WEATHER
FAIR TO-DAY AND TO-MORROW. SLIGHTLY WARMER. LIGHT SOUTH WINDS.
Full Report on Page 12.

New York Tribune

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VOL. LXXVI No. 25,478. [Copyright 1916—The Tribune Ass'n.] FRIDAY, AUGUST 18, 1916. * * * ONE CENT In New York City, Newark, Jersey City and Hoboken.

Wilson Presses R. R. Heads to Yield

BRITISH PARRY FIERCE BLOWS; DEEPEN WEDGE

Hurl Back 6 Attacks, Drive Nearer Second Defences.

FRENCH CLOSE IN ON COMBLES

Massing of the German Troops Presages New Thrust.

[By Cable to The Tribune.]

London, Aug. 17.—The Germans struck a heavy counter blow at the British line to-day, but it was beaten back with severe losses. Haig's troops stood their ground despite six rushes in a storm of shell fire, and turned the assault so thoroughly that they were able to advance their line on a narrow front.

Pozieres and the ground to the north were chosen again for the Teuton counter attack. The British advance here has driven a wedge between Thiepval and Martinpuich, threatening to pocket both villages, which are bulwarks of the second line.

In an effort to dislodge this wedge, the Kaiser's troops attacked on a broad front, and with strong forces last night and this morning. Haig's guns set up six successive curtains of fire, through which the enemy could not penetrate.

British Win Trenches.

Then the British assailed the German line northwest of Bazentin, lying east of Pozieres, and succeeded in capturing a hundred yards of trenches. The Teutons immediately counter attacked, but were repulsed again.

The Allied forces have now driven their wedge eastward far enough to menace seriously the German second system. Guillemont, Maurepas and Clery will fall with the next thrust. The British, while the French were pushing closer to Combles last night, pushed on west of Guillemont along a 300-yard line.

Along the front north and south of Maurepas and south of the Somme, where the Allied forces advanced on a three-mile front yesterday, the Kaiser's forces made no attempt to counter-attack to-day. They elected to assail the British line along the northern edge of the wedge, on the theory that if it were blunted there a push eastward would be seriously hindered.

Offensive Still with Allies.

London sees extremely hopeful signs in the Allied victory yesterday. That advance proved that offensive ability still rests in large degree with the Allied forces in Picardy, and that while the advance may move slowly, nevertheless a thrust always pushes back the German lines.

The British and the French continue the steady pressure on the Teuton line, always returning to the attack with increased power after they have been stopped momentarily. It is a good criterion of their resources in men and munitions that after seven weeks of almost incessant battle they were able to execute the brilliant dash which helped to straighten their line in the Combles-Peronne sector.

This advance is measured only in yards, and it is only a minor incident in a wide movement, but it was costly to the Germans, who defended their positions stubbornly.

Germany Has Plenty of Troops.

Some observers here believe that if the estimates of German numbers in the West are correct, the Kaiser's troops will not rest content with defending the Somme sector, but will launch a heavy counter-attack at another point on the line in the West. One of these critics say that Germany is still well supplied with troops, and that the 1917 class is far from being exhausted.

So far the greatest value of the Western offensive has been to compel Germany to concentrate large forces there, enabling the Allies to strike successful blows at other points. How effectively this scheme has worked out is shown clearly in the results in Southern Russia, on the Carso and at Verdun.

Teutons Kept Busy.

Long ago the British military leaders appreciated fully the difficulties which must be overcome before either side could advance on this trench-webbed Western front. They laid their plans accordingly. The ceaseless battering of the German lines in Picardy aims as much to keep the Teutons engaged in the West as to break through the enemy lines.

Of the whole British people, these leaders are most satisfied with the results in Picardy, because they realize best the strength of their opponents. Lloyd George's statement to-day that "Britain's honor is not dead, her might is not broken, and her destiny still un-

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Business Men Feed France's Victory

Work of Supplying Shells and Munitions on Somme Front Now Conducted Like the Management of a Huge Industrial Corporation.

This is the second part of an article by the Tribune's Paris correspondent describing the French front on the Somme. The first was printed yesterday morning.

By FRED B. PITNEY.

[By Cable to The Tribune.]

Paris, Aug. 16.—We left the battle front to go back and study the huge organization that feeds shells and munitions into the fighting line and had made possible the great French advance. A few months ago when I was on my last visit to this part of the line Amiens was the centre from which radiated the armies' operations.

One of the things that most impressed me on this visit, with a certainty of the advance continuing, was that the centre has now been moved well to the east. Amiens has become one of the rear posts of the war. It is on the distant edge of operations.

One no longer leaves Amiens to plunge into the fighting line, but makes of it a rest spot in the rear, far away from the turmoil. It is east of Amiens that there lies the great parallelogram in which the victory is organized.

If you can imagine the Pennsylvania railroad yards in Jersey City enlarged to cover a territory fifty miles long by thirty wide you can get some idea of what this service of the rear means. I criss-crossed back and forth over this region, covering innumerable miles in an automobile, and found every square foot given over to the purposes of the offensive. The organization is that of a great business, and it is conducted on purely business lines by business men.

Business Men in Control.

I talked to the commander of one big supply station and asked him what he was sending most of to the front for the moment.

"We are sending chiefly large calibre shells to-day," he replied. He was not a professional soldier. He was a business man, and he, with hundreds of thousands of other business men in France, had been called on by the army to put his practical experience in organizing business to the service of France to organize victory for the army. It was as though America, at war, had called on the heads of departments of the United States Steel, Bethlehem Steel and other great companies to put their practical experience at work to organize the new busi-

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FEAR MISS BUSH HAS PARALYSIS

Doctors Think Terminal Co. President's Daughter Has It.

Tarrytown, N. Y., Aug. 17.—Miss Maude Bush, the sixteen-year-old daughter of Mr. and Mrs. Irving T. Bush, of Irvington, is ill at her parents' home. It is feared she has infantile paralysis. Miss Bush has been under the care of Dr. Denniston and a specialist since August 12.

Dr. W. H. Todd, of Dobbs Ferry, the Health Officer, said last night: "We are not certain that Miss Bush has infantile paralysis. We intend to have Dr. Amos, of the Rockefeller Institute, make a diagnosis. Until he reports we cannot be sure."

The house has been quarantined. Mr. Bush is president of the Bush Terminal Company.

ROCKEFELLER CHILDREN WON'T MISS SCHOOLING

Family at Reunion Plans Good Education for All.

Plans to educate Rockefeller children whose immediate families cannot afford to send them to school will be discussed at the sessions of the Rockefeller family reunion, which began yesterday at the Brighton Beach Hotel.

Fifty members of the family from New York, New Jersey and Pennsylvania were present yesterday. Including John D. Rockefeller, who could not be present, there are 260 members of the association. The infantile paralysis epidemic kept down the attendance, which is composed entirely of adults.

TAKES TURKISH COFFEE TO TURKEY WITH HIM

Ambassador Learns It Is Hard to Get in Constantinople.

Ambassador Abram I. Elkus, who sailed yesterday afternoon to take up his new post at Constantinople, took six cases, approximately a hundred pounds, of Turkish coffee with him.

Shortly before sailing, friends informed the ambassador that coffee was selling for $4 a pound in Turkey, and even then was difficult to get, the Turks grinding barley and chicory and selling it as coffee.

SURE BRITISH TOOK BREMEN

Alaunia's Passengers Say They Saw Undersea Vessel Towed In.

Although crowds may line the shore at New London, waiting for a sight of the German submarine Bremen, which is expected hourly, passengers aboard the Cunard liner Alaunia, which docked yesterday, are confident there will be no Bremen.

The Alaunia was instructed by the British Admiralty to anchor in the Downs before setting out. On her second day there a German undersea craft was towed into port by a British destroyer and battleship.

Roy Cochrane, an actor, one of the passengers, who had gone over to enlist in the navy but was refused on account of his age, said the destroyer and battleship appeared to have been in heavy action. As the German submersible was much larger than those previously snared, passengers concluded it must be the Bremen.

GREAT BEAR SPRING WATER—50c the case of six glass stoppered bottles.—Advt.

LINER CHASES DEUTSCHLAND

Americans See British Vessel Try to Sink Submarine.

Boston, Aug 17.—The Deutschland was sighted in mid-Atlantic ten days ago by the Sachem, of the British Warren Line, according to American horsemen who arrived to-day on the British boat. The German submarine merchantman, a week out of Hampton Roads, was chased for half an hour by the Sachem, they said.

As the Sachem approached the Deutschland, which was running awash, it was thought that the strange craft was a derelict water-logged schooner whose masts had been carried away. Not until the two vessels were almost abreast was the true character of the stranger perceived.

Sachem Gives Chase.

The Sachem, its passengers said, immediately swung about and gave chase. For half an hour, they said, the Deutschland held steadily to its course, with the Sachem gradually drawing up. Then the German boat, evidently appreciating that the British vessel was in earnest, submerged.

The five mile interval which separated the two boats when the Deutschland was first sighted, had been cut nearly in half when the U-boat dived, according to Wallace O. Potter, of Lynn, and George J. Watts, of 53 Chambers Street, Boston.

As soon as the Deutschland had vanished the Sachem turned on her heel and made off at full speed on her original course. The harmless character of the submarine did not seem to be understood by the Sachem's officers, Watts and Potter declared. The officers, they said, were in fear of being torpedoed as soon as the submersible sought the depths.

Headed for Iceland.

The Deutschland was headed almost directly for Iceland when sighted. On diving it maintained the same course so far as could be seen, and those on board the Sachem thought it likely the boat was trying for the passage around the north of Scotland, rather than run the gantlet of the English Channel again.

Other German submarines more dangerous in character than the Deutschland had braved the cordon of patrols in that vicinity, however, as the Sachem learned. On the second day out from France, said John Mahan, the quartermaster, the Sachem was sighted by two U-boats, which gave chase. Aided by auxiliary engines, the Sachem pounded along at about fourteen knots, and the submarines scarcely did better than hold their own.

It was not until British patrol boats came swarming up that the submarines finally gave up the chase of the Sachem. They held on doggedly until fourteen of the swift submarine hunters were in full view and several of them had fired test shots to get the range.

56 Plague Cases in Chicago.

Chicago, Aug. 17.—Spread of infantile paralysis in Chicago and suburbs was admitted by health authorities today. There are 56 cases in the city alone. Sixty-five physicians have been engaged to watch incoming trains. Children under twelve years old coming from the East are kept under surveillance two weeks.

BACON SEEKS U. S. SENATE NOMINATION

To Oppose Calder—Root's Counsel Decides Him.

FOR UNIVERSAL WAR TRAINING

Makes Preparedness His Chief Issue—T. R. May Stump for Him.

Robert Bacon, former Ambassador to France, is in the fight for the Republican nomination for United States Senator from New York. In a brief announcement yesterday Mr. Bacon said that he had decided to enter the primaries on September 19 against William M. Calder, of Brooklyn, and that as soon as his petition is filed he would give his reasons for entering the race. Mr. Bacon also announced the appointment of a committee, consisting of Joseph H. Choate, ex-Judge A. T. Clearwater and Job E. Hedges. A campaign committee will be named later.

Mr. Bacon will ask support on the issue of universal military training. The former ambassador is an enthusiast on this subject and is president of the National Security League. Last year he went to Plattsburg as a private and soon was promoted to sergeant.

In a statement that he will issue later Mr. Bacon, it is understood, will make it plain that he is the candidate of no faction of the party. He will enter the primaries solely on the merits of the question, which to his mind is one of the most important now before the people.

T. R. May Stump for Bacon.

The primary fight between Mr. Bacon and Mr. Calder will be picturesque and interesting. In it the former ambassador will have the active support of William Barnes, jr., and the moral support of Colonel Roosevelt. The Colonel has made it clear that under no circumstances will he take active part in a primary fight, but it is understood that if Mr. Bacon wins the Colonel will stump for him. It is not unlikely that Mr. bacon will also have the active support of several leaders now closely associated with Governor Whitman.

Former Senator Elihu Root is credited with being the most important factor in Mr. Bacon's decision to go into the fight. The two are close friends, and it is understood that if the former Senator had told Mr. Bacon to keep out, his advice would have been followed. Mr. Bacon conferred with the former Senator on Wednesday.

Mr. Bacon is fifty-six years old. For the last few years he has devoted himself exclusively to the public interest. He is the head of the American Ambulance in Paris and has taken a prominent part in other war relief measures. Mr. Bacon was a member of J. P. Morgan & Co. from 1894 until 1903, when he resigned to become Assistant Secretary of State under Mr. Root. In January, 1909, he succeeded Mr. Root as Secretary, when the latter was elected to the United States Senate. He held this post until March, and later in the year was appointed Ambassador to France, a place he held until January, 1912.

"Hands Off," Hughes's Policy.

That Mr. Bacon's candidacy was not unexpected was disclosed yesterday, when a statement from Mr. Calder was given out at the office of William R. Willcox, chairman of the Republican National Committee. It is not believed that Mr. Willcox had anything to do with the statement or that it in any way means that the national chairman is behind Mr. Calder. Charles Evans Hughes will not participate in the contest, and has issued orders that no one connected with national headquarters shall take part in it.

Mr. Calder declares in his statement that he has as good a record on preparedness as has Mr. Bacon, and that if the campaign is to be fought on that issue the former ambassador ought to

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MEN TO AVOID HASTY ACTION ON CAR STRIKE

Ask Directors for Conference Over Their Demands.

RAILWAY HEADS DECIDE TO-DAY

Subway and "L" Men Organize, but Delay Making Their Claims.

James L. Quackenbush, general counsel of the New York Railways Company, announced last night that the directors of the company would this morning consider the request of the representatives of the car men's union for a conference. At the same time Theodore P. Shonts, president of the company, asked the union committee to renew to-morrow the conference, broken off yesterday when it developed that Frank Hedley, with whom the committee conferred, lacked power to grant its demands.

These two moves on the part of the company, together with the declaration of William B. Fitzgerald, general organizer of the Amalgamated Association of Street Railway Employes, in charge of the New York situation, that no hasty action would be taken by the men, made the danger of a renewal of the strike on the green car system more remote than it had been at any time since the union submitted an ultimatum on Monday.

At the same time the situation so far as it affects other New York systems became more involved through the formal organization of the men employed on L and subway trains at a mass meeting in the Eighty-sixth Street Lyceum and the appointment of committees to formulate demands, and through meetings of Third Avenue employes to consider the discharge of men since the termination of the strike on that system.

Demands of Interborough Men.

It is not expected that any demands will be presented to the Interborough for some time to come, but it is understood that the main feature will be insistence upon the right to organize, increases in wages above existing scales and modification of working rules and conditions.

So far as the Third Avenue system is concerned union leaders are of the opinion that there will be no trouble there, General Manager Edward Maher being credited by them with endeavoring to live up to the terms of the agreement which ended the recent trouble on the red cars.

Yesterday's conferences between the representatives of the union and Messrs. Hedley and Quackenbush, representing the New York Railways Company, began with a conflict of opinion as to whether or not William B. Fitzgerald, organizer; James E. Vahey, general counsel, and Louis Fridiger, local counsel for the men, should be present. John Conway, chairman of the committee, insisted upon their presence. Then the question of admitting reporters arose.

On this Mr. Hedley was insistent that none be present. He carried his point, after agreeing that the company's stenographers would provide minutes for everybody. Mr. Fitzgerald brought up the matter of the men discharged or refused reëmployment since the peace treaty was made. He wanted to know if the company intended to live up to its agreement to restore all men to duty without prejudice.

Directors Approved Dismissals.

Mr. Hedley declared it to be the intention of the company to observe religiously every provision of the agreement, adding that President Shonts and

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A Schoolgirl and a Pickle

Her mother bought her a bottle of pickles. She read the label and a poster laid over the label and decided that it was beyond her. So she sent it in and The Tribune Institute tells next Sunday what happened after that.

There is a lot of information in this article—information that will help every woman to read labels more intelligently and that means to buy more economically. It comes to you next Sunday—comes *surely* if you tell your newsdealer that you won't be disappointed.

The Sunday Tribune

First to Last—the Truth:
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STRAWS THAT POINT TO RAILWAY DEADLOCK

Will the railway brotherhoods agree on the President's plan?

"The President's proposition is fair and square and the men would be fools not to accept it," says a brotherhood leader.

Will the managers be backed by the railway heads in refusing the plan?

"I assume they will be," says President Willard of the Baltimore & Ohio.

U.S. TO BORROW $130,000,000

Democrats Propose Bond Issue for Mexico Expenses.

Washington, Aug. 17.—A bond issue of $130,000,000 to meet extraordinary government expenditure due to the Mexican situation was unexpectedly recommended to Congress to-night by majority members of the Senate Finance Committee, with the concurrence of the Treasury Department.

The bond issue is urged by the Finance Committee Democrats in the report filed in the Senate late to-day on the $205,000,000 revenue bill. In addition to the proposed issue and the revenue bill, the Finance Committee asserts that a further appropriation of $86,000,000 will be necessary to defray the expense of operations in the Mexican emergency if conditions on the border continue as they are now after December 31, 1916.

The $130,000,000 to be provided by the proposed bond issue, the report says, will meet Mexican expenditures only until the end of this calendar year.

Expenses to Exceed Receipts.

Accompanying the Finance Committee's majority report, submitted by Senator Simmons, was a general statement from the Treasury Department, estimating disbursements for the fiscal year 1917 at $1,126,243,000, and receipts, $762,000,000.

The total appropriations for the fiscal year 1917, exclusive of those carried in the so-called shipping bill, which is to be defrayed by the issuance of Panama bonds, will exceed the appropriations for the fiscal year 1916 by about $469,000,000," says the report.

"This increase is represented principally by $167,000,000 additional amount appropriated for the navy, $166,000,000 additional amount appropriated for the army, $20,000,000 additional amount appropriated for fortifications, $41,000,000 for deficiency appropriations, about $35,000,000 of which is due to the Mexican situation and increased requirements of the army and navy, and $20,000,000 for a nitrate plant, which is a preparedness appropriation.

"The increase in the appropriations for the present fiscal year, other than for these extraordinary purposes, is not beyond the normal increase.

Preparedness Needs Cited.

"But for the additional expenditures made necessary to defray the cost of preparedness the increased revenue to be raised by this bill would not be necessary and the estimated receipts under the present law would be considerably in excess of the estimated disbursements for the fiscal year 1917.

"In this connection attention is called to the fact that $21,000,000 of the normal increase for the present fiscal year represents the amount appropriated for rural credits and good roads.

"In a statement furnished your committee August 17, 1916, the Treasury Department estimated disbursements for the fiscal year, 1917, at $1,126,243,000, and estimated receipts for 1917 at $762,000,000, making the excess of disbursements over receipts $364,243,000.

"This total includes appropriations amounting to about $130,000,000 to meet extraordinary expenses and disbursements incident to the Mexican situation, the mobilization of the National Guard, and the operation of our troops along the border and in Mexico for the six months ending December 31, 1916. Should this condition exist beyond that time a further appropriation of $86,000,000 will be necessary.

Bond Issue Recommended.

"In the opinion of your committee, concurred in by the Treasury Department, this latter sum, namely $130,000,000, should be financed by a bond issue. This would simply be following not only the custom of this country, but of all other nations under similar circumstances.

"Deducting this amount from the estimated disbursements over receipts, the additional revenue required for the year 1917 would amount to $234,253,000. It is estimated that the bill as amended by your committee will raise $205,000,000, leaving a balance of $29,243,000 to be taken from the general fund of the Treasury, which amounts on the 16th instant, excluding credits of disbursing officers, to $134,337,995.

"Your committee is advised by the Treasury Department that it is safe to estimate that this amount can be taken from the general fund without seriously embarrassing the Treasury."

In its analysis of the revenue bill

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SIXTEEN EXECUTIVES CALLED TO WASHINGTON

Plan Which Unions Will Probably Accept To Be Submitted to Presidents, and if Rejected Lines Will Be Blamed.

COMMITTEE OF MANAGERS TO BE BACKED BY CHIEFS

Intimation Is Given Out That as Last Resort Financiers May Be Summoned to Aid in Averting Great Strike.

[From a Staff Correspondent of The Tribune.]

Washington, Aug. 17.—President Wilson will hold the railroad presidents responsible before the public if a strike follows the threat of the brotherhoods.

A plan of settlement which the four union chiefs and 640 delegates of the railway unions are practically certain to accept before to-morrow afternoon has been submitted to the roads by President Wilson.

The conference committee of railway managers have declined to give the President a definite answer. They evaded such a reply in a note sent to the White House, in which they insisted upon arbitration of the whole controversy.

Aroused by the managers' refusal, President Wilson decided to ignore the conference committee and appeal to the executive heads of the leading roads. A telegram was sent from the White House this morning asking sixteen railway presidents, in particular, and any others who may be accessible, to come to Washington at once, because the President felt that a point had been reached in the decision which made it "highly desirable" that he should confer with them.

The conference to-night between the railroad presidents and the managers' committee developed further indications that the managers were to be backed by their chiefs in the attitude they had adopted toward the President's proposal.

"We have gone over the situation thoroughly," said one of the presidents as he left the conference, "and we agree thoroughly in every particular with what the committee has done.

Many Executives Arrive.

Many of the Eastern and Southern railway executives arrived to-night. Many others are due to arrive from the West to-morrow morning and afternoon. Never was there a greater assemblage of railway workers and officials. The question is whether this "big stick" method of President Wilson will bring the managers to terms through their executives or merely strengthen the stand the managers' committee has taken.

Wilson Has Firmer Grasp.

At any rate, the President's friends believe that he has a firmer grasp of the situation than since his conferences started four days ago. His plan of settlement is before the people. The President, although realizing the gravity of the crisis, is certain that public opinion will support his proposition. He is prepared to stand or fall on this plan.

The union delegates—the six hundred and forty—listened, visibly impressed, to the President's exposition of his plan in the big east room of the White House this afternoon. The meeting lasted fifty minutes. It was a smiling, cheerful, thoroughly satisfied six hundred that marched down Pennsylvania Avenue later and assembled in the Bijou Theatre to consider the proposal. They could not agree in their hour and a half conference, so they adjourned until 9 o'clock to-morrow morning, when a vote of approval, undoubtedly, will be announced to the President.

Two Plans in Sight.

It is difficult to believe that whatever row developed in the union meeting meant serious opposition to the proposed settlement. Two explanations were offered for it: One, that it would not be wise to accept too readily; the other that an opportunity was to be offered for every one to have his say before the union leaders wade in and win for the President. But few could see what objection the men could have to the plan, inasmuch as they would get an eight-hour day and two-thirds of the overtime they asked.

The situation in the railroad camp was different. The managers' committee disciplined by the President for seeming to be rude to his offer went about other business during the day and waited for the railroad heads to arrive. They remained determined, but there were thinly veiled signs of probable wavering. To-night many of the President's friends are in earnest conference with the committee, and the President's chances of winning them over depend on what goes on behind their meeting room door.

It is certain, however, that if the President fails to bring them to terms he will not stop there in his determined attempt to avert the threatened strike. A few of the administration leaders

GASOLENE DROP MAKES MOTORISTS FORGET WAR

Plague, Too, Neglected as Price Falls Down to 23 Cents.

Thousands of persons lifted their voices in praise of the joys of the open road yesterday. Thousands of smiles adorned an equal number of dusty faces. Life was one grand, sweet song carolled by a sweet running motor, with no traffic cop's whistle to mar its harmony. They forgot the European war and railway strikes and infantile paralysis and the last meat bill.

For gasolene dropped another cent in price yesterday, and is now three cents lower than it was at the beginning of the week. It can be purchased for 23 cents a gallon at all first class garages to-day. Further reductions, perhaps to 20 cents, are predicted by dealers.

BLACKSNAKES TO KILL FRUIT LAND'S RATTLERS

Southern N. J. Farmers to Stage Reptile Battle.

[By Telegraph to The Tribune.]

Marlton, N. J., Aug. 17.—Blacksnakes will be pitted aginst rattle snakes in the campaign of Burlington County fruit farmers to exterminate the latter, which have become alarmingly numerous with a few miles of Philadelphia.

Several big rattlers have been killed in the last few days. James Truitt shot a poisonous four-footer, with twelve buttons, near Kenilworth; Charles Bennett killed another near Kresson, and a third was discovered, but escaped, on the William Shaffer farm, where one big rattler was killed as it was about to attack a child a week ago.

Formers who have made a habit of killing the blacksnakes have been asked to protect them as a safeguard against the rattlrs.

FIREBUG KILLS WATCHER

Aged Farmhand Shot as He Chases Marauder.

On Wednesday night some one tried to set fire to the barn of the Richfield Hotel, at Richfield, N. J., near Passaic. Last night Cornelius Meyer, an aged farmhand, sat up to catch the marauder. He smelled smoke about 10 o'clock and discovered a man bending over a fire that he had kindled against the side of the building.

The stranger fled toward a cornfield, with Meyer hobbling after him yelling loudly for aid. Persons in the hotel heard a shot and Meyer ceased to call. They found the old man dead in the cornfield. A bullet had pierced his heart. His murderer has not been found.