

# THE CATOCTIN CLARION.

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VOLUME XLVI.

THURMONT, FREDERICK COUNTY, MD., THURSDAY, JUNE 29, 1916.

NO. 16.

### FREDERICK RAILROAD

Thurmont Division  
Schedule in Effect June 18, 1916.  
All trains Daily unless specified

Leave Frederick	Arrive Thurmont
6:25 a. m. Except Sunday	7:12 a. m.
7:00 a. m. Sunday Only	7:57 a. m.
8:20 a. m. Except Sunday	9:07 a. m.
9:50 a. m. ....	10:37 p. m.
11:40 a. m. ....	12:27 p. m.
2:10 p. m. ....	2:57 p. m.
4:00 p. m. ....	4:43 p. m.
4:42 p. m. ....	5:29 p. m.
6:10 p. m. ....	6:57 p. m.
8:20 p. m. Sunday Only	9:07 p. m.
10:10 p. m. ....	10:56 p. m.

Leave Thurmont. Arrive Frederick.

6:01 a. m. ....	6:46 a. m.
7:21 a. m. Except Sunday	8:06 a. m.
8:11 a. m. Sunday Only	8:56 a. m.
9:23 a. m. Except Sunday	10:08 a. m.
10:45 a. m. ....	11:30 a. m.
12:34 p. m. ....	1:19 p. m.
3:14 p. m. ....	3:59 p. m.
5:02 p. m. Sunday Only	5:47 p. m.
5:22 p. m. Except Sunday	6:07 p. m.
6:45 p. m. ....	7:30 p. m.
7:29 p. m. ....	8:05 p. m.
7:35 p. m. Except Sunday	8:20 p. m.
9:15 p. m. Sunday Only	10:00 p. m.

Note—All trains arriving and leaving Thurmont scheduled from Western Maryland station.

Note—All trains arriving and leaving Frederick scheduled from Square.

### Western Maryland Ry.

Schedule in Effect June 18, 1916  
GOING WEST.

Leave Baltimore	Leave Thurmont	Arrive Hagersville	Arrive Cumberland	Arrive Chicago
*4:00am	6:00am	7:20am	7:25am	
*8:08	10:43	12:07pm		
*10:40	12:32	1:35	4:00pm	8:10am
*13:25pm	5:19pm	6:23		
14:04	6:21	7:40		
15:14	7:31	8:55		
16:58	9:13	10:36		

GOING EAST.

Leave Chicago	Leave Cumberland	Leave Hagersville	Leave Thurmont	Arrive Baltimore
	6:15am	7:18am	9:16am	
	7:00	9:19	11:39	
	7:15	1:55pm	3:18pm	5:41pm
*8:15pm	1:30pm	3:50	4:55	6:51
		*4:20	5:42	8:10

\*Daily. †Daily except Sunday. ‡Sunday Only.

## OVER 28 YEARS EXPERIENCE

# PATENTS

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**JOS. C. GERNAND.**  
nov 26tf

## Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employes, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

### Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employes for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore we propose that your proposals and the proposition of the railroads be disposed of by one or the other of the following methods:

1. Preferably by submission to the Interstate Commerce Commission the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railroads, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable, or in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved.
2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

### Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employes are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence. The rates the railroads may charge the public for transportation are now largely fixed by this Government board. Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employes as wages, and the money to pay increased wages can come from no other source than the rates paid by the public.

### A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employes, now highly paid and constituting only one-fifth of all the employes, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

### National Conference Committee of the Railways

ELISHA LEE, Chairman	G. H. EMERSON, Gen'l. Manager, Great Northern Railway	N. D. MAHER, Vice-President, Norfolk & Western Railway
F. R. ALBRIGHT, Gen'l. Manager, Atlantic Coast Line Railway	C. H. EWING, Gen'l. Manager, Philadelphia & Reading Railway	JAMES RUSSELL, Gen'l. Manager, Denver & Rio Grande Railway
L. W. BALDWIN, Gen'l. Manager, Central of Georgia Railway	E. W. GRICE, Gen'l. Supt., Chesapeake & Ohio Railway	A. M. SCHUYLER, Resident Vice-Prm., Pennsylvania Lines West.
C. L. BARDO, Gen'l. Manager, New York, New Haven & Hartford Railroad	A. S. GREGG, Asst. to Supt., St. Louis & San Francisco Railway	W. L. SEDDON, Vice-Prm., Seaboard Air Line Railway
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Oct 1 14

## DUELS IN AIR ARE THRILLING

"Bulletin des Armees" Tells How French Fliers Risk Their Lives.

### HAVE NO RULES TO FOLLOW

Success is Won by the Fighter's Aerial Virtuosity and the Superiority of the Machine He Flies—Some Flights.

Paris.—The Bulletin des Armees prints an article on aerial duels. As this publication is official, being issued solely to the troops, the details given may be accepted as literally correct and free from the exaggeration often lent to aviation stories.

"In April," the writer begins, "our aviators brought down thirty-one German aeroplanes, while we lost only six. In March the numbers were thirteen lost on our side and thirty-five by the Germans; seven, including three Fokkers, in one day. Our bombing squadrons make attacks on the German rear lines almost daily."

"It is often asked how aeroplane fighting is carried on, whether any special tactics exist for attacking an enemy or for defending oneself against an adversary who suddenly comes in sight. The answer is negative. Aeroplane fighting is improvised to suit the conditions. No defined method is employed, all being left to the pilot's presence of mind, coolness and decision.

"Success is won by the fighter's aerial virtuosity and the superiority of the machine he flies. Individual qualities make the conqueror.

Drops on His Fo.

"A German champion, like Immelmann, the 'super-hawk,' over whom German papers wax so enthusiastic, has but one trick up his sleeve. He mounts as high as possible and turns round above his sector. Then when he catches sight of an adversary he lets himself fall upon him in a straight drop, and fires his machine gun as he passes. The fight is then over for him, whatever the result may have been. He makes off to his own lines and begins the same manoeuvre over again.

"Navarre's way of fighting is altogether different. He carries his enemy from every side. He envelops

him in unexpected evolutions. To prevent him from attacking, Navarre carries out the most fantastic leaps, swerves, and twistings, and then at the right minute pours in a stream of bullets from his machine gun. He has no special tactics, but a marvelous variety of attacks and feints. He never leaves an enemy until he has brought him down, unless some unforeseen circumstance intervenes. And Navarre is not alone, he has many a competitor in the service.

"The fighting aeroplane in our squadrons is one-seated, while the Germans almost always have two men in theirs.

"In an aeroplane the sense of hearing is useless, the din of the motor deafening both pilot and observer. Birds can detect an aeroplane by its sound from afar and display fear, but the human bird has to depend upon sight, and woe to the man who is taken by surprise!

Fight at Close Range.

"Aeroplane fighting is at close range, fifteen to twenty-five yards, if one wishes to make sure of hitting the mark with a quick firer. Of course there are exceptions. Navarre at Verdun, when at a height of 14,000 feet, saw a very fast German aeroplane escaping and fired at 200 yards distance, almost in scorn, not expecting to touch his enemy. But down came the German machine.

"Generally, however, Navarre tries to get as close as possible to fight. One day the wind was blowing a tempest from behind and a Fokker was fleeing before him. A twenty-five-mile chase took less than ten minutes, Navarre keeping exactly in the wake of his foe, repeating every unforeseen move that he made.

"All the time the fleeing Fokker kept up a rearward fire from its mitrailleuse. Bullets whizzed around Navarre, but none touched him, his motor alone received a scratch or two. Then, when near enough Navarre, who had not fired, opened with his machine gun and when twenty-five bullets had sped the German fell.

"As fighting is carried on so close it sometimes happens that adversaries get caught together. An enormous three-seated German machine was recently out for its hundredth flight. It came across a French biplane—an observation, not a fighting machine—and determined to demolish it; not a difficult job, as the German machine was heavily armed and more rapid than the French.

"The Germans rained bullets on the biplane, which soon took fire. The two French aviators, recognizing that they must soon fall to inevitable death, threw their machine on the ground, and determined to demolish it; not a difficult job, as the German machine was heavily armed and more rapid than the French.

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## LIQUID FIRE IS THE INVENTION OF AUSTRALIAN

Eccentric John Macgarrigle Sold War Device to German Government.

### KEPT COMPOSITION A SECRET

Zealous Inventor Wanted to Rid Land of Noxious Bushes—Observers Describe Tests of Machine—Was Man of Remarkable Talents.

Sydney, Australia.—The German liquid fire-spraying device in use on the western front sprang not from Teutonic brains, but from the head of an eccentric Australian, John Macgarrigle. This fact has just been learned here, but it has ample corroboration. Macgarrigle is dead, but the hideous engine he contrived still exists, and it is being recalled by intimates of his that several years ago he went to Germany and there sold the thing to the military powers of that land.

He had previously tried the British war office and the Commonwealth government, but the former declined to treat with him on the ground that his invention was in contravention to the laws of humanity and the principles of The Hague convention, while the latter simply ignored his proffer apparently as being that of a crank. He also tried the French or the Italian government—it is not certain which—with equally fruitless results, but when it came to the Kaiser's country he had a warm reception.

"The German government snapped it up," he told several of his friends. "I was over to Germany some time ago and I got this off and several other patents."

Macgarrigle, commonly called "Jimmy" Macgarrigle, was a genius, but, like most of his stamp, erratic and unbusinesslike, and he died poor and virtually unknown. One of his traits was excessive secretiveness—although there can be no question that he was a wonder in his way—which forbade his committing any of his inventive ideas to paper, with the result that they went to the grave with him; and he was so impracticable in judging his own works that the more humane of them could not be commercialized for his and the general good. So, beyond the fire-squirt and the few other inventions which he "got off" in Germany, there is little to show for his versatility and ingenuity.

### His "Fire-Squirt Ship."

Macgarrigle's home was at Wamberal, near Gosford, New South Wales, where he maintained a laboratory. George Z. Dupain, a friend, writing of the old fellow to the Daily Telegraph, says:

"After dwelling on the virtues of his quick-drying cement, anti-fouling paint, patent boot polish, a street cart ticket system, explosives and other things, he led me back to his house, and showed me the plan of a peculiar vessel which looked like a man-of-war. It was roughly drawn, for old Macgarrigle was a bad penman, but as soon as he began to explain matters I understood. This was what he called his patent fire-squirt ship. It was built to carry a certain liquid below the waterline, and in every portion of the hull there were ball-shaft affairs, which, he explained, could not be pierced by any modern projectile. Indeed, the whole vessel seemed to be made in such a way that no portion was other than round. He had certain receptacles for enormous pumps worked by hydraulic pressure, and these pumps would throw a liquid up to three or four miles, and even more, according to their size."

"He explained that a German had invented a pump to throw a liquid five miles. Whether this was correct or not I never took the trouble to find out, but when old Macgarrigle had explained more details, which I could not quite follow, he told me about his fire-squirt. He pledged me to secrecy."

"He told me that he had found a chemical compound which would take fire when it came into contact with the air. With further experimentation he had resolved this into a liquid form, preserving the same properties, and then he hit upon applying it to war purposes. This liquid, he explained, would burn a certain time, and when it fired its density was reduced and it would run about anywhere and burn everything it came in contact with. A constant stream of the stuff would burn incessantly. Its temperature was high enough to produce a dull red heat in either iron or steel, and if the pressure in the firing apparatus was increased it would shrivel up everything it came into contact with. He went on to explain that it could be fired in a modern shell which, when it had burst, would spread the liquid. He became so enthusiastic over this invention that his eyes glittered and he paced his laboratory, making convulsive gestures and saying that the nation that bought this invention would have the power of controlling the world and, if necessary, of stopping war altogether."

"I began to think the man was a maniac and looked around for a method of escape in case he might go completely off his head. However, he calmed down and I took courage to

question him about this ghastly machine, even demanding that he should give me proof that what he said was true. He laughed and said that if I came up next evening at dusk he would prove the truth of his remarks.

First Exhibit of Liquid Fire.

"Well, I went. Furthermore, I took some friends. Macgarrigle did not object in the least. He took us outside on the slope of Mount Pleasant (the inventor lived on Mount Pleasant) and made us all sit down at about ten yards distant from him. He disappeared for a while in the bush and then came back with what I imagined to be an old oil drum and an ordinary large garden spray. I could not see what he was doing because he turned his back on us but presently he held the spray up in the air.

"I saw him stand firmly as if to make an effort, then he quickly pressed the handle of the squirt and a long stream of white fire shot out from the muzzle of the spray and fell to the ground, there burning brightly for an instant.

"The thing was done so quickly and all was over in such a short time that we were nonplused. Then Macgarrigle walked calmly toward us and handed me the spray, saying: 'Well, what do you think of my invention now?' He gave us then a lecture on the possibilities of the fire squirt. I examined the spray carefully (it was just light enough to distinguish objects at short range), pulled out the plunger, smelled it and tried to seek any clue as to the nature of the stuff. When Macgarrigle saw what I was doing he laughed heartily and said I wouldn't find anything there. However, I noted that he had evidently screwed off the top of the spray when squirting the liquid, because he had failed to put it back properly, and also that the leather plunger was slightly charred. I carefully noted the place where the fire had fallen and took the trouble to examine it early next day, and, sure enough, all the herbage was burned and wherever the liquid had run only charred vegetation remained. I was astounded. I perceived immediately that his words were true, and the possibilities of his invention were so mighty as to make me temporarily shudder."

Mr. Dupain became much attached to Macgarrigle and spent many hours with him. Once when he meant to pay the inventor a surprise visit he learned that the old man had departed for Europe; but as soon as he learned of Macgarrigle's return he sought his home and heard from Macgarrigle that he had sold his fire squirt to Germany.

It appears from an account of Macgarrigle given to the Daily Telegraph by another friend, a newspaper man, that the fire machine was designed also for the destruction of prickly pear, which is one of the curses of Australia, and has already ruined huge tracts of good land in Queensland. This contributor says:

"He told me that he had offered to clear the whole of the pear in Queensland under certain terms, but the government had turned it down. This seemed at first inexplicable, as at the time the government was offering a reward of \$50,000 for any effective plan for getting rid of the pest. When I told him this he scouted the idea of anything so paltry and dealt with a sum of that sort with the contempt of a multimillionaire.

"He said that the only condition under which he would show his hand was that he should receive all expenses and get the freehold of all the land he cleared. As there were at the time about 20,000,000 acres affected one may understand the reason for turning down the offer. The area now, by the way, runs into 30,000,000 acres. As I expressed doubt about the effectiveness of his plan, he invited me to his place the following night to see the squirt at work. But it was a condition that no one was to accompany me. I kept the appointment.

Gives a Second Exhibition.

"He began operations by seating me in a chair, from which I was not to move. By this means he made it impossible for me to get a close glimpse of the machine, but the drum which carried the oil shined in the darkness to be similar in shape to the receptacle which appears in pictures of those Germans at the front engaged in this sort of warfare. He told me he was ready, after pumping up the machine, and then let it go. It ejected a constant stream of liquid fire from a short hose length for some minutes, spurted over a distance of about forty feet. With the same mysterious manner that he had begun operations, he bunched the plant up and put it away in a room and locked the door.

"Then he sat down beside me and yawned. After urging that this thing would not only destroy prickly pear, but noxious shrubbery and weeds of all sorts, he told me that what it was originally intended for was an instrument of warfare. 'Man,' he said with great confidence, 'this thing would be great soldiers as if they were rats. What bayonet charge could stand up against it? My idea is not a small squirt like this, but as large as a big fire-fighting hose sending out a stream of fire with as much force and volume as the biggest water hydrant in Sydney.'

"A character of this sort naturally aroused interest, especially as he began to talk about synthetic rubber which he could make for 25 cents a pound at a time when the genuine article was about \$2.50; cements he could make at absurdly low rates, bricks, explosives, anti-fouling paint, boot dressings and other things. I began to think that I had struck an Edison."

The journalist believes that Macgarrigle sold the explosive just men-

tioned to the Germans, and he added: "It was terribly destructive, as an equal quantity of it with gellignite tore a hole in a piece of galvanized iron four times its size."

Fred Wright of Sydney robs the accounts of Macgarrigle of something of their romance by saying that the inventor, whom he knew well, "frequently suggested 'wildcat' schemes for the employment of chemicals for the destruction of prickly pear and the extermination of rabbits." And he goes on: "Mr. Macgarrigle's spray consisted of a solution of phosphorus in an inflammable liquid. He tried bisulphide of carbon as a solvent for his phosphorus and then mixed this with other combustible liquids. There was nothing particularly original in the idea and it was not at all safe to handle. We afterward experimented with hydrogen phosphide for fire sprays. His explosive consisted of a grass-tree gum compound."

### MRS. ELIHU ROOT, JR.



Mrs. Elihu Root, Jr., is the daughter-in-law of Former Senator Root of New York. She was Aliga Stryker, daughter of the president of Hamilton college. The two families have been intimately related for a number of years.

### GIRLS ENJOY CHICKEN FARM

They Were Stenographers in Chicago, but Now Have Place of Their Own.

Chicago.—Miss Gertrude Croxton and Miss Rose May have discovered the joy of life. Four years ago they lived at Forty-fifth street and Indiana avenue. They were stenographers and they found life just one sheet of paper after another, without much else.

They dropped the whole tiresome mess and went to a spot outside of Blue Island. They call it Woodside. And there they manipulate a chicken farm that keeps them in zest from one year's end to the other.

"We have bought one hat apiece since we came here," said Miss Croxton. They cost thirty cents each. Clothes? We never use them. We wear overalls, and we never have occasion to dress. We work, and we like it. We go to Chicago once a year on business. Then we hurry back. We sleep five hours a night in winter and less in summer. We are busy all the time—and healthy. We are only sorry we delayed coming here."

### PARAGUAY TO LEARN ENGLISH

President Authorizes Study of Language in National Colleges of the Country.

Asuncion, Paraguay.—Under date of March 28 the president of Paraguay issued a decree providing for the study of English in the national colleges, to be given the same importance as the other prescribed studies and the teachers to receive the same salaries as those of other branches. The president bases his action upon the recognized value of learning English and "in conformity with the recommendation adopted by the recent Pan-American Scientific congress in Washington."

Years ago English was taught in the colleges of Paraguay, but was superseded by German.

### CATCH FISH ON TREE LIMBS

Followers of Izaak Walton Have Great Sport at Winsted, Conn., Says Truthful Scribe.

Winsted, Conn.—They are catching fish in trees at Highland lake this spring.

More than 100 perch have been taken from the limbs of trees by fishermen this week. The perch have spawned on the boughs of hemlock trees, and whenever worm-baited hooks appear in their midst the perch leap for the worms.

The hemlock trees were sunk in the lake near the west shore of Second bay last winter by "preparation fishermen" after large holes had been cut in the ice.