

TOURISTS CUT PAGE FOR ROUGH ROADS TO WILKESBARRE

Munsey Contestants Leave Binghamton, N. Y., Expecting Desolate Run.

NO STOP AT NOON; TAKE BOX LUNCHES

Fifteen Cars Retain Perfect Scores. Krit Car Is Withdrawn.

Score at the Start of Ninth Day's Run

No.	Car	Points
2	Columbia	2
6	Washington	2
8	Ford	2
11	Corolla	3
14	Brush	3
15	Regal Pinner	3
16	Pierce-Racine	3
17	Enger	3
22	Clio	3
24	Stoddard-Dayton	3
25	Maxwell	3
31	Kline	3
33	Matheson	3
34	Ford	3

No. Car	Points	
22	Moon	2
13	Brush	3
10	Warren-Detroit	4
20	Ford	8
21	Ohio	59
29	Inter-State	111
23	Traver-Chicago	242
17	Crawford	507
18	Great Western	2,161

BINGHAMTON, N. Y., Aug. 25.—With their flags decorated with pennants, given to them as souvenirs by the Binghamton Automobile Club, the contestants in the Munsey Historic Tour began their ninth day's journey this morning at 9 o'clock, when a start was made for Wilkesbarre, Pa., a distance of ninety-eight and a fraction miles.

Because of the bad roads from here to Wilkesbarre the running time of the cars in the various divisions, which has been twenty, eighteen, and sixteen miles an hour, was reduced to eighteen, sixteen, and fourteen miles an hour.

No noon stop for lunch was scheduled, as it is understood that along the route, which lies through the desolate regions of northern Pennsylvania, there are no good hotels. The tourists took with them box lunches, prepared in Binghamton, and will only make a neutralized stop at Tunkhannock, Pa., to take on gasoline.

Fifteen Perfect Scores.

There are fifteen of the cars still in the perfect-score class. The Great Western, which had the accident on Monday last just outside of Montpelier, breaking its front wheel and bending the axle, has been penalized 2,161 points for the injuries and the delay in reaching the noon control. This penalty does not in any way reflect on the car, for the injuries came about through the efforts of Clarence LaMar, the driver, to avoid striking a woman who was driving a team on the wrong side of the road and blocking the thoroughfare. LaMar struck the end of a covered bridge in swerving to the right.

W. S. Mercer, of Peru, Ind., in charge of the car for the factory, declared this morning that he would keep the machine in the contesting class in spite of the high penalization.

"We shall not withdraw," said Mr. Mercer. "We shall keep on with the contestants. The injuries on which the penalizations were based did not come from defects in the machine, but from a large wheel that we do not expect to win with the score so heavy against us, but we shall compete to the end."

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Clarence LaMar, the driver, received a telegram from the factory last night congratulating him for his action in sacrificing the car rather than striking the buggy and probably fatally hurting the woman.

Krit Car Withdrawn.

The Krit car was withdrawn from the contest last evening because of injuries received at Sidney, N. Y., which could not be repaired in time to permit the machine to report at the morning control today. As Crittenden, the driver, was about to send the car up a hill just outside of Sidney, the steering spindle broke and caught the left front wheel. The spokes were broken and the axle bent, and the machine darted over to the opposite side of the road. The speed was about twenty miles an hour, and the car was stopped without injury to Crittenden or to J. N. Swallow, the observer.

It was impossible to get a new wheel without going to Albany for it, and this journey would be too long to allow the car to get here this morning. It repairs can be made in time, the Krit will report to the referee at Wilkesbarre, and continue as a non-contestant.

Strang Makes Record.

Lewis Strang, in the powerful Pierce-Racine car, made a great record yesterday. He started last from Saratoga and finished first at the night control, in

MUNSEY TOUR CAR BEARS AUTOGRAPHS OF MAYORS

Hood of the Selden Is Much Decorated—Driver of Inter-State Makes Record for Careful Timing—Only Globe Trotters Stay in Thomas Flyer.

The hood of the Selden car looks like a national autograph album. To the signatures of the mayors of the various towns passed through J. D. Murphy has added the autograph of Governor Prouty of Vermont, Senator Tillinghast, State Senator Emerson, of New York, and many lesser notables.

The Inter-State car, with G. H. Covert at the wheel, has made a record for coming into the night control just within its time limit. Covert believes in driving his machine so as to get a perfect score, and always judges his allowance so as to use up most of it. His greatest feat in driving was between Boston and Portland, when the machine started one hour and twenty minutes late from Boston and arrived at the night control one half minute before its time limit expired.

An innovation introduced by the management of the tour has been that of posting near the official bulletin board each evening the scores of the baseball games that the results of automobile racing. It has added greatly to the satisfaction of the men.

The Thomas Flyer, the big car which won the international race from New York to Paris, and is acting as a press car on the Munsey Historic Tour, is known unofficially as the "Globe Trotters' Car." It has become an unwritten law that no one can ride regularly in the machine unless he has been beyond the limits of this country.

George Miller, the driver, is the man who piloted the machine in its great race around the globe, and is one of the most skillful motor men ever handled a car. Clifford Medlicott, Miller's assistant, has trekked thousands of miles guiding automobiles in the United States, Mexico, and elsewhere in the world. Like Miller, he is a conservative driver, and looks carefully after the interests of the company which trusted the famous car to their keeping. Medlicott has an uncle in South Africa who entertained former President Roosevelt on his hunting trip.

Fred A. Emery, of the Associated Press, stationed in Washington, has taken trips to most places in the world. He is familiar with the European capitals. He occupies one of the passengers' seats.

J. R. Doullite, newspaper man and lecturer and connected with the editorial staff of the Automobile and Motor Age, has worked in every country of the world where the English language is spoken and through where that tongue is conspicuous by its absence. The four men spend much of their time comparing the scenery passed through with the countries they have seen.

The Corbin car, No. 11, driven by A. T. Bailey, is one of the champion cars of which there are several entered in the tour. This machine has been going along from day to day with a perfect score to its credit, never late at any noon or night control, and never having any adverse points checked up against it.

This is the same machine which made the New York to Atlanta run with a perfect score. Afterward the car came back over the route from Atlanta to New York. The car has been in constant use since that time, and has never developed any trouble.

"The car is running better now than the day I started out with it," said Bailey. "I have never even had a puncture on this trip, the motor is running sweetly, and I expect to finish at Washington with a perfect score. There has never been even a spark plug taken out of this machine since I left the starting place in Philadelphia."

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A Cordial Welcome.

The Munsey tourists were received hospitably by the Binghamton Automobile Club. A pilot met the first cars at Oneonta, and conducted them into the city. A band concert was given here last night in front of the hotel.

With the penalizing of nine cars and the dropping out of three, the fight for the trophies in the various divisions is being narrowed down in each class. In division 1A, for cars costing \$2,000, the fight for the top place lies between the Washington No. 5, driven by Harry E. Wells, who has retained their perfect scores. Five other contestants in this class have had adverse marks against them. In division 4A, for cars costing from \$1,501 to \$2,000, the fight for the top place lies between the Washington No. 5, driven by A. G. Carter, the Washington No. 4, driven by W. D. Arrison, the Pierce-Racine No. 16, driver, Lewis Strang, and the Enger car, driven by Harry Frisch.

These men have been taking their car over the road each day without penalization. In this class have taken the division 4A, for cars costing from \$2,001 to \$2,500, the victory lies between the Columbia, Corbin, Clio, Stoddard-Dayton, and Kline-Kar, 21 of which have perfect scores and are in the hands of competent drivers.

Matheson Holds Record.

The big "Silent Six" Matheson holds a perfect score record for cars in Division 6A, including cars costing from \$3,001 to \$4,000. This powerful machine has been going over the roads from day to day finding all paths easy and avoiding a penalty checked up against it. It has attracted much attention in all the towns through which it has passed because of its record in the tour and its fine appearance.

The perfect score brigade now consists of:

- Columbia No. 2, driver, G. M. Wagner.
- Washington No. 5, driver, A. G. Carter.
- Washington No. 6, driver, A. G. Arrison.
- Ford No. 8, driver, Charles B. Miller.
- Corbin No. 11, driver, A. T. Bailey.
- Brush No. 14, driver, D. E. McCoy.
- Regal No. 15, driver, A. W. LaRoche.
- Pierce-Racine No. 16, driver, Lewis Strang.
- Enger No. 17, driver, Harry Frisch.
- Clio No. 22, driver, W. D. Arrison.
- Stoddard-Dayton No. 24, driver, L. H. Shaub.
- Maxwell No. 25, driver, Harry E. Wells.
- Kline-Kar No. 31, driver, C. C. Fairman.
- Matheson No. 33, driver, D. A. Hall.
- Ford No. 34, driver, James Cherry.

SIGNS OF EARLY FALL.

CHAMBERSBURG, Pa., Aug. 25.—Crickets jumping into stone piles, crider-making, and early dews indicate an early fall, according to patients at White Pine Camp in the vicinity of Mont Alto.

CAPITAL PREPARES TO GREET TOURISTS

Munsey Contestants Will Be Cordially Entertained on Arrival Saturday.

(Continued from First Page.)

Pennsylvania avenue to the front of the Munsey Building.

At this point the escort cars will disband and the contestants will be removed to Barton's Garage, 1204 New Hampshire avenue, where they will be examined by the technical committee. Strict to the arrival of the cars, and during their stay in Washington the Munsey Building will be the official headquarters for all interested.

The Receiving Party.

In the receiving party will be Commissioner Rudolph, Major Richard Sylvester, chief of police; William F. Gude, president of the Chamber of Commerce; Gen. George H. Harries, president of the Board of Trade; Henry L. West, president of the Columbia Country Club; President W. B. Duvall, of the Automobile Club of Washington; John K. Heyl, secretary of the same organization; E. C. Graham, president of the Commercial Club, and Arthur J. Dodge, of the National Press Club.

The other two commissioners would be upon their committee except for the fact that they are out of the city on their vacations.

The forest rangers themselves would be upon their committee except for the fact that they are out of the city on their vacations.

Hospitality Extended.

The Munsey tourists will make their living headquarters at the New Willard Hotel, although the hospitality of the city has already been extended them. The Columbia Club, the Automobile Club of Washington, the National Press Club, and the Commercial Club have opened their doors to the tourists and will be happy to receive them during the three days, Saturday, Sunday, and Monday, during which they will be in the city.

In addition Frederick Mertens, of the Mt. Vernon Hotel, and the Steamboat Company, has extended the free use of the boats of that company on Sunday on its trips to Marshall Hall.

Altogether there are thirty-eight cars in the run. Twenty-eight started out as contestants. During the run, however, two of the cars were officially withdrawn, although they will arrive with the remainder on Tuesday. This leaves a total of twenty-five contestants and ten cars carrying officials of the run.

Awards Set For Monday.

On Monday evening there will be a gathering at which results will be announced and the much-sought-for prizes awarded. During the run from the Munsey Building to the Soldiers' Home and return Major Sylvester will take personal charge of all police arrangements, while Capt. Thomas Hollinger, of the Washington Police, will have a special squad of men in the vicinity of the Munsey Building to handle the cars which is anticipated when the cars arrive.

ST. LOUIS FOILS WASHINGTON CLUB

Closes Deal With Boston for Use of Training Ground At Hot Springs.

ST. LOUIS, Mo., Aug. 25.—President Hedges, of the Browns, announces that the St. Louis Americans will train in Hot Springs, Ark., next year.

The Boston Americans go to California and the Browns will share the new park with the Cincinnati Reds. Washington expected to share the park with Cincinnati.

Third Baseman McDonald Shreveport will report to O'Connor in Washington, D. C.

COMMISSION HALTS RICKARD'S SCHEME

Garry Herrmann Opposed to Fight Promoter Mixing in Baseball Trip.

CINCINNATI, Ohio, Aug. 25.—The National Baseball Commission has given what is considered a quietus to the plans of Tex Rickard, the mining man, who promoted the Jeffries-Johnson fight, for a tour of the country after the regular season by leading baseball players.

This has been made clear by President Garry Herrmann, of the commission.

"No fight promoter should be allowed to have any such close connection with baseball," said Herrmann today. "No such plan as that proposed by Rickard will be countenanced by the commission. The back of the plan it will be best to foreclose the contracts and to tell the players they cannot go."

TAFT IS FINISHING ST. PAUL ADDRESS

Conservation Speech, Almost Completed, Will Be Extremely Long.

BEVERLY, Mass., Aug. 25.—President Taft today began what he expects will be the last half day for the preparation of the speech he is to deliver before the conservation congress at St. Paul.

The speech will be a very long one, approximately 10,000 or 12,000 words, dealing with the conservation problem from all its various angles.

Situation in Nation's Worst Forest Disaster

Government cannot add citizen volunteers maimed in fighting forest fires.

Legislation will be asked for them, and for the relief of widows and orphans made by the Western fires.

Outlook in Oregon, Montana, Idaho, and California hopeful today.

Government Forester Henry S. Graves is personally conducting the fight at Missoula, Mont., in the heart of the burning country.

Latest reports from Missoula give twenty-five dead in ranks of temporary employes. No known dead among forest rangers.

Light snows and rains bring situation under control.

NO FEDERAL AID FOR FIRE FIGHTERS

Maimed Volunteers Will Go Penniless Unless Special Law Is Passed.

(Continued from First Page.)

"The question of caring for the widows and orphans of the men who met their deaths in the burning forests is likely to prove a serious one.

"After a man is disabled, the Government cuts off his pay," said one of the officials of the Forest Service this morning. "As the law stands, we have no connection with a man after he is hurt, and there is no means, so far as I know, of taking cognizance of the fact that he was killed in the service.

A peculiar anomaly has been brought forward by this situation. Forest rangers have full authority to go into a mill, factory, or on a ranch and order out volunteers for fire-fighting service. If a citizen refuses, in some States, he may be placed under arrest. From the time a citizen answers the call of the rangers until he is dismissed or disabled, he is in the pay of the Government. But he has no claim on the Government for his services after he has been discharged. The Government has no authority as yet to recognize a claim which, at best, is a moral obligation, according to the opinion of the official.

During the present fires, for the first time in the history of the forest service, half a dozen pack trains have been sent to the field with hospital equipment. The regular army has given aid, and the first provision ever made by the Government for caring for the fire-fighters.

The report of W. B. Greely, district ranger at Missoula, Mont., gives hope that the worst of the fires are over. He has advised Associate Forester Foulke, in charge of the fire-fighting in the Absaroka and Lolo forests. Practically all of the fires east of the divide are under control. The flames in the Pend Oreille are being checked, as are those in the Flathead and Blackfoot reserves.

Of all the fires now raging, those in the Kootenai hills are the most dangerous. All settlers here, however, have been brought from dangerous localities, and the towns of Troy and Libby are safe for the present. There has been no definite information received concerning the fires in the Cabinet forest, but the Kanisk and Coeur d'Alene fires are extremely critical.

The two companies of militia ordered yesterday are at the Coeur d'Alene fire ready for duty.

On the Coeur d'Alene, Lolo, and Clearwater reserves, the work is now mainly of relief of missing fire crews and settlers. There are no known deaths among the forest rangers at this time, although only eight of those having fire-fighting parties in charge have been accounted for. The deaths among the temporary employes of the fire fighting crews now aggregate in the Missoula region twenty-five.

The Forest Service here is anxious to have estimated, as soon as possible, the extent of the damage to the forests. Associate Forester Potter explained this morning that many of the coniferous trees may have been what is known as "crown fires," or fires which have spread over a forest, burning the tops of the trees, yet with little contamination in the ground growth.

FIRES ARE CHECKED BY RAIN AND SNOW

Damage In Western Forests Expected to Reach \$50,000,000.

SPOKANE, Wash., Aug. 25.—Rain and snow are checking the Northwest forest fires.

Following the scattered rainfall of yesterday, today brought more cheering reports. It is believed that the worst is passed, and yet before the fires now raging burn themselves out the property loss may be fully \$50,000,000.

Although the loss of life among the forest rangers will not be as great as was at first supposed, fresh reports received today indicate that the total death list will be above 200. Though the situation in Montana, Idaho, Washington, and Oregon is improving, according to today's advices the situation in California is worse, and it is feared the fires in the Sierras will do more damage. Helena and Butte, Mont., companies of militia were today held under strict orders to be sent into the field against the fires at the order of Governor Norris. The Thompson Falls fire and that along the Clark Fork valley today were the most serious, the worst of the others, the reports said, having been isolated at the present time. In the opinion of the Forest Service officers, the springing up of a high wind, the survival of the Gallatin reserves is attributed to the two-inch snowfall. This checked the progress of a wall of fire several miles long, and prevented it from spreading toward the Yellowstone Park. A downpour in the Flathead country materially improved the aspect of the fight there.

The rains have come at the crucial moment. Worn out with days, and in some cases weeks, of incessant fighting, the hundreds of men who have been backing and using all other resources in the futile attempt to stay the fires, are exhausted. It is feared that many of the men in hospitals will be unable to recover completely from the terrible strain of their battle.

The railroads which have suffered through the destruction of bridges, trespassing, and the closing of the lines, renewed their attempts to restore their lines to a normal condition. Hundreds of track workers today are working to rebuild structures that are still smoking. It will take weeks, however, to permanently repair all damage.

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Bathroom Outfit 29c

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Always Have THIS SEAL

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To identify GOLDEN & CO. MILK-FED CHICKENS look for the seal pictured to the left. It's always attached to the legs of the GENUINE.

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COPPER IN RENO.

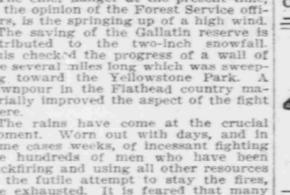
RENO, Nev., Aug. 25.—Reno is under great excitement today because of the discovery of a ledge of almost pure copper in the main street. The ledge, which is apparently permanent, is ten feet wide and about ten feet under the surface. It was uncovered by workmen.

The Important Problem

confronting anyone in need of a laxative is not a question of a single action only, but of permanently beneficial effects, which will follow proper efforts to live in a healthful way, with the assistance of Syrup of Figs and Elixir of Senna, whenever it is required, as it cleanses the system gently yet promptly, without irritation and will therefore always have the preference of all who wish the best of family laxatives.

The combination has the approval of physicians because it is known to be truly beneficial, and because it has given satisfaction to the millions of well-informed families who have used it for many years past.

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THAD E. RAGSDALE, Shorthand Reporter, 412 FIFTH ST.

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Washington School of Accountancy, conducted by Y. M. C. A. Institution, opens October 1st. Catalogue. Personal conference with eligible candidates solicited. Address Director, Washington School of Accountancy, 1734 G Street.

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1223-1225 COLUMBIA ROAD. Instruction by former civil service examiner in civil service, typewriting, stenography, dictation, arithmetic, etc. Complete courses (8 months) in shorthand or bookkeeping, \$20 to holders of scholarships. Complete courses in ALL ACADEMIC SUBJECTS. PHONE COLUMBIA 2824.

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SPECIAL NOTICES

A MEETING of the stockholders of the United States Light Traction Co. will be held at the Hotel St. James, Washington, D. C., on THURSDAY, SEPT. 1st, 1910, at TEN O'CLOCK A. M. for the purpose of disposing of the patents now owned by the company. Address THOMAS W. BICKNELL, Pres. W. A. WHITE, Sec. HERBERT L. STILLMAN, Treas. Washington, D. C., Aug. 19, 1910.

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Extraordinary Sale of Men's Furnishings

Bryar & Co., now 728 15th Street, before organizing their stock for the fall will sell regurdless of cost all goods on hand for cash; hence this tremendous cut in prices:

Negligee Shirts, formerly \$1.50 and \$2.00.	85c
Negligee Shirts, formerly \$2.25 and \$2.50.	\$1.35
Neckwear, all seasonable patterns in four-in-hands and string ties; 50c and 75c. Now	25c
Men's Lisle Thread Half Hose; 50c and 75c.	25c
All Silk Half Hose; \$1 kind.	50c
Men's mercerized Pajamas; \$2.00 and \$2.50.	\$1.50

To Get First Pick Come Early
BRYAN & CO., 728 15th St.

Because of the bad roads from here to Wilkesbarre the running time of the cars in the various divisions, which has been twenty, eighteen, and sixteen miles an hour, was reduced to eighteen, sixteen, and fourteen miles an hour.

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