

# The Dalles Chronicle.

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## ORDERED TO FLORIDA

The Vesuvius and Dolphin to Suppress Filibustering.

## HE IS THE FASTEST BOAT AFLOAT

The Government Has a Surplus of Receipts for December, the Second Surplus of the Year.

WASHINGTON, Jan. 2.—The dynamite cruiser Vesuvius and the armed dispatch boat Dolphin have been ordered to Florida waters to reinforce the already numerous fleet of government vessels now engaged in an effort to suppress filibustering expeditions bound for Cuba.

The Dolphin is at the Washington navy-yard, and probably will sail as soon as she can get aboard the necessary stores and ammunition. Her captain, Commander Clover, was at the navy department today consulting the officials regarding the program for the movements of his ship. Though a dispatch vessel, technically, the Dolphin would be a formidable craft to a filibuster, not much on account of her speed, which is about 15 knots, as because of her machine guns, her main battery and active crew. She carries two 47-millimeter Hotchkiss guns, several six pounder guns of the same type, and two four inch rapid-fire rifles. From his experience as chief of the hydrographic office, Commander Clover is well fitted to navigate the ship safely in the narrow channels and passes of the Florida coast.

The Vesuvius should be particularly useful in patrol duty, on account of her speed. Twenty-one knots is her record in the trial, and there is nothing afloat on the Atlantic coast in the shape of a merchantman or private vessel that could escape her in a fair run, with the possible exception of the yacht Vamoose, and it is said it would be a "toss-up" between them, with the odds in favor of the dynamite vessel, owing to her superior ability to endure a long run.

Besides the dynamite guns, the Vesuvius has a small but effective battery made up of three-pounder Hotchkiss guns, enough to stop anything short of an armored boat, within a distance of five miles. She draws only seven feet of water, and therefore will be able to follow the small filibustering craft into shallow water.

The Vesuvius is now at the League Island navy-yard, fitting out rapidly for service, after being out of commission for nearly two years. It is expected she will go into commission on the 12th, under command of Lieutenant-Commander Pillsbury, who has been detached from the naval war college.

The question was asked of treasury officials today what more in the way of restraining the department of vessels with arms for Cuba could be expected of dozen warships than of one, as long as Cuban boats are permitted to clear regularly and according to law. No satisfactory answer could be returned, but it appeared that the officials are acting under the belief that the clearance scheme is really intended for a blind, and the purpose of the Cubans is to give one or more relief boats slip away while the authorities are looking after the departure of vessels for which clearance papers are sought.

## SURPLUS IN DECEMBER.

Government Receipts Larger Than Expenditures.

WASHINGTON, Jan. 2.—The monthly comparative statement of the government's receipts and expenditures shows the total receipts for December to have been \$25,857,114; expenditures, \$23,812,104, which leaves a surplus for the month of \$2,044,456. For the six months of the fiscal year, however, the deficit is shown to be \$37,902,397. This is the second time within a year receipts have exceeded expenditures.

The surplus this month is largely accounted for by partial receipts from the recent sale of first mortgage bonds for the Pacific railroads belonging to the central Pacific sinking fund, which appears in the statement as a repayment of the civil and miscellaneous expenditures. The independent board transactions surplus would have been about

\$500,000. Receipts from customs in December amounted to \$10,779,412, an increase for the month of about \$800,000. Internal revenue receipts aggregated \$53,198,998, a nominal gain over November.

## TO SAVE THE SEAL HERDS.

Recommendations Made by Expert Stejneger.

WASHINGTON, Jan. 2.—An important official contribution to the seal question is the report compiled by Expert Leonard Stejneger, of the national museum, on "Russian seal islands," just issued by the United States fish commission.

The report is based upon two investigations, one made during the palmiest days of the fur-sealing industry, and the other when Stejneger was sent as a special attaché of the commission to inquire into the recent decline of the seals and to compare conditions of the past thirteen years.

The report says the 30-mile zone stipulated in the Russian-British agreement of 1893 has been found utterly valueless as a protective measure against pelagic sealing.

Three causes have been assigned for the decline of seal life on the seal islands of Behring sea and the North Pacific ocean. Excessive driving of male seals, raids on rookeries and pelagic sealing. The report scouts the first two theories and places the whole blame on pelagic sealing. The Commander island seal herds are being killed off so rapidly that in a season or two it must become utterly unprofitable to hunt the animals in the open sea.

These radical recommendations are made:

Total and absolute prohibition of pelagic sealing in the North Pacific ocean and the Behring sea at all seasons for at least six years, and after that time total prohibition at all seasons in Behring sea and the Pacific ocean west of the 175th deg. of east longitude and north of the 52d deg. of north latitude, or, if preferable, within a zone of 150 nautical miles from islands.

Total prohibition of killing on land for one year; after that time bachelor seals to be taken on land not later than August.

This scheme would involve supporting the natives for one year and the extermination of sledge dogs on the Behring islands.

## FLOOD AND BLIZZARD.

Terrible Weather in Mississippi Valley States.

Chicago, Jan. 3.—From all parts of the West, reports of damage by flood and storm during the last twenty-four hours are coming. In Illinois, heavy rain has fallen, streams are flooded, making the roads impassable and damaging winter wheat. Joliet is threatened with one of the worst floods in its history. Hickory and Spring creeks are out of their banks, and the Desplaines river and the lower level of the canal has raised sixteen inches today. Families are moving out of their houses and lowlands are flooded. Water is sweeping through the lumber yards, and the Rock Island track is submerged in the vicinity of Lacon. Wheat has been damaged badly by the twenty-four hours' rain, and the roads are impassable. The Sangamon river is rising, threatening destruction to thousands of bushels of corn. It has rained sixty hours, and it is still raining, but growing colder.

In Northern Michigan the rain is also severe. Near Menominee, it has rained for forty-eight hours. Logging has been suspended. Ice gorges at Fisher and other points on the Menominee river threaten serious consequences to Menominee and Marinette.

In Minnesota a blizzard raged all day with alternating rain and sleet.

South Dakota suffered a severe snow-storm, which prevailed all day. The

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snow drifted and a railroad blockade is feared.

Nebraska is suffering from the worst blizzard it has experienced for years. Snow was twelve inches on the level to-night, and the wind piled great drifts six and seven feet high. Trains are delayed in the vicinity of Hastings. To-night a blinding snow is falling and a sharp wind blowing. At Grand Island there are several feet of snow in the Union Pacific yards.

## Judge Field's Condition Serious.

WASHINGTON, Jan. 2.—Justice Stephen J. Field, of the United States supreme court, is ill. Persons who called at his house today to extend the compliment of the season, were informed he was very feeble. Justice and Mrs. Field announced in yesterday's paper that they would not receive callers today, but those who asked about the Justice obtained the impression that there was great anxiety about his case.

## Senator Palmer Is Ill.

SPRINGFIELD, Ill., Jan. 2.—Senator Palmer is confined to his bed, and threatened with pneumonia.

## TEACHING BIRDS.

An Interesting Operation That Requires Much Patience.

A Specially Constructed Organ Is Also Necessary for the Purpose—Some of the Aims Employed in the Lessons.

Probably not one reader in 1,000 ever heard of a "bird organ" or saw one. They are made only in France, and are imported to this country in small numbers, as dealers in musical boxes have few calls for them, and generally send for them only upon orders from customers. They are made solely for teaching tunes to canaries and bullfinches. A wooden box about a foot square contains a large roller covered with pasteboard upon which brass pins are set according to the system used in preparing the rolls of music boxes. Beneath the roller is a small pair of bellows, and in the back of the box is set a row of ten metal pipes about the size of a long lead pencil. When the crank on the outside of the box is rapidly turned wind is forced into the pipes, as the valves open when the metal tongue belonging to each is struck by a pin on the roller. The music is therefore produced on the principle of a set of Pan's pipes, and is very shrill and high, yet sweet and full.

The ten notes produced by the ten pipes range from middle G in the staff to E, above, or an octave and three notes. That is, the bird music is written in the octave used in the musical notation for the human voice, but properly would be written in an octave higher when comparing the voice of a canary with the voice of a soprano. However, the quality of the tones differ so greatly that the shrill, clear pipe of the bird makes its voice sound as if it were pitched much higher than is really the case.

The "bird organ" is pitched in exactly the same tone and key as the voice of the canary, or perhaps this is putting the cart before the horse, for the bird strikes faultlessly the key and tone of the pipes. It is more accurate to say, after all, that on the hand the organs are pitched to be with the canary's voice, as the result of the experience of the builders, and that the canary shows wonderful power of imitation in falling in with the tone qualities of its teacher. If one note in the organ is off the key in the slightest degree the bird takes the same tone, and if it once learns that note wrong it will always carry the blemish in the harmony. All of the airs used in these organs are written in the keys of G, one sharp, or in C, and as they have only the range of ten notes, from G to B, it is very difficult to adapt many tunes to the limitations of canary music.

There is a dealer in music boxes on Ridge avenue who sells "bird organs" and writes music for the canary teachers. He has a drawer filled with manuscript music which he has arranged for use in these "bird organs," and he also puts tunes to order on the rollers. He has bird organs which pipe a repertoire of seven airs, with "Mulligan Guards," "Yankee Doodle," "A Dream of Love," "Lucy Gray," "Down Went McGinty," and "You Can't Play in My Yard," all on one roller.

"One tune is all that a man tries to teach a canary," he said, "and he will never let the bird hear more than that one. He keeps the bird in a quiet room while he is teaching it and doesn't let it hear the voice of another bird. A canary's brain is not very big, and he gets his musical memory tangled if he hears more than the same old tune. I have heard of birds that could whistle two airs, but these are very rare, and it is a risky undertaking. For when a bird is working on the second tune he is likely to get mixed with the first, and then all your trouble's gone for nothing. It's simply a question of time and patience. You've just got to play the tune on the organ as often as you get a chance; the more the better; you'll grind away for two or three months, or longer, perhaps for six months.

"If you have the luck to get a bright bird, he'll begin to notice the tune in three months. At first he'll sing two or three bars, then faster and start over again. When he has learned the air all the way through his voice is weak and uncertain, but it gets stronger and more confident all the time. When he once picks it up your troubles are over. It's simply a matter of time and practice then. It's all luck in getting a bright bird with a good ear, and the sweetest singer may turn out a failure as a trained soloist. Bullfinches are easier to teach, but they are so short-lived that the results are scarcely worth the trouble. A canary will keep his voice and memory for eight or ten years, and he makes the sweetest music in the world."

The German's patience and love of music make him most successful in the training of canaries, and nearly all of the schooled songsters in Philadelphia have been educated by Germans. The man has sold several at an average price of about \$100. There are many curious industries in a great city, but none more unusual than the educating of canaries, and the adding to one's income by selling "bird organs" and writing music for these little soprano stars. The music furnished is very simple, and accidentals, grace notes, runs and quavers are ruled out. But the adapter has not an easy task with his imitation of key and range, and earns all that he gains in this unique fashion. Occasionally a customer calls for an air which the adapter discovers cannot be adapted to the vocal powers of the canary, and is obliged to find a satisfactory substitute. "Home, Sweet Home" is one of the sweetest and easiest airs for a canary to be taught, and once heard will linger always in the memory.—Philadelphia Press.

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