all fires occurring in their districts. These reports cover the location, damage done, probable cause, by whom the fire was discovered, when discovered, when brought to the notice of the forest officer, when the work of fighting the fire was begun and finished, how many extra men were employed, and cost of fire. At the end of the year the supervisor submits an annual report to the Washington office.

During the calendar year of 1905, 36 of the 93 reserves escaped fires altogether. On the remaining 57 areas were burned over ranging from 1 to 79,083 acres (Northern Division of the Sierra reserve) and amounting to 279,592 acres. The largest amount of timber was destroyed on the Lewis and Clark reserve (Southern division)—

42,893,000 board feet. The total for all reserves was 152,557,000 board feet, with a value of \$101,282, but the greatest loss in money value was \$27,320 on the Priest River reserve. The total cost of extra labor and supplies for fighting fire was \$12,573.52.

The seasons of greatest danger from fire are spring and fall. The first is now fully at hand, as the Michigan losses already testify; and, unless every precaution is taken by all concerned, vast damage from fire, on both public and private forests, may again be expected. General co-operation of all coming in contact with the forests is earnestly to be sought, first, to guard sedulously against the starting of fires, and, second, to aid in every way in extinguishing such as occur.

In this connection may be mentioned several steps already taken toward co-operation among the forest service, the state governments and local interests in fighting fires.

In California the forest service, the state forester and the lumber companies are co-operating to prevent and fight fires, all forest rangers having been made state fire wardens. In Oregon and Washington the forest service is co-operating with the timber companies to the same end. The governor of Idaho is inaugurating a movement to organize the timber companies of that state to co-operate with each other and with the state in fighting fires, and has asked the assistance of the forester, who has replied that the service will aid the movement by furnishing plans and assisting in carrying out any measures agreed upon by the Idaho organization.

There's a vast difference between law and justice.

RAILROADS STAND BY THE CITY

San Francisco Is to Maintain Its Pre-Eminence in the Export Line

(San Francisco Examiner, May 6 1906.)

Traffic Director J. C. Stubbs of the Harriman roads is doing a most important thing to conserve the trans-Pacific trade of San Francisco. Through his many influential avenues Mr. Stubbs has already reached the large trade centers of Europe, China, Japan, and the eastern section of the United States, and laid before them large commercial associations and shipping bureaus a positive and detailed statement showing that in no way have San Francisco's facilities for loading shipments to and from the Orient been impaired in the least. Among other things, Mr. Stubbs has let it be known all over the world that the overland roads centering in this city have their tracks, warehouses and freight sheds intact the same as before the fire; also that the wharves and docks of the trans-Pacific steamer companies, which connect with the railroads, are unharmed.

Since 1897 San Francisco has had a joint Oriental service consisting of an arrangement among three of the following steamship lines: Pacific Mail, which is owned by the Southern Pacific; Occidental and Oriental, which is owned by the Southern and Union Pacific roads; and the Togo Kisen Kaisha, a Japanese company, which is owned by the Asano syndicate of Tokio. Both the Southern Pacific and Santa Fe roads have a traffic arrangement with these steamer lines, and in the past eight or nine years their shipments through the port of San Francisco have grown to large proportions.

These steamer lines are to maintain their joint agreement and also their traffic arrangements with the Southern Pacific and Santa Fe. Stubbs and R. P. Schwerin, on behalf of the Harriman and representing the Southern and Union Pacific roads and the Occidental and Oriental steamer lines; President E. P. Ripley of the Santa Fe, and Assistant General Manager W. H. Avery, as the representative of the Asano syndicate, have all agreed to pull together and conserve the trans-Pacific trade and pre-eminence of this city. In addition the Asano syndicate, which recently commenced to build two new and large steamers for its line, will rush them to completion and run them in and out of this port, regardless of the recent fire.

Messrs. Stubbs, Schwerin and Harriman think this positive and definite agreement of the interested railroads and steamer lines settles the question of San Francisco's trade with the Orient favorably and safely and that there will not be any diversion of shipments to other Pacific Coast ports.

"San Francisco," said Mr. Stubbs yesterday, "will not lose her pre-eminence as the great Oriental trade port of the Pacific coast. All the interested transportation lines, both rail and water, will continue to act in unison, and will see to it that trans-Pacific trade of this port is conserved in every respect. And they can be relied upon to successfully attain this end for the very good reason that they have the same facilities at their command now that they had before the fire. We have let the shipping world and trade centers know this condition of affairs and therefore they will quickly realize that the reasons which have in the past caused them to ship through the port of San Francisco still hold good. Of course, the local commercial community can see the importance of holding this trans-Pacific trade and will see in it another reason why the city will quickly rehabilitate itself as a great shipping and trade center."

Following the Flag.

When our soldiers went to Cuba and the Philippines, health was the most important consideration. Willis T. Morgan, retired commissary sergeant, U. S. A., of Rural Route 1, Concord, N. H., says: "I was two years in Cuba and two years in the Philippines, and being subject to colds, I took Dr. King's New Discovery for Consumption, which kept me in perfect health. And now, in New Hampshire, we find it the best medicine in the world for coughs, colds, bronchial troubles and all lung diseases. Guaranteed at J. C. Perry's drug store. Price, 50c and \$1.00. Trial bottle free."

Men Wanted.

Sawmill and lumber yard laborers, \$2.25 per day. Woodmen, \$2.25 to \$3.00. Steady work. Apply to Booth-Kelly Lumber Co., Eugene, Or. 5-22-11

THE OLD RAIN STICK.

Over a Century Since It Was Carried in America—Time Has Wrought Many Changes.

From the heavy, cumbersome rain sticks of 1790 to the dainty umbrella of 1906 is a long jump. Each succeeding year finds changes in umbrella styles, usually confined to the handles and upper adornments of the rod. This year's style have many beautiful fancies, worked out in gold, silver, pearl and ivory. The finest silk spreads over the ribs of these rain shields, and they are stout enough for the use they receive, but would probably give very short service to the New Yorker who rides in the subway twice a day in crowd time.

It is curious to observe what a difference exists between these wire, steel and pearl creations of today and the first umbrella ever made, that erected in the literal significance of the word, by Jonas Hanway of London in the year 1756.

Mr. Hanway detested the cold dripping of London rain, so he set about the making of a rain stick, which, when completed, weighed a good twelve pounds, and on its first appearance over the head of the redoubtable Hanway caused a commotion among the beholders. Over Hanway's head his tent-like arrangement, the cloth of heavy snow cotton, extended like a great roof, sufficiently spacious to shelter seven people. Its ribs were of heavy whalebone half an inch thick, and braced with bars of wood. It required a man of muscle to accomplish a five-mile stroll with the first umbrella.

In a month after its first appearance a few others had bravely come forth to defy public opinion and the rain, but it was not until thirty-seven years later that the umbrella was seen on the streets of old New York.

In a modest shop in Philadelphia, the first umbrellas of an American make were turned out in 1793, and New York fashionables of the period might have been seen the same year walking in the rain, delighted with the unwieldy arrangement which they called a rain stick. Its real recognition as a human necessity was synchronous with the invention of the steel rib in 1810.

From that time forward the umbrella improved in shape and usefulness though no very radical changes have been made. Its principle is just the same now as it was a hundred years ago, and occasionally, when a hurrying New Yorker struggles with his rain stick in a pouring rain, he feels a doubt about the superiority of the modern article.—New York Sun.

A Whole Medicine Chest.

PROF. DEAN'S KING CACTUS OIL

Will heal the worst barbed wire cut without leaving a scar if used in time. We have thousands of testimonials that prove this fact. Every owner of live stock should keep it on hand, for it is a positive cure for cuts, sprains, bruises, old sores, swellings, open wounds, harness and saddle galls, etc.

KING CACTUS OIL is equally valuable for ailments of the human race. It is made netized and soothing, pleasant to apply and heals a wound from the bottom up.

Sold by druggists in 15c., 50c. and \$1 bottles, \$5 and \$5 decorated cans. Sent prepaid if your druggist cannot supply you by OLNEY & McDAID, Clinton, Iowa.

For sale by G. W. PUTNAM CO., Druggists, 135 North Commercial SALEM, OREGON.

MARKET QUOTATIONS TODAY

"Make Salem a Good Home Market"

Poultry—At Steiner's Market.
Eggs—Per dozen, 17c.
Chickens—11@12c.
Frys—13@15c.
Ducks—10c.

Poultry, Eggs, Etc.
Eggs—Per dozen, 17½c.
Butter—Retail—Country, 20c, creamery, 25c.
Hens—10c.
Frys—14c.
Geese—7@8c.
Ducks—9c.

Fruits, Vegetables, Etc.
Potatoes—25@30c.
Onions—2½ to 3c.

Tropical Fruits.
Bananas—5½c per pound.
Oranges—\$3.00@4.00.
Lemons—45c.

Live Stock Market.
Steers—3@3½c.
Cows—2½c.
Sheep—3c.
Dressed Veal—5c.
Stock Hogs—6c.
Fat Hogs—6½c.

Grain and Feed.
Baled Clover—\$7.
Oats—\$7.00.
Timothy—\$9@10.
Oats—45c.
Bran—\$20.
Shorts—\$21.50.

Salem Flouring Mill.
Wheat—60c.
Flour—\$3.60.

Portland Market.
Wheat—Club—72c.
Valley—72c.
Bluestem—74@75c.
Oats—Choice white, \$31.50.
Millstuffs—Bran—\$17.
Hay—Timothy, \$12@13; Alfalfa, \$13.

Potatoes—50@60c.
Poultry—Average old hens 12@12½c; mixed chickens, 11½@12c; young roosters, 10c; chickens, 13@14c; turkeys, live, 15@18c; turkeys, dressed, choice, 22@23c; geese, live, 9@10c; geese, dressed, per pound, 10c; ducks 14c; pigeons, \$1@1½; squabs, \$2@3.

Pork—Dressed, 7@8c.
Beef—Dressed, 4½@5½c.
Mutton—Dressed, 5@6c.
Hops—Oregon—1905, 10½@12½c.
Wool—1905 clip, valley, coarse to medium, 23@23½c; Eastern Oregon, 18@21½c.

ORDER THE EVENING CAPITAL JOURNAL AND SECURE THE NEW 450 PAGE BOOK

The Destruction of San Francisco

BY EARTHQUAKE AND FIRE

By Charles Eugene Banks and Opie Read

Special :: Memorial :: Volume

This edition will be eagerly sought after by millions of Americans who have demonstrated their sympathy in a substantial manner by cheerfully answering the call of the stricken, and giving money, food and clothing with a generosity truly American. Every city, town and village throughout the land is stretching forth its hands to help those in distress. Human hearts are beating today in every hamlet in the world for friends or relatives dead or dying in the ruins.

There never was a time in the history of the world when all eyes were turned to one city, as now they are toward the once great city of San Francisco.

Interest is at fever heat and there is a demand for this book, by all people, that makes it a duty and an honor to be the means of bringing it to them.

This book tells, by pen and picture, the detailed story as gathered by writers on the grounds, of the awful calamity that befell San Francisco and the smaller cities of the Pacific coast, leaving hundreds of thousands homeless and at the mercy of their fellow men; of the loss of life and the destruction of property; the story of the disaster as told by the survivors; fighting fire with dynamite; murder and pillage by ghouls; food and water famine; army guarding survivors under martial law; the rifle and noose the fate of ghouls; burial alive in tombs of fire; a city turned into an inferno of furnaces; hundreds insane; sympathy of nations; relief work of our people; contributions for the suffering from individuals, cities and congress; a nation's sympathy aroused.

The Whole Story of the Disaster

AS A SIMILAR STORY WAS NEVER TOLD BEFORE—TO ALL OF WHICH IS ADDED

THE APPALLING STORY OF VESUVIUS

IN ITS RECENT ERUPTIONS AND THE TERRIBLE DESTRUCTION OF LIFE AND PROPERTY, TOGETHER WITH DETAILED ACCOUNTS OF THE HISTORICAL VOLCANIC ERUPTIONS, SEISMIC WAVES AND THE FRIGHTFUL DISASTERS OF THE PAST, FORMING AN ENCYCLOPEDIA OF AUTHENTIC INFORMATION.

THIS IS THE BEST BOOK PUBLISHED ON THE TERRIBLE DISASTERS OF APRIL 18-20. WE HAVE ARRANGED THAT OUR READERS GET THE FIRST EDITION, HANDSOMELY BOUND IN CLOTH WITH PHOTOGRAPHIC REPRODUCTION OF THE GREAT FIRE ON THE FRONT COVER. TWO DOLLARS PAID IN ADVANCE FOR THE DAILY OR WEEKLY CAPITAL JOURNAL AND 20 CENTS FOR POSTAGE BRINGS YOU THIS GREAT BOOK BY MAIL. THE FIRST EDITION IS LIMITED, SO SEND IN YOUR ORDER EARLY.

THE CAPITAL JOURNAL, HOFER BROS., Publishers.