

## FATAL HOTEL FIRE

### BIG PARK AVENUE HOTEL, NEW YORK, IS DESTROYED.

Also the Magnificent Army of the Seventy-First Regiment of New York, in Which the Fire Started—Several Hundred Guests of the Hotel Had a Narrow Escape and at Least 20 are Believed to Have Perished.

New York, Feb. 24.—The Park Avenue Hotel, situated at Thirty-second and Thirty-third streets, and the armory of the Seventy-first regiment, New York National Guard, were destroyed by fire that broke out early today in the armory. It is certain that a number of lives have been lost, Chief Croker making an estimate of 20 dead in the ruins of the hotel. Four bodies have been taken out. The loss is estimated at \$2,000,000.

The Seventy-first regiment armory, a magnificent granite structure, and one of the finest in the city, was destroyed. The car barns of the Metropolitan Street Railway, on an adjoining corner, were momentarily threatened with destruction, but the good work of the firemen saved them. The armory covered an entire block, and was occupied also by the Second battery and the First signal corps.

The fire was discovered in a window of the armory, on the Thirty-fourth street side, and by the time the firemen arrived the flames had completely enveloped the building and appeared through the roof. Shortly after the cartridges and ammunition exploded. In 2 o'clock 1,000 pounds of powder in the cellar exploded and the walls were thrown outward.

By this time the people living in the neighborhood had been driven from their homes by the heat, and were sheltered in the car barn near by. Many escapes were witnessed and heroic work was done by the firemen and spectators. The guests of the Park Avenue Hotel, numbering about 600, were aroused as quickly as possible, but not without panic among the women and children. Firemen poured 11 streams upon the side of the hotel nearest the fire, but in spite of this the third floor caught fire, and the flames, eating along the walls of the hotel, spread to the roof. The firemen ran ladders up on every side and attempted to work their way through the hotel, but were driven back by the dense volumes of smoke again and again.

A little after 3 o'clock the four upper floors of the hotel were a mass of flames and the fire was spreading rapidly down through the structure. It was then apparent that the hotel was doomed.

### NO WORD OF MISS STONE.

### If Brigands Broke Their Agreement Bulgaria or Turkey Must Answer.

Washington, Feb. 24.—It is estimated at the state department that 15 days have now elapsed since the money for Miss Stone's ransom was paid over to the agents of the brigands. At least five days have elapsed beyond the time fixed in the stipulation to place her in the hands of her friends. There is no explanation of the delay. It is hoped that physical conditions, such as heavy snows and adverse weather, may account for the failure to secure her delivery. The officials are loth to believe that there has been a breach of faith on the part of the brigands, but even if this were so, they do not regard themselves as blameworthy for having trusted them.

From the first the United States government has been adverse to paying ransom, but in response to appeals from every quarter reluctantly authorized Mr. Leishman to deal with the brigands. However, if it turns out that the brigands have broken faith and they either have taken the ransom money and spirited the captives away again, or that they have killed them, then there will be no further attempt on the part of the United States government, but its entire power will be directed upon Turkey and Bulgaria to procure the swift and certain extermination of the brigands regardless of cost or effort.

### CUT UP BY BOERS.

### Serious Disaster to a Detachment of British Dragoons at Klipdam.

London, Feb. 22.—A detachment of the Scots Gray (Second Dragoons), one of Great Britain's crack dragoon regiments, has been cut up by the Boers at Klipdam. Major C. W. M. Fielden and Captain Emswiler were severely wounded; 2 men were killed, 6 were wounded, and 46 captured. The news was received this morning from Lord Kitchener, in a dispatch dated Pretoria, Wednesday, February 19.

The Scots Grays formed part of General Gilbert Hamilton's column. The latter, while moving on Nigel, February 18, engaged a force of Boers at Klipdam. The Scots Grays became detached, were surrounded and cut off. General Hamilton was unable to dislodge the Boers from their position, so he continued his march toward Nigel. The Boers released the Scots Grays who had been made prisoners.

### Machine Shop Burned.

New York, Feb. 22.—The repair shop, machine shop and other buildings of the Fifth avenue branch of the Brooklyn Elevated railroad were destroyed by fire late tonight. The largest building burned was the machine shop, which covered a space of 500x200 feet. It was a shed of iron and frame located under the elevated tracks. Besides the machinery, 25 elevated cars were destroyed. Loss, \$225,000.

### MADE A CLEAN SWEEP.

### Bell Crushes Rebellion in Batangas Province at Expense of Other Districts.

Manila, Feb. 19.—General J. Franklin Bell has practically cleaned up the insurrection in Batangas province, the troops under his command having made a clean sweep of the district. It is not believed that all the insurgents' arms have been captured or surrendered, but that a number of them have been taken by the insurgents to other provinces or safely hidden.

The increase of robber bands in the provinces of Tayabas and Cavite show the effects of the drastic measures adopted in Batangas and Laguna provinces. General Bell says the people of these latter provinces never realized the terrors of war until they personally experienced its hardships, owing to the closing of the ports and the concentration of the natives in the towns.

General Bell believes that the insurgent leader, Malvar, is becoming extremely unpopular with the Filipinos, and that when the natives cease to fear his vengeance, many will be found willing to betray him. What has been said of Batangas province applies almost equally to Laguna.

The United States transport Wright, which sank in 15 feet of water, November 28 last, by striking an uncharted rock at the entrance of San Jacinto harbor, and which was successfully raised this month, has arrived at Cavite in tow of the gunboat Wompatuck. The Wright has six holes in her bottom, which have been temporarily patched. She will be dry-docked immediately.

### FIERCE SNOW STORM.

### New York's Worst Blizzard Since 1888—Traffic Almost Suspended.

New York, Feb. 19.—New York City has borne the brunt of the fiercest snow storm that has struck this section of the country since the great blizzard of 1888. Beginning soon after midnight, the storm increased rapidly, until by daybreak the whole city was completely snowed under. The rising force of the gale piled the snow in great drifts that for some time almost suspended traffic except in the main thoroughfares where the car tracks were kept open only by the constant use of snow plows and sweepers.

Communication between Manhattan and Brooklyn was subject to long delay. The ferry boats with difficulty made trips across the ice choked rivers and the work of tug boats, lighters, and shipping generally, was almost at a standstill. So heavy was the snowfall that the loading of vessels was stopped, it being impossible to keep the hatches open. Two steamers which arrived during the night struggled as far as quarantine, where they came to anchor. Several steamers are supposed to be off Sandy Hook waiting for the storm to abate before attempting to enter the port.

### DUMONT NOT DISCOURAGED

### Orders a New Motor and Will Try Again to Cross the Mediterranean.

New York, Feb. 19.—M. Santos-Dumont is already at work preparing his plans for the rebuilding of his airship, wrecked on his last attempt to cross the Mediterranean, says a Journal and American dispatch from Monaco. Efforts to grapple his motor, the sinking of which was the most serious loss of his disastrous attempt, have all failed, and he has ordered a new and more powerful one. That he will ultimately cross the sea is regarded here as a certainty, for only his death will stop him. Though he was near to death from drowning, from being smothered in the folds of his collapsed balloon, and from being burned to death from the igniting of the oil he uses for fuel, his peril seems to have made the least possible impression on him. The peril to which he was exposed and the narrowness of his escape he dismisses with a shrug of his shoulders, but on the subject of the loss of his motor and the delay in his plans caused by that misfortune he is desperately eloquent.

### SPECIAL WAS TOO SLOW.

### Engine Was Out of Order, and Freight Train Overtook and Ran Into It.

Litchfield, Ill., Feb. 19.—Two persons met death and five were injured today in a rear end collision near here between the "Diamond Special" on the Illinois Central road and a freight train. The collision was remarkable in that the fast passenger train was ahead of the freight and that both trains were moving.

The Diamond Special was moving at a rate of 12 miles an hour when the freight crashed into the rear sleeper. It is said the passenger would have been traveling faster had there not been some trouble with the locomotive's machinery. The engineer on the freight engine declared that the fog was so thick he could not see 100 feet ahead.

### Great Floods in Cape Colony.

Cape Town, Feb. 19.—Unprecedented floods have occurred in the southwestern Cape Colony, resulting in great destruction of houses, bridges and railroads and drowning 25 persons.

### Four Killed in Head-On Collision.

Marshalltown, Ia., Feb. 19.—Four lives were lost in a head-on collision on the Iowa Central railroad near Gifford, a light engine crashing into a passenger train.

## A CAPTAINS' FIGHT

### THIS IS THE PRESIDENT'S VIEW OF THE SCHLEY CASE.

Thinks that Neither Admiral is Entitled to the Full Credit for the Battle of Santiago—Brooklyn's Loop was Dangerous—Endorses McKinley's Recommendations, and Hopes Controversy is at an End.

Washington, Feb. 20.—The president yesterday made public his decision in the Schley appeal. The following is a brief review of the main facts:

White House, Feb. 18, 1902.—I have received the appeal of Admiral Schley and the answer thereto from the navy department. I have examined both with the utmost care, as well as the preceding appeal to the secretary of the navy. I have read through all the testimony taken before the court and the statements of the counsel for Admiral Schley and Admiral Sampson; have examined all the official reports of every kind in reference to the Santiago naval campaign, copies of log books and the testimony before the court of claims, and have also personally had before me the four surviving captains from the five ships, aside from those of the two admirals, which were actively engaged at Santiago. It appears that the court of inquiry was unanimous in its findings of fact and unanimous in its expressions of opinion on most of its findings of fact. No appeal is made to me from the verdict of the court on these points where it is unanimous. I have, however, gone carefully over the evidence on these points also. I am satisfied that on the whole the court did substantial justice.

It should have specifically condemned the failure to enforce an efficient night blockade at Santiago while Admiral Schley was in command. On the other hand, I feel that there is a reasonable doubt whether he did not move his squadron with sufficient expedition from port to port.

The court is united in condemning Admiral Schley's action on the point where it seems to me he most gravely erred—his "retrograde movement," when he abandoned the blockade and his disobedience of orders and misstatement of facts in relation thereto. It should be remembered, however, that the majority of these actions which the court censured occurred five weeks or more before the fight itself, and it certainly seems that if Admiral Schley's actions were censurable he should not have been left as second in command under Admiral Sampson. His offenses were in effect condoned when he was not called to account for them.

The question of command is in this case nominal and technical. Admiral Sampson's ship, the New York, was seen at the outset of the fight from all the ships except the Brooklyn. Four of these five ships' captains have testified that they regarded him as present and in command. He signaled "close in" to the fleet as soon as the first Spanish ship appeared, but his signal was not seen by any American vessel. He was actually under fire from the forts, and himself fired a couple of shots at the close of the action, at the torpedo boats, in addition to signalling the Indians at the close of the action. But during the action not a single order from him was received by any of the ships that were actively engaged.

Admiral Schley, at the outset of the action, hoisted the two signals of "clear ship" and "close in," which were simply carrying out the standing orders of Admiral Sampson as to what should be done if the enemy's ships should attempt to break out of the harbor, and until after he had made his loop and the Spanish ships were fleeing to the westward, not an American ship noticed a signal from him.

When the western pursuit had begun the Oregon, and the Oregon only, noticed and repeated one of his signals of command. The captain of the Oregon then regarded him as in command, but did not in any shape or way execute any movement or any action of any kind whatsoever in accordance with any order from him.

In short the question as to which of the two men, Admiral Sampson or Admiral Schley, was at the time in command, is of merely nominal character. Technically, Sampson commanded the fleet, and Schley, as usual, the western division. After the battle was planned, not a helm was shifted, not a gun was fired, not a pound of steam was put on the engine room aboard any ship actively engaged in obedience to the order of either Sampson or Schley, save on their own two vessels. It was a captain's fight.

In concluding their report the members of the court of inquiry, Admirals Dewey, Benham and Ramsey, unite in stating that they recommend that no further action be had in the matter. With this recommendation I must heartily concur. There is no excuse whatever from either side for any further agitation of this unhappy controversy. To keep it alive would merely do damage to the navy and to the country.

THEODORE ROOSEVELT.

### Two Firemen Killed.

Milwaukee, Feb. 21.—Two firemen were killed by the falling of a brick wall of the plant of George H. Smith Steel Company, which was destroyed by fire tonight. Loss, \$100,000.

### Petrified Forest Reserve.

Washington, Feb. 21.—The house committee on public lands today reported the bill making a public reservation of a tract in Arizona, including the petrified forests.

### WAR TAX REPEALED.

### House of Representatives Unanimously Passes the Bill Without Debate.

Washington, Feb. 18.—The unexpected happened in the house yesterday when the bill to repeal the war revenue taxes was passed unanimously without a word of debate. This action was the outcome of a challenge thrown down by Richardson, of Tennessee, the minority leader, after the adoption, by a strict party vote, of a special order for the consideration of the bill which permitted debate upon it until 4 o'clock this afternoon, but cut off all opportunity of offering amendments, except such as had been agreed upon by the ways and means committee. The adoption of the rule had been preceded by a stormy debate, in the course of which the Democrats protested against the application of the "gag," which Hay (Dem. Va.) charged was meant to prevent a free expression, not only by the Democrats, but by some of the Republicans, attention being especially directed toward Babcock (Rep. Wis.) the father of the bill, to amend the steel schedule of the present law. They also charged that such a method of procedure was minimizing the influence of the house, making it simply a machine to register the decrees of the few men in control. When the rule was adopted by a vote of 158 to 120, Richardson (Dem. Tenn.) to emphasize the fact that debate on the bill could accomplish nothing, and deliberation on it would be fruitless, asked unanimous consent that the bill be placed on its passage. Not an objection was voiced, and the vote was taken forthwith. Every vote, 278 in number, was cast in the affirmative.

### DANISH TREATY RATIFIED.

### Senate Concludes the Deal for Purchase of the Danish West Indies.

Washington, Feb. 18.—Yesterday, in a little more than an hour's time, the senate disposed of the treaty with Denmark ceding to the United States for a consideration of \$5,000,000 the islands of St. Thomas, St. John and St. Croix, composing the group of Antilles known as the Danish West Indies, and lying just east of Porto Rico, and thus, so far as this country is concerned, consummated a transaction which has been under consideration intermittently since the administration of President Lincoln.

The treaty and the report on it were read at length, and more or less discussion of the Philippines was indulged in. Cullom, as chairman of the committee on foreign relations, made a speech explaining the advantages of the acquisition of the islands, and Bacon and McLaurin, of Mississippi, made brief remarks, saying that while they could not indorse all the provisions of the agreement, they would place no obstacles in the way of ratification. Bacon moved to amend the treaty by striking out the second paragraph of article 3 of the treaty, reading as follows:

"Cullom explained all the provisions of the inhabitants of the islands should be determined by congress, subject to the stipulations contained in the present convention."

He based his opposition to this provision on the ground that the constitution should extend to the islands when they became a part of the United States. He said, however, that the failure to accept the amendment would not prevent his voting for the treaty, for he believed in the Monroe doctrine. The amendment was rejected without division.

### British Army Estimates.

London, Feb. 17.—The army estimates, issued today, show a grand total for the year 1902-03 of 69,310,000 pounds, which is intended to provide for 420,000 men, of which 219,700 men are of the ordinary army service and 200,300 for war service. The estimates, of which 40,000,000 pounds is required for war, show a decrease under this head of 23,230,000 pounds, compared with 1901-02. In a memorandum the war secretary explains that the estimates are sufficient to maintain a field force in South Africa of the present strength for eight or nine months of the new fiscal year.

### Brigands Have Money, Also Miss Stone.

London, Feb. 19.—A dispatch to the Daily Graphic from Serees, European Turkey, dated Feb. 18, says that M. Gargiulo, dragoman of the American legation at Constantinople, and M. Petit, the treasurer of the American mission at Constantinople, met the brigands on the road to the Podrome monastery and paid them the ransom money, February 6. M. Gargiulo is waiting here, continues the correspondent, and is ignorant as to where Miss Stone, the captive American missionary, and her companion are concealed.

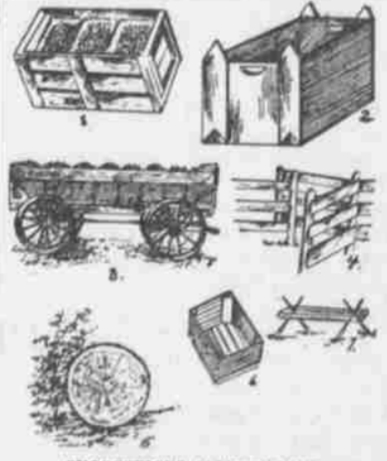
### To Prevent More Wrecks.

Washington, Feb. 19.—As the result of the wrecking of two steamers on the rocks off Bean's Point, between Seattle and Port Orchard, Senator Foster sometime ago requested the lighthouse board to make an investigation, with a view to providing suitable aids to navigation. The board has acted on the senator's request and proposes to take such action as seems warranted in the premises. Just as soon as the information is secured action will be taken.



### Illustrated Suggestions.

The first illustration is a Georgia peach carrier, holding six small baskets of peaches, which we re-engage from a cut in Country Gentleman. The next, No. 2, is a bushel box from the New York Tribune. Notice that the end pieces of this box are notched at the bottom and pointed at the top, so that a lot of crates may be stacked one over the other for sorting apples, potatoes, etc., in the cellar or for carrying to market. The third illustration is a wagonload of bushel crates. Illustrations copied from American Agriculturist. Notice the lower tier of crates, then the retaining board, which holds in position the second tier of crates placed over the first. The fourth illustration represents an opening in the fence through which people on foot can readily pass, but which cows and horses cannot get through, copied from



### SUGGESTIONS ILLUSTRATED.

Farm and Fireside. The fifth cut represents a new method of protecting half hardy or tender trees in winter by bending them over a log rolled close to the tree, and firmly fastened there by bundles of cornstalks thrown over the tree. A barrel or hogshead can be used in place of a log, with much saving of labor. Picture No. 6 shows a peculiar way of making a strong bushel crate. These bushel crates are used now extensively by farmers who gather from the fields potatoes, onions, carrots, apples, etc., placing them into these crates, then placing the crates directly into the wagon, from whence they are carried to cellar, without dumping them into wagon boxes, and shoveling them out again, as was done in old times. This cut is from American Agriculturist. The last cut is from Farm and Home and represents an easily constructed sawbuck.

### Beet Sugar and Cane Sugar.

Dr. Wiley, who is one of the most earnest advocates of sugar beet culture in the United States, said at a farmers' meeting in Ontario that the sugar cane growers in the tropics had a decided advantage over the sugar beet growers of the Northern States in the cost of production of sugar. If the labor of the South was as effective as that of the North, and as much enterprise was shown in developing the fields for cane and in other branches of the industry as must be shown on Northern farms in beet growing, the cane crop would win in the race every time. We believe this to be true, and therefore we are unable to understand why he and others so earnestly urge the growing of sugar beets here. It cannot be that the beet crop has proven a profitable one to those who have been engaged in it. Few of the crops that we have seen reported have shown a yield of over \$30 worth to the acre, and the majority fall below \$30, while the manure and labor required is about half as great as that required to grow 500 bushels of potatoes, and either of these is a more certain crop on good land well cared for than are the sugar beets.—Massachusetts Ploughman.

### Plowing Under Green Crops.

That there is merit in green manuring, adding humus to the soil, no one will deny who has tried it on moderately heavy soils, but that it should be generally practiced without regard to soil or local conditions is not a correct principle. Most of the plants used for green manuring are leguminous in character, hence have absorbed the greatest quantity of nitrogen from the air when they have reached maturity, and, in most sections, the hay of clover, cowpeas and velvet bean has a value too great to warrant one in using it as green manure, and this is especially the case on light, rather sandy soil, where the green manuring is of the least use. Under the conditions referred to the most profitable plan would be to let the crop mature and feed it for roughage, using the manure on the farm; in this way one has all the advantage that would come from the green manuring, under such circumstances, and the hay for feeding besides. Again, there is danger of souring the soil by too much and too frequent green manuring, so that one should know his soil thoroughly, or better still, experiment carefully and note results, before going into green manuring too extensively.—Indianapolis News.

### Wheat as a Hog Food.

Results obtained at the Wisconsin experiment station show that there is practically no difference in the quantity of pork produced from the same weight of wheat or corn, in four trials an average of 400 pounds of ground

wheat were required to produce 100 pounds of gain in live weight. In two trials with cornmeal 498 pounds were required to produce 100 pounds of gain. When a mixture of equal parts of wheat and corn was fed, better results were obtained than when either wheat or corn was fed alone. It required 485 pounds of mixed wheat and corn, half and half, by weight to produce 100 pounds of gain in live weight.

### Chicks Need Grit.

The chicks will be benefited by having some kind of gritty material mixed with their first feed. Coarse sand or egg shells dried and run through the coffee mill is probably as good as anything for this purpose. The supply houses keep in stock what is known as "chick grit," but we do not believe that it is any better than what has been above suggested. Next to the ravages of lice, bowel troubles lead to the heaviest loss of chicks, and the grit tends in a great degree to prevent such troubles. If a chick is killed at the end of the first day that it has run with the hen its crop will be found to contain a considerable quantity of sand and fine gravel, and if the weather is such that the hen can be turned loose the day following that on which the brood is taken from the nest, and be allowed to select the food, the owner will generally be safe in relieving himself of any concern regarding their health. The hen sees to it that the chicks get something which is not usually thought of by the owner, and that is grit.—Drovers' Journal.

### Clover in the Rotation Crops.

It is now generally understood that the rotation of crops is practiced so that the plant foods in the soil may be drawn upon about in equal quantities instead of using heavily of one and little of the others, as is the case when one crop is grown several years in succession. There is another point about the rotation of crops that is not so well understood by farmers, and that is the value of using clover or some plant of a similar character as a part of the rotation crops, and simply because it returns more plant food to the soil than it takes out of it. This is one reason why authorities on legumes have urged so persistently that farmers use them more freely and have shown where cowpeas, Canada field peas and the velvet bean can be used to advantage on farms where it does not seem possible to get a good stand of clover.—Indianapolis News.

### Growing the Best Apples.

Nurserymen report an unusual demand for the older and best-known varieties of apple trees, such as Rhode Island Greening, King, etc., and those who have fruited these old favorites are encouraging the demand for them. Growers have paid much attention to the later introductions and lost sight of the good things at hand. The writer remembers buying several barrels of King apples some twenty years ago in New England which were superb in quality and size, far superior to the majority of the varieties of recent introduction, and where this variety can be grown it may be safely said that it has no rival. At this season of the year the good old varieties like King, Rhode Island Greening, Spitzenburg and Northern Spy bring more money than the newer sorts.—Exchange.

### A Correct Cellar.

A cellar can be kept as pure and dry as any other part of the house if it but have a reasonable amount of attention. Unless the ground be low, so as to make water collect in the cellar, it is not necessary, although desirable, to cement the walls and floor. Bricks set on edge and laid with tight joints form a clean and satisfactory floor. Slope the floor so that a drain will carry off any water that may collect. This gives opportunity to fully wash the cellar, for cleanliness is as necessary here as in the other rooms. Light, cleanliness and pure air make the perfect cellar, as they do the perfect living room.

### Stick to One Breed.

If farmers would take one good breed of fowls and carefully study their characteristics, they would make more profit than if they keep trying to originate some new breed. It sounds well to hear yourself spoken of as the originator of some new and valuable breed, but very few ever succeed in starting a variety of fowls that ever amounts to anything.

### Dairy and Creamery Notes.

Do not allow any person or dogs to worry the milk cows. The neglected cow neither fills the pail nor the farmer's pocketbook. Never stop nor let the work be interrupted when milk is "coming." Milk dry; milking dry develops the udder and consequently the power of giving milk. If there is any one thing that needs a dairymen's personal attention more than any other, it is milking. If there is a little milk left in the udder each time it will cause any cow to decrease in her milk flow and finally cease giving milk at all. Knowing how means much in butter making. This is why one person's butter is quoted at 20 cents a pound, while another's from just as good milk, will bring only 8 cents. A cow should be milked three or four times a day if she is suffering from any disease of the udder. There should be no loud, boisterous language permitted while doing the milking, for the cow is a nervous creature, and any uncalm for excitement affects the quantity and quality of milk unfavorably.

It is the little attentions that go to make up the successful management of dairying, and he who does not study the needs of the common cow and her environment need expect no success with her blooded sister.